
Thursday, 1 September 2022

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Hearings Committee Meeting

Kaupapataka

Attachments Vol 2

Kainga Ora - Homes and Communities - Grove Rd/Sussex St

Te Rā Hui:
Meeting date: **Thursday, 1 September 2022**

Te Wā:
Time: **9.30am**

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

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TE KAUNIHERA Ā-ROHE O HERETAUNGA

ITEM	SUBJECT	PAGE
2.	KAINGA ORA - HOMES AND COMMUNITIES - RESOURCE CONSENT APPLICATION FOR RESIDENTIAL DEVELOPMENT, 1012, 1014, 1018 GROVE ROAD AND 1015-1023 SUSSEX STREET, HASTINGS (RMA20210495)	

Document 3 Containing this attachment

Attachment 3 Attachment 3 - Application - Sussex Grove Redevelopment

Pg 3

Project Number: 2-T4332.00

Resource Consent Application

Kāinga Ora Homes and Communities

1015 – 1023 Sussex Street and 1012, 1014, and 1018 Grove Road, Mayfair





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Disclaimers and Limitations

In preparing the Report, WSP has relied upon data, surveys, analyses, designs, plans and other information ('Client Data') provided by or on behalf of the Client. Except as otherwise stated in the Report, WSP has not verified the accuracy or completeness of the Client Data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this Report are based in whole or part on the Client Data, those conclusions are contingent upon the accuracy and completeness of the Client Data. WSP will not be liable in relation to incorrect conclusions or findings in the Report should any Client Data be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WSP.

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1 Introduction

This report constitutes an Assessment of Effects on the Environment (AEE) in accordance with Section 88 and Schedule 4 of the Resource Management Act 1991 ('RMA' or 'Act') to accompany a resource consent application for land use and subdivision consent.

This report describes the proposal and provides an assessment of the requirements under the RMA, and the other relevant statutory documents including the Operative Hastings District Plan ('District Plan' hereafter). It also provides information on the nature of the receiving environment and an assessment of the actual or potential effects that could occur as a result of the proposed activity.

Kāinga Ora Homes and Communities (Kāinga Ora) ('the applicant') has been given a clear directive from the Minister responsible for Kāinga Ora to deliver an increased supply of social housing across New Zealand over the next three years. To meet such demand, Kāinga Ora has set a target to construct 8,000 new homes across the country within this timeframe.

A large proportion of Kāinga Ora owned sites are low density development and represent an inefficient use of land with respect to housing provision. Kāinga Ora has therefore identified existing landholdings nationwide that are suitable for redevelopment and can accommodate an increase to the existing housing yield to achieve their set targets and subsequently meet the Ministers directive.

This AEE supports an application for resource consent for land use and subdivision from Kāinga Ora to the Hastings District Council to construct twenty four residential dwellings on eight titles at 1012 – 1014 and 1018 Grove Road and 1015 – 1023 Sussex Street, Mayfair, Hastings. (Lot 135 DP 9139 Record of Title (RT) HBH2/642, Lot 136 DP 9139 RT HBH2/643, Lot 138 DP 9139 RT HBH2/644, Lot 129 DP 9139 RT HBH2/640, Lot 128 DP 9139 RT HBH2/639 , Lot 127 DP 9139 RT HBH2/638 , Lot 126 DP 9139 RT HBH2/637, and Lot 125 DP 9139 RT HBH2/636) and following the construction of the dwellings, to subdivide the site into twenty four residential allotments and four joint owned access lots ('JOAL').

It is therefore considered that this proposal amongst others will enable KĀINGA ORA to deliver additional social housing nationwide to meet current demand and requirements set by the Minister of Housing. In this case this application will provide for the social housing needs for communities within the Hastings District.

Table 1 Resource Consents

Hastings District Plan		
Consent	RMA Section	Activity
Land use consent	s.9	To construct 24 residential dwellings on eight titles.
Subdivision Consent	s.11	To create 24 residential allotments and four JOAL.
National Environmental Standard for Assessing and Managing Contaminant in Soils to Protect Human Health (NES)		
Regulation		Activity
Regulation 10		Disturbing soil on a piece of land. Detailed Site Investigation Reports attached as Appendix H identifies that there are lead contaminants contained within approximately 150m ² of the subject site that exceed the NES threshold, therefore the application is a Restricted Discretionary activity.

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2 Kāinga Ora Homes and Communities

Kāinga Ora is a Crown agency that provides housing services for New Zealanders in need. It was awarded Crown entity status in 2004 under the Crown Entities Act, 2004. The provision of state housing within New Zealand dates back to the early 1900s when the Workers Dwellings Act was passed in 1905 and the first state houses were built for inner city workers to rent. Several hundreds of homes were built under this Act but the rent was too high for many and the programme folded in 1919. Between 1905 and 2001 a number of reforms to this Act occurred in an effort to continue providing state housing for New Zealanders’.

In 2001, the Housing New Zealand Corporation (HNZC) was formed and was charged with providing social housing services to New Zealanders’ in need. Today HNZC has since become Kāinga Ora who now own or manage approximately 63,000 properties nationwide, with more than 184,000 people living within HNZC’s housing stock.

Kāinga Ora services cover the whole of New Zealand and the work Kāinga Ora undertakes supports individuals and families in housing need to improve their life outcomes. The core business of the Kāinga Ora Group is to give effect to the Crown’s social objectives by providing housing, and housing-related services, in a business-like manner, to people in the greatest need for as long as that need exists. To this end the objective of Kāinga Ora is to be an organisation that:

- exhibits a sense of social responsibility by having regard to the interests of the community in which it operates;
- exhibits a sense of environmental responsibility by having regard to the environmental implications of its operations; and
- operates with good financial oversight and stewardship, and efficiently and effectively manages its assets and liabilities and the Crown’s investment.

Kāinga Ora also plays an important role as an urban development authority. Kāinga Ora has two main delivery arms, being the People and Property Group, which brings together tenancy, maintenance and property ownership functions; and the Asset Development Group, which is responsible for redeveloping, purchasing, leasing and divesting Kāinga Ora property. The relevant arm in relation to this proposal is the Asset Development Group. The focus of the Asset Development Group is on delivering well-designed, good quality homes in areas where they are needed and ensuring that those houses will remain fit for purpose for their future tenants.

The Government has directed Kāinga Ora to increase their supply of social housing, and to consider ways in which Kāinga Ora can increase the supply of affordable and general housing through redevelopment projects. A clear expectation has been set by the Minister responsible for Kāinga Ora to deliver this increased supply of social housing over the next three years. Concurrently, Kāinga Ora are responding to significant asset renewal and realignment requirements for their existing portfolio.

3 Description of the Existing Environment

3.1 Subject Site

The 5,612m² application site consists of eight adjoining Kāinga Ora owned properties which each currently contain a single residential dwelling, associated accessory buildings (garages, carports and garden sheds), gardens and curtilage.

The subject site is located at 1012, 1014 and 1018 Grove Road, and 1015 – 1023 Sussex Street, Mayfair, Hastings, within a wider established residential area (refer to Figure 1 below). Grove Road is an arterial road and Sussex Street is a local road under the District Plan. The subject site is contained within the Hastings General Residential Zone, the three properties fronting Grove Road are located within ‘land identified for comprehensive residential development’ as specified in Appendix 27 of the District Plan (refer to Figures 2 and 3 below).

The subject site and the surrounding area are serviced through the Hastings District Council (HDC) reticulated services network (wastewater, water supply, and stormwater). Electricity and telecommunications services are available from Grove Road and Sussex Street.

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The topography of the site is generally flat in elevation with no outstanding natural features to note. The internal overland flow paths within the site have a general fall from Grove Road towards Sussex Street, although the front half of the existing Grove Road properties tends to fall towards Grove Road. There are no wider stormwater flow paths into the site from surrounding properties.

Table 2. Subject Site Description

Address	Legal Identifier	Area
1012 Grove Road	Lot 135 DP 9139 contained in RT HBH2/642	689 m ²
1014 Grove Road	Lot 136 DP 9139 contained in RT HBH2/643	614 m ²
1018 Grove Road	Lot 138 DP 9139 contained in RT HBH2/644	701 m ²
1015 Sussex Street	Lot 129 DP 9139 contained in RT HBH2/640	713 m ²
1017 Sussex Street	Lot 128 DP 9139 contained in RT HBH2/639	741 m ²
1019 Sussex Street	Lot 127 DP 9139 contained in RT HBH2/638	662 m ²
1021 Sussex Street	Lot 126 DP 9139 contained in RT HBH2/637	741 m ²
1023 Sussex Street	Lot 125 DP 9139 contained in RT HBH2/636	753 m ²
Total		5,614m ²



Figure 1. Site location (Source: Kāinga Ora)

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Figure 2. Subject site within the Hastings General Residential zone (Source: HDC Intramaps)



Figure 3. Subject site partially within an area identified as suitable for comprehensive residential development (Source: Appendix 27, Hastings District Plan)

3.2 The Surrounding Environment

The surrounding area predominantly comprises single storey standalone dwellings on larger lots with a typical density of between 500m² and 1000m².

The site is located approximately 1.8km from the Hastings Central Business District (CBD) and is within walking distance of several bus stops, offering connectivity with the Hastings CBD, supermarkets, and Hawke's Bay Hospital (refer to Figure 4 below). There are several parks and sports facilities, churches, and schools within the vicinity of the site. Riverslea Community Pre-School, Te Wharekura Primary School and Karamu High School are within a 5 minute walking distance of the site. Mayfair Kindergarten is within a 10m walking distance from the site, and St John's College and Mayfair School are approximately 1.4 km (15 minute walking distance) to the north of the site. The closest shops are the Zodiac dairy & hair dresser which are located a short walk (less than 5 minutes) from the site (labelled 1 on Figure

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4 below). The site is directly across from Windsor Park which is home to Splash Planet, open space areas and other recreational facilities.

There are known ponding issues within the wider Grove Road and Sussex Street area identified on the Hastings District Council Intramaps. It is understood ponding was more frequent in the 1990's, prior to upgrades to the stormwater reticulation in Sussex Street and Grove Road.

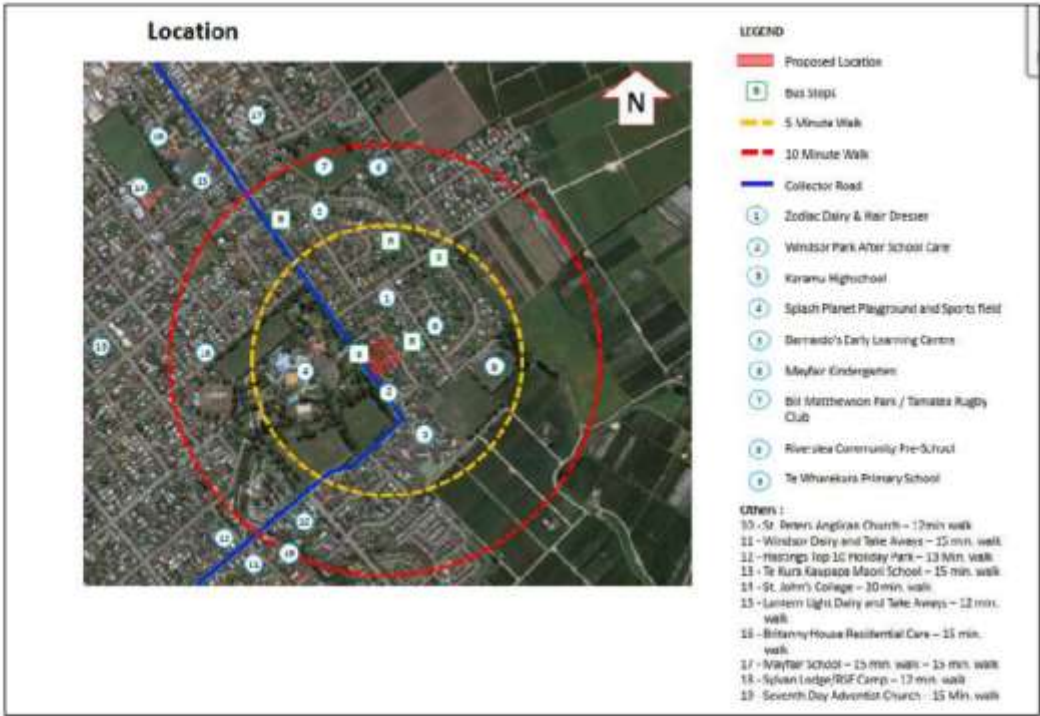


Figure 4. Five and Ten Minute Walking Radius (Source: Creatus Architects)

4 Description of Proposal

The proposal is to redevelop the 5,614m² subject site by demolishing the existing dwellings and accessory buildings and constructing 24 new residential dwellings. Following completion of the proposed development the subject site will be subdivided into 24 residential allotments (around each dwelling) and four joint owned access lots (JOAL).

The subject site has been selected as it is well located close to existing community amenities such as parks, transport routes, and local schools. The redevelopment makes the most of underutilised land and provides an opportunity to improve the quality of Kāinga Ora's existing housing stock. As discussed in more detail below, the intention of the development is to create a good quality residential environment. Kāinga Ora houses are designed so that state houses are indistinguishable from market houses (such as Kiwibuild).

