



## Form 5: Submission on variation to the Proposed Hastings District Plan

### Variation 3 - Howard Street Residential

Resource Management (Forms, Fees and Procedure) Regulations 2003

TE KAUNIHERA O HERETAUNGA

Office use

Date Received: ..... (by authority) Submission Number: .....

#### To

Environmental Policy Manager  
Planning & Regulatory Group  
Hastings District Council  
Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

#### Name of Submitter(s)

First Name	Middle Name(s)	Last Name
Hawke's Bay Fruitgrowers Assn Inc		

#### Trade Competition

Submissions cannot be made to gain an advantage through trade competition as per Clause 6 of the First Schedule of the Resource Management Act 1991.

#### Local Government Official Information and Meetings Act 1987

The information contained in you submission will become publicly available official information held by the Council under the above Act. By taking part in this public submission process, submitters will be deemed to have waived any privacy interests in respect of that information.

#### 1. Specific Provisions of Variation 2 – Irongate Industrial that my submission relates to are:

See Attached 2 pages

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#### 2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)

See Attached 2 pages

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**3. I seek the following decision from the territorial authority:**

*(Give precise details, this section must be completed to ensure a valid submission)*

See Attached 2 pages

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4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission
5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

28/07/2016

**Signature of submitter**

*(or person authorised to sign on behalf of submitter)*

*(A signature is not required if you make your submission by electronic means)*

Date

**6. Submitter Contact Details**

Contact Person:	Executive Officer, Dianne Vesty
Postal address for service of submitter:	P O Box 689, Hastings 4156
Daytime Phone Number:	06 870 8541
Fax Number:	
Mobile Phone Number:	
Email Address:	office@hbfruitgrowers.co.nz

**IN THE MATTER**

of the Resource Management Act 1991

**AND**

**IN THE MATTER**

Proposed Variation 3 - Howard Street  
Amendments to the Proposed Hastings District  
Plan

**Further Submission from:**

Hawkes Bay Fruitgrowers Association Inc

**To:**

Hastings District Council

**Date:**

28<sup>th</sup> July 2016

**1. Submission**

Hawkes' Bay Fruitgrowers Association Inc (HBFA) is opposed to Variation 3 in its entirety.

The HBFA is very concerned that the HPUDS preferred scenario which is the basis of the strategy does not appear to be being adhered to and we are unable to see that the HPUDS development target allocations are being achieved.

The target allocations are;

- 60% Intensification
- 35% Greenfield
- 5% of population in rural areas

There are no provisions in the variation to

- a. avoid remedy or mitigate land banking
- b. ensure that the type of development will provide the range of housing to satisfy demand for low income housing, family homes, single households and retirement options
- c. ensure the subdivision provides the anticipated outcomes outlined in the HPUD strategy: 80 households
- d. afford protections to the adjoining Plains Production Zone sites to be able to continue with the necessary permitted day to day activities.

The HBFA understands that the area proposed to be rezoned has been brought forward by 10 years over what is proposed in the Heretaunga Plains Development Strategy (HPUDS) and that this has happened as a result of the current issues with the Arataki extension. In fact the issue goes back further than this.

To understand the extent of the problem one needs look no further than the Lyndhurst Subdivision. The Lyndhurst area was a block of nearly 100 hectares of highly productive land and was rezoned in the mid 1990s. After twenty years there are fewer than 250 new houses

built. This represents a density of much less than 3 houses per hectare. There remain large tracts of land lost to primary production but not delivering on the Hastings District Council's intention of density housing.

The HDC cannot credibly argue that they have no control over those who land bank. The Council needs to change its supply model to one that is guaranteed to deliver sections rather than seek to secure yet more greenfields on the fringes of Hastings for the next investor to purchase and bank.

The section 32 Summary Evaluation report states that Progressive Supermarkets welcome the rezoning and are still keen to progress with a supermarket within this plan change area. It also states that Progressive anticipates lodging resource consent in due course.

How many of the 80 households projected to be built will eventuate if a supermarket successfully applies for a resource consent to change the land use.

The HPUDs strategy has as a central driver, the need to retain as much as possible of the high quality land on the Heretaunga Plains for primary production. Please explain how the proposal is consistent with this key objective.

## **2. We seek the following decision**

The entire variation put on hold until the target allocations of the HPUDS are achieved

And that:

In the absence of any provisions to manage issues a, b, c and d, the entire variation should be put on hold until an acceptable strategy is agreed and implemented.

Ends

RECEIVED  
AUG 2016

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**Form 5: Submission on variation to the  
Proposed Hastings District Plan**

**'Variation 3 – Howard St Residential'**

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**To**

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 Planning & Regulatory Group  
 Hastings District Council  
 Private Bag 9002  
 Hastings 4156  
 Email: districtplanreview@hdc.govt.nz

**Name of Submitter(s)**

First Name	Middle Name(s)	Last Name
Brian	Donald	Bixley

**Trade Competition**

Submissions cannot be made to gain an advantage through trade competition as per Clause 6 of the First Schedule of the Resource Management Act 1991.

**Local Government Official Information and Meetings Act 1987**

The information contained in your submission will become publicly available official information held by the Council under the above Act. By taking part in this public submission process, submitters will be deemed to have waived any privacy interests in respect of that information.

**1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**

Traffic congestion – especially outside Parkvale school – and the pedestrian crossing on Windsor Ave

**2. My submission is:** (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)

I feel that traffic on Howard St, before and after school hours is hectic now and with a hundred or more vehicles using the road (Howard St) and Windsor Ave, would cause traffic jams. Now it can take 5 to 10 mins for us to reach Windsor Ave, then there is often delays turning

into Windsor Ave. I think this is an accident waiting to happen.

**3. I seek the following decision from the territorial authority:**

*(Give precise details, this section must be completed to ensure a valid submission)*

I think that if the pedestrian crossing on Windsor Ave could be changed to the other side of Howard St with only a left hand turn out of Howard St this would help the traffic to flow with less hold ups

4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission
5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

**Signature of submitter**

*(or person authorised to sign on behalf of submitter)*

*Brian Bixley*

Date 1-8-16

*(A signature is not required if you make your submission by electronic means)*

**6. Submitter Contact Details**

Contact Person:

*Brian Bixley*

Postal address for service of submitter:

*1226 Howard St*

*Hastings*

Daytime Phone Number:

*06 8787 843*

Fax Number:

*—*

Mobile Phone Number:

*—*

Email Address:

*nancy@bixley.co.nz*



WAIKATO REGIONAL COUNCIL  
HASTINGS DISTRICT COUNCIL  
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TE Kaitiaki Take Kōwhiri Māori

### Form 5: Submission on variation to the Proposed Hastings District Plan

#### 'Variation 3 – Howard St Residential'

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Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

Name of Submitter(s)

First Name	Middle Name(s)	Last Name
Christopher	Hugh	Burns

#### Trade Competition

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#### Local Government Official Information and Meetings Act 1987

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- Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:
  - \* The location of the road and other infrastructure to service the proposed subdivision.
  - \* The extension of the subdivision to include the area as far as the Awahou Drain.

- My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)
 

We support the above as our property is no longer being bisected due to being the boundary between urban and the plains. We support the location of the road as it will give us development options and provide us with a site for a new dwelling





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3. I seek the following decision from the territorial authority:

*(Give precise details, this section must be completed to ensure a valid submission)*

We would like the council to adopt version 3 to include the subdivision as far as the Huihau Drain.  
We would like the council to adopt the current location of the road and other infrastructure as per version 3.

4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission
5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

*Chris Burns*

*2/08/2016*  
Date

Signature of submitter  
*(or person authorised to sign on behalf of submitter)*

*(A signature is not required if you make your submission by electronic means)*

6. Submitter Contact Details

Contact Person: Chris Burns  
Postal address for service of submitter: 208 Havelock Rd  
Hastings  
Daytime Phone Number: 06/8706599  
Fax Number: 8706599  
Mobile Phone Number: 021 167 5827  
Email Address: pcburns@clear.net.nz





HDC  
10 AUG 2015  
RECORDS MANAGEMENT

4

HASTINGS DISTRICT COUNCIL  
100 Queen Street East  
Hastings 4156  
Private Bag 9002  
Hastings 4156  
Phone 06 877 8000  
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www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

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Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

**Name of Submitter(s)**

First Name	Middle Name(s)	Last Name
Ken		Gee
Eileen		Gee

**Trade Competition**

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**Local Government Official Information and Meetings Act 1987**

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**1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**

- (a) Cycle way connection from Havelock Rd to School
- (b) Access to & from existing section land fronting Hav. Rd.
- (c) Land for Park/Reserve
- (d) Landcape strip along Havelock Rd
- (e) Parkvale School + more!?

**2. My submission is:** (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)

- (a) We oppose the cycleway connection from Hav. Rd to Parkvale School as per variation 3. Should be amended.
- (b) We would expect to have the rights to access to & from section land fronting Hav. Rd. & wish to have the specific parts amended. The few extra traffic movements would not make the slightest difference to the traffic along Havelock Rd.

(c) We do not wish to supply any more land for the Park/Reserve as per Variation 3. Our submission is if more land is required for Park, then it should be added on land from Tremain block.

(d) Why is landscape strip necessary? OK if it is on Council land! A 2m strip is pretty wide.

(e) Parkvale School - Too much to be address here, will elaborate at hearing.

(f) If Tremain's life style village proposal goes ahead before other developments, we would like to have the

3. I seek the following decision from the territorial authority: right to farm & a no complaint covenants, etc. put in place.  
(Give precise details, this section must be completed to ensure a valid submission)

(a) Cycleway - needs to be amended. Either shift to our property boundary or create another cycle way along Parkvale School to the propose park. More at hearing!

(b) Access to & from Hav. Rd. Absolutely need amending.

(c,d,e,f) Self explaining.

(g) We generally supports the Howard St. development.

