

Monday, 22 July 2024

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Napier-Hastings Future Development Strategy Joint Committee Meeting

Kaupapataka

Attachments Vol 1

Te Rā Hui:
Meeting date: **Monday, 22 July 2024**

Te Wā:
Time: **1.00pm**

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

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

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Draft Napier Hastings Future Development Strategy 2024 - 2054

July 2024

Item 4

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DRAFT

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1. Foreword

Creating a strong and sustainable future for the Heretaunga Plains has been the focus of the Heretaunga Plains Urban Development Strategy (HPUDS) since its inception in 2010. This Future Development Strategy (FDS) replaces HPUDS and builds on that legacy by looking out another 30 years. The FDS seeks to manage urban growth on the Heretaunga Plains in a way that acknowledges mana whenua and their aspirations for development, is respectful of the precious land and water resources that sustain us, while supporting our housing, business and community needs. This is not an easy task as there are many conflicts, tensions and trade-offs that need to be navigated, especially considering the challenges that climate change puts before us.

This Strategy looks out to 2054 and has been prepared jointly by the partner councils – Napier City Council, Hastings District Council and Hawke's Bay Regional Council, in partnership with mana whenua through Maungaharuru-Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua. It sets out to meet the councils' obligations under the National Policy Statement on Urban Development 2022 (NPS-UD) but is essentially driven by a broader need for continued leadership and collaboration by the councils and mana whenua through the Treaty of Waitangi settlement entities in the way urban development occurs in this special part of Aotearoa New Zealand.

The NPS-UD requires the FDS to set out how well-functioning urban environments will be achieved and must show:

- the general locations for Napier and Hastings capacity to grow, including through intensification within existing urban areas
- the infrastructure needed to support and service that growth
- development constraints that need to be avoided or mitigated.

Three major factors driving our decision-making are mana whenua knowledge and expectations, the need to protect highly productive land, and managing the effects of natural hazards as far as possible. Many other factors have been considered, but we acknowledge that in 30 years many things will change that we cannot foresee. Accordingly, the strategy will be reviewed every three years, to incorporate and respond to current issues. Nevertheless, the strategy takes a long-term approach to how we address urban development on the Heretaunga Plains, with a focus on a preferred settlement pattern that will lead us to more compact development.

This approach means further changes in the current way growth is managed, but we believe that long-term leadership and robust growth management will lead to sustainable growth, while recognising that getting there will necessitate a transitional period over time.

We particularly acknowledge the input of mana whenua in the development of the strategy. Mana whenua have an important role in planning future growth in Napier and Hastings,

including the delivery of housing, and the protection of our natural and physical resources. We will continue to collaborate in genuine partnership with our Treaty partners on the future growth of Napier and Hastings.

Let us look forward, continue to work with our communities to create the kind of region we all love to live, work and play in.

Many thanks to all of those who have provided input into the development of this draft strategy through the informal and formal consultation processes. We look forward to your feedback on the draft FDS.

Hawke's Bay Regional Council Chair Hinewai Ormsby

Napier City Council Mayor Kirsten Wise

Hastings District Council Mayor Sandr Hazlehurst



2. Mihi

Kei aku maunga whakahī, kei aku awa whakaterere taniwha, tēnā koutou katoa.

Haramai rā ki a au, ki te rautaki nei, ka nui te mihi.

He hua te rautaki nei o te mahinga tahitanga a ngā kaunihera e toru, a Hastings District Council, a Napier City Council me Hawke's Bay Regional Council, ki a Tamatea Pōkai Whenua, Mana Ahuriri Trust me Maungaharuru Tangitū Trust.

I te marama o Hepetema ki te marama o Nōema i tēra tau, i whai wā te marea ki te tuku kōrero mai e pā ana ki tēnei rautaki. I wānangahia ērā whakahokinga kōrero, ā, anei te hua.

He tirohanga 30 tau tēnei, ā, e tūmanako ana ka pūawai te rohe mā roto mai i te rautaki nei.

Heretaunga Haukū nui

Heretaunga Ararau

Heretaunga Hāro o Te Kāhu

Heretaunga Takoto noa.

Kia tōaitia anō i konei, ko ā mātou mihi ki a koutou, kei aku rangatira.

3. Overview

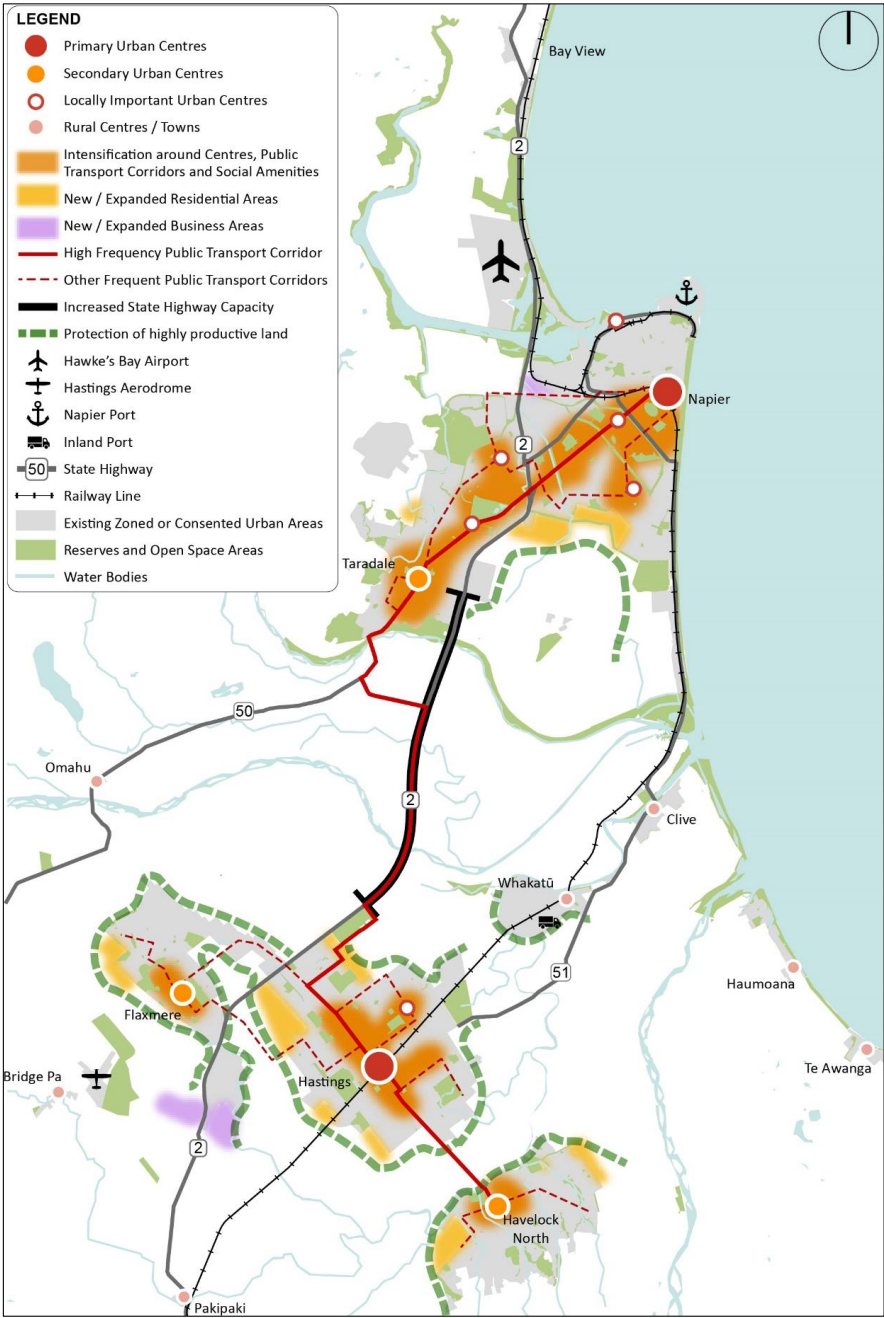


Figure 1 The Draft Future Development Strategy

At its heart, the Draft FDS strategy **seeks to achieve a compact urban form, focussed around a network of consolidated and intensified centres in Napier and Hastings**. The draft strategy achieves this by enabling more housing growth and choice within and adjoining the existing urban area in locations close to the public transport network and community services. It also achieves this by providing choices for different types of businesses in efficient locations.

The Draft FDS strategy provides for:

- **increased density and diversity of housing**, including apartments and terraced housing, within and close to Napier and Hastings' primary, secondary and locally important centres and high frequency bus corridors;
- **general residential development in other neighbourhoods** within existing urban areas, including small scale infill and suburban scale duplexes and terraced housing;
- **targeted expansion to enable new compact neighbourhoods with a mix of housing types** to the south of Napier's urban area, Mission Estate, and on the fringes of Havelock North, Hastings and Flaxmere, in locations that can integrate efficiently with existing transport networks and services, while avoiding the best productive land;
- **increased density and diversity of retail and commercial activities** in Napier and Hastings' primary, secondary and locally important centres, the Severn Precinct, and in new centres that support new compact neighbourhoods;
- **a new strategic industrial node at Irongate and Irongate West** that is efficiently located close to the state highway network and existing industrial areas; and
- **supporting infrastructure**, including transport, three waters, open space and social infrastructure network improvements.

The draft FDS strategy enables a number of benefits to be realised, including:

- providing the **best opportunity to achieve more compact housing** consistent with changing housing needs in Napier and Hastings;
- providing for new housing in a variety of areas which supports **reduced travel times for people with lower impacts on the transport network**;
- directing growth to areas that **better utilise existing amenities and infrastructure** (e.g. drinking water, wastewater, stormwater, roading, schools and public transport);
- **avoiding the need for significant new capital investment in new infrastructure** in areas with limited existing and planned infrastructure;
- **minimising urban expansion** in areas subject to significant natural hazard risks;
- providing opportunities to **more efficiently protect existing communities from natural hazard risks**;
- **minimising urban expansion in areas with highly productive land** used for productive activities; and
- **providing opportunities for further economic agglomeration** of the Irongate industrial node should the uptake of industrial land occur faster than anticipated.

4. Introduction

4.1 What is the Future Development Strategy?

The Draft Napier Hastings Future Development Strategy (**the draft FDS**) is a strategic tool to assist with the integration of planning decisions under the Resource Management Act 1991 (**RMA**) with infrastructure and funding decisions. It must show:

- where we will grow in Napier and Hastings, including the general locations for growth in existing and new urban areas over the next 30 years;
- The infrastructure needed to support and service that growth; and
- Development constraints.

The Draft FDS has been developed in partnership with Hastings District Council, Napier City Council, Hawke's Bay Regional Council, Maungaharuru Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua. The Draft FDS satisfies the statutory requirements for future development strategies under the National Policy Statement for Urban Development 2020 (**NPS-UD**).

The NPS-UD states that the purpose of an FDS is to promote long term strategic planning by setting out how the partner councils and mana whenua intend to:

- achieve well-functioning urban environments in existing and future urban areas;
- provide at least sufficient development capacity over the next 30 years to meet expected demand; and
- assist with the integration of planning decisions under the RMA with infrastructure planning and funding decisions.

While establishing the overall direction for managing growth of urban environments across Napier and Hastings, it is important to note that an FDS does not:

- rezone land;
- make changes to any district or regional plan;
- set out details and standards around subdivision and building design;
- provide funding and other resourcing to meet costs of development, infrastructure and other services.

4.2 Where does it apply?

In preparing the Draft FDS we have identified a study area around the existing urban areas of Napier and Hastings. The study area is shown in **Figure 2** and includes Napier, Taradale, Hastings, Flaxmere, Havelock North, the surrounding Heretaunga Plains and peripheral areas including Bay View and Whirinaki, Whakatū, Clive, Haumoana and Te Awanga, and a number of rural settlements on the Heretaunga Plains within an approximate 20-minute (uncongested) drive time from the main centres of Napier and Hastings.

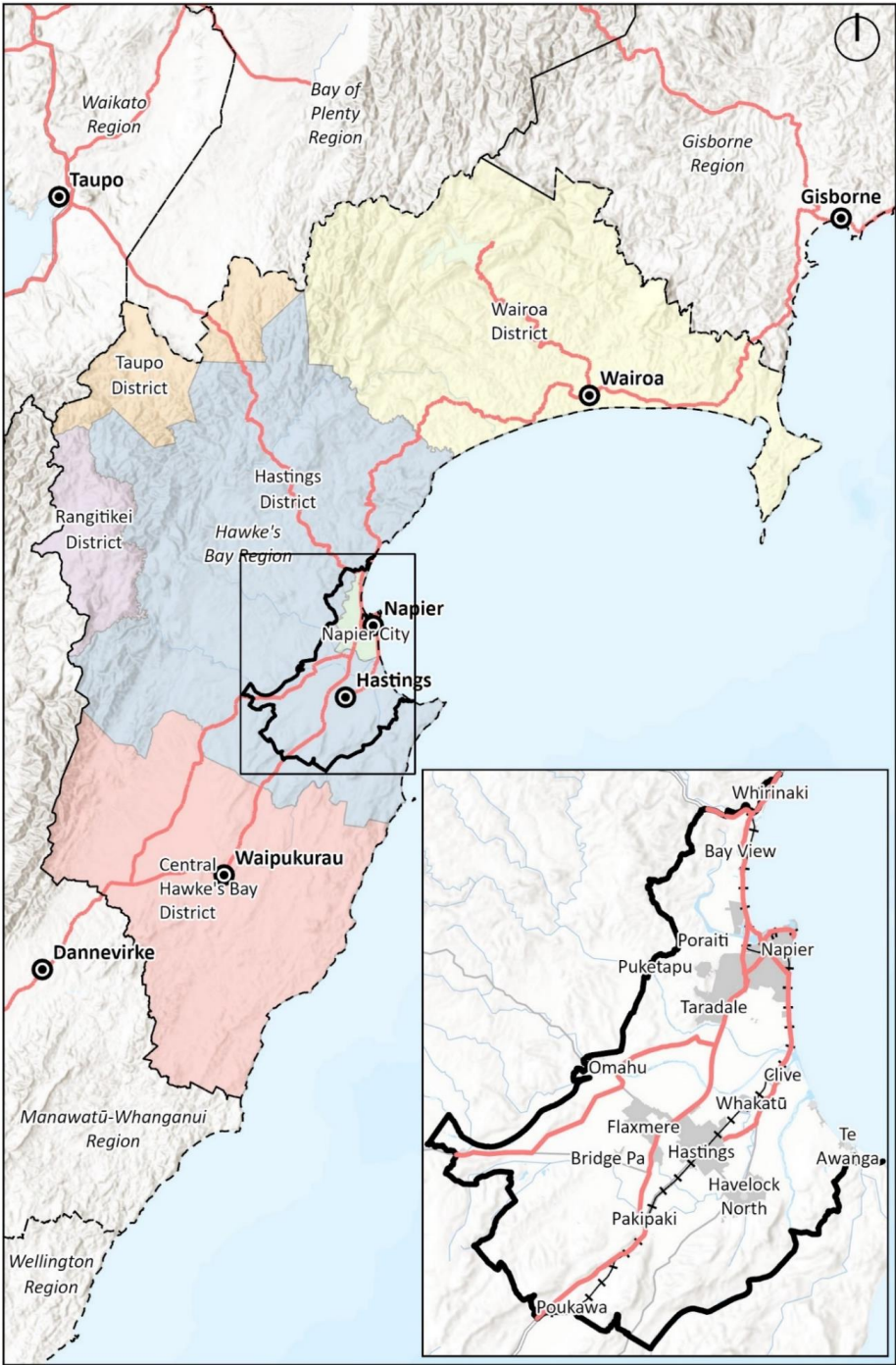


Figure 2 FDS Study Area Extent within Hawke's Bay Region

4.3 Well-functioning urban environments

A key requirement of an FDS is to set out how the partner councils, and mana whenua, through the Treaty Settlement Entities, will achieve well-functioning urban environments. These are described in Policy 1 of the NPS-UD as urban environments that, at a minimum will:

- have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households;
- have or enable a variety of homes that enable Māori to express their cultural traditions and norms;
- have or enable a variety of sites that are suitable for different business sectors in terms of location and site size;
- have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport;
- support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;
- support reductions in greenhouse gas emissions; and
- be resilient to the likely current and future effects of climate change.

4.4 Heretaunga Plains Urban Development Strategy

The Heretaunga Plains Urban Development Strategy (HPUDS), initially developed in 2010, was a joint strategy developed by Hastings District Council, Napier City Council, Hawke's Bay Regional Council and mana whenua to manage urban growth on the Heretaunga Plains over a 30-year timeframe through to 2045. Subsequent updates and amendments to HPUDS were made in 2017.

The Draft FDS builds on and replaces HPUDS, responding to the new requirements of the NPS-UD and other recent national direction, including the National Policy Statement for Highly Productive Land 2022 (**NPS-HPL**). In preparing this Draft FDS, all unzoned future growth areas identified within HPUDS have been reconsidered to determine their appropriateness to accommodate future development.

HPUDS was based on a preferred settlement pattern that recognised the community's preference to maintain the versatile land of the Heretaunga Plains for production purposes. The strategy defined growth areas and urban limits, with a need to balance increased intensification and higher densities close to the commercial nodes and higher amenity areas in the districts, against the provision of lifestyle choice. Under HPUDS, development was expected to transition to 60 per cent intensification, 35 per cent greenfield, and five per cent in rural areas by 2045.

HPUDS sought to recognise and provide for mana whenua values and aspirations, including through governance and implementation of the strategy, and by recognising the unique relationship that mana whenua have with the land, waterways and other people. HPUDS

specifically provided for Marae-based settlements at Bridge Pa and Omahu, noting that servicing could be more practically achieved in these locations from a physical and cost viewpoint than more remote marae. HPUDS also acknowledged and supported the development of papakāinga housing. The Draft FDS continues to promote this approach.

Strong growth since 2015 has seen development in rural and greenfields areas maintain their shares of the market, although a significant proportion of greenfield development has been in higher density retirement villages. It is only in recent years, in a cooling housing market, that a proportionate shift towards intensification and more efficient use of greenfield growth areas has started to occur.

A number of growth areas identified within HPUDS have been enabled through plan changes and detailed planning, and now form part of the existing urban environment. Several have been recently developed or are under development, including:

- Parklands
- Te Awa
- Mission Hills
- Brookvale Road
- Lyndhurst
- York Road (Wairatahi Fast Track Consent)
- Howard Street
- Tomoana (industrial)
- Irongate (industrial)
- Omahu Road (industrial)

4.5 Cyclone Gabrielle

On February 14, 2023, the region experienced the devastating effects of Cyclone Gabrielle. While the full impacts of the cyclone continue to be assessed, significant investment will be required to rebuild and future-proof infrastructure. While the development of the FDS commenced prior to Cyclone Gabrielle, it is important that the Draft FDS responds to the information gathered as a result of, and as part of, the ongoing cyclone recovery process.

The recovery conversations with mana whenua, communities and the Hawke's Bay Regional Recovery Agency (**RRA**) to understand how communities and infrastructure were impacted, and how best to build back for long term resilience, have all influenced the Draft FDS issues and options, and the development of spatial scenarios.

Following Cyclone Gabrielle, councils and mana whenua developed their own locality plans to set out their recovery priorities. The RRA developed a Regional Recovery Plan which presented these priorities within a single cohesive document to advocate for the region and seek support from central government towards the recovery efforts.

In November 2023, a Briefing to Incoming Ministers (**BIM**) setting out the region's priorities was presented to Governments. Both housing and regulatory relief (primarily to support a streamlined planning process for necessary flood protection works) were identified within the BIM. The region's housing shortfall has been exacerbated as a consequence of those whānau who have been displaced by the cyclone. The flood mitigation works, now able to proceed more quickly under a recently enacted Order in Council, will provide greater certainty to seven residential areas in the region, as well as for the Awatoto industrial area and Napier Wastewater Treatment Plant.

Plan Change 6 (**PC6**) to the Hastings District Plan is progressing which seeks to enable Category 3 impacted sites to relocate within close proximity. This provides the opportunity for cyclone-affected homeowners to relocate within their existing rural communities.

The ongoing cyclone recovery is a separate process from the Draft FDS but forms part of the evidence base which has informed decision making.

4.6 Why has the Draft FDS been prepared?

The councils are required to jointly prepare an FDS for Napier and Hastings in accordance with the requirements of the NPS-UD.

Over the next 30-years, the population of Napier City and the Hastings District is projected to increase by over 40,000 people from 2023 levels. The majority of this increase will be accommodated in or around the main urban areas of Napier, Hastings, Flaxmere and Havelock North. These projections are higher than those used to develop HPUDS and reflect changing migration policy settings from around 2015-2019 and the 2020 COVID-19 repatriation of New Zealanders from abroad. This has seen the growth projections for 2015-2020 (and expectations to 2045), which informed the development of HPUDS, exceeded by a considerable margin.

Strong population growth and the resulting national housing crisis has affected the Napier and Hastings housing market. While HPUDS growth expectations were met and even exceeded by new dwelling construction, this has not been sufficient to meet the unprecedented demand. A sizable backlog of demand for new housing across Napier and Hastings now exists.

The Draft FDS is needed to ensure that the projected population growth across Napier and Hastings over the next 30-years can be accommodated.

4.7 Where does the FDS fit with other council strategies?

Each of the councils involved in the development of the Draft FDS are required to prepare and implement a number of Plans under various pieces of legislation including the RMA, Local Government Act 2002 (**LGA**) and Land Transport Management Act 2003 (**LTMA**). These include District Plans, Regional Plans, Long-Term Plans, Regional Land Transport Plans, Infrastructure Strategies, and Annual Plans. The FDS provides strategic direction and is a tool to inform these plans and strategies.

The partner councils are also progressing their own local and regional planning processes, many of which have informed the Draft FDS.



Figure 3 Where the FDS sits

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5. How the Draft FDS has been prepared

Developing the Draft FDS has involved a partnership approach with mana whenua, and extensive engagement with elected officials, the community, interested landowners and developers, as well as using detailed technical analysis and evaluation. Consistent with the requirements of the NPS-UD, we have undertaken the following steps to get to this point, informed by the RMA and relevant national policy statements.

- **Relevant existing plans, strategies and data have been reviewed**, including the Napier Spatial Picture and Structure Plans, Proposed Napier District Plan (**PDP**), Plan Change 5 to the Hastings District Plan (Right homes, right place) (**PC5**), the Napier Hastings Industrial Land Supply Strategy, the Housing Development Capacity Assessment 2021, Business Development Capacity Assessment 2022, the Hastings Medium Density Housing Strategy, and infrastructure plans and strategies.
- **Partnership and engagement with mana whenua** has enabled an understanding of their values and aspirations for urban development. This engagement has been integral to the development of the Draft FDS, to ensure the principles of the Treaty of Waitangi are taken into account.
- **Community engagement on issues and options**, including a 'call for opportunities' in September – October 2023 has resulted in many sites being put forward by the community and landowners for consideration in the Draft FDS.
- **Different spatial scenarios/options have been developed and identified** to accommodate urban growth based on the outcome of the above.
- **The advantages and disadvantages of spatial scenarios** have been evaluated with input from a multi-disciplinary team and supported by independent technical advice on residential and business demand and capacity, highly productive land and transport.
- **Infrastructure providers and Government organisations have been engaged with**, to test the spatial scenarios and supporting analysis. This group included the New Zealand Transport Agency, the Ministry of Education, Kāinga Ora, telecommunications providers, Transpower, Unison, Hawke's Bay Airport, Port of Napier and the Ministry for the Environment.
- **A preferred spatial scenario was identified** based on the outcome of the above.
- The relevant Council and central Government agencies were worked with to identify in further detail the infrastructure network upgrades necessary to support the preferred spatial scenario.

Further collaborative engagement with mana whenua is required to ensure the partner councils meet their obligations under Te Tiriti o Waitangi. This includes continuing to develop the information base relating to mana whenua demographics, including population distribution and housing needs, as well as information regarding the location of wāhi tapu and sites of cultural significance within the FDS study area. This information will inform the monitoring and implementation of the FDS as well as future reviews.

6. Iwi and hapū values and aspirations

6.1 Combined statement

An FDS is required to include a clear statement of hapū and iwi values and aspirations for urban development. Three Treaty settlement entities – Maungaharuru-Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua, represent the hapū of Ahuriri (Napier) and Heretaunga (Hastings).

The hapū of Ahuriri and Heretaunga are mana whenua within their respective takiwā or traditional areas. Hapū statements for the three distinct mana whenua are included in this section. Maungaharuru-Tangitū Trust, Mana Ahuriri Trust, and Tamatea Pōkai Whenua participated wāhi with the three councils in preparation of this strategy.

Maungaharuru-Tangitū Trust

The hapū and marae of Maungaharuru (the mountain) to Tangitū (the sea) are represented by Maungaharuru-Tangitū Trust. Maungaharuru-Tangitū Trust represents six hapū and one marae within the Maungaharuru to Tangitū region. The Maungaharuru-Tangitū Hapū Claims Settlement Act 2014 finalised settlement redress for the historical Treaty grievances of Maungaharuru-Tangitū Hapū against the Crown. The Maungaharuru-Tangitū region is in northern Hawke's Bay, extending from Keteketerau (the former outlet of Te Whanganui-a-Orotu) in the south, northwards beyond the FDS boundary.