The development has been founded on robust urban design principles which are expanded on and assessed in the Urban Design Assessment attached as Appendix J. The proposed development has been through an internal design review by the Kāinga Ora Technical Advisory Group panel (TAG). TAG is generally made up of three skilled and experienced professionals including an urban designer (chair), a development manager and a landscape architect to provide a specialist review body and manage the quality of all Kāinga Ora's developments (with more than 6 units). Kāinga Ora have provided a letter of support for the Urban Design Assessment which is attached as Appendix K.

The outcome being pursued is to provide quality housing to a market with high demands. This development has had thorough urban design input and the designers have sought to create identity and a unique place of ownership for a

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diverse range of individuals and families. A mix of materials have been proposed alongside a variety of landscaping inputs to create individualistic dwellings without 'cookie cutter' elements.

Resource consent is required a **discretionary land use activity** as the proposal does not comply with the following General and Specific Standards in the District Plan:

- General Performance Standard 7.2.5a – minimum density;
- General Performance Standard 7.2.5i – outdoor living space;
- General Performance Standard 7.2.5N – transport and parking.

Resource consent is also required for a **non-complying subdivision activity** as the lot sizes are smaller than the minimum lot size of 350m² for the General Residential zone (General Standard 30.1.6A), and the proposal has a shortfall of on-site car parking spaces (General Standard 30.1.7E). This proposal is for the land-use component (construction of 24 residential dwellings) to be completed first and the proposed subdivision to follow after the dwellings have been constructed. This approach will provide certainty to Council that the build development of the proposed lots can comply with the relevant development controls.

Land use consent for a **restricted discretionary activity** is also required for disturbing soil pursuant to Regulation 10 of the NES.

As the consents are integral the bundling principle has been applied and the overall status of the application is **non-complying**.



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Figure 5. Illustrative examples of dwellings (Source: Creatus Group Urban Development Statement)

4.1 Proposed Allotments and Units

The applicant has proposed to construct 16 two-bedroom dwellings, three three-bedroom dwellings, four four-bedroom dwellings, and one five-bedroom dwelling in a combination of single and double storey standalone dwellings and duplexes. All dwelling units are self-contained with their own kitchen, bathroom, living area, laundry facilities and private outdoor space.

The proposal is to subdivide the eight existing Records of Title into twenty-four residential allotments and four joint owned access lot (JOAL) as shown on the Scheme Plan in Appendix B and in Figure 7 below.

The proposed subdivision will result in the following new lots:

Table 3. Proposed lots configuration

Lot number	Dwelling type	Lot/site size (net)	Building footprint	Impervious surfaces	% Buildings	% Impervious
1	Duplex 2 bed (double storey)	131m ²	53.2m ²	111.6m ²	41%	85%
2	Duplex 2 bed (double storey)	167m ²	53.2m ²	105.8m ²	32%	63%
3	Duplex 2 bed (double storey)	150m ²	53.2m ²	94.4m ²	35%	63%
4	Duplex 2 bed (double storey)	153m ²	53.2m ²	109.5m ²	35%	72%
5	Duplex 2 bed (double storey)	164m ²	53.2m ²	102.7m ²	32%	63%
6	Duplex 2 bed (double storey)	143m ²	53.2m ²	104.5m ²	37%	73%
7	Duplex 2 bed (double storey)	134m ²	53.2m ²	101.1m ²	40%	75%
8	Duplex 2 bed (double storey)	156m ²	53.2m ²	100.1m ²	34%	64%

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Lot number	Dwelling type	Lot/site size (net)	Building footprint	Impervious surfaces	% Buildings	% Impervious
9	Standalone 2 bed (single storey)	243m ²	106.7m ²	176.8m ²	44%	73%
10	Standalone 2 bed (single storey)	261m ²	106.7m ²	190.8m ²	41%	73%
11	Standalone 3 + 1 bed (single storey)	360m ²	90.2m ²	227.3m ²	25%	63%
12	Duplex 2 bed (double storey)	155m ²	53.2m ²	100.1m ²	34%	65%
13	Duplex 2 bed (double storey)	140m ²	53.2m ²	102.2m ²	38%	73%
14	Duplex 2 bed (double storey)	139m ²	53.2m ²	102.2m ²	38%	74%
15	Duplex 2 bed (double storey)	139m ²	53.2m ²	102.9m ²	38%	74%
16	Duplex 2 bed (double storey)	139m ²	53.2m ²	102.9m ²	38%	74%
17	Duplex 2 bed (double storey)	162m ²	53.2m ²	103.5m ²	33%	64%
18	Standalone 3 bed (single storey)	305m ²	136.8m ²	247.7m ²	45%	81%
19	Standalone 3 + 1 bed (double storey)	264m ²	105.0m ²	210.0m ²	40%	80%
20	Standalone 3 bed (double storey)	220m ²	81.1m ²	149.0m ²	37%	68%
21	Standalone 3 + 1 bed (double storey)	285m ²	105.0m ²	213.7m ²	37%	75%
22	Standalone 3 bed (double storey)	223m ²	81.1m ²	178.6m ²	36%	80%
23	Standalone 3 + 1 bed (double storey)	283m ²	105.0m ²	212.0m ²	37%	75%
24	Standalone 4 + 1 bed (double storey)	305m ²	105.0m ²	224.1m ²	34%	73%
JOAL 1 - 3	N/A	693m ²	0m ²	657.7m ²	0%	94.9%
JOAL 4	N/A	100m ²	0m ²	91.2m ²	0%	91.2%
Total	-	5,614m²	1,767.0m²	4,251.6m² ¹	31%	76%²

¹ Total excludes JOAL

² Total excludes JOAL

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Figure 6. Site plan (exert)



Figure 7. Scheme plan (exert)

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4.2 Access and Parking

Proposed Lots 1 – 7 will be accessed from Grove Road:

- Proposed Lot 1 will be accessed from a new vehicle crossing (formed to a 3m width in accordance with the Hastings District Council Engineering Code of Practice).;
- Proposed Lot 2 will be accessed from the existing vehicle crossing (currently accessing 1018 Grove Road);
- Proposed Lots 3 and 4 will be accessed from a new vehicle crossing and a new JOAL (JOAL 4). JOAL 4 will be formed to a 3m width, formed with a concrete surface, and designed for vehicle loading.
- Proposed Lots 5, 6, 7, and 8 will be accessed from three existing (upgraded) vehicle crossings (currently accessing 1014, 1012, and 1010 Grove Road), the vehicle crossing accessing Lots 6 and 7 will be shared. All vehicle crossings will be formed to a 3m width in accordance with the Hastings District Council Engineering Code of Practice.

Proposed Lots 9 – 18 (internal properties)

- Proposed Lots 9 - 18 will be accessed from two new vehicle crossings from Grove Road and Sussex Street (width of 3.8m) and a new JOAL (labelled JOAL 1, 2, and 3). JOAL 1 - 3 will be formed to a 5m/5.5m width including a 1.2m wide footpath. The JOAL will be formed with a concrete surface and designed for vehicle loading.
- JOAL 1 – 3 is proposed as a one-way access between Grove Road and Sussex Street.

Proposed Lots 19 – 24 will be accessed from Sussex Street:

- Proposed Lots 19 – 24 will be accessed via three new vehicle crossings and 3 existing / upgraded vehicle crossings from Sussex Street (formed to a 3m width in accordance with the Hastings District Council Engineering Code of Practice).

Vehicle tracking curves for the proposed development can be found in Appendix 6 of the Engineering Report (Attached as Appendix F).

Each JOAL which will be held in equal undivided shares by each respective title.

Onsite parking is shown on the site plan attached as Appendix C and in Figure 6 above. All two-bedroom dwellings will be provided with one on-site car parking space and the three-bedroom, four-bedroom, and five-bedroom dwellings will have two on-site car parking spaces with the exception of proposed Lot 11 which will have four on-site car parking spaces.

4.3 Infrastructure Services

Councils reticulated services and proposed connections are indicated on the attached plans as part of the Engineering Report in Appendix F. Easements have been included on the scheme plan where appropriate.

4.3.1 Water Supply

The existing site is serviced via a 100mm diameter cast iron water main located within Sussex Street and a 150mm diameter cast iron water main located within Grove Road. The proposal will re-use the existing water connections, where available and if serviceable. New connections to the mains will be constructed where required. Easements have been included on the scheme plan accordingly.

Fire-fighting water supply will be provided via four existing fire hydrants which are in close proximity to the proposed development, two on Sussex Street and two on Grove Road. There are two existing fire hydrants on each of these mains within proximity to the development. The JOAL have been designed to allow for access for Fire Trucks with widths and tracking paths designed to allow adequate turning radii at the internal bends.

4.3.2 Wastewater

The existing dwellings are connected to the HDC DN125mm and DN150mm wastewater reticulation network within Sussex Street and Grove Road. The proposed development includes connecting an additional 16 dwellings to the reticulated wastewater network. The additional wastewater flows for the development are calculated in the Engineering Report (please refer to Appendix F).

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The proposed dwellings with road frontage to Sussex Street will be connected to the existing Council reticulation within Sussex Street via separate DN100 lateral connections on a minimum grade of 1.65%, with rodding eyes at the boundary in accordance with the Hastings District Council standard drawings WS301 and WS301a (from Hastings Engineering Code of Practice). The proposed dwellings with road frontage to Grove Road will be connected via private sewer mains within JOALS 1, 2 and 4 which will be connected to the existing wastewater main in Grove Road.

New wastewater pipes will be laid within the JOAL's to consolidate and minimise connections to the mains where possible. Easements have been included in the scheme plan for the right to drain sewage. Please refer to the Engineering Report in Appendix F for more information.

4.3.3 Stormwater

The development of the subject site will increase the total impervious area of the subject site to approximately 76% which includes roof area, driveways, and walkways.

There is not any existing stormwater reticulation adjacent to the site, the existing properties on the site discharge to the road kerb and channels. The start of HDC reticulated stormwater network is located down from the site at 1034 Sussex Street and 1026 Grove Road. The proposal is for the development to maintain these approximate flow-paths, the proposed Grove Road frontage properties will drain towards Grove Road and the remainder towards Sussex Street.

The Engineering Report (Appendix F) calculates how the increased runoff will be managed. A mixture of 1000L and 2000L attenuation tanks (totalling 32,000L on-site attenuation) will be provided on each site to attenuate stormwater run-off to achieve the required coefficients specified in the Hastings District Plan.

4.3.4 Power and Telecommunications

Power and telecommunications are available on Sussex Street and Grove Road. Existing services are proposed to be extended to service each lot individually.

4.4 Earthworks

A Detailed Site Investigation (DSI) has been prepared by Geosciences Limited and is attached as Appendix H. A Remediation Action Plan (RAP) has been prepared as part of the DSI report (attached as Appendix I).

The DSI report confirms the presence of lead in the soil in an area of approximately 150m² in size at concentrations that exceed the NES criteria for standard residential landuse and require remedial works. The following earthworks are required to remove the contaminated soil:

- Area: 150m²
- Volume: approximately 45m³

The contaminated soil to be removed will be disposed of as per the remediation procedures in the RAP (Appendix I).

In addition to the contamination remediation earthworks, site preparation earthworks are also required. These include extending underground services, re-shaping of lots, constructing the JOALS, and excavation of topsoil for building platforms and formation of foundations.

The District Plan excludes the following earthworks;

"When assessed under Rule Table 27.1.5, earthworks will be considered a Permitted Activity and not have to comply with the Performance Standards and Terms in Section 27.1.6 provided they are:

- a) Earthworks assessed with any Subdivision Consent and Designations*
- b) Earthworks in association with a Building Consent, where the area of earthworks includes no more than 150% of the area of the associated building footprint. Not that Rules and Standards are applied once the 150% threshold is exceeded."*

As the earthworks are an association with this subdivision consent application they are considered a permitted activity.

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4.5 Landscaping

The proposed landscaping plans which detail vegetation, pavement types (and colour), finished surfaces, lighting and fencing are attached as Appendix E. Low maintenance and hardy species are proposed to enhance the amenity of each dwelling.

All lots are proposed to contain lawn, pavement, trees and fences in the front yard and similar qualities in the rear. Existing trees (including fruit trees) will be retained where possible. A tree retention and removal plan is included in the Landscape Plan (attached as Appendix E). Indicative collection points along the berms of Grove Road and Sussex Street for kerbside rubbish and recycling are included in the Landscape Plan (Appendix E).

The fencing proposed allows for passive surveillance while providing privacy for the occupants of the dwellings through visually permeable upper sections. Existing perimeter fencing will be retained if its in good condition. To integrate the existing fencing with new fencing the same timber finish will be utilised.

5 District Plan Assessment

5.1 Hastings District Plan

The Hastings District Plan contains rules that place certain restrictions on the use of land within the boundary of the Hastings District.