4.  I wish to be heard in support of my submission.

I do not wish to be heard in support of my submission

5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing

I would not consider presenting a joint case

Signature of submitter

(or person authorised to sign on behalf of submitter)

(A signature is not required if you make your submission by electronic means)

9/8/2016  
Date

## 6. Submitter Contact Details

Contact Person:

Ken Gee

Postal address for service of submitter:

226 Havelock Road

Hastings

Daytime Phone Number:

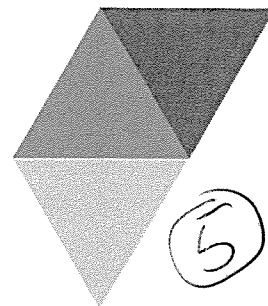
8768230

Fax Number:

Mobile Phone Number:

027 453 6433

Email Address:



10 August 2016

Hastings District Council  
Private Bag 9002  
Hastings 4156

**Attention: Craig Scott**

**The Ministry of Education's Response to the Proposed Variation 3: Howard Street Urban Development Area includes:**

- Traffic and road safety
- Noise
- Character of the area
- Future development

**Background:**

The Ministry of Education is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of educational facilities and assets in the Hastings District, and has a strong interest in the provision for educational facilities within the District in general.

**Proposed Howard Street Residential Expansion Area**

Hastings District Council is considering rezoning 21.2 hectares of land to allow new housing to be built in Parkvale, Hastings. The structure plan area that is the subject of the proposed rezoning includes the Parkvale School.

The section sizes would be similar to those in the neighbouring areas, which would provide for approximately 300 new homes. There is also a proposal for a retirement/lifestyle community to be built adjacent the Parkvale School. In addition it is likely that a resource consent for a supermarket may be lodged. The Ministry of Education has some concern with these proposed changes, which are outlined below.



## **The Ministry's Response**

### **Traffic**

The Ministry is supportive of the safe pedestrian and cycle links proposed in the structure plan and the possibility of a 40 km/hr zone to operate prior to and after school hours. However, the Parkvale School already has traffic and parking problems around the school, particularly on Howard Street. There is a lack of parking and under this proposal there will be further traffic and safety issues for students through the increase in residential and commercial traffic. The Ministry is concerned by the proposed reduction of car parks on Howard Street and the relocation of the existing kea crossing on Howard Street.

The location of the proposed collector road on the boundary of the school, will impact on the learning environments of the class rooms due to the noise associated with the traffic. While not shown on the structure plan the Ministry would not support a road connection between Howard Street and Havelock Road if this change was proposed in a submission.

The class rooms are not set back from the future road by a standard front yard and therefore the road will impact on them to a much greater degree than if the road been present before the school was developed.

### **Supermarket**

The Ministry is concerned with the possible noise and increased traffic volumes associated with a proposed super market, particularly from larger trucks which would run along the proposed collector road.

### **Future Development**

The Heretaunga Plains Urban Development Strategy has indicated that there will be further growth between Havelock North and Hastings. In addition to this strategy the proposed Howard Street Residential Development Area will invariably increase the pressure on the Parkvale School roll, which is currently at capacity. Other schools in the area could also be affected by the proposed sub-division through changing enrolment patterns,

### **Relief sought:**

The Ministry requests that:

- Cycleways are integrated into the design of the proposed roads.
- A 40 km/hr speed zone is incorporated for Howard Street and the current number of car parks are maintained.

- The proposed location of the reserve node is maintained to ensure it can be utilised by the school. The Ministry would also accept the reserve being located directly opposite the school buildings (East of the school).
- The proposed cycleway connection to Havelock Road is maintained to ensure it is utilised by students and to act as a drop off area for parents, which will reduce parking pressure on Howard Street.
- The design of the collector road adjacent to the school boundary incorporates at least the front yard setback.
- The road design incorporates appropriate car parking and a safe drop-off area in the vicinity of the school.
- The Council consider the development implications of a supermarket and residential area around the school.
- The Council continues to consult with the Ministry throughout the planning and development process of adjacent land and any proposed traffic investigations.



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Andrew Hill  
Planner  
Beca Ltd

10. 08. 2016





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Environmental Policy Manager  
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Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

#### Name of Submitter(s)

First Name	Middle Name(s)	Last Name
Julie	Anne	Boyes
Kerry	Bruce	Stone

Denis William and Keryn Lesley

Whiting

#### Trade Competition

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#### Local Government Official Information and Meetings Act 1987

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#### 1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:

Using the Awahou stream as a natural boundary makes good sense between the urban/rural spread and taking into account the projected demand for both family size sections and the need for flat land for growth in the ageing population plus the need for more Retirement Villages Parkvale provides a good solution as it is close to both the Havelock Nth village and Hastings. The Howard St/Havelock Road re-zoning will offer sections and high density housing that will targeted at the over 55's but still will only be a partial remedy for the amount of demand there is for new housing in desirable locations. Currently the few sections that have become available in both Hastings and Havelock Nth have been brought up by Builders so people have no choice about who they build with which has become an issue for many people.

#### 2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)

We support the re-zoning of the proposed 22ha of Howard Street/Havelock Road using the Awahou Stream as a natural boundary and as a holding area for potential flooding that may happen from time to time. HPUDS have documented that they recognise there is demand for family size sections that are capable of accommodating a 180 - 250sqm home and on flat land (Heretaunga Plains) for future retirement villages/high density homes for the ever increasing ageing population. HPUDS have also acknowledged in their recommendations that some of the available supply of land does not favor demand as it is in lower priced and lower demand locations that developers are not interested in. From discussions with HDC representatives and companies that deal directly with developers the proposed re-zoning of areas like Kaiapoi Road/Arataki Road extension are unlikely to be developed due to lack of interest, location and the cost of the necessary infrastructure and the issues with the TeMata mushroom farm.

HPUDS have indicated that "there are definite signals that the new housing market is on the increase and that due to a lack of available sections there are pinch points in residential land supply which should be addressed as soon as possible".

### 3. I seek the following decision from the territorial authority:

*(Give precise details, this section must be completed to ensure a valid submission)*

We would like to submit that should the re-zoning currently proposed for Howard Street/Havelock Road be adopted in its current form with the Awahou Stream as a natural boundary that our land opposite on Howard Street/Ada Street (Whiting, Boyes and Stone's blocks) also be re-zoned residential to provide for people wanting to build and/or retirement villages that need larger parcels of land for development especially being in close proximity to Summerset on the Orchard.

It was a recommendation of the council in the 2010 review for HPUDS that if the Awahou Stream was to be a natural boundary for the urban/rural spread on Howard St that the Boyes and Whiting blocks also be considered for re-zoning at the same time. There is greater distribution of traffic flows as there is access to Howard, Louie, Kathleen and Ada Streets making it safer for residents and I noted on the original plans storm water was to be diverted through to Louie St so the infrastructure must also be better.

We feel that all the positive attributes you have outlined in your proposal to the public for submissions are also true of our blocks and therefore they should be considered for re-zoning.

4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission
5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

11th August 2016  
Date

### Signature of submitter

*(or person authorised to sign on behalf of submitter)*

*(A signature is not required if you make your submission by electronic means)*

### 6. Submitter Contact Details

Contact Person: Julie Boyes  
Postal address for service of submitter: 1270 Howard Street  
Parkvale, Hastings  
Daytime Phone Number: 06 8738382  
Fax Number:  
Mobile Phone Number: 021 409929  
Email Address: julie.boyes@propertybrokers.co.nz



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Hastings District Council  
Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

#### Name of Submitter(s)

First Name	Middle Name(s)	Last Name
Anthony (Tony)	Harold	Masters
Heather	Margaret	Masters

#### Trade Competition

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#### 1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:

Those provisions that impact upon our property at 180 Havelock Road, particularly the proposal for a retention pond on our property.

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#### 2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)

We oppose the proposal for a retention pond on our property and seek to have that proposal abandoned for the following reasons:

(a) We rely on our comments of 24 March 2016 when the Howard Street Proposed Residential development was first published.

(b) The desirability of, or need for, the retention pond is challenged.

(c) A long-term solution for drainage, especially downstream of our property, is required if more stormwater from residential development (either now or in the future) is to be diverted into the Riverslea Drain.

(d) The proposed retention pond might have an adverse impact on the pipe drainage system that runs alongside Havelock Road.

- (d) cont... Our concern is that when water levels in Riverslea Drain are high a one way valve might prevent water draining from that system into the Riverslea Drain. If we are right, our property, especially our buildings, are likely to be adversely affected.
- (e) We support residential zoning up to the Riverslea Drain.
- (f) If the ponding proposal proceeds, the following matters would need to be addressed:
- (i) the matter referred to in (d) above
  - (ii) the possibility of water escaping from the retention area onto our property. This might be mitigated if our property was built up on the eastern side of the Riverslea Drain.
  - (iii) provision is made for us to access to our land on the western side of Riverslea Drain.
  - (iv) people are prevented from entering our land and buildings from the ponding area.

### 3. I seek the following decision from the territorial authority:

*(Give precise details, this section must be completed to ensure a valid submission)*

That the proposed retention pond on our property at 180 Havelock Road be abandoned.

4.  I wish to be heard in support of my submission.  
 ~~I do not wish to be heard in support of my submission~~
5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 ~~I would not consider presenting a joint case~~

11 August 2016

**Signature of submitter**

Date

*(or person authorised to sign on behalf of submitter)*

*(A signature is not required if you make your submission by electronic means)*

### 6. Submitter Contact Details

Contact Person:	Tony or Heather Masters
Postal address for service of submitter:	180 Havelock Rd, Hastings 4122
Daytime Phone Number:	Heather 021 0239 1596
Fax Number:	
Mobile Phone Number:	Tony 0274 509 90
Email Address:	heather.appledore@gmail.com



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Private Bag 9002  
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Email: districtplanreview@hdc.govt.nz

**Name of Submitter(s)**

First Name	Middle Name(s)	Last Name
Richard	Thomas	Fyfe
Amanda	Val	Fyfe

**Trade Competition**

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**Local Government Official Information and Meetings Act 1987**

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**1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**

1. Proposed Roads

**2. My submission is:** (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended, and reasons for your views)

We strongly oppose to reading corridor as shown on Structure Plan figures 20. We also oppose a road corridor on the Parkvale school side of our property. We are in full support of the total area being rezoned Residential! We are in full support of the Howard



Street Structure Plan Option 1 Designed by NOUS Development in all aspects of the design & plan. The road corridor in this plan (copy attached) & reserved corridor we very much approve as this satisfies the total area the best. We would also request the density level of 1245 Howard to be 350m<sup>2</sup> average 250m<sup>2</sup> minimum.