Mana Ahuriri Trust

The hapū and marae of Ahuriri are represented by Mana Ahuriri Trust. Mana Ahuriri Trust represents seven hapū and six marae within the Ahuriri region. The Ahuriri Hapū Claims Settlement Act 2021 finalised settlement redress for the historical Treaty grievances of Ahuriri Hapū against the Crown. The Ahuriri region extends from the Ngaruroro River in the south, northwards beyond the FDS boundary. The northern region of Ahuriri is shared with Maungaharuru-Tangitū.

Tamatea Pōkai Whenua

The hapū and marae of Heretaunga are represented by Tamatea Pōkai Whenua. Tamatea Pōkai Whenua represents 43 hapū and 23 marae within the Heretaunga and Tamatea (Central Hawke's Bay) regions. The Heretaunga Tamatea Claims Settlement Act 2018 finalised settlement redress for the historical Treaty grievances of Heretaunga Tamatea against the Crown. The Heretaunga region extends from the Tūtaekurī River in the north, southwards beyond the FDS boundary.

The following map outlines the regions and areas of interest of the three distinct mana whenua within and beyond the FDS boundary.

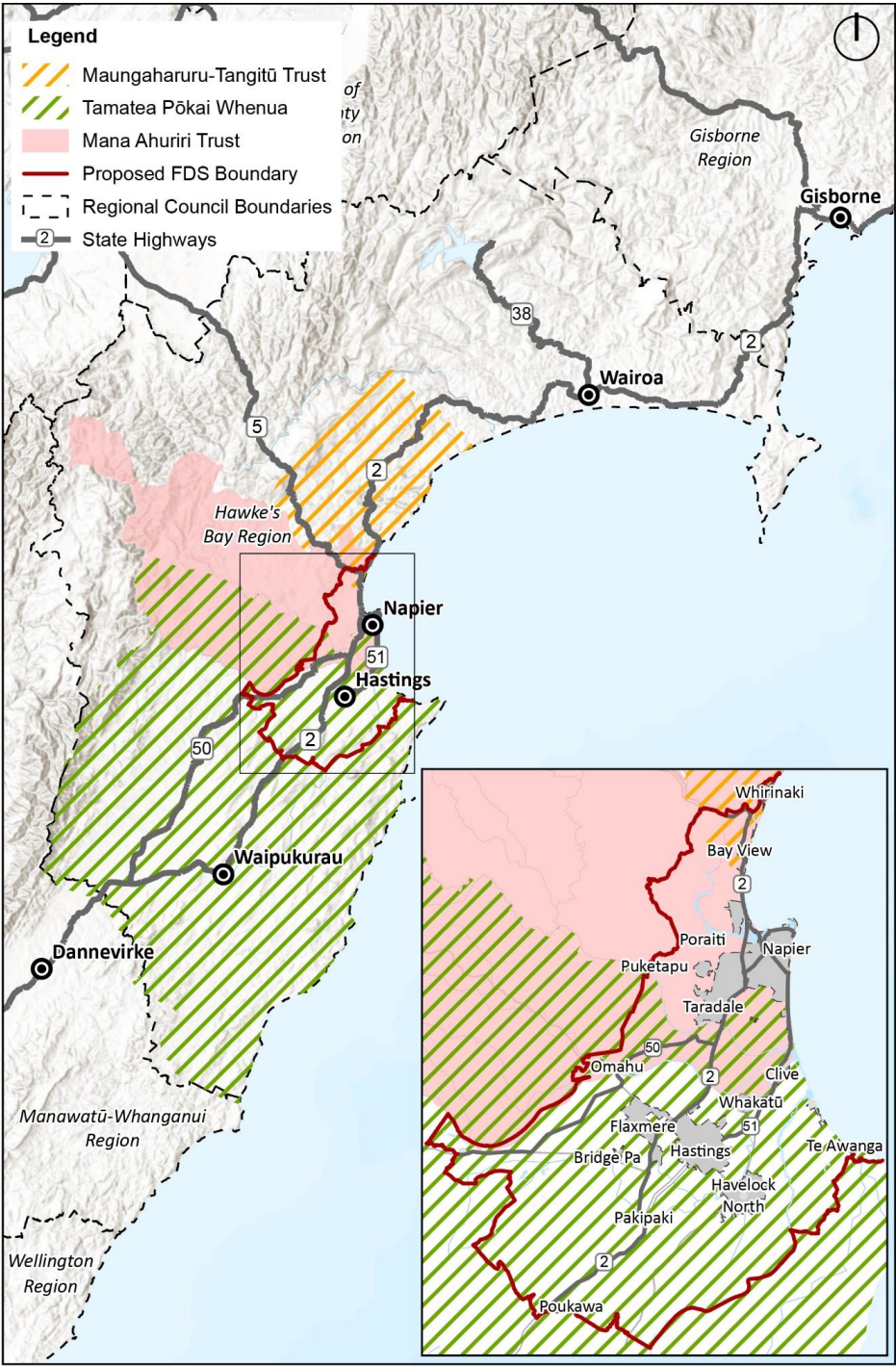


Figure 4 Areas of Interest within and beyond the FDS Study Area

6.2 Mana Ahuriri Trust

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Heretaunga Hapū

Future Vision

Heretaunga Haukū nui
Heretaunga Ararau
Heretaunga Hāro o te Kāhu
Heretaunga Takoto Noa

This statement summarises the values and priorities of Heretaunga hapū and marae to inform and support future development and growth in the Heretaunga region. Te Tiriti o Waitangi provides the basis for the strategic relationship between local government and Heretaunga hapū, and development in the region.

The priorities outlined in this statement are underpinned by a Heretaunga specific and well-known whakataukī or local proverb.

The priorities seek optimum opportunity for realising hapū values and aspirations for future development. The desired outcomes will facilitate social, cultural, and economic growth, alongside environmental protection, that will enable the well-being of Heretaunga whānau, hapū and marae, and the wider Heretaunga community.

Heretaunga Haukū nui – Conserving Fertile Resources of Heretaunga	Heretaunga Ararau – Enabling Thriving Communities within Heretaunga	Heretaunga Hāro o te Kāhu – Growing Leadership and Legacy Across Heretaunga	Heretaunga Takoto Noa – Securing Heretaunga Language and Culture
<p>This priority asserts our <i>kaitiakitanga</i>, protecting and enhancing our whenua, our waterways and our taonga.</p> <ul style="list-style-type: none"> Heretaunga kawa, tikanga and hapū mātauranga inform kaitiakitanga practices in our region. Native flora and fauna are protected, considered and incorporated into residential and commercial developments. Waterways and riparian zones are protected, sustained and enhanced to ensure thriving communities and to support biodiversity. Heretaunga knowledge and preferred actions underpin future development solutions. 	<p>This priority speaks to <i>thriving mana whenua</i>, our whānau and hapū, and their aspirations for future community development.</p> <ul style="list-style-type: none"> Heretaunga hapū demographic forecasts inform investment in planned future development. Expand papakāinga and other housing developments on ancestral land, including on Māori and general land titles. Provision of electricity, wastewater and stormwater infrastructure for development of hapū and marae communities. Amenities, facilities, and public transport are provided in hapū communities, to enhance quality provision of services to Heretaunga hapū and the community. 	<p>This priority focuses on <i>leadership and legacy</i>, the future vision and what we will leave our tamariki and mokopuna.</p> <ul style="list-style-type: none"> Hapū are respected and engaged as Treaty of Waitangi partners in decision making for future development opportunities in Heretaunga. Hapū expect equitable outcomes from investment in Heretaunga to enhance hapū development. Priority for progress and development of Tamatea Pōkai Whenua properties to provide for optimum opportunity in realising hapū aspirations. New and specific land development designations are created for ancestral land to facilitate social, cultural and economic growth. 	<p>This priority ensures our <i>language and culture</i> is thriving, we honour our heritage and protect it for future generations.</p> <ul style="list-style-type: none"> Heretaunga hapū embrace development that acknowledges the cultural and spiritual wellbeing of hapū and the health of our lands, waterways and taonga. Heretaunga histories, language and cultural associations are exemplified, are visible and create cultural connection. Wāhi tapu, wāhi tīpuna and sites of cultural significance are identified, protected and restored to maintain and disseminate hapū mātauranga and histories. Heretaunga hapū culturally identify with, feel pride in, and are connected to development in our region.

Marae, hapū and Tamatea Pōkai Whenua Statements

The statements below are specific aspirations of hapū, marae and Tamatea Pōkai Whenua for sites and areas within the region to protect, enhance or develop. These aspirations have informed the priorities of this statement.

Waipatu Marae

Waipatu marae and associated hapū wish to continue the development of papakāinga and other housing developments on ancestral lands, including on Māori and general land titles. Support to achieve this, including strengthening existing and establishing new infrastructure, is sought. Hapū seek the provision of Council services such as rubbish and recycling collection for existing and future papakāinga. Waipatu Marae and hapū expressed an aspiration to establish urban papakainga in the middle of the Heretaunga CBD with a kaumātua retirement village, apartments for whānau, a commercial hotel, restaurant and wānanga space. The creation of a Waipatu Boulevard from Karamu Bridge to ngā pou at the Hastings Library is also a desire of the marae and hapū. The Waipatu Community Plan sets out in more detail the priorities of Waipatu marae and hapū for future development in the area.

Ruahapia, Matahiwi and Waimarama Marae

Hapū expressed a strong desire to establish new and expand existing papakāinga and other housing developments on ancestral lands, including in Waimārama and on St Georges Road South, Havelock North. Hapū identified infrastructure and support through Council processes as high priority to enable these developments. The identification and protection of wāhi tapu and sites of cultural significance is a concern and priority, particularly for Te Awanga and the surrounding area. Climate change is a serious concern and issue for coastal hapū and marae due to the significant cost in future proofing marae and marae communities from a changing coastal environment. Mana whenua expect to be engaged and supported with climate change adaptation planning, pathways and implementation within these communities.

Kohupātiki Marae

Kohupātiki expressed aspirations to continue engaging in papakāinga development opportunities to support affordable housing and encourage the return of their people to their whenua, reconnecting with their grandparents, parents and Marae. "*Kohupātiki ki te rangi, Kohupātiki ki te awa, Kohupātiki ki te whenua*".

Korongatā and Mangaroa Marae

Korongatā and Mangaroa marae and associated hapū assert their role as partners in the community and expect to be consulted about development in the area. Hapū would like Bridge Pā to be zoned and warded as one community. Hapū have identified infrastructure and provision of services as high priority. Hapū seek infrastructure to support papakāinga and other housing developments, provision of social services facilities for the community, multifunctional recreational spaces, access to public transport, and a speed limit of 50km on Maraekakaho Road. Bridge Pā should be a destination, not a thoroughfare. Hapū have also identified the protection of waterways, including water flow, as a major concern and priority. Protecting, maintaining and enhancing the mauri of the waterways is imperative to ensure thriving mana whenua communities and to support biodiversity.

Houngarea, Mihiroa and Taraia Marae

Hapū expect to be engaged and consulted on all developments in and around the area of Te Pakipakitanga o Hinetemoa. The protection of wāhi tapu, sites of cultural significance, waterways and the taiao is of paramount importance. This includes the protection and enhancement of streams, native species, flora and fauna. This is to ensure Te Pakipakitanga o Hinetemoa is culturally safe in all facets, maintains and upholds the mauri of the taiao, and upholds the mana of their tīpuna. Mana whenua seek papakāinga and other housing development opportunities, and support with infrastructure, to provide affordable housing options for whānau. Mana whenua also emphasized the need for community recreational areas in the village. Hastings District Council is encouraged to, and marae welcome, the opportunity to engage and collaborate on community recreational areas. In the short term, mana whenua request quality walkways from the village to Te Kura o Pakipaki and to the Poukawa School bus pickup point, and a new bus shelter to be built in the village.

Omahu, Runanga and Te Āwhina Marae

Omahu, Rūnanga and Te Āwhina marae and hapū were severely impacted by Cyclone Gabrielle. Te Piringa Hapū, the Hapū Authority for Omahu and the surrounding area has led the response and recovery for the community. The Utaina 10 Year Recovery Plan was prepared by Te Piringa Hapū in response to the cyclone and is a key document setting out the short to medium term hapū priorities for the recovery and rebuilding of the Omahu community and surrounding area. Te Piringa Hapū have also developed a Statement of Hapū Values and Aspirations for Future Development. This includes a Spatial Plan that visualises these aspirations, outlining their vision for sustainable and culturally aligned growth. This Statement is included in this strategy and is supported by Tamatea Pōkai Whenua. Both documents are integral to inform and support recovery priorities, and future development and investment in the area.

6.4 Maungaharuru-Tangitū Trust

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7. Vision and objectives

7.1 Te Pae Tawhiti | Vision

The overarching vision which has helped guide the development of the FDS is:

In 2054, Napier and Hastings have thriving, resilient, safe, equitable, sustainable and connected communities, within a protected and enhanced natural environment.

To achieve this vision, a number of principles and objectives were developed. The objectives are intended to state the goals or desired future state for urban growth in Napier and Hastings. The key principles outline our values and how we intend to work together to achieve the objectives.

Ngā Mātāpono | Key Principles

Mahi Ngātahi - Partnership

Mana Taurite - Equity and inclusion

Manawaroa - Resilience

Haumako - Productivity

Taiao - Environment

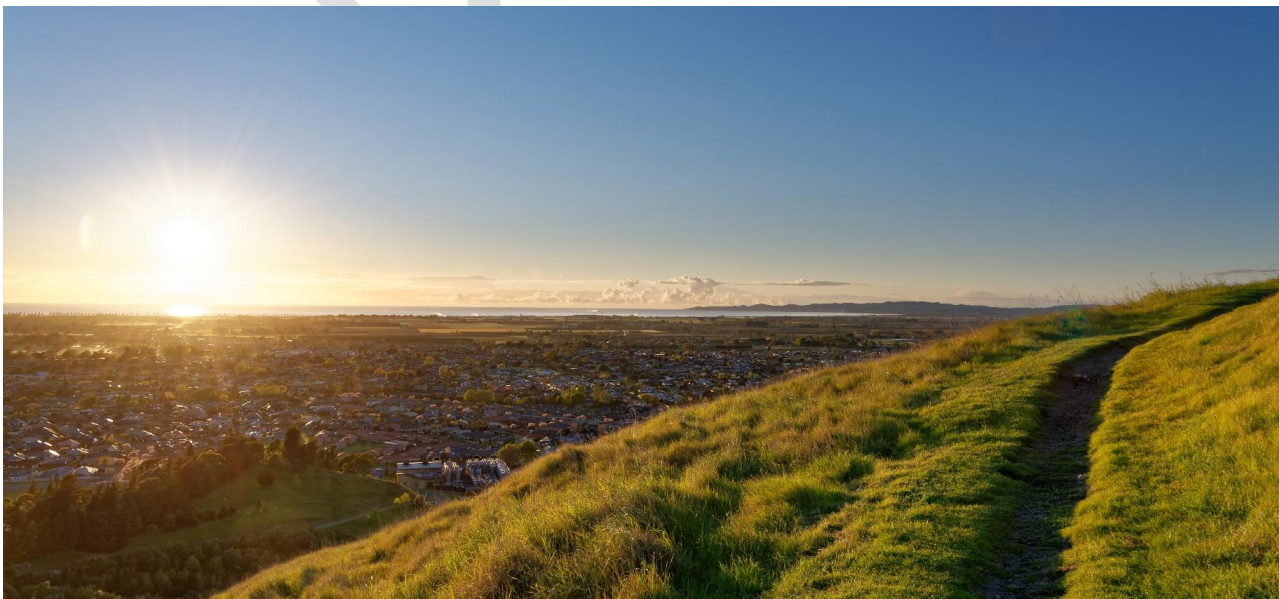
Tūhononga – Connectivity

Matahūhua – Diversity

7.2 Ngā Whāinga | Strategic objectives

The strategic objectives set out below describe what the Draft FDS is seeking to achieve to ensure the vision is realised. These objectives will form the basis of future implementation and monitoring of the FDS.

1. Mana whenua and councils work in a **genuine Te Tiriti partnership** to achieve their shared goals for urban development.
2. We have a compact urban form, focussed around **consolidated and intensified urban centres** in Napier and Hastings.
3. Our communities and infrastructure are **resilient to the effects of climate change** and risks from natural hazards.
4. We have a **diverse range of housing choices** that meet people's needs in neighbourhoods that are **safe** and **healthy**.
5. We have a **strong economy**, and businesses can grow in locations that meet their functional needs.
6. The highly productive land of the **Heretaunga Plains** is protected for productive uses.
7. Our communities and business areas are **well connected and accessible**, particularly by public and active transport.
8. We have **sufficient land** for housing and business to meet demand.
9. Te Taiao/our **natural environment is protected and enhanced**, including our water bodies, indigenous biodiversity, **wāhi taonga** and outstanding landscapes.
10. Our **infrastructure** is planned and designed to **efficiently support development**.
11. Urban growth and infrastructure investment supports **equitable social outcomes**.
12. The **values and aspirations of mana whenua** for development are a priority and are recognised and supported.



8. The Growth Picture

8.1 Responding to demand

The starting point for the FDS is understanding how much residential and business growth to plan for over the next 30 years and what future communities will look like. Within the 30-year timeframe, the FDS needs to consider residential and business demand in the short term, medium term and long term.¹

8.2 Residential demand

Population and households

Under a medium-high growth outlook the Statistics New Zealand ('StatsNZ') **subnational population projections** estimate that the populations of Napier City and Hastings District will increase to almost 200,000 people, an increase of over 40,000 people from 2023 levels.² The majority of this increase will be accommodated in or around the main urban areas of Napier, Hastings, Flaxmere and Havelock North.

The census data on 2023 population and households in Napier and Hastings has recently been published. However, StatsNZ has not yet updated the forward-looking household and population projections. These updated projections will be used to inform the monitoring and implementation of the FDS.

To understand the future demand for housing in Napier and Hastings, a Housing Capacity Assessment (**HCA**) was prepared in 2021. The HCA demand has since been updated to include the most up-to-date StatsNZ population projections³ which reflects the impact of COVID-19 and more recent information about birth and mortality rates. The updated information is used to inform the Draft FDS and was based on the StatsNZ medium-high outlook. This included updating the baseline to 2022 and undertaking additional development capacity analysis of the Napier PDP and PC5 in Hastings.

Figure 6 shows the changing population composition by age across both Napier and Hastings. The ageing population, combined with factors such as affordability and accessibility have flow-on implications for the total housing demand, including on the type and size of dwellings that will be needed to accommodate our growing population. In response to this and projected reductions in average household sizes, we expect there will be greater demand for smaller houses over time compared to the housing available today.

¹ Short term is defined as within the next three years, medium term as between 3 and 10 years, and long term as between 10 and 30 years.

² The impact of Cyclone Gabrielle on population and household numbers and future demand are unknown and not reflected in this analysis. Short-term effects could see an increase in demand due to workers assisting with the rebuild moving to the area. But this could be tempered by shifting migration patterns.

³ December 2022.

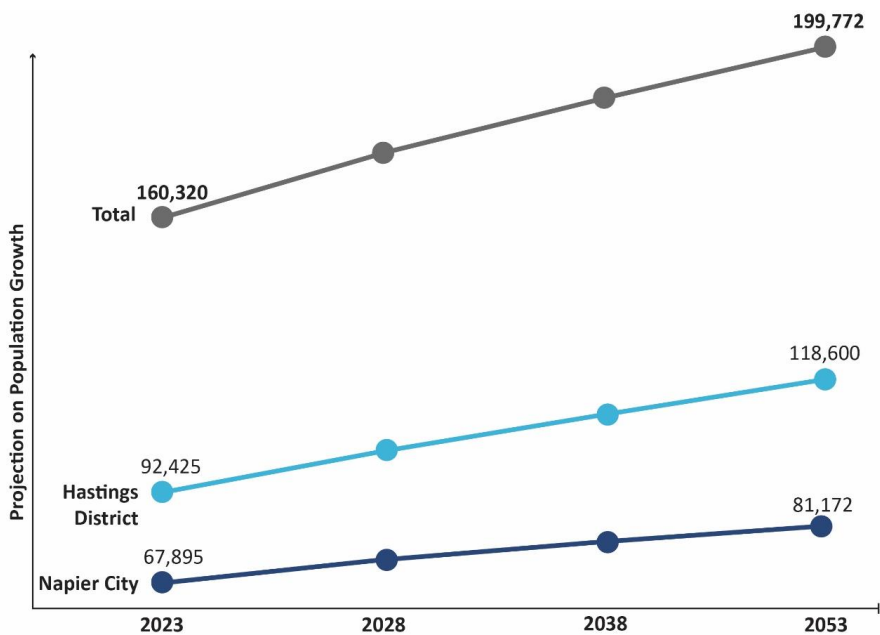


Figure 5 Population Growth (2018- 2048) for Napier and Hastings (Market Economics 2023; StatsNZ, 2022)

The HCA states that households identifying as Māori currently account for about 12 per cent of all households and this is expected to remain relatively stable, with growth of about 650 Māori households expected over the long term. Further analysis of the demand and specific needs of Māori housing is needed to better inform housing policies and initiatives. This is important considering Māori make up almost 28.6 per cent of the Hawkes' Bay population (Census, 2023).

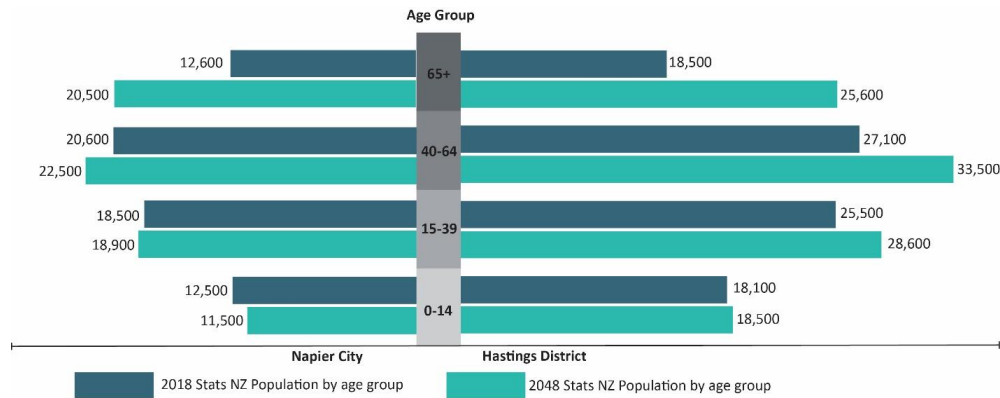


Figure 6 Population Changes by Age Group 2018 - 2048 (StatsNZ, 2022)

How much housing does the FDS need to plan for?

In addition to the number of new dwellings required to accommodate projected population growth, the NPS-UD requires that an FDS also provides for a competitiveness margin in enabled housing supply. This is equivalent to 20 per cent over the short-to-medium term and 15 per cent over the long-term.

When we account for this, the FDS needs to ensure there is capacity for at least an additional **16,320 dwellings** across the Napier and Hastings urban area over the next 30-years. Of this, approximately **700 additional dwellings** will be needed in Napier and approximately **9,620 additional dwellings** will be needed in Hastings.⁴ Put differently, Napier needs to accommodate for average growth of up to 225 dwellings per annum while Hastings needs to accommodate for average growth of 320 dwellings per annum.

Short-term demand in Napier and Hastings is estimated to be around 980 and 1,510 additional dwellings respectively (equivalent to 830 dwellings per year). Growth is anticipated to slow over the medium-term to 2,040 additional dwellings in Napier and 2,500 additional dwellings in Hastings (equivalent to 650 dwellings per year). **Figure 6** shows the housing demand for Napier and Hastings over the short, medium and long term (including the competitiveness margin). The FDS must, at a minimum, provide sufficient development capacity to meet this demand.

We have analysed the extent to which this demand would reasonably be met by the supply of new housing within existing urban areas and new housing in greenfield areas. This is important

⁴ Across the wider Hastings District, a further 2,050 dwellings, are required to meet demand in rural areas. These will need to be met in rural parts of the Hastings District (including rural residential areas) outside of the main urban areas and are not required to be provided as part of the FDS.

to understand to ensure the Draft FDS provides a variety of homes that will meet the needs of the local market over time.

Within existing urban areas, redevelopment will take many forms, from small-scale infill, to comprehensive and compact redevelopment for townhouses, terraces and apartments. However, there is some uncertainty about how and where the market will deliver this, and how future home buyers will respond, which the FDS needs to account for. Development outside of the existing urban area (greenfield) can also deliver compact development but may offer a different lifestyle/location choice for people.