Table 4 Rules Assessment

Section 7 Hastings Residential Environment			
Rule/ Standard		Status	Comment
Rule GR18	Comprehensive Residential Developments on land identified in Appendix 27 Figures 1 – 3 and Appendix 80 - Figure 1	N/A	The proposal is for a comprehensive residential development. The subject site is partially included in Appendix 27 (sites fronting Grove Road). The proposal cannot comply with the density requirements for a comprehensive residential development due to the size of the proposed development (24 residential dwellings per 0.56ha) so the Comprehensive Residential Development Rules do not apply to this proposal. However, as the development has been designed with the Comprehensive Residential Development requirements in mind (refer to the Urban Design Statement in Appendix J) assessment against the relevant Specific Performance Standards in Section 7.2.6 of the District Plan has been included below.
Rule GR24	Comprehensive Residential Developments outside land identified in Appendix 27 Figures 1 – 3	N/A	

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Rule GR23	Any Permitted or Controlled activity not meeting one or more of the General Performance Standards and Terms in Section 7.2.5 and/or Specific Performance Standards and Terms in Section 7.2.6.	Restricted Discretionary Activity	Rule Triggered The subject site cannot comply with the following General and Specific Performance Standards: <ul style="list-style-type: none">• 7.2.5a – minimum density;• 7.2.5i – outdoor living space;• 7.2.5n – transport and parking. Please refer to the comments regarding the non-compliance with these standards below.						
Rule GR28	Residential Activities not meeting General Performance Standard and Term 7.2.5A (Density)	Discretionary Activity	Rule Triggered The subject site cannot comply with the density requirement (one residential building per 350m ² net site area) in General Performance Standard 7.2.5A						
Standard 7.2.5A	Density (a) One residential building per 350m ² net site area.	Performance Standard	Does not comply The proposal exceeds this density.						
Standard 7.2.5B	Stormwater The peak stormwater runoff from the site shall not exceed the following standards: <table><tr><th>Average Recurrence Interval (ARI)</th><th>Runoff Coefficient</th></tr><tr><td>5 year</td><td>0.5</td></tr><tr><td>50 year</td><td>0.6</td></tr></table>	Average Recurrence Interval (ARI)	Runoff Coefficient	5 year	0.5	50 year	0.6	Performance Standard	Complies Each site will be fitted with an above ground 1000L or 2000L stormwater attenuation tank (total on-site attenuation of 32,000L) to manage peak flows.
Average Recurrence Interval (ARI)	Runoff Coefficient								
5 year	0.5								
50 year	0.6								
Standard 7.2.5C	Maximum Building height 8 metres	Performance Standard	Complies The proposal is for a mixture of single storey and double storey dwellings. All buildings will be less than 8m in height.						
Standard 7.2.5D	Height in Relation to Boundary On any boundary (excluding the road or front boundary) of a site, buildings shall be contained with a building envelope constructed by recession planes from points 2.75m above the boundary. The angle of such recession planes shall be determined for each site by use of the	Performance Standard	Complies The land use component of this resource consent application complies with this standard as there are no infringements of the height to boundary requirements of the external site boundaries. However, internally within the proposed development, once						

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	Recession Plane indicator in Appendix 60 Figure 1.		subdivided there will be four minor internal boundary infringements between the boundaries of: proposed Lots 6 and 7, 21 and 22; proposed Lot 17 and JOAL 3; and proposed Lot 12 and JOAL 1.
Standard 7.2.5E	Site Coverage Sites shall comply with the maximum building coverage table as follows: 45% net site area	Performance Standard	Complies All proposed lots comply with the requirement of 45% net site coverage.
Standard 7.2.5F	Building Setbacks Front boundary – 3m All other boundaries – 1m	Performance Standard	Complies The land use component of this resource consent application complies with this standard as there are no infringements of the building setback requirements at the external site boundaries. Within the proposed development, once subdivided, internal boundary setbacks cannot be met as some sites contain semi-detached units.
Standard 7.2.5I	Outdoor Living Space Each Principal Residential Building shall have an Outdoor Living Space which shall: <ul style="list-style-type: none"> (a) Have a minimum area of 50m² and include one area capable of containing a 6-metre diameter circle; (b) Be directly accessible from the principal residential building; (c) May comprise one or more area(s); but each area shall have a minimum width of 2 metres (so the space is useable); and (d) May take the form of a deck, terrace or veranda, but must be unobstructed by buildings, car parking areas, vehicle manoeuvring areas or notional garages. 	Performance Standard	Does not comply The proposal is to provide proposed Lots 1, 3, 4, 6, and 7 with a smaller 30m ² circle of outdoor space with a 4m diameter (consistent with the District Plan requirements for a Comprehensive Residential Development). All other proposed lots are capable of containing a 6-metre diameter circle that directly accessible from the residential building.
Standard 7.2.5L	Fences Fences within the front boundary setback (front yard) of a site shall have a maximum height above the existing ground level of 1.5 metres.	Performance Standard	Complies All proposed fences comply with these requirements.

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	Fences on all other boundaries of a site shall have a maximum height of 1.8m.		
Standard 7.2.5M	Traffic Generation Motor vehicle movements on local roads as shown in Appendix 69, shall not exceed the following threshold limits: Vehicle class/ type – maximum number of movements per day or averaged per day over any 7 day period: HCV-II – NIL HCV-I -1 All others – 30	Performance Standard	Complies The proposed residential development is unlikely to exceed the traffic generation allowance of the combined parent sites.
Standard 7.2.5N	Transport and Parking Activities shall comply with the provisions of Section 26.1 of the District Plan on Transport and Parking.	Performance Standard	Does not comply The proposed two-bedroom dwellings will be serviced by only one car parking space, instead of one space plus an additional vehicle standing bay. The proposed three, four, and five bedroom dwellings meet the parking requirements.
Section 7.2.6 Specific Performance Standards and Terms – Comprehensive Residential Development			
Rule/ Standard		Status	Comment
7.2.6E 1.	Parent Site Area and Shape a. The parent site is a minimum of 1400m ² in total area and has a minimum continuous frontage to a public street of 30m; or b. The parent or development site is a rear site with a minimum total area of 2000m ² and has a minimum dimension of 30m in width.	Performance Standard	Complies The parent site has a site area of 5,614m ² with a road frontage ≥30m.
7.2.6E 2.	Exclusive Use Area Per Residential Building Hastings General Residential Zone The following standards apply on land identified in Appendix 27 Figures 1-3. i. An average net site area of not more than 350m ² per residential building.) ii. A minimum net site area of 250m ² per residential building.	Performance Standard	Does not comply The proposed lots do not comply with the minimum density requirements.

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7.2.6E 3.	<p>Building Size and Scale</p> <p>a. Maximum building height – 8m</p> <p>b. all buildings shall be setback 1m from any boundary within the General Residential Zone</p> <p>c. Building Height in Relation to Boundary</p> <p>i. On all proposed boundaries between residential buildings (i.e. within the parent site), buildings shall be contained within a building envelope constructed by recession planes from points 3m above the boundary. The angle of such recession planes shall be 45° for all boundaries facing the southern half of a compass and 55° for all boundaries facing the northern half of the compass.</p> <p><u>Except that:</u> where two or more residential buildings are connected (or attached) along a common boundary the requirement for a recession plane will be dispensed with along that boundary</p>	Performance Standard	<p>Does not comply</p> <p>All buildings are within the 8m height limit.</p> <p>The proposed duplex units will infringe the yard setback requirements however these infringements are within the internal boundaries of the parent site.</p> <p>However, there are three minor internal boundary infringements between the boundaries of: proposed Lots 21 and 22; proposed Lot 17 and JOAL 3; and proposed Lot 12 and JOAL 1.</p>
7.2.6E 4.	<p>Building Bulk</p> <p>Comprehensive residential developments shall not include more than 3 residential buildings in a terraced or row configuration.</p>	Performance Standard	<p>Complies</p> <p>The proposed development complies with this requirement.</p>
7.2.6E 5.	<p>Outdoor Living Space</p> <p>At least 30m² of outdoor living space shall be provided for each residential building. This can be provided through a mix of private and communal areas, at ground level or in balconies, provided that:</p> <p>a. each residential building shall have a minimum of 20m² of ground level-private outdoor living spaces that is directly accessible from a principal living area of that residential building.</p> <p>b. Private outdoor living space shall have a minimum dimension of 2.5m and shall be able to accommodate a 4m diameter circle, when provided at ground level and a minimum dimension of 2m when provided by a balcony except when it is wholly located above ground level (see 7.2.6E 5(d) below).</p> <p>c. Private outdoor living space shall be north facing, that is north of east or west.</p>	Performance Standard	<p>Complies</p> <p>All proposed lots will be provided with at least 30m² of outdoor space and can meet the 4m diameter circle at ground level.</p> <p>The outdoor living spaces have been designed so they are north facing and are accessible from the principal living area of each dwelling.</p>
7.2.6E 6.	<p>Landscaping</p> <p>a. a minimum of 20% of the exclusive use area for each residential building shall be</p>	Performance Standard	<p>Complies</p> <p>All proposed lots meet the minimum 20% landscaped area requirement;</p>

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	landscaped with vegetation cover. In general, this landscaping can be in the form of grassed lawn, garden beds, trees and shrubs or a combination of the above. b. For every 10m of road frontage of the parent site one specimen tree shall be planted of a minimum height of 2m at the time of planting		and one 2m deciduous tree can be planted every 10m along the road frontage of the parent lots. (please refer to the Landscape Plan in Appendix E for more information).
7.2.6E 7.	Relationship of Building to Street a. Where the parent site adjoins a Local Road, a front yard setback of 3m shall apply to all buildings. Where the road boundary of a parent site adjoins a Collector or Arterial Road the front yard setback for all buildings shall be 5m. However, an entrance feature (portico, veranda/porch or covered pergola) or bay window may extend up to 1.5m into the front yard setback for a maximum (combined) width of 3.0m to emphasise an entrance or building frontage. Each residential building shall have a visible front door entrance and a principal living area window that faces the public street, private road or main pedestrian access or driveway of the residential building. b. The maximum height of any fence between each residential unit and the front road boundary of the parent site or any fence that faces a private road or main pedestrian access or driveway shall be 1.2m (if solid) or 1.8m if it is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. Solid fences or walls of a maximum height of 1.8m are permitted to provide privacy. They shall be level with or behind the elevation of the residential unit fronting the road, private road or main pedestrian access.	Performance Standard	Complies The development complies with the 3m setback from the road frontage with Sussex Street (local road) and 5m setback with Grove Road (collector road). Each dwelling has a visible front door entrance and a principal living area window facing either Sussex Street, Grove Road, or JOAL. The type and height of the fences proposed comply with the fencing requirements (please refer to the Landscape Plan in Appendix E for more information).
7.2.6E 8.	Service/ Utility Area/ Deliveries a. Each residential building shall be provided with an outdoor service, rubbish and recycling storage space of 5m ² with a minimum dimension of 1.5m b. Outdoor service and storage spaces shall not be located between the residential building and the road boundary and shall be screened from the residential building's outdoor	Performance Standard	Complies Each dwelling will be provided with an outdoor service, rubbish and recycling area in accordance with these requirements.

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	living space, any adjoining residential build or adjoining public space or Residential Zone		
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Section 30 Subdivision			
	Rule/ Standard	Status	Comment
Rule SLD25	Non-Complying Subdivision Any subdivision (unless specifically provided for under Rules SLD1 through to and including SLD24 above) which is unable to comply with one or more of the relevant Subdivision Site Standards and Terms in section 30.1.6, including any unzoned land.	Non-complying	Rule Triggered The subdivision is unable to comply with the following Subdivision Site Standards: <ul style="list-style-type: none"> Standard 30.1.6A - minimum lot size. Standard 30.1.7E - property access. Please refer to the comments regarding the non-compliance with these standards below.
Standard 30.1.6A	Sites created by subdivision shall comply with the Standards specified for each SMA/Zone in Table 30.1.6A. General Residential Zone -minimum site size: 350m ² .	Standard and Term	Does not comply The proposed development does not meet the minimum lot size for the General Residential Zone of 350m ² .
Standard 30.1.7B	Water Supply Sites for any activity that will require water shall be connected to public reticulated water supply, where such a supply is available. Where ... an additional level of service is required that exceeds the level of service provided by the reticulated system, the subdivider shall demonstrate how an alternative and satisfactory water supply can be provided to each site.	Standard and Term	Complies All new lots can be connected to the HDC water supply network from Sussex Street and Grove Road. A detailed description of the proposed connections is provided in the Engineering Report in Appendix F.
Standard 30.1.7C	Wastewater Disposal Sites for any activity that will create wastewater shall be connected to a public reticulated wastewater disposal system, where one is available. Where ... an additional level of service is required that exceeds the level of service provided by the reticulated systems, the subdivider shall demonstrate how an alternative and satisfactory method	Standard and Term	Complies All new lots can be connected to the HDC wastewater network from Sussex Street and Grove Road. A detailed description of the proposed connections is provided in the Engineering Report in Appendix F.

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	of wastewater disposal can be provided for each site.		
Standard 30.1.7D	Stormwater Disposal Sites for any activity that will create stormwater shall be connected to a public stormwater disposal system, where one is available, except where an additional level of service is required that exceeds the level of service available from public reticulated stormwater systems, this shall be provided by the subdivider.	Standard and Term	Complies All new lots will be serviced for stormwater disposal via kerb discharge to the reticulated network. Above ground 1000L and 2000L stormwater attenuation tanks (total attenuation - 32,000L) will be incorporated into the development of each lot.
Standard 30.1.7E	Property Access 1. Activities shall comply with the provisions of Section 26.1 Transport and Parking	Standard and Term	Does not comply As detailed in the following sections, the proposed development fails to meet the onsite parking provisions in Section 26.1 of the District Plan – Transport and Parking as the two-bedroom dwellings will only be provided with one car parking space.
Standard 30.1.7F	Outdoor Living Space Any application for a General Residential Zone subdivision under Table 30.1.6A in Hastings 1 A and B shall meet the outdoor living space standards in sections 7.2, 8.2, and 9.2 respectively, for any existing dwellings involved with the subdivision.	Standard and Term	N/A No existing dwellings are to be retained and outdoor living space non-compliances will be assessed as part of the land use component of this application.
Section 26 – Transport and Parking			
Rule/ Standard		Status	Comment
Rule TP2	The Parking, Loading and Access associated with an activity that does not meet one or more of the General or Specific Performance Standards and Terms in Section 26.1.6 and 26.1.7.	Restricted Discretionary	Rule Triggered The minimum onsite car parking requirements set by 26.1.6D cannot be met.
Standard 26.1.6A	Access a. Every owner or occupier shall provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas from an existing, formed legal road, to enable vehicles to enter the site	Performance Standard	Complies The proposed accessways and JOALs comply with this General Performance Standard.