**3. I seek the following decision from the territorial authority:**

*(Give precise details, this section must be completed to ensure a valid submission)*

I seek the territorial authority to develop Howard Street in accordance with the Structural Plan Option 1 designed by NOUS Development and density levels as written above.

4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission

5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

**Signature of submitter**

*(or person authorised to sign on behalf of submitter)*

*(A signature is not required if you make your submission by electronic means)*

12/8/2016  
Date

**6. Submitter Contact Details**

Contact Person:

Postal address for service of submitter:

Daytime Phone Number:

Fax Number:

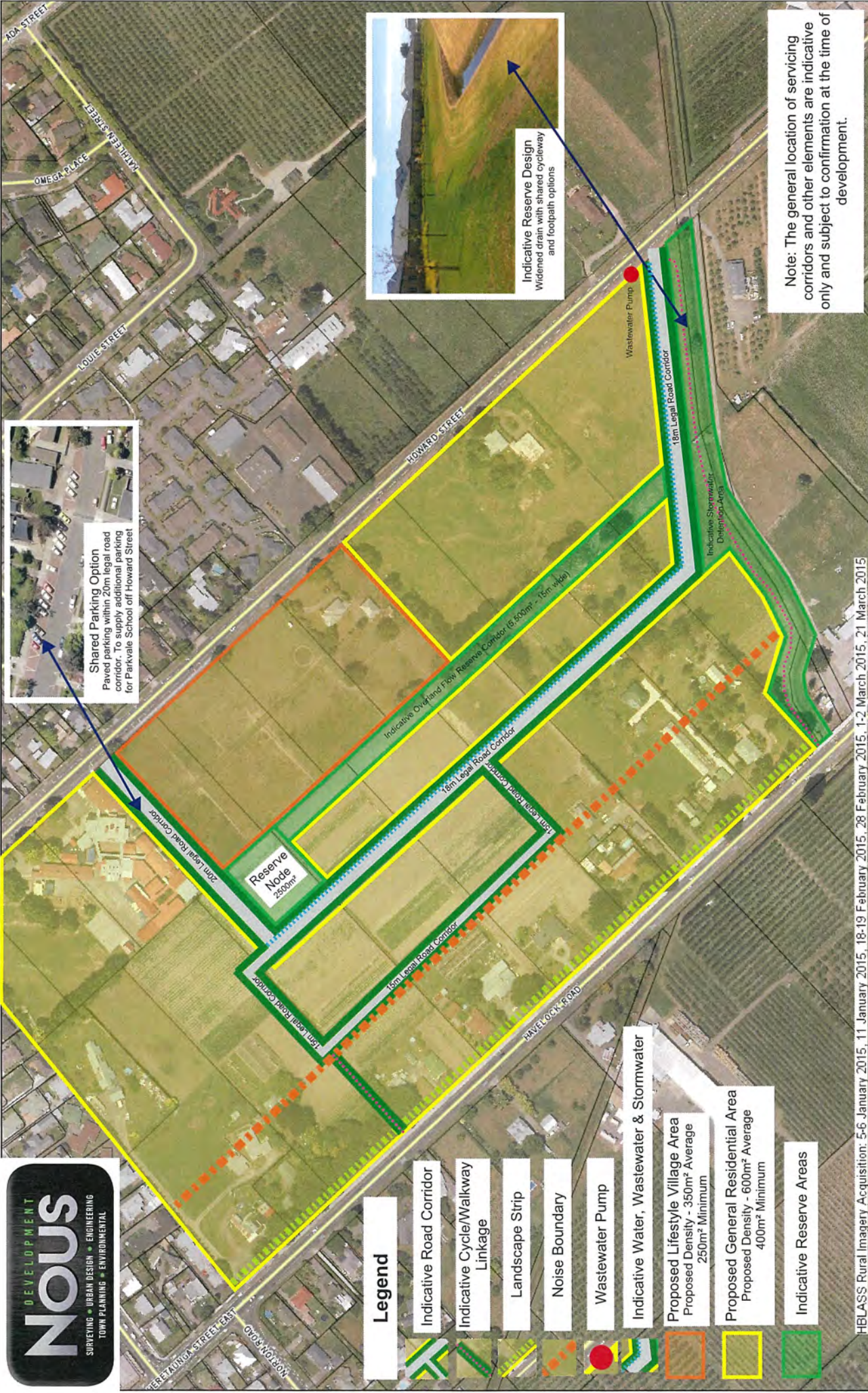
Mobile Phone Number:

Email Address:

Richard Fyfe  
PO Box 11065  
Hastings.  
068708109  
068708108  
0272208460  
richard@pro-structure.co.nz







- Legend**
- Indicative Road Corridor
  - Indicative Cycle/Walkway Linkage
  - Landscape Strip
  - Noise Boundary
  - Wastewater Pump
  - Indicative Water, Wastewater & Stormwater
  - Proposed Lifestyle Village Area  
Proposed Density - 350m² Average  
250m² Minimum
  - Proposed General Residential Area  
Proposed Density - 600m² Average  
400m² Minimum
  - Indicative Reserve Areas

Note: The general location of servicing corridors and other elements are indicative only and subject to confirmation at the time of development.

HBLASS Rural Imagery Acquisition: 5-6 January 2015, 11 January 2015, 18-19 February 2015, 28 February 2015, 1-2 March 2015, 21 March 2015



## Howard Street Structure Plan Option 1

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HASTINGS DISTRICT COUNCIL  
 207 Lyndon Road East  
 Hastings 4122  
 Private Bag 9002  
 Hastings 4156  
 Phone 06 871 5000  
 Fax 06 871 5100  
 www.hastingsdc.govt.nz  
 TE KAUNIHERA O HERETAUNGA

**Form 5: Submission on variation to the  
 Proposed Hastings District Plan**

**'Variation 3 – Howard St Residential'**

Resource Management (Forms, Fees and Procedure) Regulations 2003

Office use

Date Received: ..... (by authority) Submission Number: .....

**To**

Environmental Policy Manager  
 Planning & Regulatory Group  
 Hastings District Council  
 Private Bag 9002  
 Hastings 4156  
 Email: districtplanreview@hdc.govt.nz

**Name of Submitter(s)**

First Name	Middle Name(s)	Last Name
Karen		Cooper

**Trade Competition**

Submissions cannot be made to gain an advantage through trade competition as per Clause 6 of the First Schedule of the Resource Management Act 1991.

**Local Government Official Information and Meetings Act 1987**

The information contained in your submission will become publicly available official information held by the Council under the above Act. By taking part in this public submission process, submitters will be deemed to have waived any privacy interests in respect of that information.

**1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**

The whole of Variation 3

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**2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)**

As per attached. (4 pages)

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**3. I seek the following decision from the territorial authority:**

*(Give precise details, this section must be completed to ensure a valid submission)*

As per attached. (4 pages)

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4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission

5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

M. J. L. Solicitor for the Submitter 12/8/16  
**Signature of submitter** Date  
*(or person authorised to sign on behalf of submitter)*

*(A signature is not required if you make your submission by electronic means)*

**6. Submitter Contact Details**

Contact Person: Matthew Lawson  
Postal address for service of submitter: P.O. Box 415  
Napier 4140  
Daytime Phone Number: 833 5012  
Fax Number: 833 5014  
Mobile Phone Number: 029 205 1699  
Email Address: mlawson@lawsonrobinson.co.nz



**Submission on Variation to the Proposed District Plan**  
**Variation 3- Howard St Residential**  
**Submission from Karen Cooper 1259 Howard St, Hastings**

**Submitter:** Karen Mary Cooper

1. Specific Provisions of Variation 3 – Howard St residential that my submission relates to are:
  - (a) The extension of the proposed residential area to the Awahou drain and including my property.
  - (b) The proposed structure plan road location.
  - (c) The proposed stormwater detention area.
2. My Submission is:
  - (a) The extension of the proposed residential area to the Awahou drain and including my property.
3. I strongly support the extension of the residential area to the Awahou drain, beyond that originally specified in HPUDs and now including my property.
4. The reasons are:

**Property is too small and Unproductive**

- (a) I have been submitting to various council planning processes to bring my property into the city area and have it rezoned residential since 2009, and before that with approaches to relevant planners. The reason for this is that the land I currently own is difficult, if not impossible, to lease for any horticultural or agricultural activity due to its small size, the constraints imposed by the proximity to residential areas, issues of reverse sensitivity which have the potential to interfere with normal horticultural or agricultural land use and the "right to farm" premise, and the proximity to a busy road which can impede access to the property.
- (b) Because of the above, the property is not economically viable, either for the land owner or any lessee. Hence, the land is not productive, nor is it likely to become so.





- (c) The lifestyle block nature of the properties in this area means that merging land with other landowners is highly unlikely. The area already contains numerous dwellings and associated out-buildings and infrastructure. Even if a land merger was to partly occur, the possible areas so created would still be below an economically viable area for commercial production.

### **Variation 3 Meets HPUDS and RPS Policies for Greenfield Sites**

- (d) Clear boundaries exist and a defined urban edge can be created with the Awahou drain as a strongly defensible eastern boundary:
- (e) The rezoned area would form an extension contiguous with existing urban areas and settlements;
- (f) It would create a contiguous urban edge and greenbelt to separate urban from rural land use.
- (g) The land is identified as having low productive capacity as the size and shape of the land parcels prevent productive land use.
- (h) It would mitigate reverse sensitivity issues.
- (i) It would promote social infrastructure as it is within easy reach of two good schools and a retirement village as well as Windsor Park.
- (j) The area is already part of the roading transport network between Hastings and Havelock North and Havelock Rd and Ada St already have cycle lanes. In addition, greenbelts would provide opportunities for walking or cycling connections.
- (k) Prospective home owners would welcome a greater level of choice in housing areas adjacent to good urban amenities and a rural landscape that this development would provide.
- (l) The area would be an alternative to other areas designated for housing which may have issues with drainage and stormwater services.