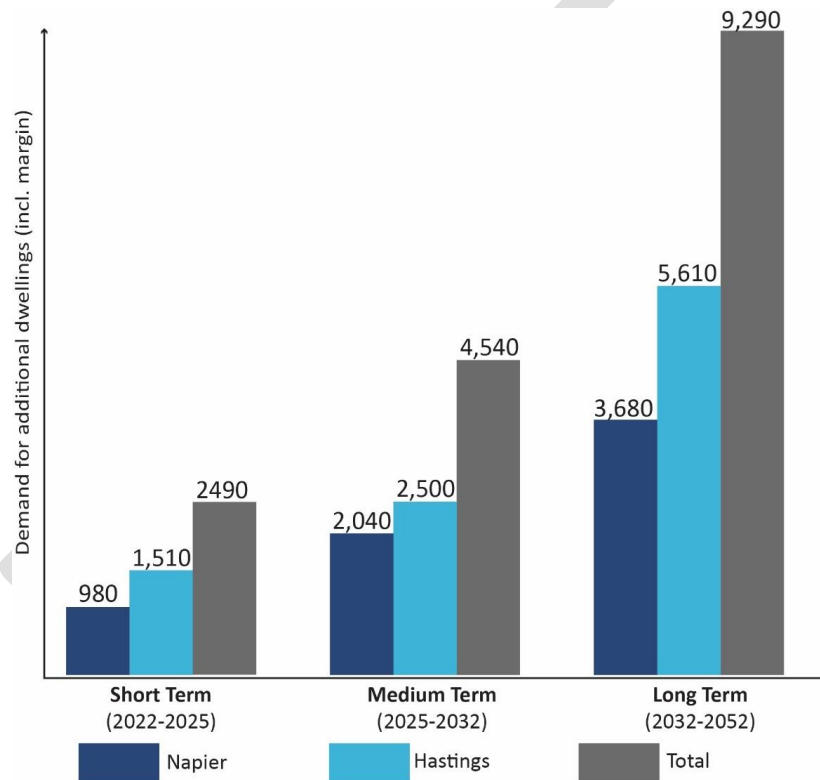


Figure 7 Housing Demand for Napier and Hastings

For these reasons, the Draft FDS splits the total housing demand by location, being that met within the existing urban area and in greenfield areas. These splits are set out in **Table 1** and are based on observed trends in other New Zealand cities. We expect that demand for housing in the existing urban area will grow over time from 40 per cent in the short term to 60 per cent in the long term. Conversely, we expect that demand for housing in greenfield locations will decrease over time, from 60 per cent in the short term to 40 per cent in the long term. Over the life of the FDS we expect demand will be evenly split.

Adopting this approach is important to ensure the Draft FDS is realistic about the rate of development that might be delivered through redevelopment in the existing urban area, and ensures it does not over-provide or under-provide housing opportunities in greenfield locations.

However, the FDS can and should aim to achieve greater levels of development in the existing urban area. If the rate of development in the existing urban area in the future is greater than we predict today, the need to release greenfield areas for development will decrease.

Table 1 – Housing Demand by Location

Broad Type	Short Term	Medium Term	Long Term	Total
Redevelopment in the existing urban area	40% (996 dwellings)	50% (2,270 dwellings)	60% (5,574 dwellings)	54% (8,840 dwellings)
New housing in greenfield areas	60% (1,494 dwellings)	50% (2,270 dwellings)	40% (3,716 dwellings)	46% (7,480 dwellings)
Total	2,490 dwellings	4,540 dwellings	9,290 dwellings	16,320 dwellings

8.3 Business demand

The Napier and Hastings centres are the main economic centres in Hawke's Bay. Napier has significant regional economic assets in the Port of Napier and Hawke's Bay Airport. Napier is also viewed as the tourism and retail centre of the wider region. The Hastings economy includes a large rural and industrial component. The wider sub-region has a strong diversified primary sector economy including pip fruit, timber, viticulture, other crops and pastoral farming.

There are several factors currently putting pressure on the Hawke's Bay economy, including higher interest costs, the increasing costs of production, labour shortages and tightening economic conditions in key export markets. Combined with the ongoing impacts and recovery from the COVID-19 pandemic and Cyclone Gabrielle, short-term economic growth in the region is likely to remain subdued. However, the medium-to-long term outlook for the economy remains positive, with growth forecast across a number of different sectors.

Figure 8 below shows the projected employment growth of Napier and Hastings over the short, medium and long term.

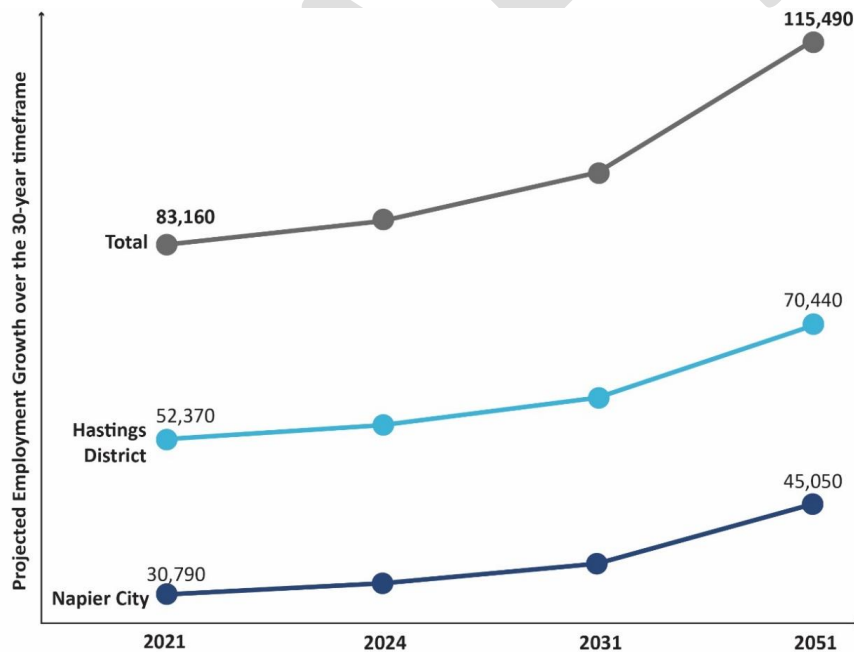


Figure 8 Employment Growth (2018-2048) for Napier and Hastings (Market Economics, 2022)

A Business Capacity Assessment (**BCA**) for Napier and Hastings was completed in September 2022 and has been used to inform the development of the Draft FDS. The BCA identifies the

retail, commercial and industrial land requirements over the next 30-years across Napier and Hastings.

Retail and commercial demand

Retail demand captures all forms of retail activity and retail-based services such as personal services (e.g. hairdressers) and repair services. Commercial demand generally refers to office-based activities and public administration, and includes visitor accommodation and the health and education sectors.

The BCA found there will be demand for 21.4 additional hectares of commercial and retail floorspace in Napier and 13 hectares in Hastings over the long term. Vacant land capable of redevelopment for retail and commercial use is limited in both Napier and Hastings. However, sufficient land is available to support this future demand if redevelopment and intensification of existing commercially zoned land occurs in line with what is currently enabled.

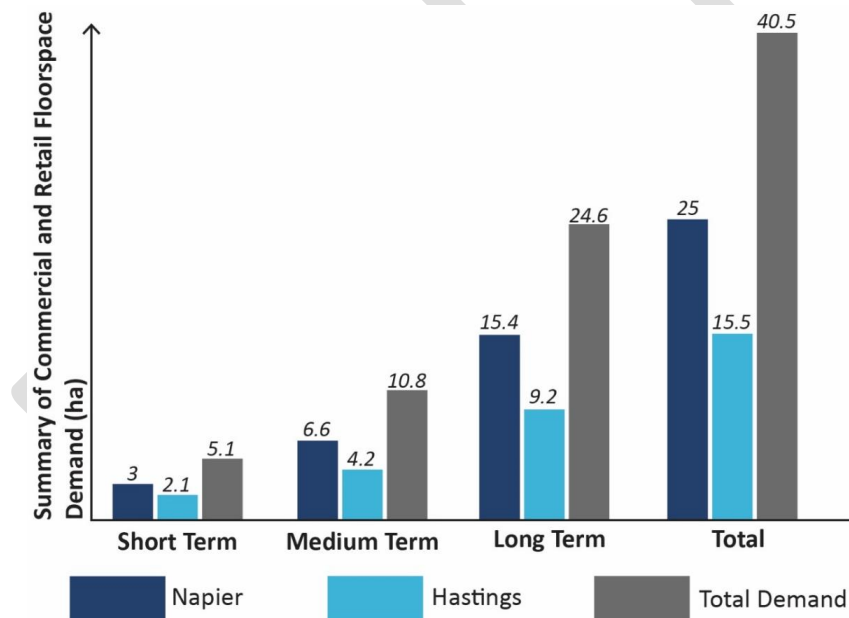


Figure 9 Commercial Floor Space Demand (incl. Competitiveness Margin) for Napier and Hastings (Market Economics, 2022)

Industrial demand

The BCA found there will be additional demand for industrial land of approximately 55 hectares in Napier and 141 hectares in Hastings over the long term.

At a regional and city-wide level in both Napier and Hastings, there is sufficient industrial (plan-enabled) capacity to accommodate the future demand for industrial land. However, there are

some identified deficiencies at a local level (e.g. Havelock North, light industrial and Whirinaki). It is assumed that some of the localised deficiencies in industrial capacity can be relocated elsewhere (e.g. to Irongate).

Within Napier, the consideration of sufficient capacity assumes that development within the vacant airport land to the south of Watchman Road can be realised. There are some constraints associated with development in this area associated with the location of the airport runway, natural hazards and ground suitability.

If development of the vacant airport land to the south of Watchman Road does not occur, then there would be a shortfall of 30 hectares of industrial land within Napier to meet future requirements.

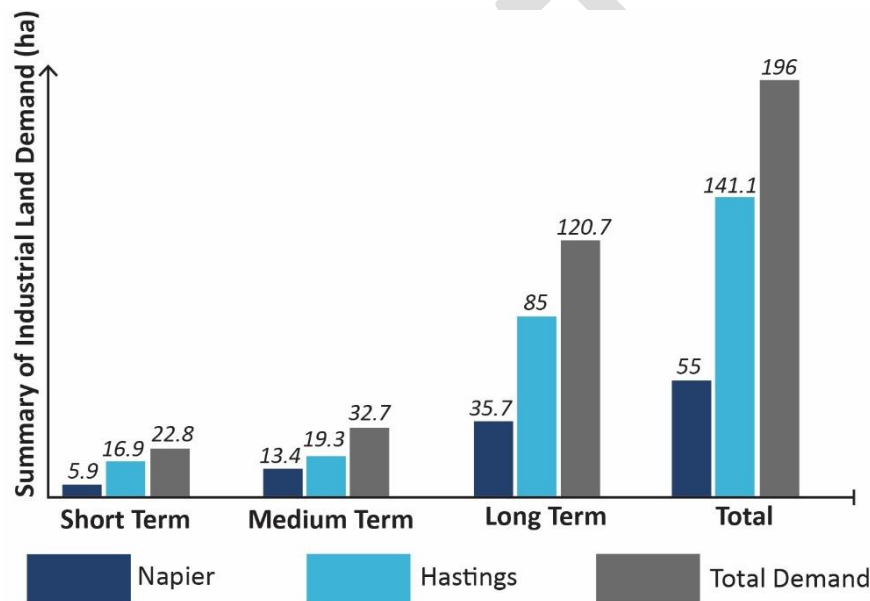


Figure 10 Industrial Land Demand (incl. Competitiveness Margin) for Napier and Hastings (Market Economics, 2022)

In addition to these capacity estimates, the BCA identifies strong recent growth in industrial development in Hastings. While this rate of growth will rise and fall over time, it indicates strong demand, at least in the short term. This is consistent with what we heard from the industrial development sector when preparing the Draft FDS.

Other key considerations for industry relate to water supply and trade waste capacity. Access to water is constrained, which limits the ability to establish new wet industry. Similarly, trade waste networks that are needed to support wet industry are localised and in the Hastings context currently service the Whakatū and Omaha Road industrial areas. There is capacity in

these areas to meet demand for wet industry in the long term, but there is a risk that this capacity is taken up by other industrial activities.

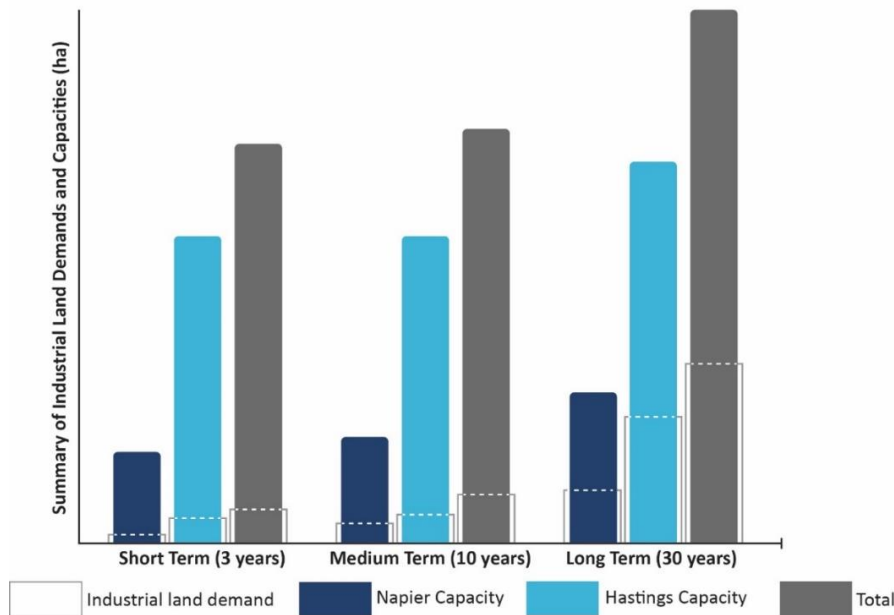


Figure 11 Business Land Capacity and Demand for Napier and Hastings

How much business land does the FDS need to plan for?

For commercial and retail the Draft FDS assumes that additional demand can be met within Napier and Hastings existing network of centres and commercial areas. That is consistent with Objective 2 of the Draft FDS, which seeks to deliver consolidated and intensified urban centres. Comprehensive development in greenfield locations also provides the opportunity to expand Napier and Hastings centre network in a strategic and coordinated way.

For industrial, there is technically sufficient zoned capacity to meet projected demand for industrial over the short, medium and long term. However, there are localised shortfalls and market feedback indicates there is strong and continuing demand. The need to provide secure long-term locations for wet industry is also important, taking into account the location of the trade waste network.

To address these matters the Draft FDS takes a strategic approach to industrial capacity and seeks to enable greater supply to encourage choice and competition in the market. This focuses on defining efficient long-term locations for industrial activities based on site suitability, access to transport networks, potential to minimise reverse sensitivity effects, and access to the employment base, amongst other matters.

Industrial development aspirations of mana whenua

Tamatea Pōkai Whenua and Mana Ahuriri Trust have expressed clear aspirations to develop land at 78 Stock Road and Ahuriri Station for industrial uses.

The Draft FDS seeks to prioritise and support the future development aspirations of mana whenua for their land, including the development of assets acquired through Treaty Settlement processes, where their aspirations align with other FDS objectives. Land that has been returned to (or retained by) mana whenua is often subject to development constraints. Where aligned with other FDS objectives, the Draft FDS recognises this restriction on Māori land and seeks to enable mana whenua to give effect to their development aspirations in a way that accounts for any development constraints while also ensuring mana whenua needs are met, including their economic development needs.

9. Development constraints and opportunities

9.1 Introduction

Section 3.13(2)(c) of the NPS-UD requires every FDS to spatially identify “any constraints on [urban] development.” In many instances, constraints on urban development may also represent opportunities for other forms of development, involve values which the community have identified as being important and which must be protected, or which are necessary to support the creation of well-functioning urban environments (for example, avoiding development in areas likely to be subject to coastal inundation as a result of sea level rise).

Key constraints and opportunities of relevance to the Draft FDS are set out below. Further details are set out in the Technical Report.

9.2 Constraints

There are a wide range of development constraints that have been identified within the FDS study area. These are summarised in **Figure 12** and include coastal hazards, land hazards, flooding, outstanding landscapes, significant natural areas, areas with limited infrastructure capacity, highly productive land, wetlands, and areas of conservation value. The attributes of particular constraints vary depending on location and some areas may contain multiple constraints that, when combined, could make an area unsuitable or unfeasible for development.

Some constraints relate to significant natural hazard risks, significant ecological sites and protected areas, which are matters of national importance under the RMA. In some instances, areas where these constraints have been identified are unsuitable for any urban development because they are either unsafe to develop (e.g. subject to significant and ongoing coastal inundation risks) or have significant values that need to be protected (e.g. Conservation land).

In other instances, identified constraints require careful consideration when urban development is undertaken. This may require some restrictions on the extent of development to protect identified values (e.g. building setbacks) or the application of mitigation options through design to ensure risks can be sufficiently mitigated (e.g. raised ground levels to avoid flooding). These areas would not, overall, be unsuitable for development, but rather greater care would be required to ensure an appropriate design solution is implemented.

Layering the FDS study area with the constraints highlights the most constrained areas for potential urban development (see **Figure 12**). These areas include the eastern areas along the coastline around Bay View, Clive, and Haumoana, areas to the east of Hastings and north-east of Havelock North, parts of land in proximity to Hawke’s Bay Airport, and areas south of Napier around Meeanee. These are affected by a variety of natural and man-made constraints which make them less suitable for long-term urbanisation, compared with other less constrained areas.

The sections below provide further information on natural hazards and highly productive land, which are key constraints that impact Napier and Hastings spatial pattern of growth.

[Statutory acknowledgement areas, Wāhi Tapu and sites of cultural significance](#)

Statutory Acknowledgement Areas present opportunities and constraints for urban development. Wāhi tapu and sites of cultural significance have not yet been fully identified in the FDS study area. In the past, wāhi tapu and sites of cultural significance have been negatively impacted by development. The councils will work with mana whenua to identify these areas and ensure they are appropriately protected. This is a key implementation action in the FDS.

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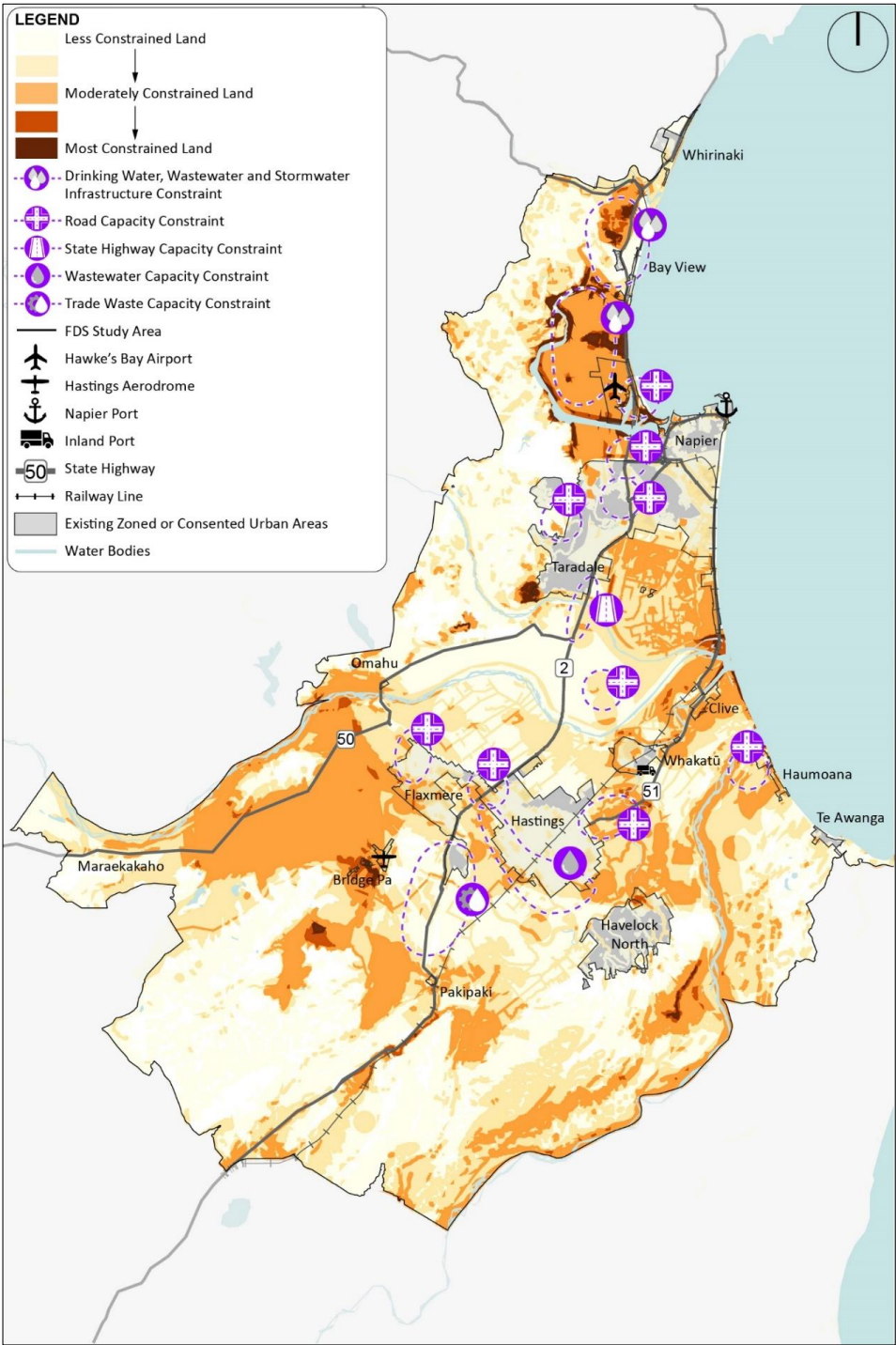


Figure 12 Summary of development constraints across the FDS study area

9.3 Natural hazards

Areas in Napier and Hastings are at risk from a number of natural hazards including flooding, droughts, coastal erosion and inundation, tsunami, landslide and seismic hazards, and the effects of a rising sea-level.

Each of these hazards will have varying impacts on different types of urban activities. Low probability events with high impacts need attention and management in a different way to frequently occurring hazards with lesser impacts. Therefore, it is important that the Draft FDS not only consider the type of natural hazards but also the varying degrees of impact (consequences) for different types of urban activities occurring in at-risk locations.

Land hazards

A number of different land hazards have been identified within the study area. These include liquefaction, land instability and fault lines.

The risks associated with these land hazards is unlikely to make development completely inappropriate however it does impact on building and infrastructure design/placement and can therefore ultimately impact on development cost and feasibility.

Flood hazards

The study area is subject to two main types of flooding events – fluvial flooding (i.e. rises in river levels following sustained rainfall over a period of time) and pluvial flooding (i.e. isolated events when extreme rainfall can exceed the infiltration capacity of the surrounding area and may or may not be associated with a nearby waterbody).

Floods and storms are the most frequent hazard in Hawke's Bay. With climate change, they will likely increase in frequency and intensity. Historically there have been numerous major storms resulting in severe flooding which has resulted in stop banks, pumping stations and other protection measures being put in place.

Flood modelling for the main river flood risk areas has been undertaken by the Hawke's Bay Regional Council, using a 100-year return and 50-year return period (1% and 2% annual exceedance probability). The flood risk results from this modelling are shown in **Figure 13** and the main areas of risk are located around the Tūtaekuri, Ngaruroro and Te Awa o Mokotūāraro (Clive) Rivers, Ahuriri Lagoon, low-lying areas of Napier such as Te Awa, Maraenui and Meeanee, and inland areas near Pakipaki.

However, flood risk modelling has not been undertaken for all of the FDS study area. Large portions of the study area, including existing urban areas in Hastings, are not included within existing models, as also shown in **Figure 13**. As such, a degree of caution is needed when assessing existing flood hazards.

While there are often engineering solutions available to address flood risk, other factors need to be considered. This includes the frequency and impact of the hazards and how residual risk

will be managed. The relative affordability of maintaining engineered solutions (e.g. stop banks and pumped stormwater systems) for ratepayers in the long term is also a consideration.

Cyclone Gabrielle

Figure 13 shows the area impacted by Cyclone Gabrielle land, and the land identified as Category 3 areas where the risk of future severe weather event risk cannot be mitigated and presents a risk to life. The impact and consequences of Cyclone Gabrielle illustrate how quickly one event can trigger a series of cascading and compounding events that have significant consequences. Cyclone Gabrielle resulted in:

- the tragic loss of eight lives, as well as hundreds more injuries or hospitalisations;
- the displacement of hundreds of families and whānau;
- significant damage to, or loss of, homes and property;
- the failure of bridges between Napier and Hastings and impacts on the transport network;
- power supply issues (including loss of supply to Napier) resulting in the declaration of a grid emergency for Hawke's Bay;
- the failure of telecommunication systems;
- stop bank breaches at Awatoto which led to inundation of the Napier wastewater treatment facility and other industrial operations, resulting in contamination of surrounding land;
- the failure of Napier's wastewater treatment plant; and
- the closure of flooded businesses.

Collectively, this has significantly impacted the economic and social wellbeing of all communities, particularly in terms of property damage or loss, reduced productivity, and increased costs to ratepayers to pay for cyclone-damaged infrastructure and the worst affected properties.

Coastal hazards

Coastal hazards in Hawke's Bay include storm erosion, tsunami and coastal inundation. The present-day extent and likelihood of these coastal hazard risks are expected to increase as a result of climate change projections with increased storm intensities, sea level rise, and coastal subsidence. Low-lying parts of Napier including Pandora, Ahuriri, and Awatoto are identified as being particularly vulnerable. Coastal hazards in low-lying parts of Napier, in particular, are also exacerbated by land subsidence.