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	<p>(c) The minimum legal widths for private access are contained in Table 26.1.6.1-1 below. Private access to properties shall allow the safe passage from the edge of the road to the legal boundary of the lot for a single site or household unit. For two or more sites or household units or for any Right of Way, formation of the access to the activity undertaken on the site is required in compliance with Table 26.1.6.1-1.</p> <p>1-2 households – 3m legal and 2.75 formed lane</p> <p>3 households – 3.6m legal and 2.75 formed lane</p> <p>4-6 households – 4.5m width and 2.75m formed lane</p> <p>7+ household units – 6m and 2.75 formed lane</p>		
Standard 26.1.6D	<p>1. Provision of On-Site Parking</p> <p>Every owner or occupier who proposes to construct or substantially reconstruct, alter or add to a building on any site, or change the activity carried out on any land or in any building, shall provide suitable areas on the site for parking in accordance with the requirements listed in Table 26.1.6.1-4 below.</p> <p>Dwellings - 1 vehicle space per household unit (can include spaces within garages or carports) plus one additional space for a vehicles standing bay.</p> <p>5. Design and construction of Parking Areas</p> <p>b. Parking spaces for residential activities shall have a minimum internal dimension of 3m width by 5m length.</p>	Performance Standard	<p>Does not comply</p> <p>The proposal is for one vehicle space for each two-bedroom dwelling, this does not comply (no vehicle standing bay proposed). Note, the larger dwellings proposed comply with this requirement.</p> <p>The dimension of the parking spaces comply - all parking spaces will have minimum dimensions of 3m by 5m.</p>

Section 16 - Earthworks			
	Rule/ Standard	Status	Comment
EM3	The removal offsite of ... less than 100m ³ of topsoil, sand, gravel, metal and earth per site per year from sites in all other zones.	Permitted	<p>Complies</p> <p>The proposal does not include more than 100m³ of topsoil removal (45m³ of remedial earthworks proposed).</p>

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27.1.6A	Extent of earthworks Hastings – 50m ³ per site	Performance Standard	Complies The proposal complies with this requirement (45m ³ of remedial earthworks proposed).
27.1.6G	Location of fill Except when associated with fill faces on rural farm tracks, any fill of over: (a) 100m ³ volume; or (b) 0.5 metres total depth Shall only be permitted if a site plan is provided to Hastings District Council showing the location and extent of the fill.	Performance Standard	Complies Topsoil removed (excluding the 45m ³ to be remediated) is to be retained on site for use in ornamental planting areas.
27.1.6H	Sediment control Sediment run-off into a Council reticulated network shall not cause any conspicuous change in colour or visual clarity of water after reasonable mixing.	Performance Standard	Complies Sediment control measures will be in place throughout the earthworks phase of the development.

Overall, the proposal is a Non-Complying Activity under the Hastings District Plan.

Table 5 NES Assessment

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	
Regulation	Comment
Regulation 10	<p>The following HAIL activity is more likely than not to have been undertaken on the piece of land:</p> <p><i>1. Any other land that has been subject to the intentional or accidental release of hazardous substances in sufficient quantity that it could be a risk to human health or the environment.</i></p> <p>The attached DSI report identifies that there are lead contaminants in the soil within approximately 150m² of the subject site that exceed the NES threshold.</p> <p>Therefore, the proposal is a Restricted Discretionary activity pursuant to Regulation 10(2) of the NES.</p>

5.12 Activity Status and consents summary

All consents are integral, and therefore are assessed as a **non-complying** activity overall under the Hastings District Plan.

6 Consultation

Schedule 4 of the RMA requires that persons affected by the proposed activity are identified in the AEE, that information is provided on any consultation undertaken, and that any response is included to the views of any person consulted.

Consultation was not necessary to understand the effects of the environment and therefore no consultation was undertaken.

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7 Statutory Assessment

7.1 Section 104 of the RMA

Section 104 of the RMA applies to the consideration of resource consent applications. Section 104 states:

(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to— [...]

- (a) Any actual and potential effects on the environment of allowing the activity; and*
- (b) Any relevant provisions of—
 - (i) A national environmental standard;*
 - (ii) Other regulations;*
 - (iii) A national policy statement;*
 - (iv) A New Zealand coastal policy statement;*
 - (v) A regional policy statement or proposed regional policy statement;*
 - (vi) A plan or proposed plan; and**
- (c) Any other matter the consent authority considers relevant and reasonably necessary to determine the application*

(2) When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect. [...]

All the matters listed in Section 104 are subject to Part 2 of the RMA.

An assessment of the actual or potential effects on the environment referred to in 104(1)(a) has been undertaken in Section 8.

8 Assessment of Actual and Potential Effects on the Environment (s104(1)(a))

8.1 Overview

Section 88 of the RMA requires that an applicant make an assessment of any actual or potential effects that the proposed activity may have on the environment, and the ways in which any adverse effects may be avoided, remedied or mitigated.

The relevant actual and potential effects on the environment from the proposal as described in this application are:

- Effects on character and residential amenity
- Effects on on-site liveability
- Effects on safe and efficient use of the road
- Effects on network infrastructure
- Effects from natural hazards
- Effects on human health

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8.2 Permitted baseline

Pursuant to Section 104(2) of the RMA, a consent authority when forming an opinion for the purposes of subsection (1)(a), may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect.

An important consideration for the assessment of effects is the application of what is commonly referred to as the permitted baseline assessment. The purpose of the permitted baseline assessment is to identify the non-fanciful effects of permitted activities and those effects authorised by resource consent in order to quantify the degree of effect of the proposed activity. Effects within the permitted baseline can be disregarded in the effects assessment of the activity.

The permitted baseline provides a useful comparison when one considers the built form that could take place on the site as a permitted activity. The District Plan permits one dwelling per 350m² with building coverage of 45%. The subject site is 5,614m². Therefore, 16 residential dwellings could be placed on the subject site with a building coverage of 2,525.4m² as a permitted activity. This proposal is for 24 dwellings with a total building coverage of 1,767.0m² (31%) to be built on the subject site (refer to Figure 8 below).



Figure 8. Graph showing permitted baseline

The proposed development has a density equal to eight dwellings greater than what the permitted baseline allows. However, the permitted baseline allows for a larger building coverage (45%) than what is proposed (31%). Therefore, the visual effects when seen from vantage points on the adjacent properties and road frontages, in terms of building bulk and dominance, would be less than what the permitted baseline allows in the General Residential zone. 14 of the 24 dwellings proposed are duplex. In terms of bulk, a duplex comprised of two smaller dwellings is likely to be commensurate to a larger family home. Furthermore, the proposal is for a mixture of smaller and larger houses with a total of 62 bedrooms (16 two-bedroom houses, three three-bedroom houses, four four-bedroom houses, and one five-bedroom house) and the number of possible residents in the development would be similar to what the permitted baseline allows, sixteen larger houses with a building coverage of 45%, with 48-64 bedrooms based on traditional 3 – 4 bedroom family homes.

It is considered that the permitted baseline applies to this proposal and the adverse visual effects in terms of building bulk and coverage (16 dwellings with a larger building coverage) should be disregarded in the notification and s104 assessments. These adverse effects include those associated with effects on infrastructure, effects on visual amenity and character, effects from traffic volume and effects from general disturbances from residential activities (such as the coming and going of people).

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8.3 Positive Effects

8.3.1 Housing Availability

The Hastings District is currently facing an accommodation shortage. Kainga Ora has felt this pressure across their property portfolio and there is particular mis-match between the types of demand and the existing housing stock. Kainga Ora has felt pressure for smaller dwellings while their stock in Hastings is largely comprised of 3-bedroom homes. The mix of proposed units responds to the current housing needs and the desire to create mixed communities through varied housing.

An objective of the District Plan is 'that a variety of housing options are available in Hastings to meet the diversity of needs of Hastings residents.' The proposal aligns with this objective, seeking to provide a diversity of residential styles to help meet the varied housing needs of the community by developing two-bedroom units suitable for couples and small families as well as additional three bedroom units for larger families.

The cost of land has been considered as a factor contributing to the rising price of housing ownership and thus rental markets. Given the numerous downsides of urban sprawl, increased housing density is required to be part of the solution to affordable housing. The smaller lot sizes seek to achieve affordable accommodation enabling those on low to mid incomes to participate on our community by meeting a basic need of shelter.

To achieve a prosperous community, we need to encourage diversity and inclusiveness. The development seeks to meet housing needs by re-developing an existing underutilised site with eight three / four-bedroom houses with large front and back yards on a 5,612m² site. The proposal will continue to allow for eight traditional larger houses, as well as providing an additional 16 smaller houses to accommodate those that traditional three-bedroom dwellings don't.

For people living in hardship, large landscaped areas which require maintenance are not of a high priority. A more productive alternative is to provide high quality, smaller spaces which requires little maintenance. However, areas are still provided within each lot for those who wish to establish a planter bed for gardening or vegetable growing.

The sites are centrally located within an existing community, well connected and near to neighbouring facilities including schools, parks, and the zodiac dairy, and is well positioned on public transport routes.

8.3.2 Utilisation of the land resource

The current site utilisation is well below what the District Plan anticipates in terms of houses per hectare. Currently, eight dwellings are provided across the subject sites and the District Plan anticipates development of up to 16 dwellings. As such, the land resource is well under utilised in this instance.

The minimum lot size in the General Residential zone is 350m², which none of the proposed residential lots meet. Instead the development utilises the existing land for more dense, high quality development without compromising the amenity of the surrounding environment.

Intensifying the existing urban area is consistent with the National Policy Statement for Urban Development (NPES-UD), the Hastings Residential Intensification Design Guide 2020, and the Heretaunga Plains Urban Development Strategy (HPUDS) which are discussed in further detail below.

8.4 Comprehensive Residential Development Assessment Criteria

An Urban Design Assessment (UDA) is attached as Appendix J and a letter from Kainga Ora supporting the findings in the Urban Design Assessment is attached as Appendix K. The assessment in Table 7 summarises the UDA findings.

The proposed development does not meet the definition in the Hastings district Plan of a Comprehensive Residential Development: "development that comprises 3 or more residential buildings at a density of 20-40 residential buildings per hectare of land and incorporates an overall integrated design of buildings, infrastructure and landscaping" due to the proposed density of 24 residential dwellings per 0.56ha. However, part of the subject site is included in Appendix 27 of the District Plan (areas suitable for comprehensive residential development), and apart from the density exceedance, the development generally falls within the scope of Comprehensive Residential Development. The following table includes an assessment to the assessment criteria for Comprehensive Residential Development.

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Table 6. Assessment Criteria for Comprehensive Residential Development 7.2.8F

Assessment Criteria	Response
<p>1. Site Context</p> <p>Whether the development is well integrated into the existing local context. Regard will be given to the following design attributes:</p> <ul style="list-style-type: none"> a. Sunlight b. Wind c. Views d. Vegetation e. Heritage Buildings f. Materials 	<p>All dwellings have a north facing element and all outdoor open spaces are north of east and west.</p> <p>As a flat site located within a consolidated suburban environment, the site is not particularly exposed to wind effects.</p> <p>The site does not contain any notable views that could be incorporated into the layout.</p> <p>The site contains vegetation that can be incorporated into the redevelopment. A plan showing the proposed relocation of vegetation including fruit trees is included in the Landscape Plans in Appendix E.</p> <p>There are no identified heritage buildings within the vicinity.</p> <p>Buildings will be constructed from a range of materials to encourage individual sites and identity.</p> <p>Washing lines have been positioned so they are north facing to maximise solar exposure.</p>
<p>2. Streetscape Amenity</p> <p>Whether the development makes a positive contribution to the public streetscape. Specific regard will be given to the following design attributes:</p> <ul style="list-style-type: none"> a. Street boundary treatment b. Public safety c. Appearance d. Legibility (how easy it is to find your way) e. Connection to the street 	<p>The development seeks to enhance the local streetscape. The lots fronting Grove Road and Sussex Street utilise low fences and large front windows from habitable spaces which overlook the street, this provides for passive surveillance therefore public safety.</p> <p>The proposal includes direct, legible and safe routes which are well overlooked and well-lit. The JOALs to the lots in the middle of the proposed development have been designed with CPTED principles in mind to ensure a safe living environment.</p> <p>The private outdoor space of all dwellings is located in the rear, and small landscaped areas separate the front dwellings from the street.</p> <p>The UDA and Kainga Ora support statement attached as appendixes demonstrate that the development has utilised high quality design to ensure positive streetscape outcomes.</p>
<p>3. Relationship of the development to the Parent Site</p> <ul style="list-style-type: none"> a. Whether the proposal relates well to the characteristics of the site on which it is to be located, b. Whether the size and shape of development is in proportion to the size, shape and topography of 	<p>The redevelopment of the subject sites integrates well into the surrounding environment. Although the proposal increases the density across the parent sites, the Grove Road and Sussex Street frontages are unlikely to appear crowded.</p>