## The Proposed Structure Plan Road Location

5. I support the use of Structure Plans for the development area but I strongly oppose the Council's proposed Structure Plan. Instead I support the form of Structure Plan annexed as attachment 1 to this submission. My reasons are:
- (a) From a planning perspective, the location of this proposed road in the Council proposed Structure Plan would still leave other properties in the rezoned area (i.e. Kelly, Masters) effectively landlocked and with no access to the subdivision roading network and the likely inability to access from Havelock Rd or Howard St due to likely restrictions on the number of exit points on those roads.
  - (b) The Council proposed Structure Plan would require my land to be serviced solely from Howard Street.
  - (c) The proposed road in the Council proposed Structure Plan would take at least 20 m of my property leaving only a narrow strip of land of approximately 15-20m between the road and my garden. This is too narrow and would be useless for any form of activity or even for residential sections.
  - (d) The proximity of the road in the Council proposed Structure Plan to my house could compromise my personal safety and would result in increased traffic noise and negative visual impact, all of which would be unacceptable.
  - (e) I get no financial or other benefit from having a road through my property as in the Council proposed Structure Plan (other than the sale price of the land). The value of the property is therefore not maximised.
  - (f) In contrast the Structure Plan in Attachment 1 to my submission addresses these issues especially if the road proposed at the southern end of my property can be developed in conjunction with the stormwater reserve area so as to minimise the combined width of those facilities. I seek the maximisation of the utilisable land area by combining as far as practicable the road and stormwater reserve/drainage area.



## The Proposed Stormwater Detention Area

6. I oppose the Stormwater Detention Area as Currently Proposed in the Council proposed Structure Plan. I support the form of Structure Plan annexed as attachment 1 to this submission. My reasons are:
- (a) The Council Structure Plan appears to take the approach that additional stormwater arising from more intensive development should simply be conveyed to the stormwater detention zone where ponding will occur. Such an approach is a waste of the land area being rezoned and is not an efficient use of natural and physical resources.
  - (b) The Council Structure Plan does not address:
  - (c) The exact area and shape to be covered by the zone and the amount of my property it would cover.
  - (d) The impact, both positive and negative, on the balance of my land.
  - (e) How it would affect the short term and long term drainage of my property.
  - (f) The effect on my tile drain system (my property is all tile drained with three exit points to the Awahou drain).
  - (g) The effect of the progressive water release into the Awahou drain and the capacity of that drain to cope.
  - (h) From the information received so far, it would appear that the affected area in the Council proposed Structure Plan could be a strip 50m wide running the length of my property. This is a sizeable area and would effectively take most of the land between the drain and my house site. The land left would be a small triangle and would be effectively useless. It would not be sufficient for development of residential sections.
  - (i) Other options for water detention for the rezoned land are available, specifically some combination of on-site storage for each section, inclusion of stormwater detention zones within the developed area and large pipes. In addition, if the road was relocated to the drain then it could be used as part of the stormwater detention area.



- (j) I support the stormwater solution proposed in the Structure Plan in my attachment 1. The indicative drainage reserve design presents an attractive open space that provides the necessary storage and stormwater utility to service the rezoned area.

**7. General Submissions**

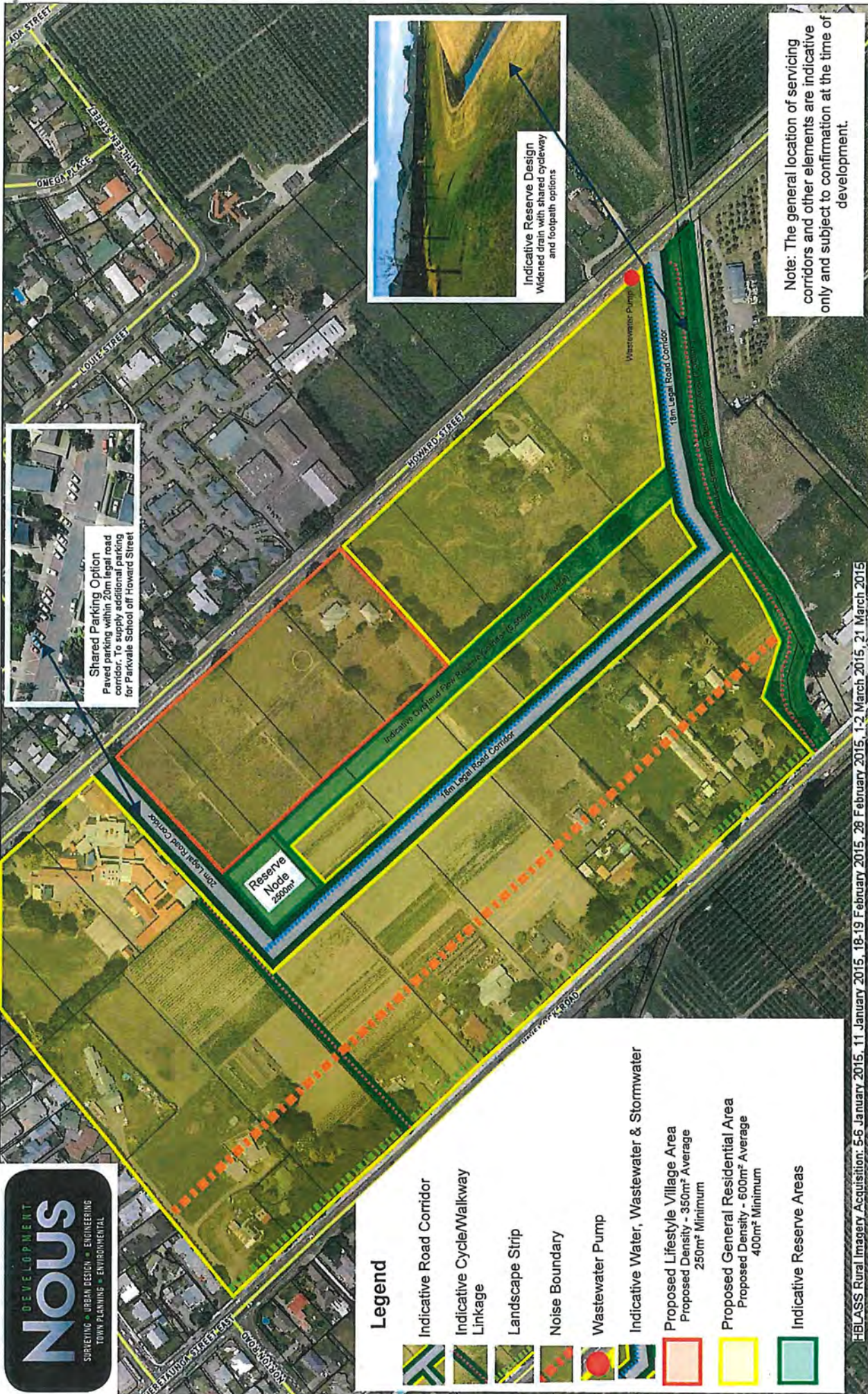
- (a) Compensation payable or to be credited to land owners on whose properties roading or other utilities are to be located should be based on the potential residential development of the land as rezoned to General Residential zone.
- (b) That given the nature of adjacent land uses the requirement for setbacks required by Rule 7.2.5G(2) should be waived on the land fronting onto Howard Street such that the normal front yard requirements would apply.
- (c) That an overlay should be applied to my property reducing the proposed density requirements down to a 350m<sup>2</sup> average and 250m<sup>2</sup> minimum so as to allow for more intensive forms of development such as is proposed for the Tremain land to the North of my property.

**8. I Seek the Following Decisions from the Territorial Authority:**










- (a) That the Hastings District Council proceeds with the rezoning of the Howard St area , up to the Awahou drain and including my property;
- (b) That the Council considers and adopts the alternatives proposed in my attached Structure Plan, including alternatives for roading and stormwater detention.
- (c) That the Council considers alternative options for the stormwater detention area which:
  - (i) Minimises or eliminates the amount of land required.
  - (ii) Includes a vegetation buffer zone between urban and rural land designations.
  - (iii) Mitigates the 50 year flooding issues on Masters, Kellys and Burns properties.







**Legend**

-  Indicative Road Corridor
-  Indicative Cycle/Walkway Linkage
-  Landscape Strip
-  Noise Boundary
-  Wastewater Pump
-  Indicative Water, Wastewater & Stormwater
-  Proposed Lifestyle Village Area  
Proposed Density - 350m² Average  
250m² - Minimum
-  Proposed General Residential Area  
Proposed Density - 600m² Average  
400m² - Minimum
-  Indicative Reserve Areas

Indicative Reserve Design  
Widened drain with shared cycleway  
and footpath options



Shared Parking Option  
Paved parking within 20m legal road  
corridor. To supply additional parking  
for Parkvale School off Howard Street



Note: The general location of servicing  
corridors and other elements are indicative  
only and subject to confirmation at the time of  
development.



**Howard Street  
Indicative Structure Plan**

HBLASS Rural Imagery Acquisition: 5-6 January 2015, 11 January 2015, 18-19 February 2015, 1-2 March 2015, 21 March 2015

HBLASS Rural Imagery Acquisition: 5-6 January 2015, 11 January 2015, 18-19 February 2015, 1-2 March 2015, 21 March 2015  
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**Craig Scott**

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**From:** Vincent Costello <vincent.mareecostello@gmail.com>  
**Sent:** Friday, 12 August 2016 12:24 p.m.  
**To:** districtplanreview  
**Subject:** Howard Street Residential Variation

We wish to object to the rezoning of Howard Street and ask that it remain Plains Zone.