The coastline south of Clive through to Te Awanga is particularly vulnerable to coastal hazards and has been subject to the effects of coastal inundation and coastal erosion, most recently in June 2024. The Clifton to Tangoio Coastal Hazards Strategy 2120 project aims to set an adaptive management pathway to manage these risks over the next 100 years. In 2025, the partner councils will be seeking feedback from the community on proposed coastal adaptation options.

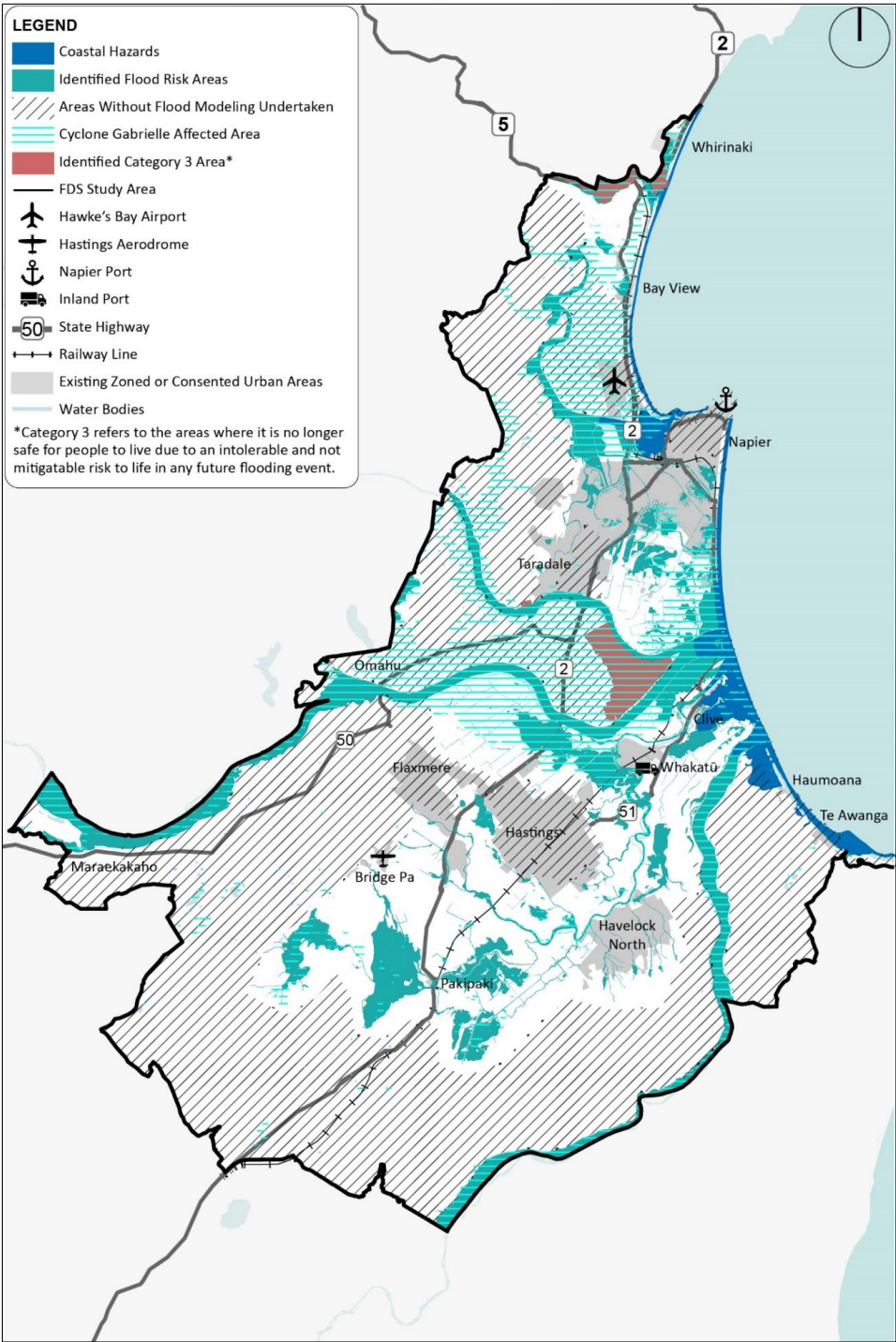


Figure 13 Natural Hazard Constraints across the FDS Study Area

Tsunami

Hawke's Bay faces tsunami risk from near and distant earthquake sources. Tsunami hazard mapping has been commissioned by the Hawke's Bay Regional Council to help inform future land-use planning along the coastal margin. Within the FDS study area, a number of scenarios have been modelled, based on different earthquake sources and strengths, and considering a range of possible sea level rises.

Figure 14 demonstrates potential inundation for an infrequent but significant impact earthquake, using two sea level rise possibilities: a tsunami with a 1 in 1000 Year Annual Return Interval (**ARI**) event, and sea level rise of 1m and 1.99m. The latter has been used to inform an understanding of potential risks associated with new urban development of areas. However, it is acknowledged that tsunami inundation is a low probability, yet high consequence event affecting much of the urban area. Emergency management preparedness will also play an important role in managing some of this risk in the future.

Key areas impacted in a tsunami event include Bay View, Hawke's Bay Airport, Ahuriri, Awatoto, Clive and Haumoana. Large areas within and to the south of Napier are also subject to tsunami inundation under a larger sea level rise scenario (1.99m)

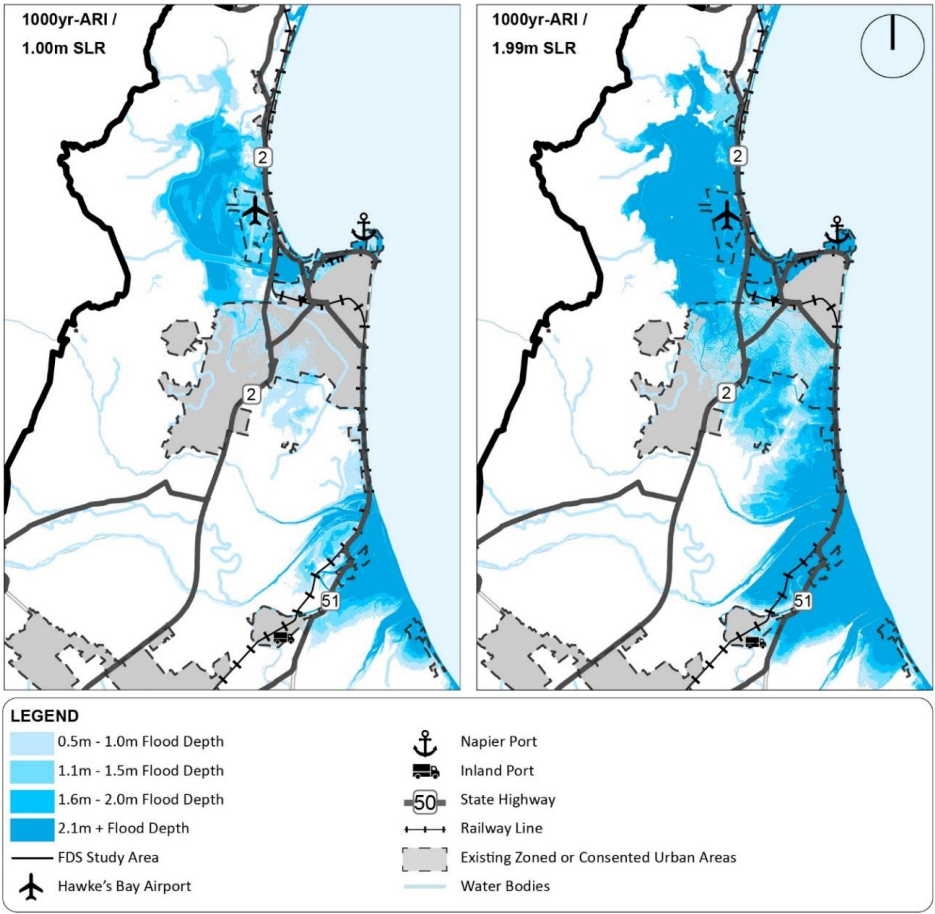


Figure 14 Tsunami Hazard Risks 1000 Year ARI event

9.4 Highly productive land

The versatile and productive soils of the Heretaunga Plains are a significant productive resource for Hawke's Bay and New Zealand and are highly valued by the community. Hawke's Bay is one of the two largest fruit producing regions in the country, and the rural environment has become increasingly popular for vineyards and wineries. The primary sector (which includes agriculture and horticulture) is the largest employer across Napier and Hastings, supporting approximately one fifth of total employment.

The importance of the productive values associated with the land across the Heretaunga Plains, including its economic benefits for the region, is one of the primary constraints on urban development given its location on the urban fringes. The National Policy Statement on Highly Productive Land (**NPS-HPL**) places greater emphasis on protection of highly productive land and requires regional councils to map this land.

Until the Hawke's Bay Regional Council completes this mapping, the Draft FDS has identified LUC 1, 2 and 3 land and the Roy's Hill winegrowing area as highly productive land, as shown in **Figure 15**. This mapping excludes land with urban or rural lifestyle zonings.



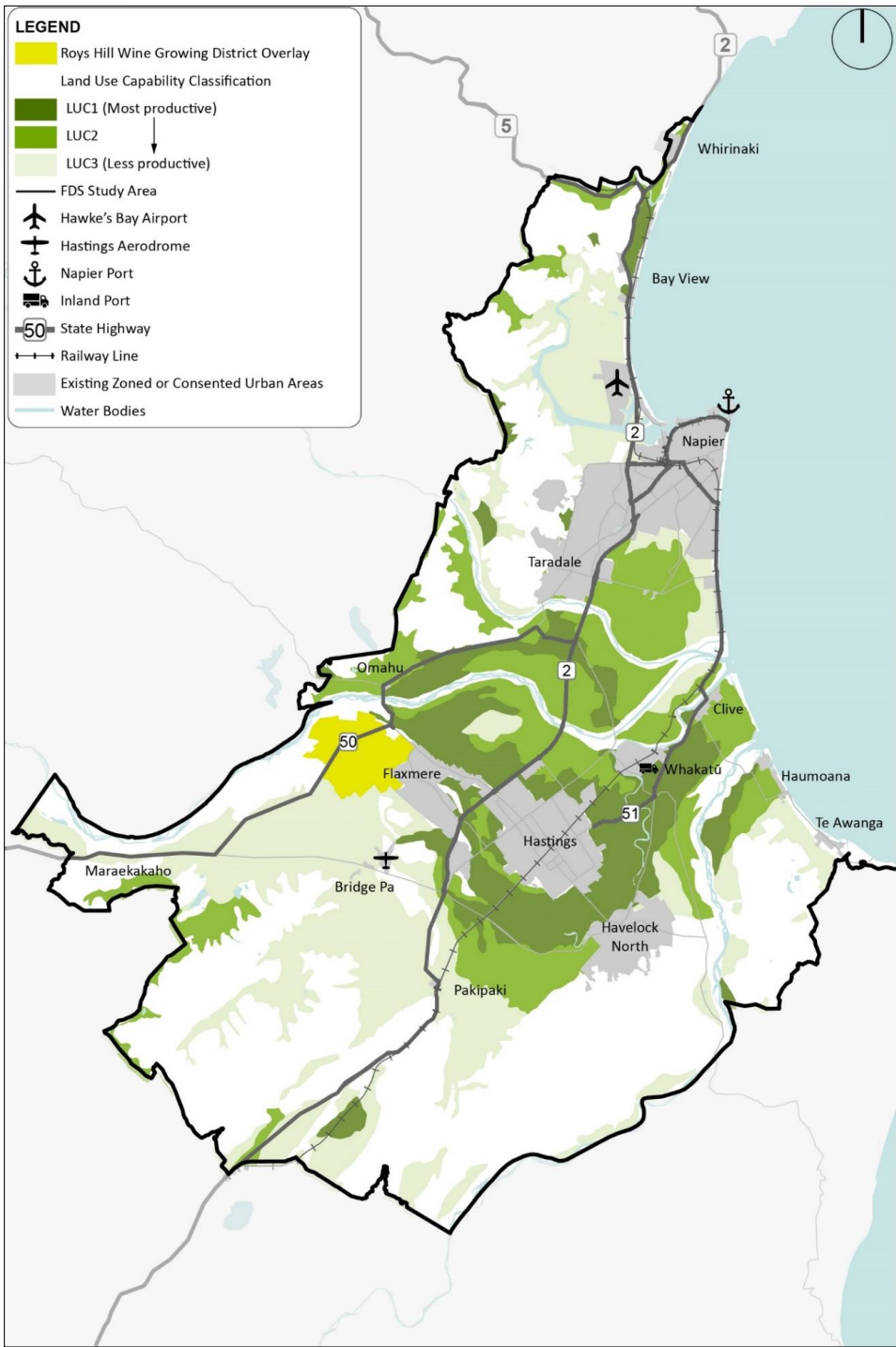


Figure 15 Highly Productive Land within the FDS Study Area

Napier

The most productive land in Napier is located to the north (around Bayview) and south (around Meeanee). These areas contain large expanses of land identified as either LUC1 or LUC2, the most productive type of land within the LUC system. LUC3 land tends to border existing urban areas in Napier, including around the airport and at the southern fringe. While LUC3 land is also considered productive, poor drainage and waterlogging has limited its use to seasonal cropping and pasture.

Hastings

Hastings, Flaxmere and Havelock North are largely surrounded by LUC1 and LUC2 land. While there are some isolated pockets of poorly drained and waterlogged soil, there are generally few limitations on this land's value for productive purposes. Limits on water allocation and reverse sensitivities to urban land uses place some constraints on productive uses.

South of Havelock North, the steeper hills are of lower soil quality, while south of Flaxmere and around Bridge Pa and Pakipaki, there are large areas of LUC3 land alongside organic soils and other soils of less productive value.

North-west of Flaxmere, the Roys Hill Wine Growing Area is a highly productive area for grape growing and wine production, known as the 'Gimblett Gravel' soils.

Māori land

Policy 3.8(1)(b) of the NPS-HPL provides a potential exclusion pathway for Māori land from the subdivision restrictions of highly productive land provided that any potential cumulative effects on the loss of productive capacity and reverse sensitivity effects are mitigated or avoided. This allows mana whenua to exercise rangatiratanga over their whenua and determine whether subdividing and building on their land is appropriate.



9.5 Opportunities

The low-lying land within and around Napier is subject to a number of natural hazard risks, while the Western Hills area is not suitable for significant levels of urban development due to the topography. In contrast, Hastings, Flaxmere and Havelock North are all relatively unconstrained by natural hazards but all border the Heretaunga Plains' most productive land, which is a critical feature of the local economy and important source of employment. Despite this, there are still opportunities for growth.

Intensification

Intensification of existing urban areas provides a significant opportunity to accommodate both Napier and Hastings' future housing demands. Intensification of existing urban areas can take many forms, including small scale infill, and comprehensive and compact redevelopment made up of town houses, terraces and apartments.

Intensification has a number of benefits, including:

- providing a greater variety of housing choices that can better serve a diverse range of socio-economic and demographic needs;
- allowing more people to live in close proximity to jobs, social amenities (e.g. schools) and areas of high natural amenity;
- reducing reliance on private vehicle travel, in turn supporting a reduction in greenhouse gas emissions and enabling a more viable public transport system; and
- Making more efficient use of existing infrastructure and reducing the need to extend existing networks.

In line with the NPS-UD, intensification should be targeted at those areas with good accessibility to a wide range of commercial and community services. This is reflected in the locations that enable greater levels of intensification by the Napier PDP and Hastings' PC5. Local area planning and other tools and incentives will support intensification by defining the local infrastructure needed to support growth in Napier and Hastings' neighbourhoods and centres.

The Hawke's Bay Racecourse is 32 hectares of land within a short walk of Hastings' city centre. There is potential for the racecourse to relocate in the future to a new purpose-built facility elsewhere in the Hastings district. While not factored into the Draft FDS strategy, the redevelopment of the racecourse presents a significant opportunity to deliver a quality mixed-use development in a highly accessible location in the future.

Affordable Housing

Like many other urban centres across New Zealand, demand for social and more affordable housing options is growing. There is currently a waitlist of 1,380 households on the social

housing register across both Napier and Hastings⁵. Demand projections indicate the majority of demand will be for lower cost homes, which modelling indicates will be challenging from a commercial feasibility perspective.

Long-term, the provision of social and affordable housing will remain a critical issue for Napier and Hastings. Enabling higher density housing developments at different price points and in different tenure models, including public and community housing will remain vital to meeting the projected increase in demand for more affordable dwellings.

Mana whenua have shared their concern that intensification can lead to gentrification and increased prices and rates in areas where Māori have lived for generations. They have also shared concerns regarding increased council rates for Māori living rurally in areas bordering new greenfield development. In the past, Māori have experienced increases simply for adjoining these developments and it has priced them off their land.

Retirement villages

Due to the ageing populations in both Napier and Hastings, the retirement housing sector is likely to capture a significant portion of overall demand for housing. It is expected that up to 1,560 additional retirement units (or 52 units per year on average) may be needed over the next 30-years across Napier and Hastings combined.⁶

Retirement villages typically have unique land requirements compared with conventional housing. This reflects that retirement villages include a broader range of activities including, residential, care facilities, and recreation and support services. Greenfield options are more likely to suit this demand given the larger size of sites available.

Providing retirement living options in the community will be important in enabling intensification and greater housing choice. People of retirement age often sell up a larger family home in established communities to down-size and relocate to a retirement village. This can support increases in the availability of larger older homes for families, or alternatively help to deliver larger sites onto the market for developers to realise more intensive forms of housing.

⁵ Ministry of Social Development, March 2024.

⁶ Market Economics, 2024, pg. 19.

10. The Draft FDS Strategy

10.1 Summary

At its heart, the Draft FDS strategy **seeks to achieve a compact urban form, focussed around a network of consolidated and intensified centres in Napier and Hastings**. The draft strategy achieves this by enabling more housing growth and choice within and adjoining the existing urban area in locations close to the public transport network and community services. It also achieves this by providing choices for different types of businesses in efficient locations.

The Draft FDS strategy provides for:

- **increased density and diversity of housing**, including apartments and terraced housing, within and close to Napier and Hastings' primary, secondary and locally important centres and high frequency bus corridors;
- **general residential development in other neighbourhoods** within existing urban areas, including small scale infill and suburban scale duplexes and terraced housing;
- **targeted expansion to enable new compact neighbourhoods with a mix of housing types** to the south of Napier's urban area, Mission Estate, and on the fringes of Havelock North, Hastings and Flaxmere, in locations that can integrate efficiently with existing transport networks and services, while avoiding the best productive land;
- **increased density and diversity of retail and commercial activities** in Napier and Hastings' primary, secondary and locally important centres, the Severn Precinct, and in new centres that support new compact neighbourhoods;
- **a new strategic industrial node at Irongate and Irongate West** that is efficiently located close to the state highway network and existing industrial areas; and
- **supporting infrastructure**, including transport, three waters, open space and social infrastructure network improvements.

The draft FDS strategy enables a number of benefits to be realised, including:

- providing the **best opportunity to achieve more compact housing** consistent with changing housing needs in Napier and Hastings;
- providing for new housing in a variety of areas which supports **reduced travel times for people with lower impacts on the transport network**;
- directing growth to areas that **better utilise existing amenities and infrastructure** (e.g. drinking water, wastewater, stormwater, roading, schools and public transport);
- **avoiding the need for significant new capital investment in new infrastructure** in areas with limited existing and planned infrastructure;
- **minimising urban expansion** in areas subject to significant natural hazard risks;
- providing opportunities to **more efficiently protect existing communities from natural hazard risks**;

- **minimising urban expansion in areas with highly productive land** used for productive activities;
- **retaining future flexibility to accommodate changes in housing demand;** and
- **providing opportunities for further economic agglomeration** of the Irongate industrial node should the uptake of industrial land occur faster than anticipated.

The Draft FDS strategy provides limited opportunities for new greenfield expansion in Napier and promotes development within the existing urban area. This reflects that land surrounding Napier's urban area is generally low lying, is vulnerable to land subsidence and rising ground water levels, and a range of other natural hazards. These hazards are also present in the existing urban area, and the draft FDS provides the opportunity to concentrate efforts on mitigating these effects for existing communities.

The Draft FDS also avoids the best productive land in the Heretaunga Plains by promoting development within the existing urban area and directing opportunities for new greenfield development to locations with lower quality soils. This approach ensures that the life supporting capacity of the Heretaunga Plains is protected for future generations.

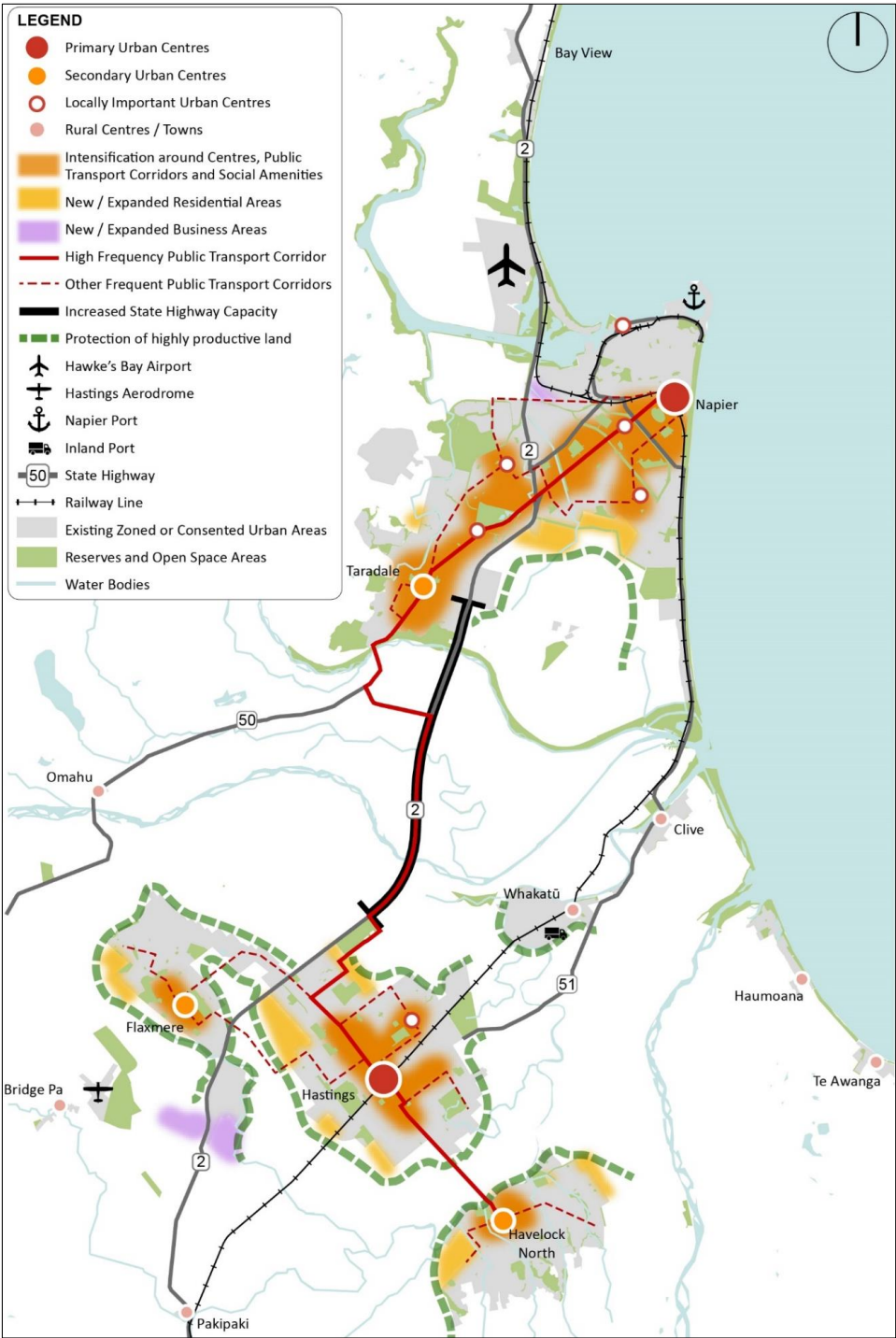


Figure 16 The Draft Future Development Strategy

10.2 Summary of residential development capacity

Consistent with the approach outlined above, approximately 80 per cent of future residential development capacity enabled by the Draft FDS strategy would be on land already zoned for urban development. About 60 per cent of this will be through redevelopment of existing sites, and about 20 per cent will be through development of already zoned greenfield land, some of which is consented but not yet developed. The broad location and type of residential growth enabled by the Draft FDS is set out in **Table 2** below and shown in **Figure 16**.

Table 2 – Residential Development Capacity Enabled by Council Area

Broad Type	Napier	Hastings	Total
Redevelopment / Infill in the existing urban area	4,070	5,840	9,910
Existing Zoned / Consented Greenfield Development	2,085	2,125	4,030
New Greenfield Development ⁷	1,420	2,200	3,520
Total Dwellings Enabled	7,525	10,175	17,740 ⁸
Total Demand	6,700	9,620	16,320
Sufficiency	+875	+545	+1,420

⁷ Unless detailed masterplanning information was made available by landowners / developers during the preparation of the Draft FDS, a conservative density of 15 dwellings per hectare on the net developable area has been used to derive capacity numbers. Based on detailed design, development capacity figures could be higher than this figure.