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<p>the site and located within the site to take account of existing features and aspect.</p> <p>c. Whether the proposed buildings within the parent site are sited to create attractive groupings and spaces between buildings; and</p> <p>d. Whether the setting of each building respects that of any other buildings on the site;</p> <p>e. Whether stormwater runoff will be appropriately managed.</p>	<p>The frontage of the development with Grove Road comprises six residential units, however the proposed buildings are duplex and when viewed from the street or from within the development the duplex buildings will look similar in appearance to a standalone residential building. The street frontages are similar to what would be expected using the permitted baseline.</p> <p>There is a clear distinction between shared and private space throughout the parent site by using a variety of building materials, pavement textures, fences, and vegetation. The unambiguous separation seeks to ensure the space does not end up neglected.</p> <p>Although the proposal includes minor internal infringements (no external infringements) to the height to boundary standards, the adverse effects of these infringements are assessed below and are found to be less than minor and acceptable.</p> <p>The impermeable surfaces of the parent site will be increased however, stormwater can be adequately managed with on-site attenuation tanks.</p>
<p>a) Parking and Access</p> <p>Whether the development is designed to enable safe and practical car parking and access. Pedestrian and cyclists should also be considered when designing a development.</p>	<p>The proposal fails to meet the on-site parking requirements as all 2-bedroom dwellings will be provided with one car parking space instead of one car parking space and one additional standing bay. The adverse effects of the shortfall are assessed below and are found to be less than minor and acceptable.</p> <p>Vehicle access onto Sussex Street and Grove Road is provided with good visibility in both directions.</p> <p>The Central JOAL (JOALs 1 – 3) which provides access to proposed Lots 9 – 18 will be one-way with vehicles entering the development from Grove Road and Exiting via Sussex Street. Different surface treatments have been proposed to define the JOAL as separate (private) access than of the public road. The central JOAL (JOALs 1 – 3) has an “S” configuration to minimise the potential of it being used as a public thoroughfare. Signage will be installed at each entrance to the central JOAL to ensure vehicles entering the development know which way to drive. Similarly, vehicle access will be for residents only and appropriate signage will be installed at each entrance to the JOAL.</p>
<p>b) Service Areas and Utilities</p> <p>Development should consider the practical and/or discreet location of facilities including:</p>	<p>The dwellings have ample area for service requirements and communal facilities are not required, as all dwellings are self-contained. Service</p>

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Washing lines Rubbish Bins Visibility of utilities Heat pump boxes etc. Letter Boxes	areas include a washing line, bin storage. Outdoor storage are screened where appropriate.
<p>4. Building Form, Performance and Appearance</p> <p>Whether the development is an appropriate architectural quality is aesthetically pleasing and contributes positively to the surrounding area. Specific regard will be given to the following design attributes:</p> <ul style="list-style-type: none"> a. Mass and proportions. Whether the development can assimilate with the surroundings. b. Diversity Whether the development has a range of dwelling types and sizes for create variation and interest. c. Repetition Whether repeated built form is avoided. Dwellings in long rows are not part of the With Hastings vernacular; dwellings should generally be adjoined together in groups of no more than 3. d. Roofs Should be high quality and fitting with the rest of the dwelling and development. e. Windows and doors f. Façade detailing and materials. 	<p>The proposed development includes a variation of building materials, fence types, and vegetation to develop a coherent appearance. The development avoids repetition and instead opts for a diversity of dwelling appearance.</p> <p>The proposed dwellings have been designed to fit in with the existing environment which comprises predominately single storey dwellings with large window frontages. Similarly, all front doors face the street or JOAL providing consistency throughout the community.</p> <p>Although the proposed development will be denser than the current residential environment, in terms on number of units per hectare, the number of bedrooms per hectare and building coverage is similar to the permitted baseline. The permitted baseline enables the AEE to discount some of the adverse effects – particularly regarding street frontage appearance. In regard to the six dwellings fronting Grove Road, these dwellings are duplexed and will be similar in terms of appearance / bulk to three larger standalone homes.</p> <p>Careful consideration has been given to the colour scheme of the proposed dwellings, and the colours utilised in the landscaping of the development (including concrete surfaces, fences etc). Please refer to the Urban Design Statement in Appendix J, the Landscape Plan in Appendix E, and the Architectural Plans in Appendix D for more detail).</p>
<p>5. Visual Quality</p> <p>Whether the development contributes to the visual quality of the site and neighbourhood.</p>	As described above, the development will utilise a range of materials and textures contributing to the visual quality of the environment.
<p>6. Internal configuration</p> <p>Whether the internal arrangements of spaces and functions in the dwellings of the development is useable, efficient and pleasant. Specific regard will be given to the following design attributes:</p> <ul style="list-style-type: none"> a. Internal/external relationship, b. Size of rooms, c. Visual and aural privacy both within the dwelling and between neighbouring dwellings. 	All dwellings have been designed and reviewed by Kainga Ora's Quality Assurance team who are responsible for ensuring internal design needs are met for the intended occupants. This includes specified minimum spaces, amenities, kitchen bench space, storage and accessibility considerations to provide practical and enduring homes. Internal configurations are shown in the attached architectural drawings.
<p>7. On-Site Car Parking</p> <p>Whether the development is laid out with consideration of the safety and practicality of car parking and vehicle access.</p>	On site car parking has been designed to be functional and are assigned to houses. No garages or carports are provided. Although there is a shortfall of car parks, the assessment of effects

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<p>This includes visibility around garages and car ports. There should also be a clear distinction between resident and visitor parking if the latter is accommodated on the site.</p>	<p>below concludes that any effects from this shortfall will be less than minor.</p> <p>No visitor parking is accommodated onsite. However, there is ample on-street parking for visitors. Appropriate signage (residents only) will be installed at the entrance and exit points to the Central JOAL (JOAL 1 – 3).</p>
<p>8. Orientation & Passive Solar Energy</p> <p>Whether the residential units have access to sunlight and daylight, both within the Comprehensive Residential Development and those external to the parent site. Specific regard will be given to the following design attributes:</p> <ul style="list-style-type: none"> a. Sunlight and Daylight <ul style="list-style-type: none"> i. The design and layout of proposed buildings and additions to existing buildings enables adjoining land or buildings to be protected from significant loss of sunlight and daylight; and ii. That sufficient sunlight and daylight reaches into, between and around proposed buildings and additions to existing buildings. b. Orientation /passive solar energy- maximise the energy from the sun to warm the dwelling Natural ventilation- with sufficient opening windows in each dwelling c. Views - Visual Outlook- Design the dwelling so that principal living areas (lounge, kitchen) benefit from the longest outlook. (e.g. overlook the garden, open space or distant landscape features). 	<p>All dwellings contain a north facing private outdoor area to optimise sunlight. Back to back housing is kept to a minimum throughout the development with duplex dwellings being attached on a single wall.</p> <p>Outdoor areas and washing lines have been positioned north facing to maximise solar exposure.</p> <p>Similar to the surrounding residential environment, there is generally no extensive long visual outlooks.</p>

8.5 Effects on Character and Amenity of the Area

The character of the surrounding area consists of large 750m²+ residential lots, containing predominantly single-storey standalone and duplex dwellings, built in a classic 1940s-1960s style and clad with a mixture of stucco, weatherboards and brick. The subject site contains existing dwellings of the same style. The District Plan anticipates that the density of the area may change in the future given the permitted activity standard of 350m² net site area for the General Residential Zone.

The proposed development, although denser than the surrounding environment is not inconsistent with the pattern of existing development along Sussex Street and Grove Road. The size and visual appearance of the proposed houses adjacent to the road has been designed to complement the existing environment and will not detract from it.

As discussed above, the proposed new dwellings will be constructed with a mixture of timber weatherboard and brick veneer cladding in a variety of colours (selected from the Kainga Ora colour palette). Doors will be painted in different colours to provide variation. The materials for the proposed dwellings have been selected so they will fit in aesthetically with the existing houses along Sussex Street and Grove Road. Although the majority of buildings in the surrounding area are single storey and standalone, there are two storey and duplex dwellings scattered throughout the surrounding area.

When looking directly down the JOALs the development will appear denser than the surrounding area. However, when looking down Sussex Street and Grove Road in either direction, the development will not appear overly denser than that in the immediate surrounding area as the houses to the rear will not be visible from the street (unless viewed on an angle looking down the JOALs). The streetscape along Grove Road will comprise of six two storey duplex dwellings

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evenly spread along the street with carparking and landscaped areas between each duplex building. As discussed above, these proposed dwellings will be similar in appearance to three standalone dwellings. The streetscape along Sussex Street will comprise of six standalone dwellings evenly spread along the street with carparking and landscaped areas adjacent to each dwelling. An artist's impression on the appearance of the proposed dwellings is included in Figure 10 below.

The level of development proposed (in terms of building coverage and bulk) is not dissimilar to that which could take place as of right as a permitted activity, and the visual effects on the neighbours would not be dissimilar. The new dwellings are likely to result in positive effects on the streetscape compared to the previous dwellings as they bring variation and utilise modern quality design.

In a similar sense, the effects from site coverage on amenity can also be discounted using the permitted baseline as sixteen standard size 3-4 bedroom dwellings with 45% site coverage are permitted, totalling 2525.4m². The proposed development has a total site coverage of 1,767.0m².

The proposal complies with the District Plan yard setback distances and there are no external height to boundary infringements and the proposal will not result in any adverse effects on the character and amenity on any adjoining properties.

The effects of the internal height to boundary infringements between the boundaries of proposed Lots 6 and 7, 21 and 22, proposed Lot 17 and JOAL 3, and proposed Lot 12 and JOAL 1 (refer to Figure 9 below) on future residents in the development are considered to be less than minor / acceptable for the following reasons. The infringements between proposed Lot 12 and JOAL 1 and proposed Lot 17 and JOAL 3 will result in negligible shading effects of the JOAL. However, as General Performance Standard 7.2.5D excludes the recession plane at the front boundary of sites with road frontage it is considered that any effects from shading of the JOAL would not be discernible and similar to the permitted baseline. The infringements between Lots 6 and 7, and Lots 21 and 22 may create some shading, however the houses have been positioned in relation to the internal boundaries so that any shading effects on the dwellings themselves will be negligible. As such it is considered that the adverse effects on amenity within the proposed development and the character of the surrounding residential environment from these infringement will be less than minor.

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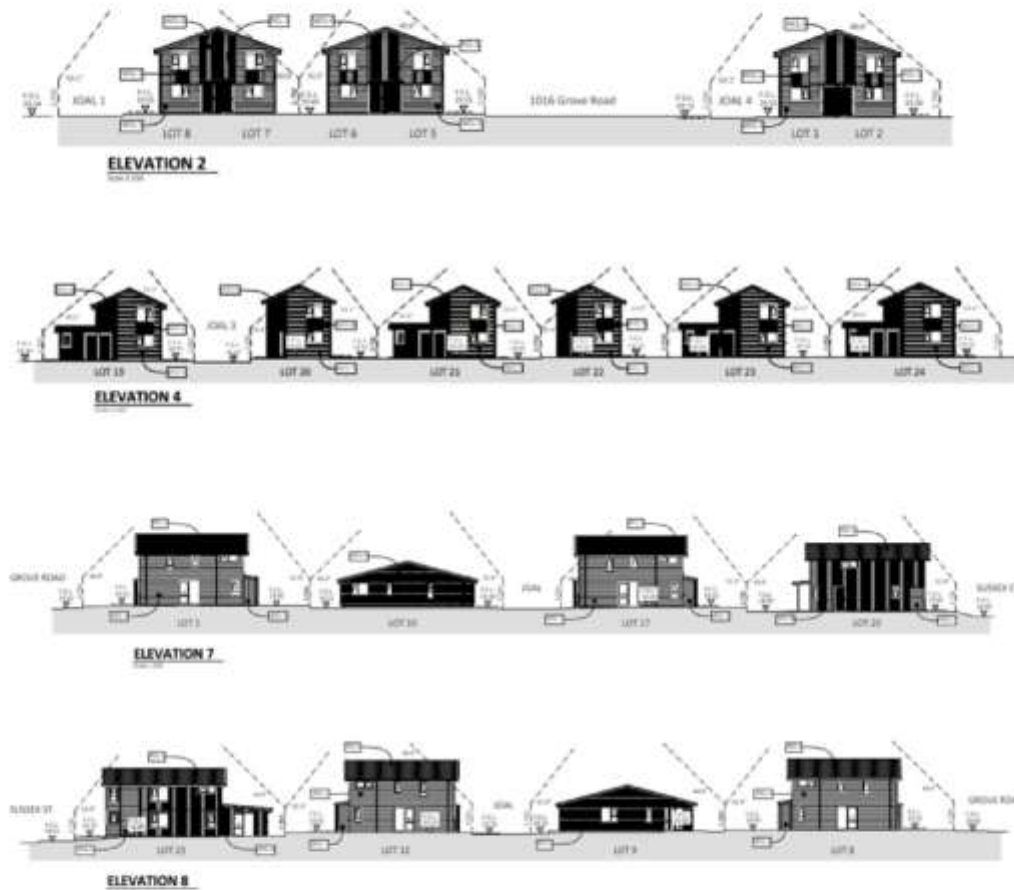


Figure 9 – Elevations showing height to boundary non-compliances (source: architectural drawings)

The District Plan seeks to enable a diversity of residential styles based on the differing characteristics of areas within the district, and the varied housing needs of the community. The variation of materials proposed enables integration into the existing environment instead of noticeable standout features. The new dwellings are likely to result in positive effects on the streetscape compared to the previous dwellings as they bring variation and utilise modern quality designs and a high standard of visual amenity will be achieved.