This area has huge value as plains land and is one of the few remaining blocks of rural land so near the city. It is what makes the corridor between Hastings and Havelock North so special. If the land becomes residential it will just be the same as any other area in New Zealand, it is the rural aspect that gives the Havelock Road its uniqueness and if this special character is lost it will be detrimental to the whole area..

The land has far more value as cropping, agricultural and horticultural land than residential especially when there is a shortage of such high quality rural land in the area.

We feel it is the duty of the Council to look to the future and by keeping the zone Plains land, council will be ensuring the area retains its rural status and will be safe guarding the special character of the Havelock Road.

Maree and Vincent Costello  
1224 Howard Street  
Hastings  
Phone 8765437





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HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Hastings 4156  
Phone 06 871 5000  
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TE KAUNIHERA O HERETAUNGA

## Form 5: Submission on variation to the Proposed Hastings District Plan

### 'Variation 3 – Howard St Residential'

Resource Management (Forms, Fees and Procedure) Regulations 2003

Office use

Date Received: ..... (by authority) Submission Number: .....

#### To

Environmental Policy Manager  
Planning & Regulatory Group  
Hastings District Council  
Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

#### Name of Submitter(s)

First Name	Middle Name(s)	Last Name
Siman		Tremain
Cam		Ward.

#### Trade Competition

Submissions cannot be made to gain an advantage through trade competition as per Clause 6 of the First Schedule of the Resource Management Act 1991.

#### Local Government Official Information and Meetings Act 1987

The information contained in your submission will become publicly available official information held by the Council under the above Act. By taking part in this public submission process, submitters will be deemed to have waived any privacy interests in respect of that information.

#### 1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:

The whole of Variation 3

#### 2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)

As per attached.



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**3. I seek the following decision from the territorial authority:**

*(Give precise details, this section must be completed to ensure a valid submission)*

As per attached.

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4.  I wish to be heard in support of my submission.  
 I do not wish to be heard in support of my submission

5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing  
 I would not consider presenting a joint case

M. J. L. Solicitor for the submitter 12/8/16  
Signature of submitter (or person authorised to sign on behalf of submitter) Date

*(A signature is not required if you make your submission by electronic means)*

---

**6. Submitter Contact Details**

Contact Person: Matthew Lawson  
Postal address for service of submitter: PO Box 45  
Napier 4140  
Daytime Phone Number: 833 5012  
Fax Number: 833 5014  
Mobile Phone Number: 029 205 1699  
Email Address: m.lawson@lawsonandjones.co.nz





**2. My Submission is:**

1. The Submitter supports the rezoning of the Howard Street residential development as proposed by Variation 3 subject to the following submissions and amendments:
  - (a) The Submitter does not support the Structure Plan as proposed in Variation 3 (the Council Proposed Structure Plan). Instead the Submitter supports the form of Structure Plan as annexed as attachment "A" ("the Amended Structure Plan) and as detailed in the attached engineering report from Orogen Ltd annexed as attachment "B" to this Submission.
  - (b) The Submitter considers that the Amended Structure Plan proposed better meets the needs and aspirations of all landowners within the Variation area, provides better roading linkages to all properties, provides better servicing and utilisation of land in respect of stormwater, provides for car parking and alternative access to the adjacent school, and provides better utilisation and linkages between Reserve areas within the development area.
  - (c) The Submitter seeks a change to the density requirement of Rule 7.2.5A. At present the Plan provides for one residential building per 350 m<sup>2</sup> net site area. For the Howard Street urban development area Rule 7.2.5A(1)(b) provides for one building per site. The provisions of Table 30.1.6A provides that in the Howard Street Urban Development area a minimum site area of 400m<sup>2</sup> with an average site size of 600m<sup>2</sup> is required. This is considered inefficient particularly given the Submitter's proposal to create a lifestyle village area.
  - (d) The Submitter seeks a proposed density of 350m<sup>2</sup> average and a 250m<sup>2</sup> minimum Lot size together with amendment to Table 30.1.6A to reflect the smaller minimum Lot sizes as above.
  - (e) As noted above, in relation to Rule 7.2.6.2, the Submitter supports the adoption of a Structure Plan for the Howard Street development area but submits that the appropriate Structure Plan is as attached in attachment "1" to this Submission.

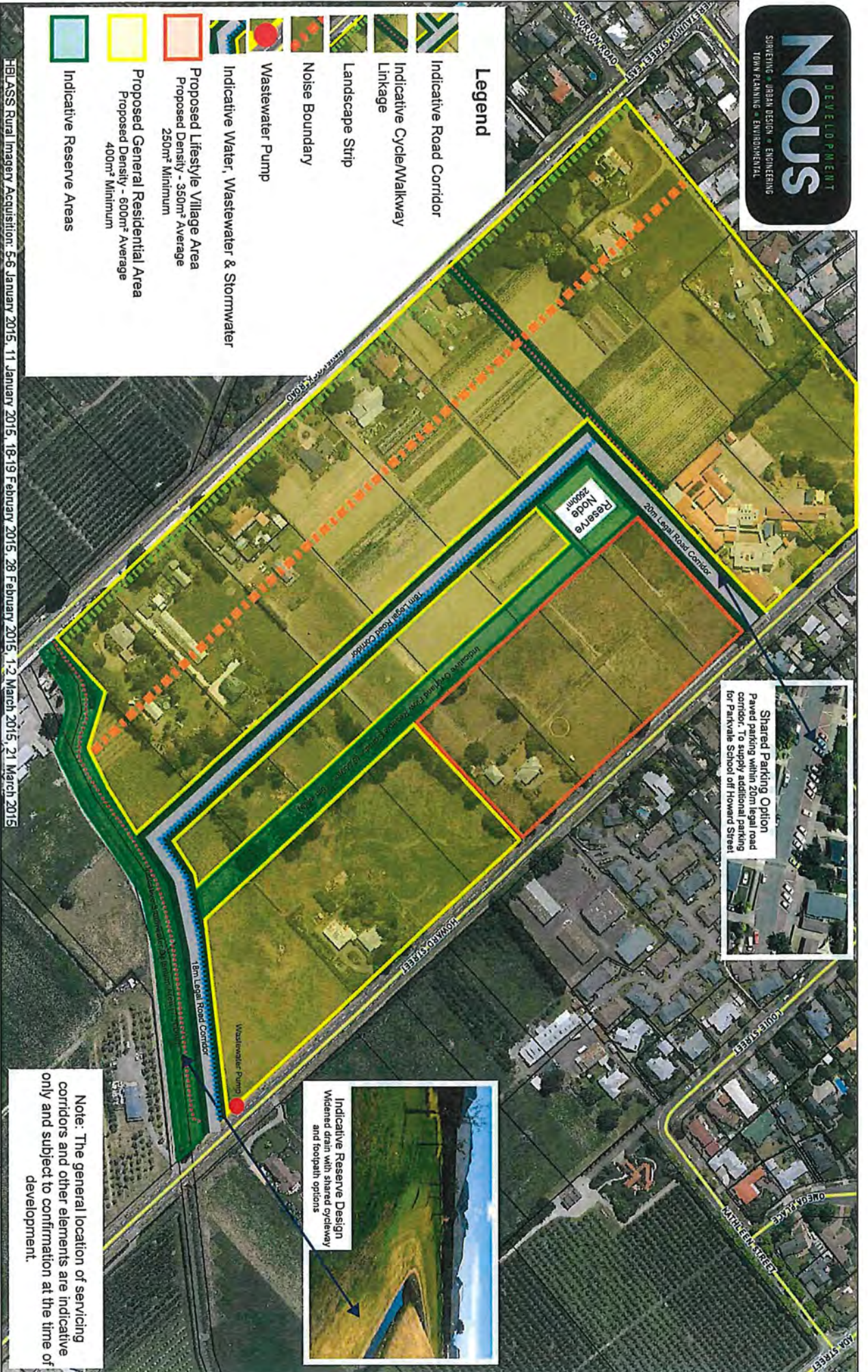
**3. The Submitter seeks the following relief:**

- (a) That the land within the Variation to be rezoned is proposed to General Residential.



- (b) That the Council adopt the Structure Plan as submitted by the Submitter and attached as attachment "1".
- (c) That the Council make any amendments as required by the Submissions above and any amendments consequential thereon.





**Legend**

- Indicative Road Corridor
- Indicative Cycle/Walkway Linkage
- Landscape Strip
- Noise Boundary
- Wastewater Pump
- Indicative Water, Wastewater & Stormwater
- Proposed Lifestyle Village Area  
Proposed Density - 350m² Average  
250m² Minimum
- Proposed General Residential Area  
Proposed Density - 600m² Average  
400m² Minimum
- Indicative Reserve Areas



**Note:** The general location of servicing corridors and other elements are indicative only and subject to confirmation at the time of development.

HBLASS Rural Imagery Acquisition: 5-6 January 2015, 11 January 2015, 18-19 February 2015, 28 February 2015, 1-2 March 2015, 21 March 2015

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"B"

Our Ref: 16024



Registered Company 5908347

PO Box 56051

Tawa, Wellington 5249

12<sup>th</sup> August 2016

Development Nous Limited  
Attention: Matthew Holder  
Via email

**HASTINGS DISTRICT COUNCIL –  
PROPOSED PLAN CHANGE VARIATION 3 HAVELOCK ROAD / HOWARD STREET**

We have reviewed the Draft Structure Plan – Howard Street Residential Area and considered the proposed from the perspective of good practice land development. The key considerations for this location are:

1. Appreciating topography and then aligning proposed road corridors and supporting infrastructure to be complementary to the topography and adjoining road network.
2. Recognising existing topography to then propose road alignments and overland flow/stormwater alignments and key drainage nodes that then promote minimal earthworks on the land.
3. Recognising and remedying existing flood prone areas.
4. Post development stormwater discharge and how this would be managed and mitigated with the zone.
5. Establishing a sensible sewer network to any future pump station, that incorporates a sensible depth of this pump station in addition to any rising main (discharge pipe) connection points to the current Council network.
6. Allowing for staged development across the zone to align with an overall zone servicing strategy.
7. Establishing a servicing strategy that is largely independent of individual landowners but beneficial to all landowners.
8. Establishing a concept that will be acceptable to Council and provide infrastructure that is to a service level expected by Council and therefore acceptable to be vested and publicly owned.