⁸ The total enabled residential development capacity does not equate to the total number of new homes that will be built. It includes allowance for a competitiveness margin which is equivalent to 2,390 dwellings across Napier and Hastings.

10.3 Redevelopment in the existing urban area

Promoting a compact urban form focussed around a network of consolidated and intensified centres in Napier and Hastings is the core concept underpinning the Draft FDS strategy.

Over the 30-year life of the FDS, growth within the existing urban area is expected to deliver at least 50 per cent of all residential growth. Over the long-term, intensification is anticipated to deliver the majority (60 per cent) of future residential growth across both Napier and Hastings toward the end of the 30 years. This will mean new housing across the region will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and multi-storey apartment buildings.

Greater intensification in and around the key centres of Napier, Taradale, Hastings, Flaxmere and Havelock North and along more frequent public transport routes will help support the development of a range of dwelling types to meet the changing demographic profile in Napier and Hastings, particularly for an ageing population and smaller household sizes. Intensification in these areas will also have more proximate access to local shops and businesses for people to access their daily needs and services. They will also be closer to education, employment and community facilities. There are also opportunities for more mixed-use development along key public transport corridors.

Moving towards the delivery of more medium and higher density housing types and supporting mixed use development will take time. It requires a range of factors to come together, including willing landowners, enabling planning rules, available infrastructure and a development and construction sector willing and able to deliver different forms of housing. The community must also be willing to accept that existing amenity values may change, and that this can be positive for future generations and can help to protect those aspects of the natural environment that we value the most. These factors will be key to successfully implementing the Draft FDS strategy.

10.4 Development in greenfield locations

Greenfield development allows for housing and supporting services to be delivered at scale and pace. This differs from growth in the existing urban area, which tends to occur incrementally over time.

The release of greenfield land for development can assist to moderate land prices and support overall housing affordability, however, it may also attract demand away from the existing urban areas and impact broader outcomes to intensify and achieve a compact urban form. Therefore, there is a need to closely monitor the uptake of development in the existing urban area and manage the timing of greenfield land release in response, to ensure there is sufficient land to meet demand.

There are a number of large development areas that have already been zoned or consented for urban development, or where subdivision and development has already commenced.

Combined, these currently provide capacity for approximately 4210 dwellings. These will provide sufficient capacity over the short-to-medium term to meet the demand for new greenfield housing. Significant areas of existing residential development capacity include:

- Mission Hills (800 dwellings)
- Te Awa (615 dwellings)
- Parklands (320 dwellings)
- Wharerangi Road (350 dwellings)
- Wairatahi (460 dwellings)
- Brookvale Road (550 dwellings)
- Howard Street (350 dwellings)
- Iona (350 dwellings)
- Lyndhurst Stage 2 (140 dwellings)
- other smaller-scale sites around the FDS Study Area (275 dwellings).

Over the long-term, the creation of new greenfield development areas will continue to be part of how Napier and Hastings meet future urban housing requirements. This will ensure that a range of lifestyle choices and sufficient residential development capacity can continue to be provided.

Opportunities for new greenfield growth across both Napier and Hastings outside of these areas are limited. A combination of development constraints including natural hazards, highly productive land and topography mean the greenfield growth locations signalled in the Draft FDS are limited to a number of smaller development areas at the edge of existing urban areas. They are broadly located close to existing centres, existing or proposed frequent public transport routes and social amenities.

These areas and their approximate development capacity are set out in **Table 3** below. In many instances, the development capacity set out in Table 3 is likely to be lower than what might be realised, given that the estimates are preliminary and site-specific investigations and structure planning have not yet been undertaken. When these areas are progressed for rezoning, greater density should be sought to reduce the need for further expansion into areas with known constraints.

Table 3 – New Residential Greenfield Development Areas (Currently not zoned for residential development)

Site Ref	Site Name / Location	Approx. Capacity
NC4a	Riverbend Road / Willowbank Avenue, Napier	290 dwellings
NC4b	Riverbend Road, Napier	660 dwellings
NC4d	South Pirimai, Ulyatt Road, Napier	370 dwellings
NC6	Mission Estate, Church Road, Napier	100 dwellings
H2a	Lyndhurst Extension Hastings	280 dwellings
H3	Kaiapo Road, Hastings	430 dwellings
H4	Murdoch Road, Hastings	120 dwellings
H8	Copeland Road, Hastings	130 dwellings
FM2	Portsmouth Road, Flaxmere	330 dwellings
HN2b	Arataki Road Extension, Havelock North	110 dwellings
HN3a	Middle Road, Havelock North	220 dwellings
HN3b	Middle Road Extension, Havelock North	420 dwellings
HN6	Brookvale Road, Havelock North	125 dwellings
HN10	Oderings Site, Havelock North	35 dwellings
Total		3,620 dwellings

10.5 Business land

The Draft FDS strategy provides sufficient capacity to meet demand for business activities over the short, medium and long term. Business development will continue to be concentrated around established nodes and connected with an improved bus network. Capacity enhancements to the state highway network will help to improve the resilience and reliability of strategic freight corridors which provide access to the Port of Napier and Hawke's Bay Airport.

Centres (retail and commercial)

Centres are focal points where people meet to learn, work, shop and play.

Napier city centre and Hastings city centre will remain the primary retail, commercial, civic and entertainment hubs for the region. Intensification of commercial activities (e.g. offices) will need

to occur to ensure they can continue to support a growing population within their urban areas and across the region more broadly.

Taradale, Flaxmere and Havelock North Town Centres are also important centres for their local communities and provide access to a range of goods and services in close proximity to residents.

Over time, these centres, particularly Napier and Hastings city centres, will become increasingly important as places for people to live as well. An increased residential population in and around centres can help support new business establishing but has the potential to displace some commercial activity. Any shortfalls in commercial land across these centres, as well as other commercial zones, over the long-term are expected to be met through intensification. As such, planning controls will need to ensure a suitable balance between residential and commercial uses can be provided.

Development in greenfield locations also provide the opportunity to efficiently integrate new centres and commercial areas as part of delivering compact neighbourhoods. Careful consideration will be needed to ensure new centres and commercial areas support and reinforce the existing network of centres in Napier and Hastings. The planned centre as part of the Wharerangi Road development in Napier is a good example of how to achieve this through a structure planning and rezoning process.

In addition to intensification of centres, a further six hectares of commercial land in the Severn Precinct (off Prebensen Drive) has been identified within the Draft FDS. This provides opportunities for large format retail and other commercial activities in an area with good access to the strategic road network.

Industrial land

The Draft FDS strategy provides sufficient capacity to meet demand for industrial activities over the short, medium and long term.

There is approximately 60 hectares of industrially zoned vacant land still to be developed in Napier, the majority of which is located within the vacant airport land to the south of Watchman Road. In Hastings, there is approximately 200 hectares of vacant industrial land primarily located in established nodes in Omahu Road, Irongate, Whakatū and Tomoana.

For Napier, a critical assumption around sufficiency is that the Airport Zone to the south of Watchman Road (42 hectares) will be available for development. This area faces some challenges around access, ground suitability and vulnerability to natural hazards. If development of this area was unable to occur, there would be a shortfall in industrial land of approximately 30 hectares. Such a shortfall could be met by additional development capacity in Hastings. Existing industrial capacity at Pandora is also vulnerable to a number of natural hazards.

Within Hastings, an additional 100 hectares of industrial land has been identified around the Irongate industrial node, to be developed over the long-term. Council monitoring has indicated

that uptake of industrial land at Irongate has been strong, and its location on the strategic road network, close to areas of primary production and between two main urban areas means it is ideally suited for further growth should demand arise. While this land is not required to meet any requirements under the NPS-UD, there are advantages in signalling that further development may occur in this location. These include that it:

- supports the development aspirations of Tamatea Pōkai Whenua which is a major landowner in the area;
- provides an opportunity for enabling established dry industries to decant/relocate from areas where there is existing trade waste capacity, potentially releasing vacated sites for wet industries (e.g. Tomoana and Whakatū); and
- provides opportunities to explore rezoning of existing industrial land close to Hastings city centre for commercial or mixed-use zones to better realise more intensive forms of residential and commercial uses.

Other strategies to better encourage wet industries to locate to areas with existing trade waste capacity will need to be considered if demand rises, and broader issues around water supply across the Heretaunga Plains must be addressed.

Other industrial options considered

Two additional industrial options were considered for Napier. These options have been carefully considered but have not been included in the Draft FDS, as at this time they are not considered to be needed within the 2024-2054 period.

The **Awatoto** industrial area and Wastewater Treatment Plant (**WWTP**) was heavily impacted by Cyclone Gabrielle. As part of the recovery process, flood mitigation and protection works are required to support the long-term operation of established industrial sites and the WWTP. Current investigations include the potential for flood protection along the alignment of McLeods Road. This could support the development of an additional 37 hectares of land for industrial development, contiguous with the existing industrially zoned land and with good access to strategic freight links. However, there are a number of constraints to redevelopment of the site related to natural hazards and ground conditions.

Ahuriri Station encompasses the existing Pāmu land adjacent to Hawke's Bay Airport, and south of Onehunga Road. Mana Ahuriri Trust has aspirations for redevelopment of the site into an ecologically sensitive freight, logistics and industrial hub. There are a number of constraints on the redevelopment of the site, including those relating to natural hazards, ground conditions, culturally sensitive areas and wetlands/significant ecological areas. In addition, there are potential constraints related to infrastructure capacity and the state highway network associated with large-scale development in this area.

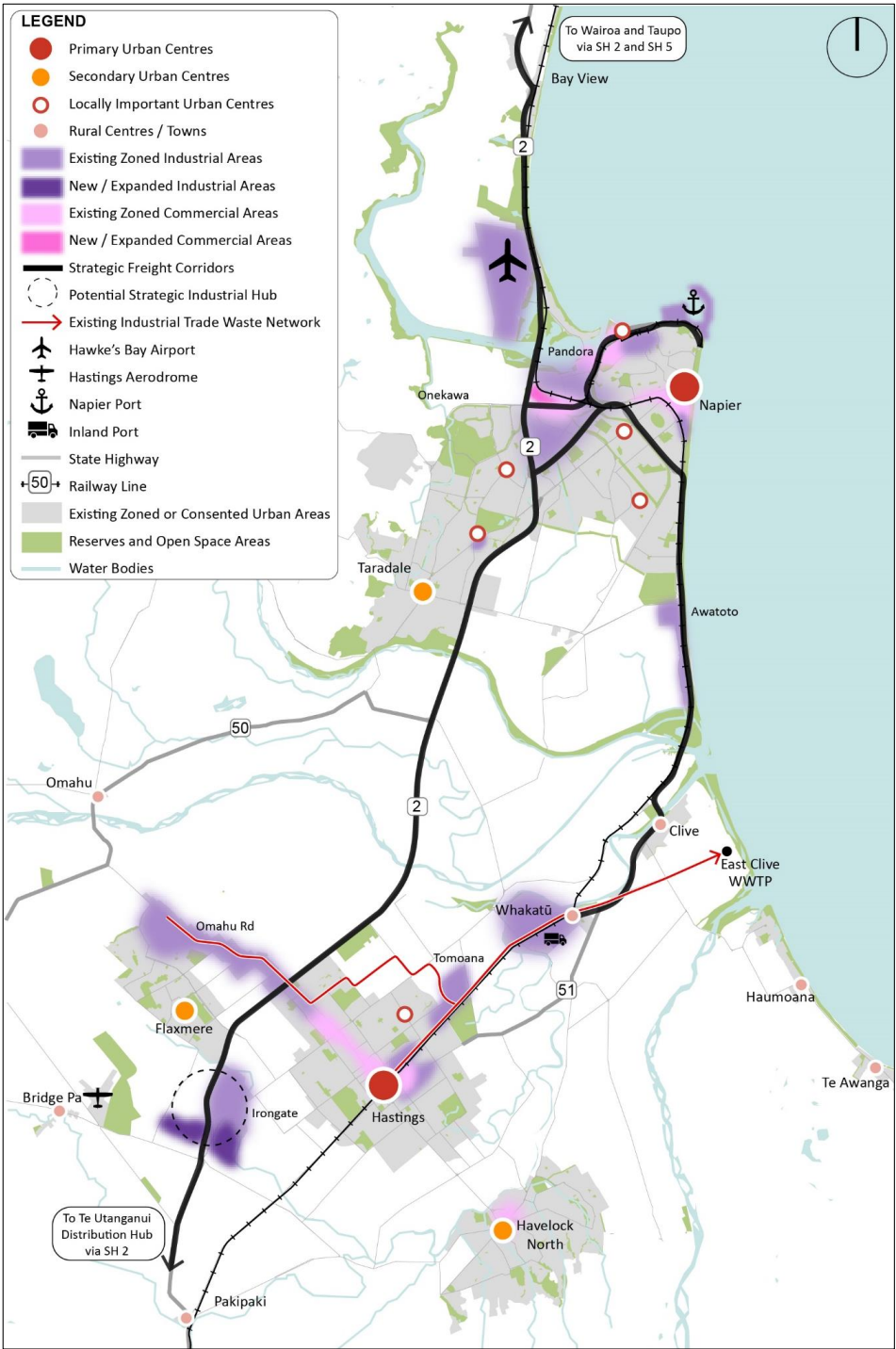


Figure 17 Draft Industrial and Business Land Strategy

10.6 Rural lifestyle and rural and coastal settlements

The Draft FDS strategy does not identify opportunities for new rural residential living. While rural residential development close to the existing urban area forms part of the urban housing market, it does not form a core component of urban growth. However, rural residential living does provide a type of housing and lifestyle that some households prefer. For this reason, the partner councils could consider separately progressing a Rural Residential Strategy. If progressed, this work would define future demand and supply for rural residential and would identify locations or other planning mechanisms available for meeting this demand over the short, medium and long term.

The Draft FDS does not identify the future form, function and growth potential of Napier and Hastings rural and coastal settlements. The Draft FDS promotes a compact urban form and does not propose significant intensification and growth of rural and coastal settlements on the grounds that these locations are distant from the urban area and would be challenging to affordably service with infrastructure.

However, area-specific planning for rural and coastal settlements is essential to ensure local community needs are met. This is particularly important for communities impacted by coastal hazards including Haumoana, Te Awanga and Clifton, and this will progress as a priority once the Clifton to Tangoio Coastal Hazards Strategy 2120 is further developed. The partner councils will progress planning for other rural and coastal settlements on a staged basis over time.

10.7 Papakāinga

Mana whenua have expressed a clear desire to develop papakāinga. The partner councils will continue to work with mana whenua to realise their aspirations to develop papakāinga. This includes reviewing rules in the district plans to ensure they provide an enabling framework for development, and potentially expanding the definition of land where papakāinga can be developed.

Te Piringa Hapū has also expressed strong aspirations to develop their whenua close to Omahu Marae, Te Awhina Marae and Rūnanga Marae for a mix of papakāinga, urban development and recreational facilities. The Regional Recovery Agency is progressing consenting and design for flood protection works in Omahu which will provide greater resilience for the community. The partner councils will continue to work with Te Piringa Hapū to support it to realise those aspirations for development.

10.8 Mana whenua values and aspirations

Mana whenua expect that the taiao is at the forefront of all decisions on new development. This includes providing for Te Mana o te Wai – ensuring water supplies are prioritised and secured into the future, minimising the impact of development on the taiao, and protecting and incorporating native flora and fauna into residential and commercial developments.

10.9 Napier

The majority of future residential growth (up to 60 per cent) over the next 30-years is anticipated to be delivered through intensification within existing urban areas connecting to centres and employment nodes through more frequent public transport services. Up to 30 per cent can be delivered in existing greenfield areas which have already been zoned or consented for urban development, such as Mission Hills, Parklands and Te Awa.

A total of 1,420 dwellings have been identified as being located on land not currently zoned or consented for urban development, although the majority of these sites are identified as long-term development areas within HPUDS. If all of these areas were developed to this potential, this would be equivalent to 21 per cent of Napier's long-term housing demand.

Greenfield development in the southern part of Napier (incorporating South Pirimai, Riverbend and The Loop) has the potential to deliver approximately 1,320 new dwellings. Future development in this area is well located to take advantage of existing cycling and public transport infrastructure, and amenities including supermarkets, primary and secondary schools, and public open spaces.

Whilst some development has already occurred in this location (such as the Willowbank Retirement Village), the area has some known flooding constraints which will need to be addressed prior to any further development. This is likely to include raising the land to suitable levels and the development of extensive stormwater detention facilities. Significant planning and investigation has already been undertaken to support potential redevelopment in parts of this area. Significant investment in stormwater infrastructure will be required.

A small area of greenfield development has also been included on the southern portion of the Mission Estate area in the vicinity of Church Road and Tironui Drive. Development of this area provides an opportunity to enhance Taipo Stream, which passes through the site.

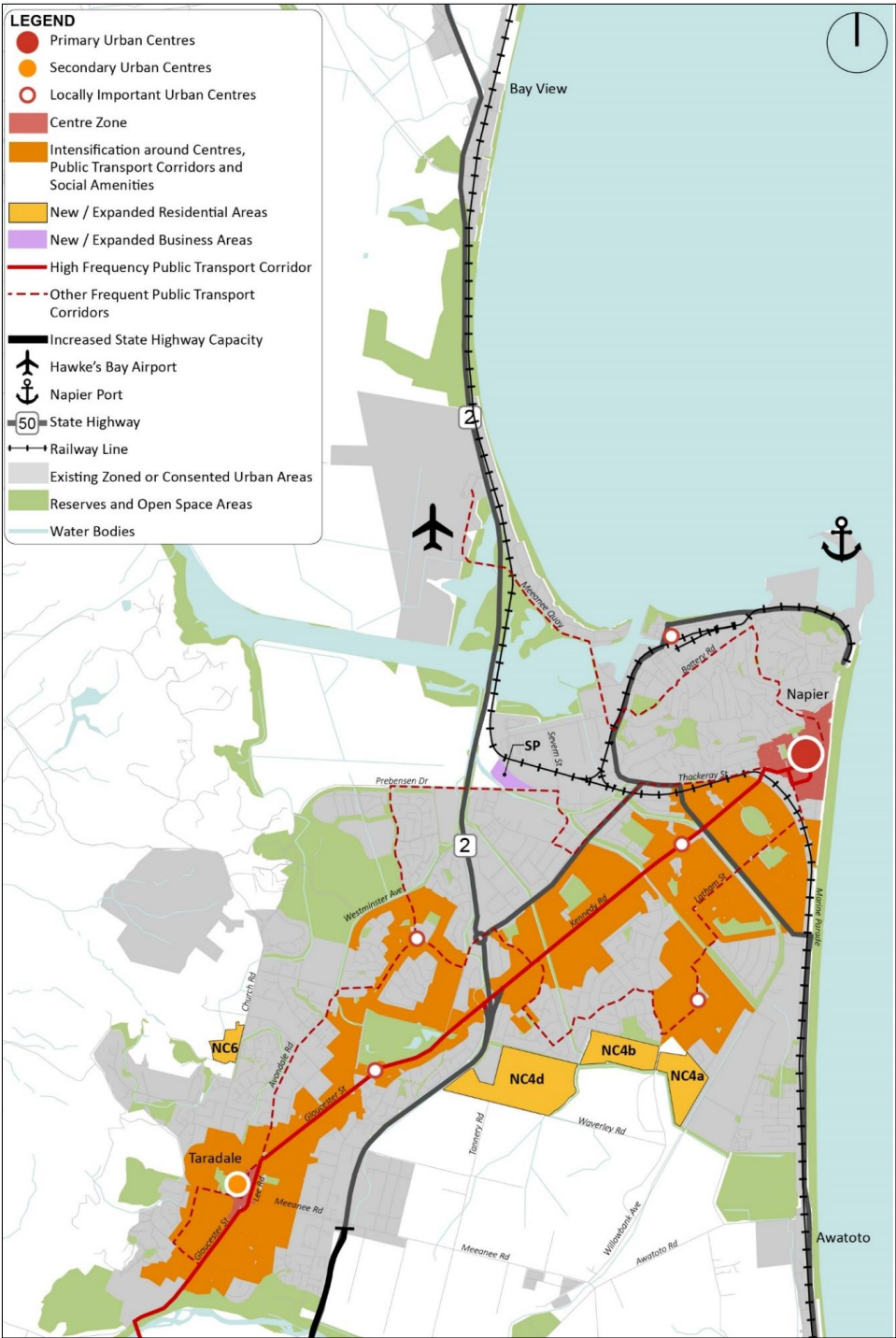


Figure 18 Draft Future Development Strategy (Napier)

10.10 Hastings

Hastings

Hastings will accommodate the majority of its growth through intensification of existing residential areas and the city centre. A number of smaller scale opportunities for greenfield growth have been identified at the edge of the urban area. This includes approximately 680 new dwellings along its western edge, with the Southland Drain forming the long-term western boundary of Hastings' urban area. These areas are generally well located in terms of proximity to employment, schools and public open space. However, there are known infrastructure capacity constraints which would need to be addressed before development can commence. A further 280 new dwellings have been identified as being located east of Lyndhurst Road. This land is ideally placed near the regional sports park, frequent public transport, schools and employment areas.

Flaxmere

The majority of future development in Flaxmere will occur within the existing urban area through intensification, as well as in the recently consented Wairatahi area south of Dundee Drive. Approximately 330 new dwellings on a greenfield site extending along the northern end of Portsmouth Road has been identified. Existing development patterns mean this area can be well integrated into the existing residential environment and provide the opportunity to expand the services and amenities offered within the Flaxmere centre. These also ensure convenient connections with nearby amenities including public open spaces and schools. Consideration of appropriate acoustic treatment of any new dwellings may be required to mitigate any potential noise effects from the Hastings Aerodrome, while physical setbacks/landscaped buffers from adjoining productive uses will also be required.

Havelock North

Over the short-to-medium term, development in Havelock North will be enabled through intensification around the centre and in established greenfield locations including Brookvale and Iona. Over the long-term, there is potential for further greenfield development of approximately 225 new dwellings east of Arataki and Davidsons Roads.

To the west, land around Middle and Te Aute Roads provides strategic opportunity for residential development of a significant scale (640 new dwellings) that can be integrated with surrounding residential areas and served by frequent public transport to Hastings and Napier. With the exception of Gilpin Road, this site is bordered by urban land on three sides and part of the site was previously identified as an HPUDS reserve area. While the land is currently identified as LUC2 there are a number of limitations on its productive use. A significant portion of the land is earmarked to provide a stormwater management function to service the Iona development. This will need to be incorporated (or re-provided) as part of any future development on the site. A landscaped buffer should also be incorporated along the Gilpin Road boundary to signal this as the long-term urban edge of Havelock North.

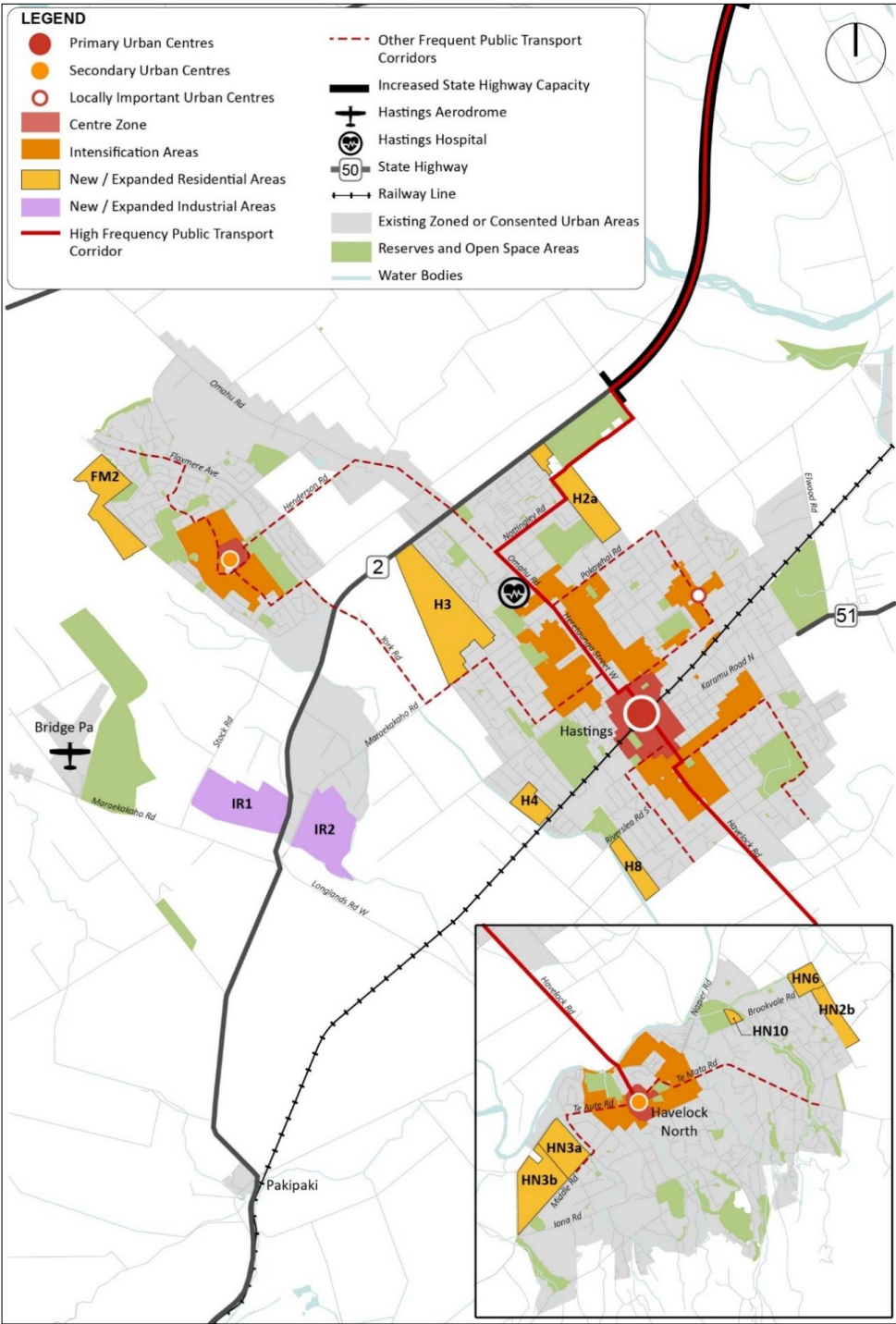


Figure 19 Draft Future Development Strategy (Hastings)

10.11 Strategic infrastructure

The NPS-UD requires an FDS to spatially identify development infrastructure and additional infrastructure required to support development. Development infrastructure refers to network infrastructure for three waters (drinking water, wastewater and stormwater) and land transport. Additional infrastructure includes things like social infrastructure (such as schools), public open spaces, and electricity and gas distribution.