Overall, the adverse effects of the proposal on the character and amenity of the surrounding environment are considered to be less than minor and acceptable.

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Figure 10 – Artists impression of the Proposed Development (source TAG discussion document)

8.6 Effects on on-site liveability

The proposed internal layout and orientation of the units is designed to take advantage of the orientation of the sun (northern aspect). Kainga Ora have developed the internal layouts to reflect the needs of the future occupants whether they be young families, elderly, or those with additional needs.

The dwellings on proposed Lots 9, 10, 11, 18, 19, 21, and 23, and 24 have been designed as 'accessible units' and may include additional internal arrangements such as no-lip showers and wide doorways for wheelchair access as per the requirements set out in the Kainga Ora Accessibility Policy³ to support those wishing for independent living.

The proposed development has been designed with the following Crime Prevention Through Environmental Design (CPTED) principles in mind:

1. Access: Safe movement and connections places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security;
2. Surveillance and sightlines: See and be seen Places where all publicly accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility;
3. Layout: Clear and logical orientation Places laid out to discourage crime, enhance perception of safety and help orientation and way-finding;
4. Activity mix: Eyes on the street Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.
5. Sense of ownership: Showing a space is cared for Places that promote a sense of ownership, respect, territorial responsibility and community;
6. Quality environments: Well designed, managed and maintained environments Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future;

³ Kainga Ora's Accessibility Policy - <https://kaingaora.govt.nz/tenants-and-communities/our-tenants/kainga-oras-accessibility-policy/>

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7. Physical protection: Using active security measures Places that include necessary, well designed security features and elements.

The two-storey housing typologies along the frontage Sussex Street and Grove Road have been designed to provide a natural surveillance of the public roads. Private car parking spaces along these roads have been paired side by side to minimise the number of vehicle crossings thus limiting people and vehicular traffic along the footpaths. All car parking spaces are located adjacent to each respective house and the boundaries will be defined through landscaping treatment.

The two-story houses along the road frontage of Sussex Street and Grove Road have been designed to provide strong surveillance, and the single stories in the middle of the development have been positioned to provide a variation in height.

The central JOAL (comprised of JOALs 1 – 3) has been designed with a “S” configuration, residents vehicles will enter / exit the development in a one-way direction only (entry via Grove Road and exit via Sussex Street). This design has been proposed to maximise on-site liveability and to reduce the JOAL being utilised as a thoroughfare between Grove Road and Sussex Street. The JOAL entrance from Grove Road will be overlooked by the front façade windows of the two-storey Duplex units while the row houses of the same typology will provide natural surveillance along the central JOAL. The proposed landscape layout follows CPTED principles and avoids blind spots and entrapment zones. Please refer to the Urban Design Assessment in Appendix J for more detail:

“The proposal JOAL lay-out considers direct, legible and safe routes which are purposeful, well overlooked and well-lit. These ensure the spaces are designed using known CPTED principles to minimise the opportunities for anti-social behaviour and the fear of crime. For example, limited and purposeful fencing is used along the JOAL and boundaries, with overlooking windows and planted, defensible spaces which provide a buffer to the side of these homes. Within the courtyards front doors and additional windows are located to overlook all areas of the shared space. These courtyard spaces have been designed to prioritise pedestrians and slow vehicular traffic within the development.

Entry and exit to the JOAL has two storey houses to provide surveillance of those going in and out of the Community and the central JOAL also has two storey houses as well to provide surveillance.

Direct footpaths between the road and homes fronting street are provided to improve the legibility of these homes and individual addresses” (Source, Urban Design Assessment, Appendix J”.

As detailed in the attached site places plans, the orientation of the dwellings will provide good solar exposure for all dwellings and a minimum area of 50m² of outdoor space will be provided for the dwellings fronting Sussex Street and the JOALs. The dwellings located along Grove Road will have a minimum area of 30m² of outdoor space, consistent with the expectations of a Comprehensive Residential Development. These dwellings are smaller 2-bedroom dwellings and do not require as expansive an outdoor living space. Also, given the site’s location directly opposite Windsor Park, reduced on-site outdoor living spaces is appropriate and will encourage use of public outdoor spaces. Privacy is provided for each unit via fencing and specifically selected vegetation. Materials and vegetation have been selected for hardy, low maintenance qualities, ensuring that in the instance of the occasional missed upkeep the development will still retain an acceptable appearance. Detailed landscaping plans are included in Appendix E. The plans illustrate variation in materials and colours to create differentiation and interest within the proposed development.

Overall the proposed development will achieve a high standard of living and a safe environment for future residents. The effects of the proposal on on-site liveability are anticipated to be positive.

8.7 Effects on the Safe and Efficient Use of the Road

The engineering services report attached as Appendix F includes the site layout for parking and traffic movements.

8.7.1 Parking and on-site manoeuvring

The development is likely to increase traffic and visitor movements to the site when compared to the existing environment.

As discussed above, the District Plan requires that residential sites are provided with one onsite car parking space and one additional vehicle standing bay. The proposal is for proposed dwellings on Lots 1 – 10, and 12 – 17 to be provided

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with only one on-site car parking space which does not meet the requirements of General Standards 7.2.5N (Residential zones) or 30.1.7E (subdivision). All other proposed lots will be provided with two on-site car parking spaces which meets the District Plan requirements. In total the proposed subdivision will have a shortfall of sixteen on-site car parking spaces (less than what the District Plan requires).

The Engineering Services Plan in Appendix X provides details of the proposed access and parking for the development. This report states: "Where possible joint vehicle crossings have been proposed for adjacent lots to minimise the extent and loss of on-road parking. An allowance for a 5m end length and 6m internal parking lengths have been assumed. With the proposed vehicle crossings and splays, there would be a reduction in on-road parking of 3 spaces on Grove Road and 2 spaces on Sussex Street". There is currently ample on-site car parking availability on both Sussex Street and Grove Road and it is considered that the minor loss of on-street car parking space can be tolerated within this environment with less than minor adverse effects.

The on-site parking space shortfall potentially generates additional on-street parking. However, this is under the assumption that the two-bedroom dwellings will house couples / families with more than one car. The demographic group of residents living in Kāinga Ora two-bedroom houses is primarily single parent families with one car. Therefore, the smaller houses do not generate the same parking demand as the larger permitted baseline dwellings. The landscaping proposed has been designed to ensure that vehicles parking within the development cannot park on common areas not intended for parking. For example, all car parks are fenced to ensure an additional car cannot park over a garden or on a lawn. Signage will be placed at the entrance to the JOAL's to notify the public that access to the JOAL's is for residents only, and the corners of the 'S' of the JOAL will be marked with no parking stamps.

In the case that a two-bedroom dwelling utilises two cars, there is ample on-street parking available within the existing residential environment to tolerate an increase of demand for on-street parking space (consideration has been made to the loss of the five on-street carparking spaces detailed above). In addition, Policy 11 of the National Policy Statement for Urban Development (NPS-UD) sets out a requirement for local authorities to remove the minimum car parking provisions from District Plans by 20 February 2022. The purpose of this policy is to ensure that the requirement for provision of on-site parking matches the on-site car parking demand generated by future developments. The provision of one car parking space for each two-bedroom dwelling is consistent with this policy (refer to Section 9.1 below). The increase in any on-street car parking spaces is likely to result in minimal changes to the character of the streetscape or the safe and efficient use of the road.

As discussed above, there are currently three vehicle crossings accessing the subject site from Grove Road and five vehicle crossings accessing the subject site from Sussex Street. The proposal will result in seven vehicle crossings from Grove Road (four additional) and five vehicle crossings from Sussex Street (no additional). All proposed parking spaces, vehicle crossings and vehicle manoeuvring areas will be constructed in accordance with Council standards. The four JOALs and the proposed vehicle crossings meet the required legal widths specified in the Hastings District Plan. All vehicles entering the proposed lots will be provided with ample space to manoeuvre on-site and to exit onto Sussex Street / Grove Road in a forward facing direction. Turning and manoeuvring areas have been included to ensure vehicles can manoeuvre on site and exit onto Grove Road / Sussex Street in a forward facing direction (Please refer to the Engineering Report in Appendix F for more detail).

Overall, all dwellings can be serviced with an acceptable number of parking spaces for the designed occupancy and the on-site manoeuvring areas are generous and allow for vehicles to enter and exit each lot in a forward-facing direction. As such, the adverse effects on the safe and efficient use of the road arising from the shortfall of parking provisions is less than minor and acceptable.

8.7.2 Traffic generation along Sussex Street and Grove Road

General Performance Standard 7.2.5M sets out threshold limits for vehicle movements from sites in the General Residential Zone. The maximum number of car movements from a site per day is 30. The proposal will result in eight additional residential allotment to what the District Plan allows for as a permitted activity (refer to the permitted baseline assessment above).

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The New Zealand Transport Agency research report regarding trips and parking related to land use (Trips and parking Related to Land Use (453), NZTA, 2011) states that the average number of trip legs per person, per day in a household is 6 trip legs, and that this was 'fairly constant' until the household size reached 5+ people. An average house contains 3-4 bedrooms. The research report by NZTA states that a household of 4 people has an average of 25 trip legs per household, per day, and a household of two people has an average of 12 trip legs per household per day. The proposed 24 dwellings ranging from 2 – 5 bedrooms with a total of 64 bedrooms will potentially create an average of approximately 392 trip legs per day.

Taking into account the permitted baseline of 16 three-bedroom dwellings, the District Plan has anticipated an average of approximately 400 trip legs per day. As such the proposed number of average potential trip legs per day can be tolerated within this environment with less than minor adverse effects.

Overall, the proposed development will result in less than minor effects from traffic generation and on the safe and efficient use of the road.

8.8 Effects on Network Infrastructure

The effects on the network infrastructure will not be largely different to the developments described within the permitted baseline, where five larger dwellings are established, and more people than the proposed development would be expected to be using the infrastructure. Overall, there are no adverse effects on the wider infrastructure network that cannot be managed onsite or offset with development contributions.

8.8.1 Stormwater

The development of the subject site will result in an intensification of impervious areas from that of a single dwelling, increasing stormwater runoff.

The Engineering Report, attached as Appendix F provides calculations of how the increased runoff will be managed. A mixture of 1,000L and 2,000L (totalling 32,000L) attenuation tanks will be provided for each site. The Engineering Report states;

"On-site detention will be used to mitigate additional runoff from the development, such that the overall development runoff to Sussex Street and Grove Road does not exceed the runoff co-efficient in the District Plan, 7.2.5B. Detention storage will be provided by tanks of a size suited to the individual lot building roof area as tanks are limited to be above ground due to the flat site and drainage connection limitations.

Due to the site topography, it is also expected that some ponding may occur at the back of the properties, as the ground slopes away from the Jointly Owned Access Lot (JOAL) and flows are captured between paved areas and where fences cross the boundaries. Any onsite ponding will be conveyed to the stormwater bubble up sumps located in driveways - through shaping within the landscaping design and private drains.

The impervious areas and detention volumes required for the development are summarised in Table 1 below with calculations in Appendix 4. To account for runoff from the two JOALs, the impervious area was allocated amongst the serviced lots and included as part of the driveway areas.

Preliminary sizing indicates tank sizes of between 1000 and 2000 litres would be required for each Lot, with small diameter controlling orifices. Exact orifice sizes will be confirmed at the design stage".

It is anticipated that the adverse effects from post-development stormwater will be less than minor and neutral compared to the existing situation.

8.8.2 Potable Water

The proposed development will re-use existing water connections where available and if serviceable. New lateral connections to the mains will also be constructed.

The easements for the right to convey water are provided on the scheme plan.

Additional drinking water demand from the proposed development is calculated in Table 4 below (please refer to the Engineering Report in Appendix F for the methodology).

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Table 7. Additional drinking water demand (Source: Engineering Services Report)

Water Main	Existing Units / Bedrooms*	Additional Units / Bedrooms	Increase in Peak Demand (litres/second)
Grove Road	3/9	5/7	0.3
Sussex Street	5/13	11/33	1.5

*Also includes dwellings that have been removed but were historically connected to the wastewater network

8.8.3 Waste water

The proposed dwellings will connect to the existing wastewater reticulation within Sussex Street and Grove Road. The existing connections will be reused where available and if serviceable. New wastewater pipes will be laid within the JOAL's to consolidate and minimise connections to the mains where possible. The proposed development includes connecting an additional 16 dwellings to the reticulated wastewater network. The additional wastewater flows for the development are calculated in the Engineering Report (please refer to Appendix F).

New wastewater pipes will be laid within the JOAL's to consolidate and minimise connections to the mains where possible. The Engineering Report in Appendix F discusses capacity of the wastewater network:

"Wastewater flows are well within the capacity of the existing DN125mm and DN150mm wastewater mains along Grove Road and Sussex Street respectively that have only small upstream catchments.... However, from discussions with HDC, we understand that the network directly downstream (southeast end of Sussex Street) where the DN150mm wastewater mains connect into a DN225mm main, is already under capacity for the existing catchment, and that would be exacerbated with any additional development or flows from the proposed development. Stantec has been requested to undertake modelling for HDC and Kainga Ora to understand the capacity issues and how these may affect the development proceeding. However, to date these assessments have not been carried out. Like the stormwater design, the proposed wastewater mitigation plan for the site may overlap with the Tranche 6 Kainga Ora development site, as that is located directly where there are downstream capacity constraints".