We have also read the reports by MWH Limited on wastewater and stormwater plus the *Appendix C(i) – Service Infrastructure overview* statement. We have also reviewed and discussed the HBRC modelling in the area and confirm that the existing flooding for the properties on Havelock Road can be removed through good land development design.







Through this exercise we have a good understanding of the land and its restrictions and accordingly we have developed various outcomes that we believe can be equally supported in the development of this land.

On this basis we provide the following statements in addressing each key element of the zone for further discussion:

#### **1. Topography – influence on roading, stormwater, and earthworks**

The proposed land area extends from housing on Windsor Avenue to the boundary of the Cooper property. However, from the perspective of topography and any future road grading and drainage it is sensible to consider all land up to the Riverslea Drain as this is the natural fall of the land to this key drainage feature.

The land is generally flat but falls 2 metres from the west to the east to the Riverslea Drain at a surface slope of 1 metre vertical for every 250 metres horizontal. Closer to the drain corridor the fall in the land changes to be perpendicular to the drain that would ensure that surface water ponds and drains (albeit slowly) toward Riverslea Drain.

As a result of this shape the natural high point in this topography is located to the south east boundary of the School with the low points being the Riverslea drain.

The proposed road alignments in the Draft Concept Plan are sensible but require consideration of topography and what these roads could potentially influence earthworks and stormwater overland flow.

The current high point in the land behind the school has an influence on any road grading from Howard Street in that it would either:

- match the ground profile and require lots adjoining it to be filled to enable them to drain to the road by aligning to a Crest as shown in our Option 1 concept plan, or
- cut into the highpoint which will enable lots to be built on the land but influence the transition from School to the road as the cut could be around 1m in depth at this boundary as shown in our Option 2 concept that targets a sag in this location.

The central spine road is centrally located and follows the slope of the land and spatial is promoted in a sensible location. This proposed corridor provides the ability for servicing all land titles by providing a low receptive corridor for drainage and services in addition to vehicular access that follows the slope of the land. Therefore, any earthworks associated with servicing any new lots to this road alignment will be efficient.

It is advantageous to extend the proposed central corridor access road to the Riverslea drain corridor to integrate with any drainage reserve at this location and provide a logical secondary flow corridor for the land. Conceptually we shown this road on both Options for access roads off Howard Street and we have conservatively graded this road at 1.25% for Option 1 and 0.4% for Option 2.

Currently we are promoting Council standard road boundary widths that could be optimised to integrate with the potential drainage corridors that we have identified



on this land. These corridors could also be reviewed from a Traffic Engineering perspective and may be optimised for traffic calming or volume requirements however for the purpose of alignment and impact of potential landholdings we have illustrated the impact of a 21.6 metre road corridor providing, traffic lanes, parking lanes, berms (for utilities and lighting), and footpaths as shown on drawing PL441.

**2. Stormwater – flooding from the Riverslea drain & Karamu Stream**

It is our understanding that the Hawkes Bay Regional Council have undertaken some preliminary concept planning for the area following the request of Hastings District Council. Their evaluation assesses the modelling of the Riverslea Drain to consider the critical flood water depth during a 2% Annual Exceedance Probability Event (50-year storm) on the land that they advocate as being R.L. 17.8 metres. This means that all land currently below this level is expected to flood during that event and any greater events and the flood prone land is shown in blue on the Council Draft Concept plan

To mitigate the risk of flooding on this land a small 300-400mm high bund to R.L 18.0m can be formed along the edge of the Riverslea drain over a length of around 155m. This bund would retain flood water within the Riverslea drain corridor during the 2% AEP event.

**3. Stormwater – mitigation of any development runoff**

We have considered conservative development of 15 lots per hectare across the proposed 25.42 hectare zone to determine the influence on stormwater runoff to the Riverslea drain.

Our preliminary assessment considers that all catchments will ultimately drain to the Riverslea drain and therefore any mitigation should consider the discharge to this drain. Therefore, the concept is to provide sufficiently sized attenuation within the proposed zone to maintain predeveloped discharge rates to the Riverslea drain up to and including the peak 2%AEP event. Given that the Riverslea drain discharges to the Karamu Stream and due to the potential to utilise the attributes of the topography on this zone we have evaluated what attenuation could be provided to mitigate the runoff from a 1% AEP (100 Year) event.

Our calculations are appended and apply the SCS method for attenuation control but use Rational formulae for calculating catchment runoff. Runoff coefficients aligning to the Council’s Code of Practice are:

	Runoff Coefficient
Predeveloped land	0.35
Developed (5 year event)	0.5
Developed (50 & 100 year event)	0.6

**4. Stormwater – Attenuation requirements**

The attenuation requirements for the land based on the 100 year event can be applied for conservative land planning. These requirements show the conveyance required through the land (i.e. secondary flow paths) and also the predeveloped discharge



rates to the Riverslea drain in addition to the overall storage required to be provided across the block at 7,980m<sup>3</sup>.

Based on the preliminary concept of providing storage on the park node, along the road corridor, and along the Riverslea drain corridor we envisage storage areas of the size of:

**100 year event minimum attenuation land requirements:**

	Node Volume (m <sup>3</sup> )	Node area (m <sup>2</sup> )	Indicative flood depth (m)
Park	2900	6450	0.45
Road corridor	1015	1350	0.75
Riverslea drain corridor	4065	5420	0.75

Dependent on land availability within the zone the road corridor and park areas can interact and increase or decrease to provide the same net node volume to ensure mitigation is provided.

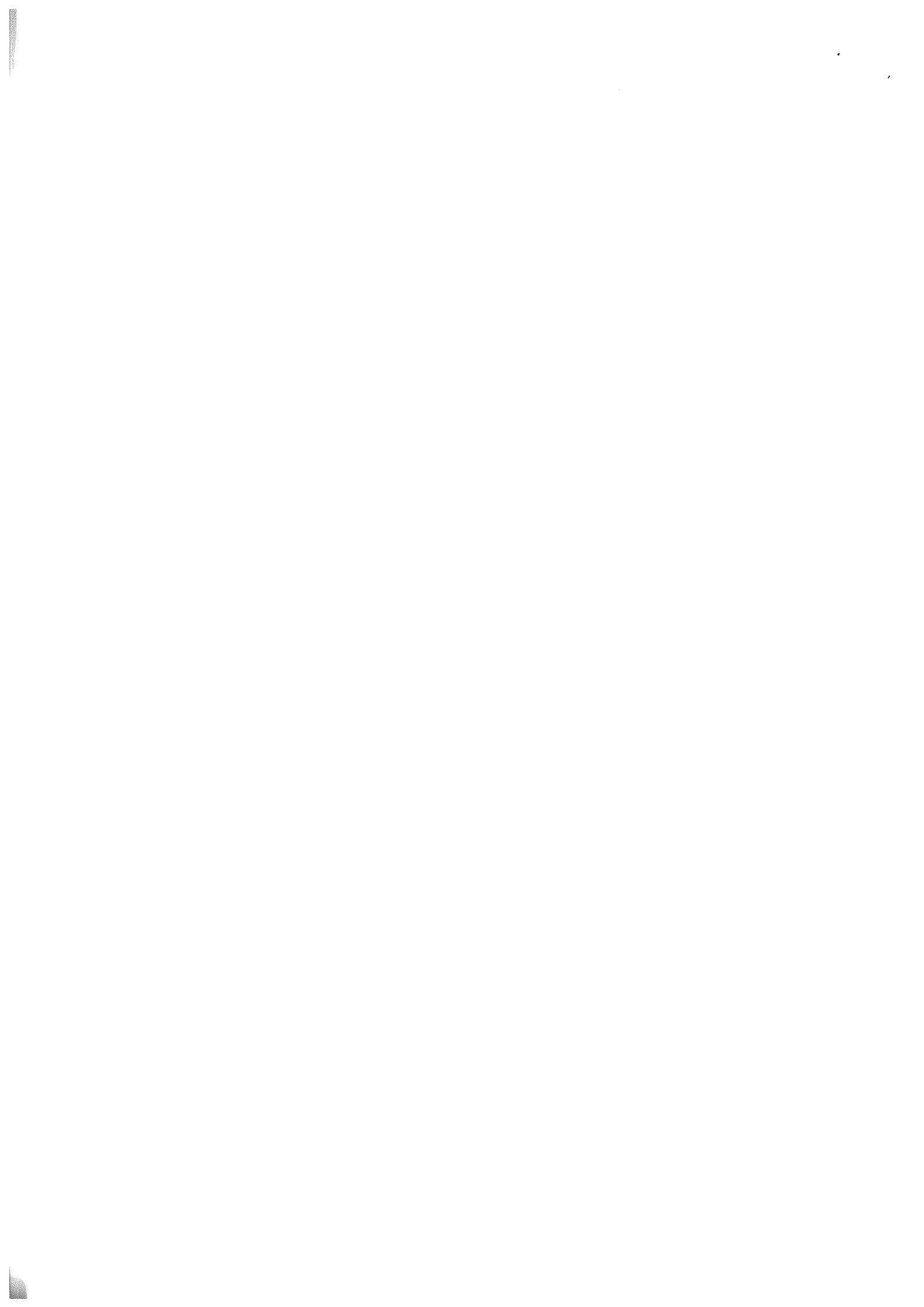
On inspection of the Riverslea drain corridor an elongated shape is preferred to provides interaction with the main drain flow path. The elongated storage shape can be softened in final landscape design to provide a dry basin for use as a walkway/park but this shape is required to be at a higher elevation than the main Riverslea drain in order for is attenuation function to perform and then drain to a dry basin.