Drinking water supply is a significant infrastructure issue for mana whenua. Demands on water, the impacts of residential and commercial intensification, and plans for water storage must be factored into the viability and sustainability of the FDS as it is implemented.

Key development and additional infrastructure are shown in **Figures 20 – 22** and are described briefly below.

Water supply

Drinking water in Napier and Hastings is largely sourced from the Heretaunga Plains Groundwater Quantity Area, parts of which are identified as Hastings and Napier Source Protection Zones. This area is fully allocated, and the water management regime proposed by the Hawke's Bay Regional Council under changes to the Regional Plan is currently subject to appeal.

According to the Regional Water Assessment, the region could experience fresh water demand shortfall of nearly 25 million cubic metres, increasing to 33 million cubic metres by 2060.

Addressing this projected shortfall will require much more efficient use of existing water sources, demand management, new ways of securing water supplies, and consideration of the needs of all water users, including for municipal supplies, mana whenua, industry and primary production, such as horticulture, viticulture and agriculture.

Protecting waterways, water sources, and ensuring water is clean is of critical importance to mana whenua. Water scarcity is already an issue for mana whenua communities. Mana whenua believe we must reduce water allocation and improve the health of our waterways as quickly as we develop land.

Investigations of all practical options for increasing freshwater supplies in Hawke's Bay is being undertaken as part of the Regional Water Security Programme. This includes community-scale water storage investigations for Heretaunga. This work remains a high priority.

In addition to resolving water supply constraints for the Heretaunga Plains, growth identified in the Draft FDS will need to be supported. Improvements across the municipal water supply networks (including new and upgraded pipelines) have been programmed, committed to and funded to help accommodate growth, improve network efficiency and ensure network resilience across both Napier and Hastings.

In addition to network wide upgrades, key pieces of bulk infrastructure required to support growth are identified in **Figures 21** and **22**. This includes two new water reservoirs to enable intensification across Napier and greenfield development within the Taradale and Mission Hill areas. Upgrades and improvements are required to a number of existing water pump stations, storage, water bore and treatment plants across Hastings, Flaxmere and Havelock North areas. Upgrades to the existing Bridge Pa Drinking Water Supply have also been identified to better support the existing community as well as future industrial growth around Irongate.

Wastewater

The wastewater networks serving urban areas in both Napier and Hastings have been under significant pressure to accommodate recent housing growth. Many elements of the wastewater network (e.g. pump stations) are currently either at or reaching capacity.

Figure 21 and **Figure 22** show the general locations of upgrades required to the network to service existing or planned growth in Napier, Hastings, Flaxmere and Havelock North areas.

In Napier, the construction of new wastewater main trunk infrastructure and pump stations is required to enable wider uptake of medium-density development and urban intensification, and to provide for future residential greenfield growth in the south (South Pirimai, Riverbend and The Loop).

In Hastings, significant investment in wastewater capacity has already been planned and funded as part a 10-year wastewater programme. In addition to this, the construction of new wastewater main trunk infrastructure is required. This is shown as the Infrastructure Acceleration Fund (IAF) project in **Figure 22** and it comprises major new wastewater pipes that add capacity to the Hastings and Flaxmere network, improving capacity and connectivity to the main trunk interceptor pipes that convey wastewater to the East Clive Wastewater Treatment Plant. Further capacity upgrades will be required over the long-term to support intensification within Kaiapo and Akina (which includes the future residential greenfield growth around Copeland Road).

Stormwater

The approach to stormwater in Napier and Hastings will need to adapt to growth pressures, increasing environmental standards and the future impacts of climate change (e.g. more intense rainfall events). As development in greenfield areas occurs over time or as part of structure planning or subdivision processes, new and upgraded infrastructure may be required to provide stormwater capacity, detention and treatment. The development of stormwater infrastructure may involve land acquisitions and is likely to be addressed catchment by catchment at the time development occurs.

Figures 21 and **22** show the general locations of new stormwater infrastructure that will be required to service future growth. This includes the provision of stormwater detention and storage facilities for planned development at Wharerangi Road and Parklands in Napier, and Iona in Havelock North. Additional stormwater detention and storage facilities will also be

required to enable residential development and mitigate natural hazard risks in the Waverly area of Napier as well as Kaiapo Road (Hastings) and Middle Road (Havelock North). In addition to these new stormwater facilities, upgrades to the existing network will also be required.

Electricity

A reliable and resilient electricity supply is critical for both existing and future residents and businesses, as well as enabling transition to a lower carbon economy. The Napier and Hastings electricity supply is provided by the National Grid (the high voltage transmission network operated by Transpower) and the local electricity distribution network is operated by Unison.

National grid

Transpower has not identified the need for any significant upgrades or projects to support additional demand in the distribution network based on current forecasts. However, the forecasts will be annually reviewed in conjunction with Unison.

Transpower has announced its intention to strengthen and raise the Redclyffe substation in its current location in response to the impacts of Cyclone Gabrielle. Transpower will continue to monitor the resilience of the National Grid generally in the context of climate change and natural hazard risks.

The Draft FDS recognises the role that the National Grid will play in transitioning to a low carbon economy. To support this, the National Grid will need to be protected from inappropriate subdivision, land use and development, which will continue to be implemented through rules in the District Plan.

Electricity distribution

The majority of sites identified in the Draft FDS fall within Unison's existing planned growth zones. Some localised upgrades to existing electricity infrastructure will be required and this will be determined based on the timing and extent of residential and industrial development.

Telecommunications

Telecommunications is critical infrastructure providing digital services that support and enable social interaction, entertainment, education, business activities and engagement with Government, medical and emergency services.

The increased height of residential developments and building is increasingly leading to the need to replace existing poles and add new sites. Consideration of the existing telecommunications facilities is important as growth and development occurs to avoid unnecessary relocation of existing infrastructure. Telecommunications networks can be most effectively developed to suit the needs of a growing population by early planning in association with developers and councils.

Social infrastructure

Capacity in primary, intermediate, and secondary school networks across existing urban areas in Napier, Flaxmere and northern neighbourhoods in Hastings is expected to be sufficient to accommodate the growth anticipated in the Draft FDS strategy. There are some potential capacity constraints for primary schools that would service central Hastings, while there are potential constraints to primary, intermediate and secondary schools serving Havelock North. The Ministry of Education will work with schools and communities as growth occurs to ensure the appropriate responses, including new property provision where necessary. Close monitoring on the rates and timing of household growth in these areas will be needed over the life of the FDS to determine if capacity expansions will be required for schools in these locations.

The forecast demographic changes and population growth of the Māori population means existing schools may not meet the demand for Māori medium and kaupapa Māori education in Napier and Hastings. Mana whenua have expressed aspirations for more kohanga reo, kura kaupapa Māori and wharekura over the next 30 years. Further consideration is required to determine whether existing schools are sufficient to accommodate the future growth and demand for Māori medium and kaupapa Māori schools in Napier and Hastings.

Redevelopment or replacement of the Hawke's Bay Fallen Soldiers Memorial Hospital has been identified in Tranche 2 of Te Whatu Ora / Health NZ's Regional Hospital Redevelopment Programme in response to seismic and capacity issues. Te Whatu Ora / Health NZ is currently (as at July 2024) undertaking a business case assessment.

Public open spaces

Public open spaces are vital for the wellbeing of the community and offer opportunities to gain multiple environmental benefits and help mitigate the effects of climate change.

Both Napier and Hastings have identified existing shortfalls in the provision of public open spaces across the urban area. Potential acquisition of land for use as public open space will need to be considered within existing urban areas to support growth informed by Local Area Plans. The provision of new public open spaces, including playgrounds, in existing urban areas will also be considered as part of master planning/neighbourhood planning of any large-scale developments. Structure planning or master planning being undertaken to inform development in residential greenfield areas will need to include provision for new public open spaces; the size and function of which will be informed by the overall scale of development proposed.

Transport

The strategic transport network provides regionally significant connections for people and freight within and beyond the region via road, rail, air and sea.

Figure 20 shows the key upgrades and committed projects under the Napier and Hastings strategic transport network, which is made up of:

- four-laning the Hawke's Bay Expressway between Napier and Hastings;

- planned service improvements on bus routes as part of the Regional Public Transport Plan 2022-2032;
- key prioritised capital projects as identified in the Regional Land Transport Plan 2024-2027;
- general improvements and upgrades of the existing cycling and walking networks across Napier and Hastings; and
- improvements and upgrades to identified intersections and roads to improve capacity across the Napier and Hastings roading networks.

Four-laning of the Hawke's Bay Expressway will improve capacity along this strategic freight connection to the port and airport, and improve access between existing and proposed areas of residential growth and employment areas.

Proposed increases to bus frequencies on a number of routes will better support transport choice and mode shift in areas where intensification is being enabled. Several high frequency routes will support the larger residential greenfield growth areas, including at the south of Napier, Portsmouth Road (Flaxmere), Kaiapo Road and Lyndhurst Road (Hastings), and Middle Road (Havelock North).



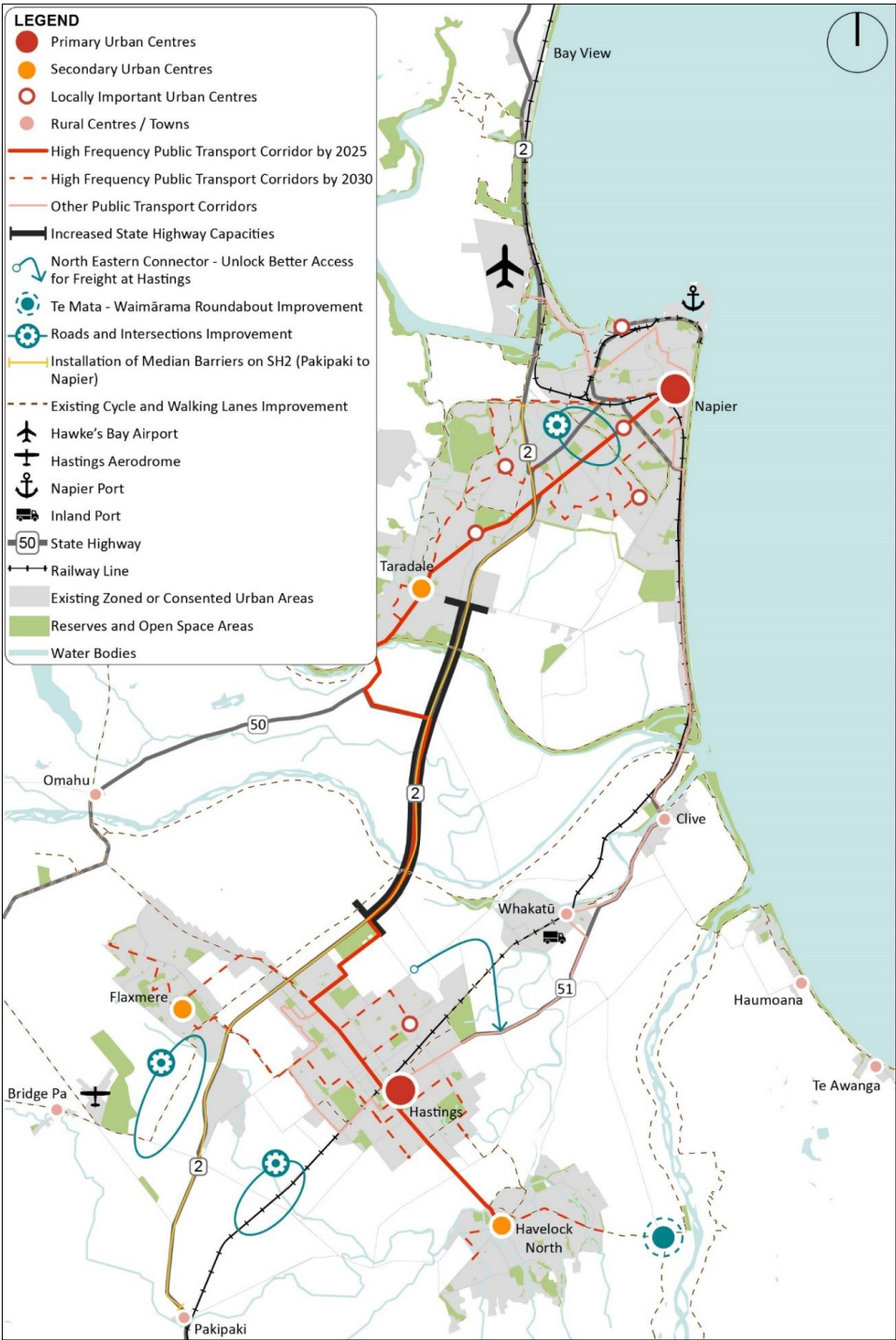


Figure 20 Draft Future Development Strategy – Transport Upgrades

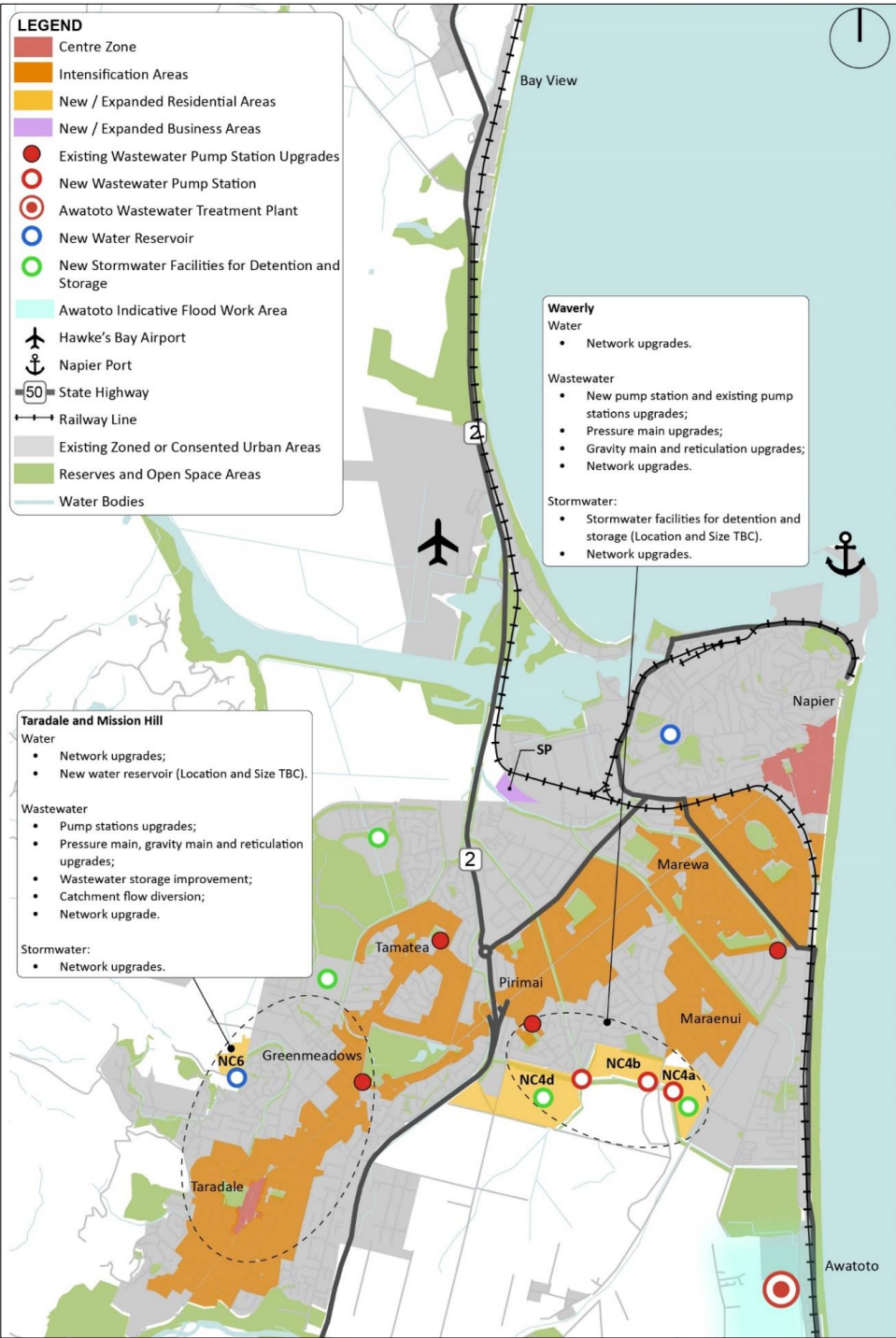


Figure 21 Draft Future Development Strategy – Napier 3 Waters Upgrades

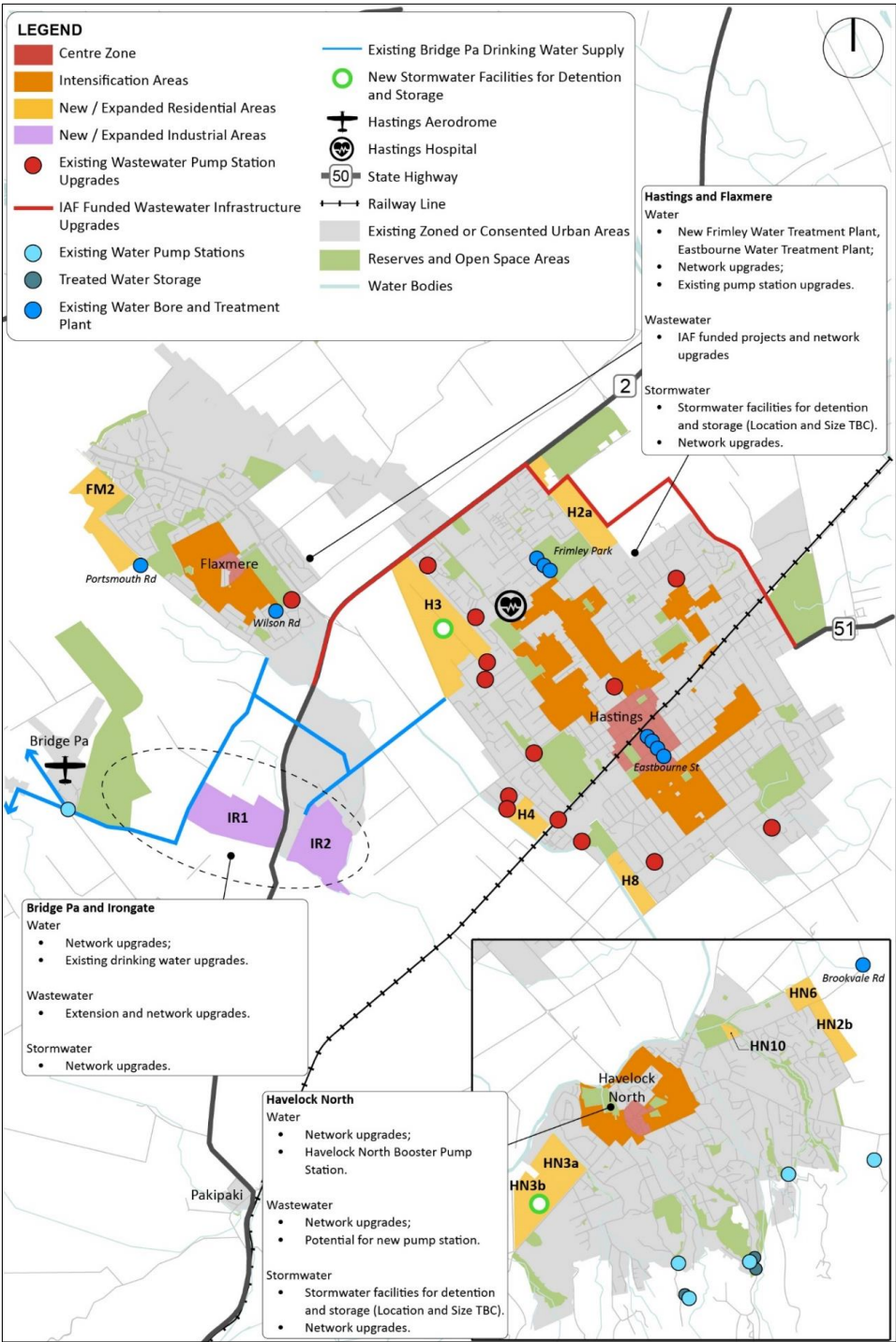


Figure 22 Draft Future Development Strategy – Hastings 3 Waters Upgrades

10.12 Staging/prioritisation

It is important to prioritise how and where Napier and Hastings grows over time to achieve a compact urban form. This will assist to focus councils' investment priorities and ensure the capacity provided meets housing needs and supports efforts to promote redevelopment within the existing urban area.

Figure 23 and **Table 4** below set out how the Draft FDS intends to stage development capacity to meet demand over the short, medium and long term across the FDS area. This is particularly important given the longer lead-in times and significant investment required to structure plan, rezone, plan and fund the infrastructure required to support new greenfield opportunities.

The Draft FDS staging is as follows.

- **Short-Long term:** Prioritise supporting redevelopment within the existing urban area from the short term onwards. These areas are currently being rezoned and the partner councils will need to support the level of development enabled with significant infrastructure planning and investment over time.
- **Short-medium term:** Prioritise supporting greenfield development within the existing urban area that is live zoned and progressing through the consenting and development process.
- **Medium-long term:** Identify greenfield areas at Kaiapo Road, Lyndhurst, Mission Estate and the Oderings site where some active planning work is currently being undertaken.
- **Long Term:** Identify other greenfield areas not currently zoned as long-term priorities. These areas may proceed earlier where infrastructure funding solutions are available, and the development would meet demand and support efforts to promote redevelopment in the existing urban area.

The Draft FDS provides sufficient capacity to meet the projected demand for new intensified housing types across Napier and Hastings. In the short-to-medium term there is more than sufficient capacity already zoned to meet demand. In the long term, there is a slight shortfall in greenfield capacity however there is sufficient capacity enabled over the full 30-year horizon of the Draft FDS. The partner councils will also work with mana whenua to prioritise residential and papakāinga development as much as possible over the life of the Draft FDS.

Table 4 – Sufficiency of housing development capacity to meet demand

	Short Term	Medium Term	Long Term
Demand for redevelopment in the existing urban area	8,840		
Redevelopment Capacity	9,910 (+1,070)		
Greenfield Demand	3,770		3,710
Greenfield Capacity	4,310 (+540)		3,520 (-190)

Future policy changes

In early July 2024 the Government announced its intention to amend the RMA and NPS-UD to require councils to live-zone 30 years of development capacity and plan for a 50-year period and a high growth scenario. The Government has also foreshadowed it will be making changes to how infrastructure is provided and incentives for councils and developers. These changes will not be introduced until 2025, consequently, the final form of those amendments is unknown and have therefore not informed the Draft FDS. Until there is greater clarity, the Draft FDS recommends that the partner councils be cautious about releasing too much greenfield land, which could undermine efforts to promote redevelopment in existing urban areas, increase pressure to zone scarce highly productive land, and stretch financial resources.

Responsive planning

Both Napier and Hastings councils will need to be responsive to landowners wanting to bring forward areas for development through a plan change, should the development be required to meet changes in demand.

When reviewing any proposal to bring forward development, the scale of the opportunity and the ability of the proposal to deliver on the FDS vision and objectives will need be considered. In addition, the impacts on the planned and funded programme for infrastructure delivery will need to be considered. Where significant changes from this would be required to enable development, developer-funded infrastructure and/or alternative funding arrangements (e.g. Crown infrastructure financing) will be needed before development can proceed. It will also be relevant to consider whether the proposal will support and reinforce the councils' efforts to promote redevelopment in the existing urban area.