Easements have been included in the scheme plan for the right to drain sewage. Please refer to the Engineering Report in Appendix F for more information.

8.9 Effects from natural hazards

The subject site is contained within the Heretaunga Plains Liquefaction Hazard Vulnerability medium risk area, and Earthquake Amplification medium risk area.

A Geotechnical Report prepared by RCDL is attached as Appendix G. This report confirms that stable building platforms are achievable on all sites. The applicant is willing to volunteer to a condition of the land use consent that all development shall be consistent with the recommendations of the Geotechnical Report.

With the imposition of this condition, it is considered that the potential adverse effects from building within the Heretaunga Plains Liquefaction Hazard Vulnerability medium risk area, and Earthquake Amplification medium risk area will be avoided.

As discussed above, there are known ponding issues within the wider Grove Road and Sussex Street area identified on the Hastings District Council Intramaps. It is understood ponding was more frequent in the 1990's, prior to upgrades to the stormwater reticulation in Sussex Street and Grove Road. The Engineering Report in Appendix F provides a description of the flow paths through the site and proposes specific floor levels for the dwellings within the proposed development (Appendix 5 of the Engineering Report in Appendix F):

"Whilst there is predicted flooding adjacent to the site within Sussex Street from the wider catchment, this is contained within the road. Therefore, in accordance with E1/VM1 section 4.3.1 an appropriate freeboard of 150mm should be added to any secondary flow levels to set minimum floor levels. Based on survey the channel level in Sussex Street at the northern and southern ends of the site respectively is RL18.50m and RL18.23m with corresponding minimum floor levels of RL18.85m and RL18.58m. Proposed floor levels are greater than this and are governed by adjacent ground levels and the secondary flow water levels within the JOAL".

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With the imposition of the proposed floor levels it is considered that any effects of the proposal from flooding will be less than minor.

8.10 Effects on human health and environmental health

The DSI Report in Appendix H identified a 150m² area of soil within the subject site that has levels of lead that exceed the applicable standards. Included in the DSI Report, are a Remedial Action and Site Management Plan (RAP-SMP). The RAP-SMP includes excavation and removal of contaminated land to an appropriately licensed facility, silt fences around any temporary stockpiles, dust control such as dampening soils to minimise air pollutants, contingencies in case other contamination is encountered, reporting and record keeping of the remediation, and validation sampling upon completion of the first stage of remedial excavations. Finally, further validation sampling will be undertaken until samples return a 95% upper confidence level below the NES criteria. Throughout the works, site users will be required to use the minimum Personal Protective Equipment (PPE) as per the contractor's specific health and safety plan to avoid adverse effects on human health.

Proposed conditions are as follows:

1. The Consent Holder shall remove the identified contaminated soils to a licenced facility.
2. Prior to the construction of dwellings, or Section 224, whichever comes first, the Consent Holder shall submit a site validation report in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand (Revision 2011) confirming that the land has been remediated to levels suitable for its intended purpose.

It is anticipated that after remediation, and with the remediation procedure following the correct and safe methods, the adverse effects on human health and environmental health will be less than minor and acceptable.

8.11 Actual and Potential Effects summary

The actual and potential effects from this development are considered less than minor and acceptable. Therefore, passing the first gateway test of a non-complying activity.

9 Assessment of Relevant Plans (Section 104(1)(b))

In relation to the statutory provisions referred to in 104(1)(b), the following documents are considered to contain provisions (objectives and policies) relevant to this application for resource consents (in order of precedence):

- National Policy Statement for Urban Development (NPS – UD);
- Heretaunga Plains Urban Development Strategy;
- Hastings District Plan;
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

The extent to which this proposal is able to satisfy Section 104(1)(b) and Part 2 of the RMA, as well as the other RMA consideration to determine the application, including Section 104C and 106 is considered in the respective subheadings below.

9.1 National Policy Statement – Urban Development 2020 (NPS-UD)

The NPS-UD 2020 came into force on 20 August 2020 and replaced the NPS-UDC 2016. With reference to the 'Tier' of Urban Environments, Hastings District Council is identified as a 'tier 2' Local Authority.

There is a clear intention from the NPS-UD that every local authority should give particular regard to the Objectives and Policies contained in Part 2 of the NPS-UD when assessing an application for resource consent. It is considered that the proposed subdivision is entirely consistent with the objectives and policies of the NPS-UD 2020. In particular, the proposal will contribute a further 3 residential lots to an existing urban environment, where all infrastructure needs are able to be met.

The relevant Objectives and Policies are considered in the table below.

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Table 8. Assessment against the NPS-UD Objectives and Policies

Part 2.1 - Objectives	
Objective	Assessment
Objective 1 New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	The proposed subdivision provides an efficient and practical layout of lots that will provide for excellent connectivity. It is considered that the proposed development will enable the community to provide for their social, economic and cultural wellbeing, as well as for their health and safety once the development is established.
Objective 2 Planning decisions improve housing affordability by supporting competitive land and development markets.	The proposal will provide an additional sixteen residential dwellings to be established. This will increase the Kāinga Ora residential housing supply within the Mahora locale, and as such, is considered to assist in improving housing affordability.
Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply: (a) The area is in or near a centre zone or other area with many employment opportunities; (b) The area is well-served by existing or planned public transport; (c) There is high demand for housing or for business land in the area, relative to other areas within the urban environment.	Mayfair is an established, urban environment; and the redevelopment of the subject site to facilitate the development of three additional residential dwellings will enable more people to live within a locale that: <ul style="list-style-type: none"> Is within easy commuting distance of the Hastings central business district (approximately 1.8km). Easy walking distance from schools and community facilities. Is serviced in terms of existing public transport, there are several bus stops in close proximity to the subject site. As pressure for housing within Hastings increases, the demand for housing in this locale is anticipated to increase.
Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.	The proposed subdivision development is considered to result in a high degree of amenity both for future occupants of the new lots, as well as when viewed from the adjacent public roading networks. It is noted that the varying range of dwelling typologies will provide an appropriate response to the diverse and changing needs of the community by way of promoting choice of the available housing stock.
Objective 6: Local authority decisions on urban development that affect urban environments are integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive,	The proposed subdivision is located in an existing urban environment. As discussed in the AEE above, the effects of the proposal on infrastructure are assessed to be less than minor and acceptable.

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particularly in relation to proposals that would supply significant development capacity.	
Part 2.2 - Policies	
Policy	Assessment
<p>Policy 1:</p> <p>Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</p> <ul style="list-style-type: none"> (a) have or enable a variety of homes that: <ul style="list-style-type: none"> (i) meet the needs, in terms of type, price, and location, of different households; and (ii) enable Māori to express their cultural traditions and norms. (c) Have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces by way of public or active transport. (d) Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets. (e) Support reductions in greenhouse gas emissions. 	<p>The proposed residential development provides for a variety of homes – two bedroom three-bedroom, four-bedroom and five-bedroom typologies. The proposal will increase the available housing supply with one outcome being increased opportunity for Maori to express their cultural traditions and norms within the urban context.</p> <p>The subject site has good accessibility and is well serviced in terms of existing roading networks, public transport and connectivity for walking/recreation.</p> <p>The proposal is considered to support the competitive operation of land and development by increasing supply of residential land parcels.</p> <p>The proposal is considered to support reductions in greenhouse gas emissions by locating housing in an urban environment with options for alternative transportation options, inclusive of active transport modes such as walking or cycling.</p>
<p>Policy 2:</p> <p>Tier ... 2 ... local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.</p>	<p>The proposal is consistent with policies 2 and 5 as it will contribute to provide for the demand for housing in Hastings by re-developing eight large residential titles within an existing urban area to allow for denser living in an area where there is both demand for housing and a high level of accessibility.</p>
<p>Policy 5:</p> <p>Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:</p> <ul style="list-style-type: none"> a) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or b) relative demand for housing and business use in that location. 	
<p>Policy 11:</p> <p>In relation to car parking: the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car</p>	<p>Policy 11 sets out a requirement for local authorities to remove the minimum car parking provisions from District Plans by 20 February 2022. The purpose of this policy is</p>

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parking rate requirements, other than for accessible car parks; and tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.	to ensure that the requirement for provision of on-site parking matches the on-site car parking demand generated by future developments. The proposal to provide on-site car parking spaces for each dwelling typology based on projected demand for car parking i.e. one car parking space for two-bedroom dwellings and two car parking spaces for three-bedroom dwellings is consistent with this policy.
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9.2 Heretaunga Plains Urban Development Strategy 2017

The Strategy seeks to shape development giving preference to the maintenance of the versatile land across the Heretaunga Plains. To meet this, part of the HPUDS vision is to provide the community with physical infrastructure which is "integrated, sustainable and affordable". As described above, the value of land significantly contributes to the rising cost of housing. The proposal reduces lot size and GFA, thereby reducing the cost, while still providing quality housing which corresponds with the demand yields.

Intensification is a method of the 2017 Strategy's direction, the document states "In order to achieve the 'compact design' settlement pattern, and still accommodate projected growth, it is essential to increase the density of dwellings in existing settlements... The higher density aspiration is as follows:

...

b) An average yield of 20 lots or dwellings per hectare within each intensification development area"

The proposal exceeds this requirement by providing 43 dwellings per hectare. Overall, the proposed redevelopment is consistent with the intention of the HPUDS.

9.3 Hastings District Plan

The following objectives and policies of the District Plan are considered to be relevant to this application:

Table 9. Assessment against the District Plan Objectives and Policies

Section 7.1 Hastings Strategic Management Area Objectives and Policies	
Policy/Objective	Assessment
Objective HSMAO2 To contain development within the Hastings SMA urban boundaries.	The proposal reflects the objective and these policies to the core. The redevelopment of sparse residential properties ensures that a high quality urban environment can be provided without developing beyond the urban boundaries. The proposal is consistent with these provisions.
Policy HSMAP2 Minimise development pressure on the Heretaunga Plains by ensuring	
provisions for land use activity within the Hastings SMA are aligned with Council strategies for growth and are appropriately implemented.	
Policy HSMAP3 Promote a high quality urban environment, where environmental and amenity values are protected.	
Section 7.2 Hastings Residential Environment	

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<p>Objective RO1</p> <p>To enable a diverse range of housing that meets the needs of the community while offering protection to the amenity of neighbouring properties and the local environment.</p> <p>POLICY RP2</p> <p>Enhance and promote the sustainability of the District's urban form by requiring new development to incorporate design elements outlined in Section D (Subdivision Design) & E (Road Design) of the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide</p> <p>POLICY RP3</p> <p>Manage the scale and intensity of residential development to ensure that it relates positively to the quality of the collective streetscape and avoids adverse effects on neighbourhood amenity, environmental quality, community health and safety.</p>	<p>The proposed redevelopment of the subject site takes advantage of the existing under-utilised land resource of Kāinga Ora land holdings and promotes an alternative to urban sprawl.</p> <p>The proposed housing configuration enables successful integration of smaller housing to meet the needs of the community now and into the future without compromising environmental quality.</p> <p>It is considered that the proposal is consistent with Objective RO1 and Policies RP2 and RP3.</p>
<p>OBJECTIVE RO2</p> <p>To ensure that the amenity of the present character of the residential environment is maintained and enhanced by managing design, layout, intensity and land use activities.</p> <p>POLICY RP4</p> <p>Maintain and enhance a high standard of amenity in the residential environment while enabling development innovation and building variety.</p>	<p>As discussed in the assessment of environmental effects above, the character of the residential environment will be maintained and enhanced as the development has had careful consideration of design, landscaping and materials used.</p> <p>The proposal is therefore consistent with these provisions.</p>
<p>POLICY RP5</p> <p>Minimise the adverse effects of developments created by excessive building scale, overshadowing, building bulk, excessive site coverage or loss of privacy.</p>	<p>The proposed development complies with the performance standards in the District Plan in respect to building scale, yard setbacks and height in relation to boundary. The proposed dwellings are not considered excessive in size, bulk or site coverage and are not anticipated to result in loss of privacy or amenity for adjacent properties.</p> <p>The proposal is consistent with this policy.</p>

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<p>OBJECTIVE GRO2</p> <p>To enable residential growth in Hastings by providing for suitable intensification of housing in appropriate locations.</p> <p>POLICY GRP3</p> <p>Provide for comprehensive residential development in locations that are in close proximity to high quality public amenities.</p> <p>POLICY GRP4</p> <p>Manage the scale and intensity of infill housing and comprehensive residential development to avoid adverse effects on the local neighbourhood character and amenity.</p>	<p>Hastings is in need of affordable housing in appropriate areas. Affordable housing is housing that doesn't occupy large spaces of land and appropriate areas are those that are connected to the existing communities through local schools, public transport, and access to services. The proposed development meets all of these needs without compromising the residential amenity of the area.</p>
26.1 Transport	
<p>Objective TP01</p> <p>Ensure that land uses and new subdivision are connected to the transportation network in a manner that provides for the efficient and sustainable movement of people and goods in a safe manner.</p> <p>Policy TP1</p> <p>Ensure that subdivision and land use are integrated with the transport network and that the traffic effects are mitigated, including through the use of sustainable transport modes.</p>	<p>The subject site is well connected to the local roads, public transport and is within easy walking distance to amenities and services.</p> <p>The on-site parking shortage of three car parks is discussed in detail in the AEE above. The on-site parking shortfall is unlikely to generate adverse effects instead it may encourage the use of sustainable transport modes. Bus stops are located within a 2-minute walk from the subject site and residents can access the cycle lane network from Grove Road.</p> <p>The proposal is considered to be consistent with these provisions.</p>
<p>Objective TP02</p> <p>To establish and maintain an efficient and effective parking regime that meets the present and future parking needs of the community.</p> <p>Policy TPP8</p> <p>Require land owners and occupiers to provide off-street parking, access and loading facilities which are appropriate to the demands of the activities carried out on their sites and which do not negatively impact on the amenity of the streetscape.</p>	
30.1 Subdivision and Land Development	

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<p>Objective SLD02</p> <p>To ensure that sites created by subdivisions are physically suitable for a range of land use activities allowed by the relevant Section Rules of the District Plan.</p> <p>Objective SLD04</p> <p>To ensure that land which is subdivided is, or can be, appropriately serviced to provide for the likely or anticipated use of the land, so as to ensure the health and safety of people and communities, and the maintenance or enhancement of amenity values.</p> <p>POLICY SLDP7</p> <p>Recognise the role of the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide and Engineering Code of Practice design standards as a means of compliance for the servicing of sites.</p> <p>POLICY SLDP10</p> <p>Require the provision of safe and practicable access for pedestrians and vehicular traffic from a public road to each site.</p> <p>POLICY SLDP15</p> <p>Ensure that subdivision or developments do not result in adverse effects on the environment by requiring upon subdivision or development a means of connection to a water supply and services for the disposal of wastewater and stormwater.</p>	<p>The subdivision in this instance simply involves the creation of legal boundaries around the proposed dwellings. Appropriate easements are provided for the underground utilities and services and right of way access. As such, the subdivision itself will not result in any adverse effects on the environment.</p> <p>Based on the assessment provided above, the proposal is consistent with these provisions.</p>
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9.3.1 Section 104B Summary with Respect to the Hastings District Plan

In summary, the development is consistent with the objectives and policies of the Hastings District Plan. As such, passes the second gateway test of a non-complying activity.