5670m<sup>3</sup> of attenuation is required across the land for the 50 year design event. HDC require the design to this event which would reduce the volumes required by 70% of the 100 year event volumes for the same node. However, HBRC may require the 100 year mitigation due to the Karamu Stream and therefore these volumes are discussed for land planning.

Therefore, indicative areas for various options that work on the zone are available for discussion with the Development Nous Limited plan can be adapted to suit the final requirement of the structure plan. Supporting these layouts are the key cross sections for these corridors that can be developed through discussion to align desired outcomes for managing stormwater, traffic, pedestrians, and reserve interface.

Other items that should be accommodated in the zone rules to aid in stormwater management are low impact design outcomes:

- Encourage the consideration of different surface treatments in the road corridor. Particularly considering permeable paver for the parking bays which can provide a reduction in runoff from these surfaces.
- Encourage the consideration of rain gardens to utilise the underlying Heretaunga plains soakage capabilities in the road corridor to further reduce runoff.



- Encourage the consideration of some form of roof water storage for irrigation on new houses again provide the ability to reduce any runoff.

With the consideration of these low impact design options the reduction in runoff can be made that then translates to a reduction in attenuation required and therefore land required to provide for that attenuation.

## **5. Wastewater – proposed reticulation & pump station**

The MWH report considers various locations for a pump station and focuses on the location of the station and the required pumping main from that station to the existing reticulation. Each option is priced to form their recommendation.

No real consideration to land development is provided and hence our focus has been to consider the MWH report and then the development of the land to then provide our recommendations.

Based on the topography and the likely road gradients discussed earlier, two locations for the pump station exist and these are referred to as Howard Street West and Howard Street East. These locations enable sensible sewer grading in and around the land following the new road corridors that result in a pump station inlet sewer of 4.5m in depth. This will mean that the well will be deeper than this depth which will influence any storage and mean that the depth of the station will be at the 5 - 5.5m depth including any storage.

Based on these concepts we have provided a preliminary check of sewer reticulation to confirm that servicing of the land can be provided to Council's Code requirements and provide indicative sewer invert levels on the concept plan for setting connection points in the zone rules.

Of the two locations the Howard Street East location provides the opportunity to provide service to land to the north of Howard Street.

The overall estimated cost of either station is in the order of \$500,000 excluding GST allowing for a trenchless rising main, pump station, and a 20% contingency sum (\$80,000) that could accommodate power connections costs. An Industry standard design fee of 12% should be allowed for in line with the ACENZ/IPENZ fee guidelines for such structures which is \$60,000 excluding GST. Therefore, our preliminary estimate of cost for the pump station to service the zone is \$640,000 excluding GST and any land acquisition. The difference in this estimate to that of MWH is in the treatment of the contingency sums and fees that are scheduled in their table 6.2.

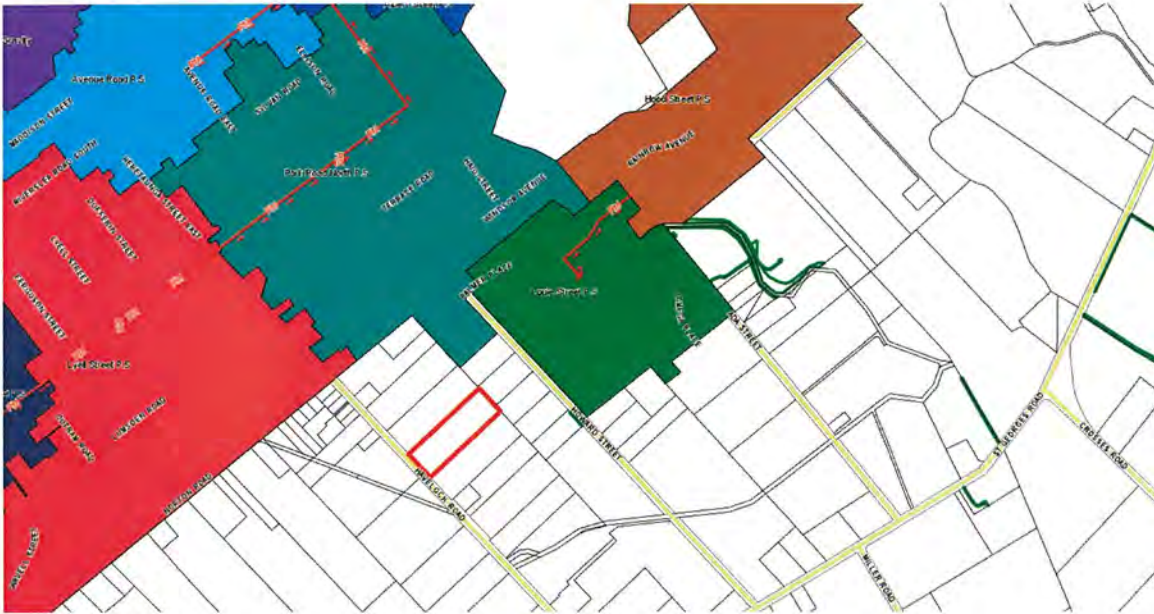
## **6. Wastewater – design flows and phased implementation**

Our preliminary evaluation of design flow from the zone is attached and estimates a Peak Wet Weather flow of 9.2 L/s that aligns to the MWH design flow of 10 L/s. During dry weather the anticipated design flow is anticipated to be 2.3 L/s.

We understand that Council is considering what existing wastewater network can be the discharge connection point from the new Howard Street pump station based on the current network capacities in those catchments. The catchments are shown on the below figure and each will have a residual capacity based current flowrate.







Our recommendation is that agreement is reached with Council on the connection point and that either the West or East station is built with sufficient offline storage to provide the ability to manage and limit discharge from the pump station based on the ability of the downstream network to receive that flow during wet weather. i.e. pump less than the design rate of 9.2 L/s and store the rest but accommodate for the dry weather flow (2.3 L/s) plus some component of wet weather flow.

Ultimately any downstream network upgrades would be required that would then reduce the frequency of use of the storage at the new pump station.

Therefore, to enable initial development in the zone a pump station is built with an agreed restricted discharge rate (controlled by pump size) with an agreed storage volume. This then correlates to the number of lots that can be developed and accommodated in the Council existing network. Via Agreement upgrades in the Council network are completed that then enables development of the any future lots beyond that threshold.

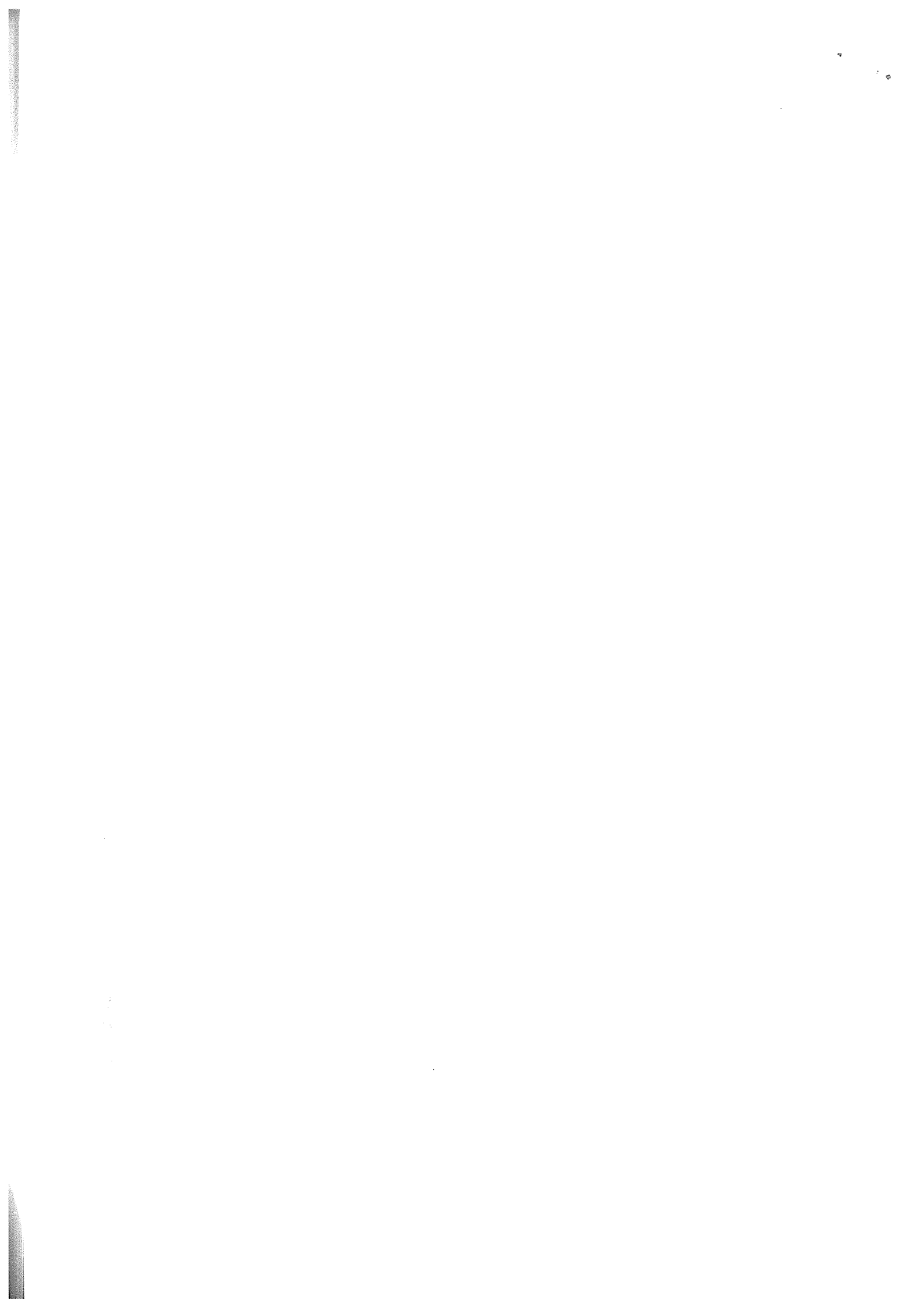
Yours faithfully,

**Darcy Brittliff**  
Director & Principal Engineer  
Orogen Limited

Enc: 16024 Preliminary Stormwater assessment  
16024 Preliminary Wastewater assessment