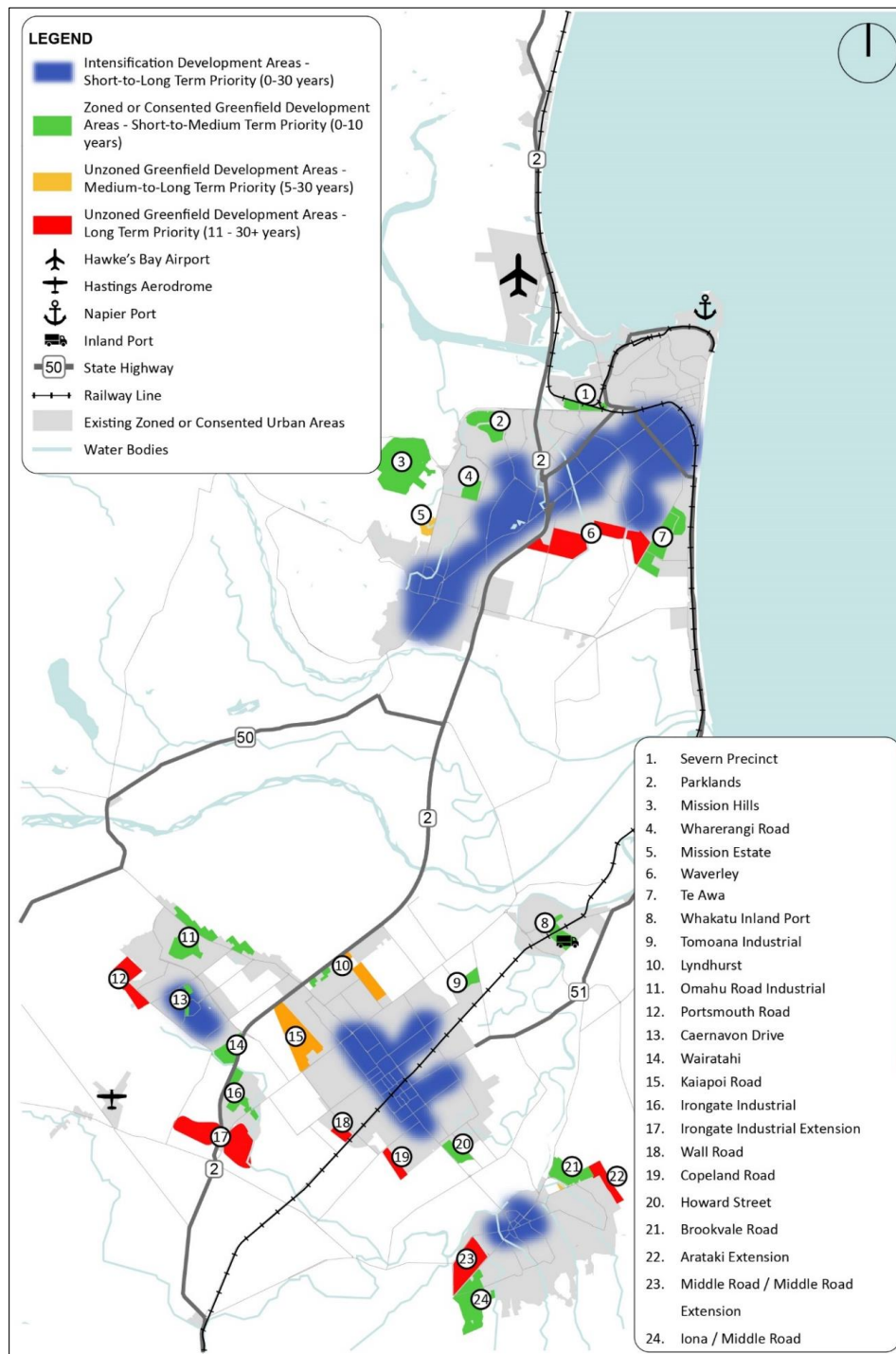


Figure 23 Draft Future Development Strategy Development Staging

Tables 5 and 6 provide a breakdown of development capacity over time for Napier and Hastings. Generally, sufficient development capacity has been provided across both Napier and Hastings to meet long-term housing demand. In achieving this, the Draft FDS has taken an overs/unders approach to meeting the short-, medium- and long-term requirements.

Table 5 – Sufficiency of housing development capacity in Napier to meet demand

	Short Term	Medium Term	Long Term
Demand	3,620		
Intensification Development Capacity	4,070 (+450)		
Greenfield Development Demand	1,610		1,470
Greenfield Development Capacity	2,185 (+575)		1,320 (-150)
Total Sufficiency of Residential Development	+875		

Table 6 – Sufficiency of housing capacity in Hastings to meet minimum development targets

	Short Term	Medium Term	Long Term
Intensification Development Demand	5,220		
Intensification Development Capacity	5,840 (+620)		
Greenfield Development Demand	2,160		2,240
Greenfield Development Capacity	2,125 (-35)		2,200 (-40)
Total Sufficiency of Residential Development	+545		

11. Implementation

The Draft FDS is a long-term strategic document with a 30-year view of growth and development, and it is acknowledged that it cannot be delivered all at once.

The FDS, once finalised, will be delivered jointly by Napier City Council, Hastings District Council and Hawke's Bay Regional Council, in partnership with iwi and hapū, and in collaboration with Government, non-government organisations, businesses and community groups.

11.1 Implementation plan

To achieve the FDS vision and strategic objectives, and deliver the growth and development set out the draft FDS Strategy, a number of actions will need to be implemented throughout the life of the finalised document (and any subsequent updates). Many of these actions will be delivered through other statutory and non-statutory council processes, including reviews of regional policy statement and district plans, structure planning, long-term planning and regional transport planning.

A supporting implementation plan will sit alongside the FDS as a roadmap for the actions required to implement the FDS, including those relating to strategic and statutory planning, advocacy and research, other initiatives and infrastructure investment. It also includes details of who is responsible for delivering each action, as well as supporting agencies and organisations. This plan will be a live document that will be reviewed and updated annually with those involved, as required by the NPS-UD. New actions can be added to the Implementation Plan should the need arise for this in the future.

Development of the implementation plan is a non-statutory process to ensure it will be flexible enough to respond to changing circumstances on the ground. It will involve engagement with a range of stakeholders and local communities will be kept up to date with progress. The actions will be informed by the strategic objectives that guide the FDS, which will provide a framework for prioritising actions over the short, medium and long term.

Joint working group

The FDS is a joint document between the partner councils, Maungaharuru-Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua and implementing it will require a coordinated approach to decision-making.

The Draft FDS recommends retaining the FDS Joint Committee in some form to guide decision-making on the implementation plan to ensure actions are coordinated across the partner councils. This will be supported by a cross-council FDS implementation working group involving Maungaharuru-Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua, key Government agencies and infrastructure providers.

Future planning processes

The FDS is a high-level strategic plan and we need to work through a number of steps before development happens in new greenfield areas.

Planning processes

1. Structure planning (an integrated land use and infrastructure plan)
2. District Plan Change for rezoning
3. Resource consents for development
4. Build

Infrastructure processes

1. Planning, design and funding supporting infrastructure
2. Designation and consents
3. Build

Undertaking structure planning and rezoning can be a council-led or a developer-led process progressed under the Resource Management Act 1991.

The process for supporting redevelopment in an existing urban area is slightly different as development is already enabled. The planning processes are therefore focussed on working with communities on **Local Area Plans** (or similar) to determine the future form and function of existing neighbourhoods, setting out how they will change over time and what amenities and infrastructure are needed to support growth. These plans, and other network planning will inform infrastructure planning processes, including funding allocation through the Long-Term Plans and Annual Plans.

The Government has signalled its intent to progress city and regional deals with councils. These are long-term agreements that set agreed regional outcomes and set out joint funding commitments. This provides an opportunity to help fund the significant infrastructure investment required to support growth in the long term. This opportunity will be explored through the Implementation Plan process.

11.2 Monitoring and review

The NPS-UD requires the FDS to be regularly reviewed and, if needed, updated every three years in time to inform the Long-term Plan processes of each partner council. At a minimum, there is a requirement to refresh and develop a new FDS every six years.

The next Housing and Business Capacity Assessment will be undertaken in 2026, which will involve an update of the outlook for residential and business demand and capacity. This will include an analysis of mana whenua housing needs. This will inform a review of the FDS in late-2027, early-2028.



Draft Napier Hastings Future Development Strategy 2024 - 2054

July 2024

Summary of Information

1. Introduction

1.1 What is the Future Development Strategy?

The Draft Napier Hastings Future Development Strategy (**the Draft FDS**) is a strategic tool to assist with the integration of planning decisions under the Resource Management Act 1991 (**RMA**) with infrastructure and funding decisions. It shows:

- Where we will grow in Napier and Hastings, including the general locations for growth in existing and new urban areas over the next 30 years;
- The infrastructure needed to support and service that growth; and
- Development constraints.

The Draft FDS has been developed in partnership with Hastings District Council, Napier City Council, Hawke's Bay Regional Council, Maungaharuru Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua. The Draft FDS satisfies the statutory requirements for future development strategies under the National Policy Statement for Urban Development 2020 (**NPS-UD**).

1.2 Reason for the Proposal

As Tier 2 authorities, Napier City Council, Hastings District Council and Hawke's Bay Regional Council are required to prepare an FDS for the Napier Hastings urban environment in line with the requirements of Subpart 4 of the National Policy Statement for Urban Development 2020.

Strategic growth across the Heretaunga Plains is currently managed through the Heretaunga Plains Urban Development Strategy (HPUDS). HPUDS was a joint strategy initially developed in 2010 to manage urban growth on the Heretaunga Plains over the 2015-2045 period. Subsequent updates and amendments to HPUDS were made in 2017. HPUDS pre-dates the NPS-UD and does not satisfy the requirements of Subpart 4.

The FDS builds on and replaces HPUDS, responding to the new requirements of the NPS-UD and has been developed in partnership with NCC, HDC, HBRC, Maungaharuru Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua.

1.3 Where does the FDS apply?

In preparing the Draft FDS we have identified a study area around the existing urban areas of Napier and Hastings. The study area is shown on **Figure 2** and includes Napier, Taradale, Hastings, Havelock North, the surrounding Heretaunga Plains and peripheral areas including Bay View and Whirinaki, Whakatū, Clive, Haumoana and Te Awanga and a number of rural settlements on the Heretaunga Plains within an approximate 20-minute drive time from the main centres of Napier and Hastings.

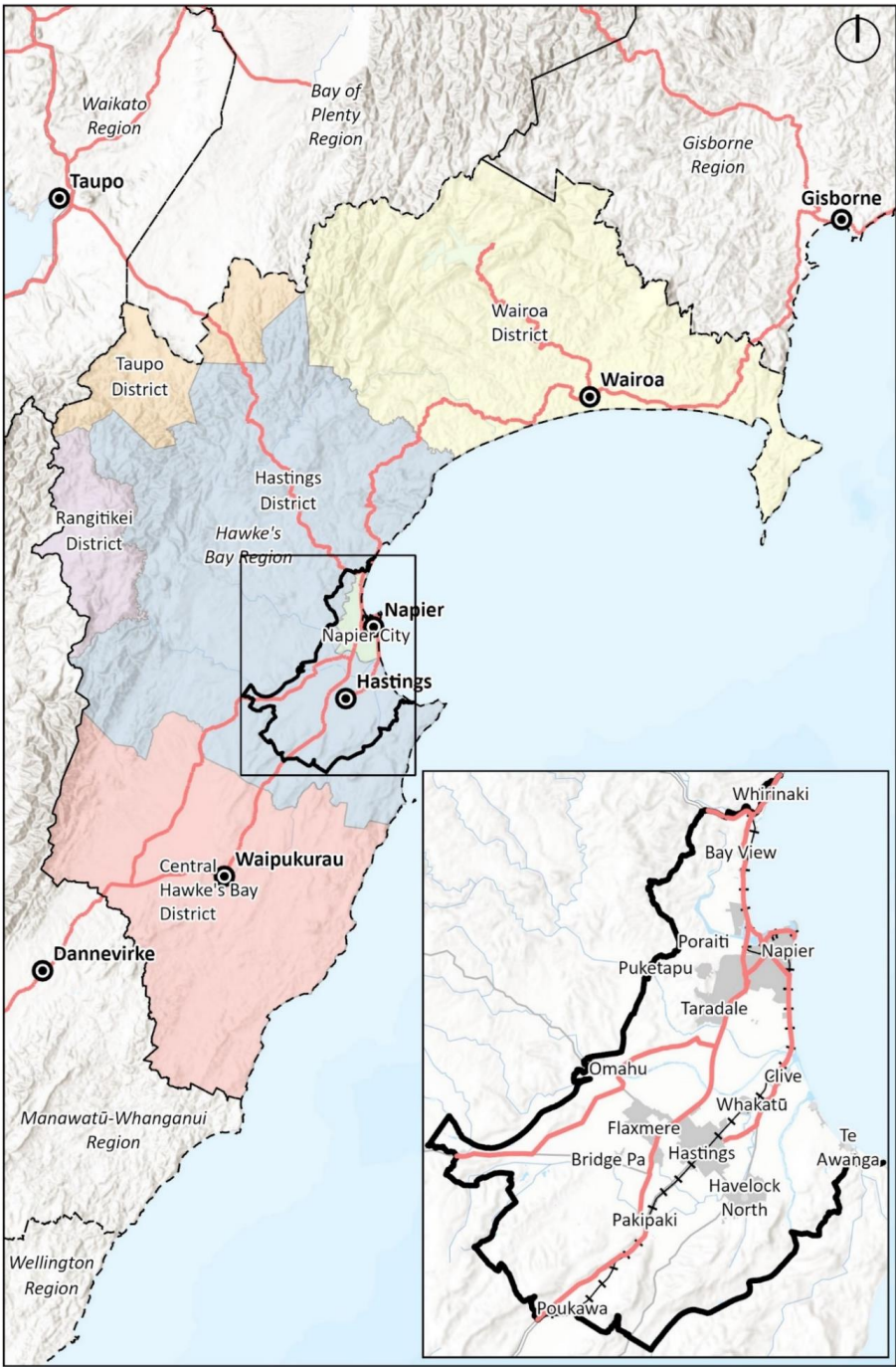


Figure 1 FDS Study Area Extent within Hawke's Bay Region

1.4 How we have prepared the Draft FDS

Developing the Draft FDS has involved a partnership approach with mana whenua, and extensive engagement with elected officials, the community, interested landowners and developers, as well as detailed technical analysis and evaluation. Consistent with the requirements of the NPS-UD, we have undertaken the following steps to get to this point, informed by the RMA and relevant national policy statements:

- Reviewing relevant existing plans, strategies and data;
- Partnering with mana whenua to understand their aspirations for urban development;
- Undertaking community engagement on issues and options and talking with landowners and the development sector about specific development opportunities;
- Development of different spatial scenarios for accommodating urban growth;
- Evaluating the advantages and disadvantages to the spatial scenarios identified;
- Engaging with infrastructure providers and Government organisations to test the spatial scenarios and supporting analysis;
- Identifying a preferred spatial scenario for consultation;
- Working with the relevant council and central Government organisation to identify supporting infrastructure.

1.5 How much are we expected to grow?

Under a **medium-high growth outlook** the Statistics New Zealand ('Stats NZ') **subnational population projections** estimate that the population of Napier City and the Hastings District will increase to almost 200,000 people, an increase of over 40,000 people from 2023 levels.¹

Housing

Based on this, the FDS needs to ensure that there is capacity for at least an additional **16,320 dwellings** across the Napier and Hastings urban area over the next 30-years. Of this, approximately **6,700 additional dwellings** will be needed in Napier and approximately **9,620 additional dwellings** will be needed in Hastings.² Put differently, Napier needs to accommodate for average growth of up to 225 dwellings per annum while Hastings needs to accommodate for average growth of 320 dwellings per annum.

The Draft FDS splits the total housing demand by location, being that met within the existing urban area and in greenfield areas. Based on observed trends in other New Zealand cities, we expect that demand for housing in the existing urban area will grow over time from 40 per cent in the short term to 60 per cent in the long term. Conversely, we expect that demand for housing in greenfield locations will decrease over time, from 60 per cent in the short term to 40 per cent in the long term. Over the life of the FDS we expect demand will be evenly split.

Business

For commercial and retail the Draft FDS assumes that additional demand can be met within Napier and Hastings existing network of centres and commercial areas consistent with

¹ The impact of Cyclone Gabrielle on population and household numbers and future demand are unknown and not reflected in this analysis. Short-term effects could see an increase in demand due to workers assisting with the rebuild moving to the area. But this could be tempered by shifting migration patterns.

² Across the wider Hastings District, a further 2,050 dwellings, are required to meet demand in rural areas. These will need to be met in rural parts of the Hastings District (including rural residential areas) outside of the main urban areas and are not required to be provided as part of the FDS.

Objective 2 of the Draft FDS, which seeks to deliver consolidated and intensified urban centres. Comprehensive development in greenfield locations also provide the opportunity to expand Napier and Hastings centre network in a strategic and coordinated way.

The Draft FDS takes a strategic approach to industrial capacity and seeks to enable greater supply to encourage choice and competition in the market. This focuses on defining efficient long-term locations for industrial activities based on site suitability, access to transport networks, potential to minimise reverse sensitivity effects, and access to the employment base, amongst other matters. This approach assists in responding to localised capacity shortfalls and feedback from the market on recent demand trends.

1.6 Development Constraints

Section 3.13(2)(c) of the NPS-UD requires every FDS to spatially identify “any constraints on [urban] development.” An understanding of development constraints was important to informing an assessment of alternative spatial scenarios for urban growth and development. These constraints are set out in more detail within the Technical Report.

There are a wide range of development constraints that have been identified within the FDS study area. These constraints include coastal hazards, land hazards, flooding, areas of significance to mana whenua, outstanding landscapes, significant natural areas, infrastructure capacity, highly productive land, wetlands and areas of conservation value. This includes new and updated information and experiences from Cyclone Gabrielle.

The attributes of particular constraints vary depending on location and some areas may contain multiple constraints that, when combined, could render an area unsuitable or unfeasible for development. In other instances, the impacts of identified constraints could be mitigated or avoided through require careful consideration and design prior to urban development being undertaken.

2. Vision and Objectives

2.1 Te Pae Tawhiti | Vision

The overarching vision which has helped guide the development of the FDS is:

In 2054, Napier and Hastings have thriving, resilient, safe, equitable, sustainable and connected communities, within a protected and enhanced natural environment.

To achieve this vision, a series of principles and strategic objectives were developed. The objectives are intended to state the goals or desired future state for urban growth in Napier and Hastings.

2.2 Ngā Whāinga | Strategic objectives

The strategic objectives set out below describe what the FDS is seeking to achieve to ensure the vision is realised. These objectives will form the basis of future implementation and monitoring of the FDS.

1. Mana whenua and councils work in a **genuine Te Tiriti partnership** to achieve their shared goals for urban development.
2. We have a compact urban form, focussed around **consolidated and intensified urban centres** in Napier and Hastings.
3. Our communities and infrastructure are **resilient to the effects of climate change** and risks from natural hazards.
4. We have a **diverse range of housing choices** that meet people's needs in neighbourhoods that are **safe** and **healthy**.
5. We have a **strong economy**, and businesses can grow in locations that meet their functional needs.
6. The highly productive land of the **Heretaunga Plains** is protected for productive uses.
7. Our communities and business areas are **well connected and accessible**, particularly by public and active transport.
8. We have **sufficient land** for housing and business to meet demand.
9. Te Taiao / our **natural environment is protected and enhanced**, including our water bodies, indigenous biodiversity, wāhi taonga and outstanding landscapes.
10. Our **infrastructure** is planned and designed to **efficiently support development**.
11. Urban growth and infrastructure investment supports **equitable social outcomes**.
12. The **values and aspirations of mana whenua** for development are a priority and are recognised and supported.

3. Iwi and hapū aspirations

An FDS is required to include a clear statement of hapū and iwi values and aspirations for urban development. Three Treaty Settlement Entities – Maungaharuru-Tangitū Trust, Mana Ahuriri Trust and Tamatea Pōkai Whenua, represent the hapū of Ahuriri (Napier) and Heretaunga (Hastings).

The hapū of Ahuriri and Heretaunga are mana whenua within their respective takiwā or traditional areas. Hapū statements are included in draft FDS. Maungaharuru-Tangitū Trust, Mana Ahuriri Trust, and Tamatea Pōkai Whenua participated with the three councils in preparation of this strategy.

The statements outline a broad range of aspirations for urban development focussed on protecting and enhancing the whenua, supporting whānau and hapū aspirations for community development, and enhancing Māori leadership and language and culture. Specific development aspirations are also identified, which include:

- Establishing papakāinga and supporting infrastructure and services on ancestral lands, including on Māori and general land titles, and;
- Developing whenua for urban purposes in specific locations, including at Ahuriri Station, Irongate (Stock Road) and Omaha Marae.

Mana whenua also identified the need to develop the information base on Māori housing needs and the location of wāhi tapu and sites of cultural significance within the FDS study area.

4. The Draft FDS strategy

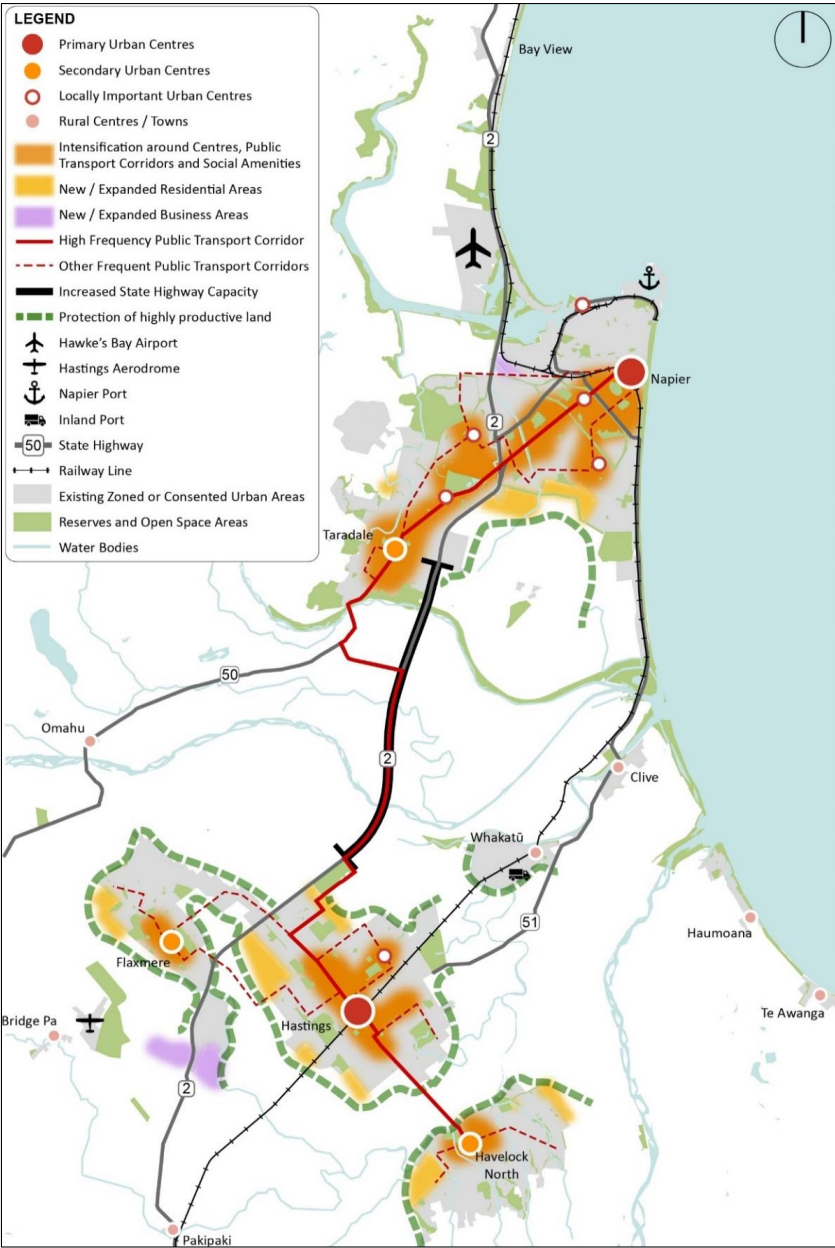


Figure 2 The Draft Future Development Strategy

At its heart, the Draft FDS strategy **seeks to achieve a compact urban form, focussed around a network of consolidated and intensified centres in Napier and Hastings**. The draft strategy achieves this by enabling more housing growth and choice within and adjoining the existing urban area in locations close to the public transport network and community services. It also achieves this by providing choices for different types of businesses in efficient locations.

The Draft FDS strategy provides for:

- **increased density and diversity of housing**, including apartments and terraced housing, within and close to Napier and Hastings' primary, secondary and locally important centres and high frequency bus corridors;
- **general residential development in other neighbourhoods** within existing urban areas, including small scale infill and suburban scale duplexes and terraced housing;
- **targeted expansion to enable new compact neighbourhoods with a mix of housing types** to the south of Napier's urban area, Mission Estate, and on the fringes of Havelock North, Hastings and Flaxmere, in locations that can integrate efficiently with existing transport networks and services, while avoiding the best productive land;
- **increased density and diversity of retail and commercial activities** in Napier and Hastings' primary, secondary and locally important centres, the Severn Precinct, and in new centres that support new compact neighbourhoods;
- **a new strategic industrial node at Irongate and Irongate West** that is efficiently located close to the state highway network and existing industrial areas; and
- **supporting infrastructure**, including transport, three waters, open space and social infrastructure network improvements.