9.4 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES) seeks to manage actual and potential adverse effects of contamination in soil on human health from particular activities that have occurred on the site. The NES includes a Hazardous Activities and Industries List (HAIL) that sets out which activities may have potentially contaminated the soil. The NES applies when a person wants to undertake an activity described in Regulation 5 subclauses (2) to (6) on a piece of land described in Regulation 5 subclause (7) or (8).

As discussed above, the NES applies to this proposal as subdividing land is an 'activity' described in Regulation 5 subclause 7 and the land is a 'piece of land' pursuant to Regulation 5 subclause 7 as the DSI report (attached as Appendix

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H) concludes that "concentrations of priority contaminants in excess of the expected natural backgrounds for the site" were identified on the site. Resource consent for a restricted discretionary activity pursuant to Regulation 10(2) of the NES has been applied for as part of this bundled resource consent application.

The assessment of effects on human health in Section 8 of this report concludes that with the imposition of the Site Management Plan any adverse effects from disturbing the soil to undertake the earthworks to establish the development will be less than minor. It is considered that the proposal is consistent with the purpose of the NES.

10 Section 104D

Section 104D of the RMA provides that a resource consent for a Non-Complying Activity may only be granted if either (a) the adverse effects of the activity on the environment will be minor or (b) the activity will not be contrary to the objectives and policies of the relevant plan. This is frequently referred to as the "gateway test." Based on the conclusion in section 8 of this Application, the proposal passes the first limb of section 104D(1)(a) in relation to adverse effects, in that they are less than minor and acceptable for a Residential Zone.

The assessment of the relevant objectives and policies above has focussed on the provisions of the NPS-UD and the District Plan. As discussed in the AEE above, it is considered that the resulting adverse effects from exceeding the minimum density requirement are considered to be similar to the permitted baseline, less than minor and acceptable. In addition, the proposed development and its level of housing density is not contrary to the objectives and policies of the District Plan as a whole and therefore passes through the section 104D(1)(b) gateway. As such, Council can consider granting the Application.

11 Section 106 Assessment

Section 106 enables a consent authority to refuse subdivision consent under certain circumstances. Section 106 states:

- (1) A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that –
- (a) There is a significant risk from natural hazards; or
 - (b) [Repealed]
 - (c) Sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.
- (1A) For the purposes of subsection (1)(a), an assessment of the risk from natural hazards requires a combined assessment of –
- (a) The likelihood of natural hazards occurring (whether individually or in combination); and
 - (b) The material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and
 - (c) Any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in paragraph (b)

*In this case there is no significant risk from natural hazards, and legal and physical access is provided. Overall the proposal complies with Section 106 of the Act.

12 Part 2 Matters

The overriding purpose of the RMA is "to promote the sustainable management of natural and physical resources" (Section 5). The broader principles (Sections 6 to 8) are to inform the process to achieving that purpose.

When considering an application for a resource consent and any submissions received, the consent authority, must subject to Part 2, have regard to those matters listed under Section 104 of the RMA.

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With regards to the application of the 'subject to Part 2' under Section 104, case law findings have directed that decision makers / Commissioners may now only have recourse to Part 2 of the RMA if it is determined that one of three exceptions apply:

1. If any part or the whole of the relevant plan(s) are invalid;
2. If the relevant plan(s) did not provide complete coverage of the Part 2 matters;
3. If there is uncertainty of the meaning of provisions as they affect Part 2

In essence what this means is that decisions makers only need to 'go back to' Part 2 of the Act if the relevant planning documents have not fully addressed the Part 2 matters. If a Regional or District Plan has not fully addressed the Part 2 matters, then decision makers can 'go up the tree' to the RPS and then any relevant NPS in relation to any part 2 matters.

Plans, which have to "give effect" to the higher order statutory planning documents (RPS and NPSs), should have appropriately addressed Part 2 of the RMA.

It is considered that none of the three exceptions listed above apply and that the Part 2 matters have adequately been addressed through the District Plan and higher order planning documents. Based on the assessment of the proposal being consistent with the District Plan as per Section 8.2 above, the proposal is considered to be consistent with Part 2 of the RMA.

13 Notification Determination

13.1 Overview

Sections 95A and 95B of the RMA set out a step by step process that must be followed to determine whether an application should be publicly notified or have limited notification.

Section 95A sets out a step by step assessment as to whether or not the application shall be publicly notified or not as set out in Table 108. Section 95B sets out a step by step assessment as to whether or not the application shall be limited notified or not as set out in Table 9.

Table 10 Section 95A Assessment

Mandatory notification – section 95A(3) RMA	
Does the applicant request that the application be publicly notified?	No
Is public notification required under s95C of the RMA?	No
Is the application made jointly with an application to exchange reserve land?	No
If not mandatory, notification is precluded if any of these apply – section 95A(5) RMA	
Does a rule or NES preclude public notification for all aspects of the application?	No
Is the application a controlled activity?	No
Is the application a restricted discretionary or discretionary activity for a subdivision?	No
Is the application a restricted discretionary or discretionary activity for residential activity or subdivision?	No
Is the application a boundary activity (other than a controlled activity)?	No
If not precluded, is notification required in certain circumstances?	
Does a rule or NES require public notification?	No
Will the activity have, or is it likely to have, adverse effects on the environment that are more than minor?	No

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Are there any special circumstances that warrant the application being publicly notified?	No
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The assessment of effects in Section 8 above concludes that all effects from the proposed development will be less than minor. 'Special circumstances' are not defined in the RMA. According to case law, special circumstances are those that are 'unusual or exceptional' but may be less than extraordinary or unique (*Peninsula Watchdog Group (Inc) v Minister of Energy* [1996] 2 NZLR 529 (CA)). It is considered that no special circumstance apply to this application. As such, public notification is not required.

Table 11 Section 95B Assessment

Certain affected groups/persons must be notified – sections 95B(2) and (3) RMA	
Are there any affected protected customary rights groups or customary marine title groups?	No
If the activity will be on, adjacent to, or might affect land subject to a statutory acknowledgement - is there an affected person in this regard?	No
Notification is precluded if any of the following apply – section 95B(6) RMA	
Does a rule or NES preclude limited notification for all aspects of the application?	No
Is this a land use consent application for a controlled activity? (other than a subdivision of land)	No
Notification of other persons if not otherwise precluded – sections 95B(7) and (8) RMA	
Are there any affected persons under s95E, i.e. persons on whom the effects are minor or more than minor, and who have not given written approval?	No
Do special circumstances exist that warrant notification to any other persons not identified above?	No

The assessment of effects on the environment in Section 8 above concludes that all effects from the proposed development will be less than minor. This assessment also applies to the effects on persons and is summarised in relation to the effects on persons / adjacent properties below.



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Figure 11 – Adjacent properties (marked with a yellow star)

As discussed in the AEE above, the proposal complies with all bulk and location requirements (yard setbacks, height to boundary requirements etc) at the external boundaries of the subject site (with 1010 Grove Road, 1016 Grove Road, 1020 Grove Road, 1013 Sussex Street, and 1025 Sussex Street). As discussed in the report above, the proposed area of land around each proposed dwelling is lower than the 350m² the District Plan anticipates for the General Residential Zone, however the site coverage of each proposed dwelling is lower than the 45% the District Plan anticipates meaning the built density of the development is similar to what the District Plan permits. In regards to effect on adjacent properties the proposed site area and built density of the buildings within the proposed development which are adjacent to the external boundaries (adjacent properties) is summarised below:

- Proposed lots 1 – 4 (adjacent to 1016 and 1020 Grove Road) consist of two duplex buildings. The proposed density of these duplex buildings is 298m² with a site coverage of 36% (duplex building on Lots 1 and 2) and 303m² with a site coverage of 35% (duplex building on Lots 3 and 4) respectively. These proposed dwellings both have a site coverage less than the 45% the District Plan anticipates.
- Proposed lots 5, 6, and 10 (adjacent to 1016 Grove Road) consist of a duplex building (Lots 5 & 6) and a standalone building (Lot 10). The proposed density of the duplex building is 307m² with a site coverage of 35%, and the proposed density of the standalone building is 261m² with a site coverage of 41%.
- Proposed Lots 7 – 9, and 11 (adjacent to 1010 Grove Road) consist of a duplex building (Lots 7 & 8), and two standalone buildings (Lots 9 and 11). The proposed density of the duplex building is 290m² with a site coverage of 37%, the proposed density of the standalone building on Lot 9 is 243m² with a site coverage of 44%, and the proposed density of the standalone building on Lot 11 is 360m² with a site coverage of 25%.
- Proposed Lots 11 and 24 (adjacent to 1013 Sussex Street) consist of two standalone buildings. The proposed density of these buildings is 360m² with a site coverage of 25% (Lot 11), and 305m² with a site coverage of 34% respectively (Lot 24).
- Proposed lots 18, and 19 (adjacent to 1025 Sussex Street) consist of two standalone buildings. The proposed density of these buildings is 305m² with a site coverage of 45% (Lot 18), and 264m² with a site coverage of 40% respectively (Lot 19).

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In summary, the site coverage for all the proposed adjacent buildings is smaller or consistent with the minimum site coverage the District Plan would anticipate (45%). In addition, the area of land around each of the proposed adjacent buildings is similar to the 250m² the District Plan would anticipate if the development was a Comprehensive Residential Development.

Therefore, it is considered that the resulting visual effects and effects on character and amenity on the adjacent properties from exceeding the minimum density requirement are considered to be similar to the permitted baseline, less than minor and acceptable.

Overall, the resulting adverse effects of the proposal on adjacent properties are expected to be less than minor and acceptable.

Therefore, it is considered that there are no effected persons on whom the effects of the proposal are minor, or more than minor and limited notification is not required.

In accordance with the provisions of Sections 95A and 95B of the RMA, the application does not need to be notified to any persons or publicly.

14 Conclusion

Kāinga Ora Homes and Communities has identified existing landholdings nationwide that are suitable for redevelopment and subsequent increase to the existing housing yield. A large proportion of Kāinga Ora owned sites are low density and represent an inefficient use of land with respect to housing provision.

The overall adverse effects of the development are anticipated to be less than minor, and no persons are considered to be adversely affected. Positive effects will arise as a result of creating much needed social housing, and by allowing a more efficient use of the land. The proposal is nestled in an existing community that is within short walking distance of schools, services, amenities, and is well connected to the public transport network.

The proposal has been assessed in terms of the relevant statutory documents and is considered to be consistent with the objectives, policies and assessment criteria of the Hastings District Council Plan. The relevant National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health has been assessed and the activities proposed in this resource consent application are consistent with the NES.

An assessment in terms of Part 2 of the Act has been made, and it has been concluded that the proposal is consistent with the purpose and principles of the Act. Taking into consideration the notification 'tests' set by Sections 95 of the Act, it is considered that the application can be processed by Council without notification.

Accordingly, it is concluded that the proposal satisfies all matters that consent authorities are required to address under the Resource Management Act 1991 and that the consent sought can be granted.



Appendix A

Record of Titles

Appendix B

Scheme Plan

Item 2

Attachment 3

Appendix C

Site Plan

Item 2

Attachment 3

Appendix D

Architectural Drawings

Item 2

Attachment 3

Appendix E

Landscape Plan

Item 2

Attachment 3

Appendix F

Engineering Report

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Attachment 3

Appendix G

Geotechnical Report

Item 2

Attachment 3

Appendix H

Detailed Site Investigation Report

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Attachment 3

Appendix I

Site Management Plan

Item 2

Attachment 3

Appendix J and Appendix K

Urban Design Assessment and letter of support

Item 2

Attachment 3

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