The draft FDS strategy enables a number of benefits to be realised, including:

- providing the **best opportunity to achieve more compact housing** consistent with changing housing needs in Napier and Hastings;
- providing for new housing in a variety of areas which supports **reduced travel times for people with lower impacts on the transport network**;
- directing growth to areas that **better utilise existing amenities and infrastructure** (e.g. drinking water, wastewater, stormwater, roading, schools and public transport);
- **avoiding the need for significant new capital investment in new infrastructure** in areas with limited existing and planned infrastructure;
- **minimising urban expansion** in areas subject to significant natural hazard risks;
- providing opportunities to **more efficiently protect existing communities from natural hazard risks**;
- **minimising urban expansion in areas with highly productive land** used for productive activities; and
- **providing opportunities for further economic agglomeration** of the Irongate industrial node should the uptake of industrial land occur faster than anticipated.

5. Alternatives Considered

5.1 Spatial Scenarios

A number of alternative spatial scenarios for growth were assessed in the development of the Draft FDS. As part of each alternative scenario, it was assumed that a reasonable proportion of residential growth would occur through intensification in a manner consistent with Napier's Proposed District Plan and Hastings Plan Change 5.

A summary of spatial scenarios considered is provided in **Table 1** below. A full assessment of the advantages and disadvantages of each scenario is provided in the Technical Report.

Table 1 – Summary of Spatial Scenarios Considered

Scenario	Scenario Description	Key reasons why the spatial scenario was discounted
Intensification Only	All residential and business growth over the next 30-years will be accommodated on existing urban zoned land only.	<p>This scenario would best utilise existing infrastructure and support a reduction in GHG emissions when compared with alternatives. However, it is unlikely to provide sufficient capacity to meet long term housing demand and would require levels of intensification in excess of observed trends in major NZ cities.</p> <p>In the long-term this scenario limits housing choice and may impact on housing affordability through increased land prices.</p>
Avoiding Highly Productive Land	Only enable residential and business greenfield growth in areas that are not classed as highly productive (LUC1,2 or 3)	<p>There are limited areas around existing urban areas which are not classed as highly productive. This results in a dilution of growth areas and inefficient urban form that makes servicing more expensive with new strategic infrastructure.</p> <p>Development within the hills is expensive due to topography and would provide limited housing choice in terms of type and price.</p> <p>Development would be difficult to support a reduction in GHG emissions.</p>
Satellite Urban Areas	Look to concentrate new residential and business growth into one (or several) new satellite communities at Maraekakaho, Paki Paki, Te Awanga, Bay View or Bridge Pa.	<p>This scenario would require significant investment in the extension of strategic infrastructure and/or creation of new strategic infrastructure to support high levels of growth (e.g. schools, wastewater treatment, public transport).</p> <p>Limited employment opportunities would be available for residents in these new satellites.</p> <p>Development under this scenario will be difficult to support a reduction in GHG emissions.</p>
Expansive / Edge Growth	Provide for limited residential and business greenfield growth in a handful of areas contiguous with Napier, Hastings, Flaxmere and Havelock North. This scenario included two sub-scenarios for Napier looking at greenfield	<p>Development under this scenario could leverage a number of planned and funded infrastructure upgrades.</p> <p>However, new greenfield growth in the south of Napier and Bay View / Ahuriri is subject to natural hazard risks. There is potential for this to be avoided / mitigated through engineering design.</p> <p>Concentrating future growth in Bay View / Ahuriri would require significant investment in the extension of strategic infrastructure</p>

	growth around the area south of Napier vs Bay View / Ahuriri.	and/or creation of new strategic infrastructure to support high levels of growth (e.g. schools, state highway capacity). Expansive/edge growth around Hastings, Flaxmere and Havelock North could result in the loss of some highly productive land.
Flaxmere South / Bridge Pa	Concentrate all future residential and business greenfield growth around Flaxmere South and Bridge Pa. Do not allow any additional greenfield expansion around Napier, Hastings or Havelock North.	This scenario would concentrate development in an area with a lower level of known natural hazard risk. However, it could result in the loss of some highly productive land, would limit housing choice that responds to locational demands and could conflict with operations (including emergencies) at the Hastings Aerodrome.

6. How will the FDS be implemented?

The FDS is a long-term strategic document with a 30-year view of growth and development, and it is acknowledged that it cannot be delivered all at once. To achieve the FDS vision and strategic objectives and deliver the growth and development set out the Strategy, a number of actions will need to be implemented throughout the life of this document (and any subsequent updates). Many of these actions will be delivered through other statutory and non-statutory council processes including district plan reviews, structure planning, long-term planning and regional transport planning.

A supporting Implementation Plan will be developed after the adoption of the FDS and provide a roadmap for the actions required to implement the FDS, including those relating to strategic and statutory planning, advocacy and research, other initiatives and infrastructure investment. The Implementation Plan would also identify who is responsible for delivering each action, as well as supporting agencies and organisations.

The FDS Implementation Plan will be a live document to be reviewed and updated annually, as required by the NPS-UD. The NPS-UD also requires the FDS to be regularly reviewed, and if needed updated, every three years in time to inform Long-term Plan processes of each partner council. At a minimum, there is also a requirement to refresh and develop a new FDS every six years.

7. Where to find information

The Summary of Information, the Draft FDS and supporting technical documents are available on the FDS website at www.XXX.govt.nz.

If you have any questions about this proposal or about how to make a submission, please contact us via email XXXX@xxxx.govt.nz.

8. Have your say

Before making any final decisions, we'd like to have the community's input. Each council welcomes submissions from any interested person or organisation on any aspect of the Draft FDS.

Submissions need to be received by Time Day Date Month.

You can make an online submission by visiting our website www.XXX.govt.nz and clicking on the 'submit it' button or you can fill out the submission form attached and either:

- email it to: xxxx@FDS
- Post it to: [XXXX](#)
- Deliver it in person to:
 - the Civic Building Reception, Level 1, 232 Hastings Street, Napier;
 - Hastings District Council Central Offices, 207 Lyndon Road East, Hastings; or
 - Hawke's Bay Regional Council Offices, 159 Dalton Street, Napier.

Please be aware that all submissions will be publicly available on the FDS website.

If you would like to speak to your submission, please indicate this and provide your contact details on your submission. A Hearings Panel will hear presentations of submissions. Hearings will be held in September 2024.

We will be in touch to let you know the date and time.

9. What Happens then?

After the hearing, the Hearings Panel will consider all the submissions received and make recommendations on any amendments required to the draft FDS as a result.

Following this, a final FDS will be presented to the partner Councils for adoption.

All submitters will be informed of the Hearings Panel's recommendations and of each Council's subsequent decision.



This report provides an overview of the feedback provided through the community engagement on the Napier Hastings FDS:

- Hastings Workshop held on 31 October.
- The Hastings Pop-up shop comments
- Feedback from the My Voice My Choice survey

Hastings Workshop 31 October 2023 and Pop-Up Feedback

The Napier Hastings FDS workshop was held in the Hastings District Council pop-up shop in Heretaunga Street. There were around 50 invited members of the public at the workshop. The pop-up shop was open for two weeks and comments from that engagement are also included in the following points,

The purpose of the workshop was to:

- Enable people to provide feedback on the strategic objectives and the emerging options for future growth to inform the next iteration of the draft Napier Hastings FDS

The following material was provided to support the workshop participants.

- A set of draft strategic objectives that will guide our planning.
- Initial technical assessments of issues and growth options.
- A series of emerging options to provide for future growth.



Ngā Whāinga Strategic Objectives

The first exercise involved identifying the draft strategic objectives that people most aligned with. They were given three markers and asked to identify their no.1 to no.3. The results were as follows:

Ngā Whāinga Strategic Objectives	No. 1	No. 2	No. 3
Mana whenua and councils work in a genuine Te Tiriti partnership to achieve shared goals for urban development.	0	1	4
We have a compact urban form, focused around consolidated and intensified urban centres in Napier and Hastings.	4	2	1
Our communities and infrastructure are resilient to the effects of climate change and risks from natural hazards.	4	4	3
We have a diverse range of housing choices that meet people's needs in neighbourhoods that are safe and healthy .	7	5	2
We have a strong economy and businesses can grow in appropriate locations.	3	5	3
The highly productive land of the Heretaunga Plains is protected for productive uses.	4	2	1
Our communities and business areas are well connected and accessible , particularly by public and active transport.	0	2	2
We have sufficient land for housing and business to meet demand.	3	6	1
Te Taiao/our natural environment is protected and enhanced , including our water bodies, indigenous biodiversity and outstanding landscapes.	5	0	2
Our infrastructure is planned and designed to efficiently support development .	6	4	6
Urban growth and infrastructure investment supports equitable and social outcomes .	1	1	3

Overall, the most mentioned strategic objectives were:

- We have a **diverse range of housing choices** that meet people's needs in neighbourhoods that are **safe** and **healthy**
- Our **infrastructure** is planned and designed to **efficiently support development**.
- We have **sufficient land** for housing and business to meet demand

- Our communities and infrastructure are **resilient to the effects of climate change** and risks from natural hazards.
- We have a **strong economy** and businesses can grow in appropriate locations

Maps

The second exercise was to provide feedback on the emerging growth options.

The first option discussed was **Potential Growth on Higher Ground**

Every comment is noted, if a comment is repeated it was provided twice or more.

Te Awanga/ Parkhill

Overall, the inclusion of this area was supported. The comments related to Te Awanga / Parkhill were:

- Like it
- Yes!
- Like it – Tuki Tuki Te Awanga
- High ground, good commuting distance, close to schools, provides for growing community, has existing services.
- High growth area, 16-minute village concept, has existing services.
- Support the Parkhill/Te Awanga – should be a satellite.
- Southern extension of Tuki Tuki special character
- Growth on higher ground is essential to protect productive land.
- Haumoana/TA foothills – no more housing developments on high class soils
- Like it!
- Parkhill Road and surrounding hill country
- Te Awanga area above Parkhill Road and bounding Tukituki Rd
- Parkhill Road for Te Awanga
- How are you accounting for coastal erosion when building in Haumoana and Te Awanga? Counter-productive.

Te Mata/Arataki

Overall, support for this area was mixed. The comments related to Te Mata/Arataki were:

- Te Mata Peak – don't like it.
- Yes! Te Mata Road, Endsleigh Road, Mutiny Hill
- Te Mata Road Arataki
- More intensification Te Mata Road and Brookvale North
- Arataki okay but must provide local shops.
- We would like high ground growth Endsleigh Rd and Te Mata Rd. Makes sense: more resilient, close to town, obvious place to grow, protects good land.

Havelock North

Overall, the inclusion of this area was supported. The comments related to Havelock North were:

- Havelock North Hills – push as far as possible, east and west.
- Like it! Havelock South, Longlands Hills
- Havelock North hills
- Endsleigh Road, Havelock hills /slopes
- Havelock North hills – lower to protect upper hills.
- Yes River Road – protect cropping flats.
- Havelock North along Karamu Stream (development area)

Poraiti/Puketapu

Overall, support for this area was mixed. The comments related to Poraiti/Puketapu were:

- Like it! Puketapu and Puketitiri Road
- Poraiti – like it!
- Yes Puketapu – proximity to Taradale township, potential to retain rural aspect.
- Puketapu Hills – existing community
- More development in Poraiti and Puketitiri Road areas, and Springfield Road
- Springfield Road hill development
- No! Duh!
- No! Grape country?
- Puketapu/Poraiti – I like it, continue with opening up future stages.
- Mission Estate residential opportunity outside vineyard areas

Bay View

Overall, support for this area was mixed. There were only two responses that directly relate to this area. The comments related to Bayview were:

- Bay View Hills – no storm or flood damage historically
- Seafeld yes

Omahu

The inclusion of this area was supported by the one response related to it. The comment related to Omahu was:

- Omahu Hill development

General comments

Other general comments included:

- Will this bypass the “safe” land for more wealthy residents?
- Cost to supply utilities.
- Need to consider the isolation of communities during natural disasters.
- Sections suitable for smaller home developments
- Intergenerational family living
- Quality environment with good ecological balance
- Allow more rural residential subdivision on hills near productive plains.
- Support new rural settlement e.g., growth of Maraekakaho, Ōtāne, Haumoana on the hill.
- Allow more houses to be built on hills. Safer places for horticulturists to live near orchards. The yards etc. which are on the plains can be protected.
- Hastings District Council needs to release land in the HDC regional area to the NCC for further expansion in the hills.

The second option discussed was **Potential “Satellite town” development area.**

Maraekakaho

Overall, the inclusion of this area was supported. The comments related to Maraekakaho were:

- I like it.
- Growth into Maraekakaho area
- Maraekakaho, yes
- Maraekakaho, for (depending on size)
- Maraekakaho, like it
- Generally, yes, but skyline kept intact and not compromised.
- Satellite Maraekakaho Hills
- Maraekakaho, 1.5-hectare blocks. Being able to subdivide to smaller blocks therefore more intensification.
- Maraekakaho Road. Businesses can grow in appropriate locations. Fringe rural land properly assessed and zoned accurately.
- Like it!
- Maraekakaho, on the hills

Pakipaki

Overall, the inclusion of this area was supported. The comments related to Pakipaki were:

- Yes Pakipaki – Mutiny Hills
- Yes Pakipaki – Mutiny Hills
- Consider the economic viability of building “satellite towns” in low socio-economic areas such as Pakipaki.
- Enfield

Te Awanga

Overall, the inclusion of this area was supported. The comments related to Te Awanga were:

- Is Te Awanga a subdivision or a satellite town? How aspirational is it?
- New satellite town in the Te Awanga area
- Te Awanga like – location perfect, no hazards, supports a great community and lets it grow, existing schools there and embraces three communities.
- Haumoana/Te Awanga and Puketapu but don't spread further on to productive land.
- Te Awanga local urban/rural community hubs I like.
- Clive, Te Awanga, Haumoana – Like it
- Satellite towns no.
- Te Awanga, I like urban rural developments that cater for lifestyle options.
- Subdivisions that have a good mix of sizes in them to cater for all.

Bay View

- Move it – build Bay View on the hills.

General comments

- Urban edge expansion particularly on compromised soil e.g., Former packhouse site Napier Road, Te Mata Mushrooms, Brookvale
- Commercial and industrial development to Ellwood Road
- Pakowhai Road Triangle
- Satellite towns need good connectivity to CBDs, private and public transport.
- Don't build over good growing areas.

The third option discussed was **Potential Intensification areas.**

Hastings

Overall, the inclusion of this area was supported. The comments related to Hastings were:

- Intensification around Hastings CBD and existing amenity
- Expand Irongate industrial area.
- Reduce the commercial precincts and intensify. Replace core with residential.
- Hastings for walkable city, existing infrastructure
- Can't have one size fits all solution for Hastings.
- Whakatu – strong obvious industrial growth
- For it but with quality designed multi dwellings and not three houses squeezed on one section
- Inner city apartments in Hastings to replace (and get rid of) empty shops, some of which need knocking down.
- Hastings is full.

- Support intensification Hastings.

Flaxmere

Overall, the inclusion of this area was supported. The comments related to Flaxmere were:

- New intensification supported if improves community outcomes.
- Good design needed in Flaxmere.
- Flaxmere

Havelock North

Overall, the inclusion of this area was supported. The comments related to Havelock North were:

- Intensify areas within 1km of village centre.
- Allow residential development on rural productive land on Havelock Road between Havelock and Hastings
- More intensification Te Mata Road and Havelock North
- Brookvale Road, Te Mata Mushrooms
- Growth area - Havelock foothills, Middle Road upper side. No further Brookvale sides.
- Intensification of Havelock Village Centre
- For Iona. Residential and commercial (local shopping) and better connectivity both public and cycleways
- Havelock North Village and outer areas

Napier

Overall, the inclusion of this area was supported with caveats around risk. The comments related to Napier were:

- Intensification on under used rail line route
- I agree to some extent with Taradale. I highly disagree with Napier Central in particular as it is not a climate stable area. Likewise, Riverbend Rd is a flood risk. Better to intensify in more sensible areas.
- We have to stop intensifying in low lying areas, especially near the coast. That includes Haumoana & Te Awanga as well as Central.
- Napier & Riverbend Rd.

General comments

Other general comments included:

- Limit industrial development on highly productive soils.
- Intensify inner city limit urban edge expansion.

- Quality intensification with good services, shops, cafes, parks
- Quality urban development does not infill.
- In intensified areas, will there be enough room for small gardens or for outside activities?
- Inner city living
- Are houses going to be jammed into subdivisions? Will people still have privacy and space?
- Be mindful of the residents. These new buildings may cause negative impacts on the residents.
- How will you account for quality of life if everyone is packed into upwards residential?
- Intensification of existing urban areas using strong design & regulatory practice in place.
- Growth of industry on fringe land on plains. Test carefully for the ground & zone correctly.
- In general intensification yes, with strongly enforced design principles.

The final exercise was an open floor to make **general comments and share any ideas.**

For residential development the feedback included:

- Improve infrastructure.
- Bring more people into the area.
- Further expansion at Irongate will be needed really soon!
- Need to move the racecourse somewhere else so that can be developed.
- Long term future growth at Whakatu – 20+ years
- In light of the potential destruction caused by earthquake legislation, designed urban precincts should be retained along with new builds.
- Small eco developments, small own your own small houses as opposed to obscene retirement villages that are not owned.
- Residential/commercial development between Havelock North Road and Crosses/Ada from Hastings to Havelock North

- No urban ghettos
- Intensify city centres to advance goals of climate resilience. Investigate the city centres and improve quality of life for HB residents.
- Support higher rise housing – lifts.
- Get rid of the minimum size of Rural Residential Zoned land.
- 250m² is 250m², not <150m².
- Consider different approaches to site layout (more European approach), Designs included on post it notes\
- Smaller ‘urban’ development. Eco villages, small house footprint, more land footprint, natural drainage options, wildlife areas, multi age living
- Remember Intensification opportunities around fringe on commercial centres.
- Intensification and different housing density options needed.

- Life of compromised land Te Mata Mushrooms
- Napier lacks resilience. Retreat and turn it into a waterways style settlement e.g., Pauanui.
- Get an opinion from the public (only in affected areas) and include all socio-economic groups.
- Communicate more with other Councils in region such as CHB.
- Should this Regional Plan not be linked with the other Regions in Hawkes Bay? By populating places like Waipawa more it creates more jobs
- Make sure existing settlement infrastructure is well maintained.
- Expand airport?
- Need a mall urgent.
- We should build a mall.

- Make schools bigger or add more to compensate for the predicted increase of people.

- Be more considerate towards lower socioeconomic groups.
- Support the community, what about the people themselves?

Industrial

For industrial development the feedback included:

- Do we drive industry into areas based on type? What are the consequences of that for the two councils and their populations?
- Industrial zones based on similar industries. Tension between Napier and Hastings
- Continue separation of industry/commerce from housing. Put industry on rail line.

- Avoid ribbon industrial development like Omahu Road. Find areas of low value soil for industrial development
- Industrial land – focus on where trade waste line runs.
- Industrial moving around to SH50 from Omahu Rd towards Mere Road
- Where are we best placed to promote industrial growth in Napier? Awatoto, Ahuriri?

Public Transport

Public transport feedback included:

- More rail links in and out of Hawke's Bay Airport, Napier, Hastings and length of New Zealand
- Huge improvement on public transport
- Make sure to consider sustainability, people far from education or work need better ways of transport than just cars.
- Make better connections between Napier/Hastings not just relying on cars.

- Invest in more sustainable transport and ensure that development allows for bikers and pedestrians.
- It'd be great to see public transport at the heart of the plans. Bus routes (times that are fast, convenient, cheaper than the car) Why are we not using rail from Napier to Hastings?
- Rail for public transport links in lieu of just freight. Railway stations redeveloped along route.
- Passenger Rail CHB, HDC, NCC KiwiRail

Environment/Sustainability

Environment feedback included:

- What will happen in the middle of the 30-year strategy if we have another disaster like Gabrielle?

- How is the environment going to be affected by all this change and/or building production?
- Are ecological significant areas safe?

- Think sustainable when building new developments – subdivisions are an unsustainable use of land.

- Areas for low impact off grid development – no infrastructure requirement
- Environmental conservation as part of this growth

Flood zones/Cyclone Gabrielle/Resilience

Flood zones and resilience feedback included:

- Don't build in or near high-risk areas.
- Don't put cemeteries in flood areas.
- Don't put dumps in flood zones.
- Never waste a crisis (think Gabrielle)
- What are you doing with the red zoned houses after the floods?
- Are you going to demolish abandoned houses, or charge a tax on them?

- Please ensure dumps are not placed in flood areas.
- Take areas vulnerable to floods into consideration. We do not want new housing torn down.
- Haumoana dump flooded, what's stopping others?
- There has been no mention of tsunami as a natural hazard. Coastal areas are very vulnerable to 'when' this happens. More planning for existing communities needs to be done to evacuate.

Napier Hastings FDS Community Engagement – Survey Results October – November 2023

The Napier Hastings FDS survey ran for a month from October to November 2023. The following is a summary of the feedback received.

Who we heard from:

Fifty-seven people completed the My Voice My Choice survey online.

- Of those
 - Twenty live in Havelock North
 - Fifteen in Hastings
 - Twelve in Napier
 - Three in Haumoana
 - One in Te Awanaga
 - One in Maraekakaho
 - One in Clive
 - And three from other areas
- Twenty-eight are aged between 35 – 54, seventeen are aged between 55-75, nine between 25 – 35, three were over 75.
- Forty-four are New Zealand European, five other European, five are Māori, two Chinese, one Indian, one Southeast Asian.
- Twenty-nine male and twenty-six female.

Areas people raised for consideration.

- In response to a participants' suggestions
 - The School Road in Clive is now included for analysis.
 - the Hastings racecourse and stock yards was raised by two participants, this is being considered by the FDS team.

Other general comments included:

- We have to stop intensifying low lying areas near the coast.
- Intensification without better roading infrastructure is a bad idea.
- We should be transitioning to medium-density urban areas. While maintaining an agreed level of public green space and preventing urban sprawl and encroachment into highly productive and native areas.
- Not enough weight is given to natural hazard risk for intensification in Napier.

- We can't keep building over our most fertile soils.
- HBRC needs to be held accountable for providing infrastructure for safe and resilient housing areas.
- The plan looks good.
- There is not enough community housing other than Flaxmere.

Emerging scenarios – greenfield expansion

When asked about potential greenfield expansion opportunities the most frequently mentioned issues were:

- Protecting highly productive land (7)
- Considering and managing flood risk (5)
- A preference for intensification to make the most of existing infrastructure and protect soils (2)

Emerging scenarios – growth on higher ground

When asked about potential growth on higher ground the most frequently mentioned issues were:

- Comments about the need for good roading, transport and connectivity (4)
- Looking after the natural environment, rural feel, and cultural values (2)
- Investing in good waters infrastructure (2)
- Intensify first (2)
- The safety from flooding that higher ground provides (1)
- Getting community agreement (1)
- Making sure that community housing and affordability are part of the solution (2)

Emerging scenarios – growth of potential satellite town development

When asked about potential satellite town development areas the most frequently mentioned issues were:

- Concern around staying away from flood prone areas (3)
- Concern that this approach represented sprawl and would be costly and intensifying existing urban areas a better idea (3)
- Concern that this would effect productive land (4)
- Some stated that this would be ok, using a phased approach, intensify first and then phase in satellite areas (2)
- Four respondents clearly stated they did not support Meeanee Road as an option (4)

Potential other areas

The survey asked for any ideas on new areas that were not considered in the current options. Of those mentioned

- Clive School Road is now part of assessment.
- Other areas suggested, like Meeanee, have already been assessed and discarded for technical reasons, or the city centre, which is already part of the intensification approach.
- No new areas that have not been considered and either form part of current response or discarded for technical reasons were raised.

Achieving FDS Objectives

People were then asked to comment on whether the emerging options would achieve the project objectives. These are some of the most frequently mentioned issues were:

- A need to provide transport options for people, including public transport, that keeps communities connected (4)
- Make sure that the planning is completed in context of climate change (3)
- Cyclone Gabrielle and ensuring any changes are resilient to future events (4)
- Creating communities that have good access to community amenities (5)

People also noted that the following things need to be considered, many of which are covered by the outcomes:

- Delivering housing diversity
- Achieving social outcomes
- Avoiding urban heating

Next Steps

1. April 2024 - Further discussions with the FDS Joint Committee on the draft growth options, to settle on a preferred scenario from the range of indicative scenarios mentioned above
2. April – June 2024 - Preparing the Draft Future Development Strategy for consultation.
3. June 2024 - Approval of the Draft Future Development Strategy for public consultation.
4. July 2024 - Public consultation on the Draft Future Development Strategy.
5. August – October 2024 - Hearings, deliberations and adoption of the final Future Development Strategy.