# Sewer concept assessment



**Assumptions**

1. Development density of 12 HEU/hectare accommodating for road corridors etc.
2. Peak factor of 2
3. Wet weather factor of 2

Catchment	Area (ha)	Density (HEU/ha)	Potential HEU	Population (3.5p/HEU)	ADWF (L/pop/day)	ADWF (L/s)	Peak factor (NZS4404 5.3.5.1)	PDWF (L/s)	Infiltration factor WWF	Wet weather flow (L/s)	PWWF (L/s)
A	5.72	12	69	240	250	0.7	2	1.4	2	1.4	2.8
B	3.76	12	45	158	250	0.5	2	0.9	2	0.9	1.8
C	8.19	12	98	344	250	1.0	2	2.0	2	2.0	4.0
D	7.75	12	93	326	250	0.9	2	1.9	2	1.9	3.8
<b>Total</b>	<b>25.42</b>		<b>305</b>	<b>1068</b>		<b>3.1</b>		<b>6.2</b>		<b>6.2</b>	<b>12.4</b>

c./ MWH 10L/s

**Pump station concept design**

Wet weather storage time (hours): 4

Volumes to store (m <sup>3</sup> )	44	ADWF x Time
	89	WWF x Time

Sensitivity to a NZS4404 variances for average population per HEU (as likely to be medium density) of 2.6 people per HEU

Catchment	Area (ha)	Density (HEU/ha)	Potential HEU	Population (2.6p/HEU)	ADWF (L/pop/day)	ADWF (L/s)	Peak factor (NZS4404 5.3.5.1)	PDWF (L/s)	Infiltration factor WWF	Wet weather flow (L/s)	PWWF (L/s)
A	5.72	12	69	178	250	0.5	2	1.0	2	1.0	2.1
B	3.76	12	45	117	250	0.3	2	0.7	2	0.7	1.4
C	8.19	12	98	256	250	0.7	2	1.5	2	1.5	3.0
D	7.75	12	93	242	250	0.7	2	1.4	2	1.4	2.8
<b>Total</b>	<b>25.42</b>		<b>305</b>	<b>793</b>		<b>2.3</b>		<b>4.6</b>		<b>4.6</b>	<b>9.2</b>

c./ MWH 10L/s

**Pump station concept design**

Wet weather storage time (hours): 4

Volumes to store (m <sup>3</sup> )	33	ADWF x Time
	66	WWF x Time

1000  
1000

1000  
1000

CUSTOMER SERVICES  
12 AUG 2016  
RECEIVED

HASTINGS DISTRICT COUNCIL  
207 London Road East  
Hastings 4156  
Private Bag 9002  
Hastings 4156  
Phone 06 871 5000  
Fax 06 871 5100  
www.hastingsdc.govt.nz  
TE KŌHĪHERA O HERETAUNGA

12

**Form 5: Submission on variation to the  
Proposed Hastings District Plan  
'Variation 3 – Howard St Residential'**

Resource Management (Forms, Fees and Procedure) Regulations 2003

HDC  
12 AUG 2016  
RECORDS MANAGEMENT

Office use

Date Received: ..... (by authority) Submission Number: .....

To

Environmental Policy Manager  
Planning & Regulatory Group  
Hastings District Council  
Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

**Name of Submitter(s)**

First Name	Middle Name(s)	Last Name
IAN	JAMES	KEILY

**Trade Competition**

Submissions cannot be made to gain an advantage through trade competition as per Clause 6 of the First Schedule of the Resource Management Act 1991.

**Local Government Official Information and Meetings Act 1987**

The information contained in you submission will become publicly available official information held by the Council under the above Act. By taking part in this public submission process, submitters will be deemed to have waived any privacy interests in respect of that information.

**1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**

SEE ATTACHED

**2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)**

SEE ATTACHED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. STORMWATER THE COPING CAPACITY AND SPECIFICATIONS FOR THE PROPOSED CHANGES TO THE RIVERSEA DRAIN, BACK WATER EFFECTS AND CHANGES IN ROLES AND RESPONSIBILITIES FROM HB REGIONAL COUNCIL TO HASTINGS DISTRICT COUNCIL BE PUBLISHED WITH SUFFICIENT TIMBERANCES TO ALLOW COMMUNITY AND PROPERTY OWNERS' INPUT TO ENSURE THE ADEQUACY OF THE PROPOSED STORMWATER SYSTEM.

3. I seek the following decision from the territorial authority:

(Give precise details, this section must be completed to ensure a valid submission)

3. 26.1.6A ACCESS(a) RESIDENTIAL, INDUSTRIAL AND COMMERCIAL ZONES.  
FOR PROPERTIES THAT FRONT HAVLOCK RD AND FUTURE DEVELOPMENTS WHICH ARE LANDLOCKED, ACCESS TO/FROM HAVLOCK ROAD SHALL BE PERMITTED.

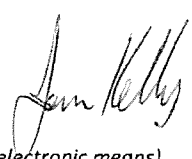
4.  I wish to be heard in support of my submission.

I do not wish to be heard in support of my submission

5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing

I would not consider presenting a joint case

Signature of submitter  
(or person authorised to sign on behalf of submitter)



Date 12/8/16

(A signature is not required if you make your submission by electronic means)

6. Submitter Contact Details

Contact Person: IAN KELLY

Postal address for service of submitter: 204 HAVLOCK RD  
HASTINGS

Daytime Phone Number: 068733403

Fax Number:

Mobile Phone Number: 0212244110

Email Address: kelleez@xtra.co.nz



3

- I seek the following decision from the territorial authority

- **26.1.6A Access (a) Residential, Industrial and Commercial Zones**

For properties that front Havelock Road and future developments which are landlocked, access to/from Havelock Road shall be permitted.

- **Stormwater**

The coping capacity and specifications for the proposed changes to the Riverslea Drain, back water effects and changes in roles and responsibilities from HB Regional Council to Hastings District Council be published with sufficient timeframes to allow community and property owners' input to ensure the adequacy of the proposed stormwater system.

John Kelly 12/8/16

①

- **Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**
  - **“Vehicle Access for sites located within the Howard Street Structure Plan (Appendix 80)**  
For all sites:
    - (a) No additional access shall be provided to **Havelock Road** for any new or existing site within the Howard Street Urban Development Area.
    - (b) No existing access off **Havelock Road shall cater for additional development** within the Howard Street Urban Development Area.”
  - **Outcome**  
“The Heretaunga Street-Havelock Road Corridor is maintained for its arterial road functions and as an important multi-modal transportation corridor through the minimisation of side friction.”
  - **Stormwater**  
  
“The Howard Street development area is currently not serviced by the urban stormwater network. The eastern boundary of the proposed rezoning is bordered by the Riverslea Drain which conveys urban stormwater from the south eastern catchments of Hastings to the Karamu Stream. The Riverslea Drain is managed by the HB Regional Council as part of the Heretaunga Plains drainage scheme however ownership would transfer to HDC once urban stormwater services were in place. The development area slopes gently in a south easterly direction towards Havelock Road and the Riverslea Drain. There is a rudimentary roadside swale in Howard Street which conveys minor stormwater flows to the Riverslea Drain but this swale is inadequate to cater for increased flows generated from residential development without significant upgrading.”

②

**My submission is:** We support the rezoning with the following provisions made

- **Access from Havelock North Road**  
The only access to the rear of my property is from Havelock Road. My property does not include access to Howard Street and thus the area will be landlocked and unable to be developed in accordance with the proposed Variation to Zoning to Residential.
- **Stormwater**  
  
The effect of increased flow to the Riverslea Drain and transfer of responsibility from HB Regional Council to Hawkes Bay District Council means that the specifications for the changes must ensure that there is reduced risk of flooding to the property adjoining the drain. It would appear that the main focus is between a 1 in 5 years and 1 in 50 years flood event. Changed weather patterns would strongly suggest that this is inadequate and needs to be extended to a more realistic time frame, say 1 in 100 years.

Submission on Proposed Variation No. 3  
Proposed Hastings District Plan 2015

**To:** Environmental Policy Manager  
Planning & Regulatory Group  
Hastings District Council  
Private Bag 9002  
Hastings 4156  
districtplanreview@hdc.govt.nz

**From:** Progressive Enterprises Ltd  
Private Bag 93306  
Otahuhu  
Auckland 1640

**Address for Service:** Kay Panther Knight, Civitas Ltd  
PO Box 47020  
Ponsonby  
Auckland 1144  
Ph: 09 360 8071  
Email: kay@civitas.co.nz

**Introduction**

1. Progressive Enterprises Limited (“**Progressive**”) is the proprietor of land at 246 – 258 Havelock Road, Hastings. This site and the surrounding area are proposed by Hastings District Council (“**the Council**”) to be re-zoned from Plains Production zone to Hastings General Residential zone, and subject to a Structure Plan.
2. Progressive operates 184 supermarkets across New Zealand. In the last three years, Progressive has invested \$500m million in new stores, with a further \$225 million planned investment in the 2016 financial year. Progressive is the second largest private sector employer in New Zealand, employing approximately 18,500 people.

3. Supermarkets serve an essential support function for domestic living, as well as providing an important economic function in the form of increased local employment. New supermarkets are established in new or growing residential catchments. This is particularly relevant in the context of Variation 3, which seeks to create a new residential neighbourhood, extending the Hastings urban footprint.
4. However, also in the context of Variation 3, the need for business growth alongside residential growth is not adequately recognised. It is prudent to enable essential support activities, such as supermarkets, alongside development of new homes.

#### **Nature of Submission**

5. Progressive **supports** the Variation insofar as it seeks to re-zone the identified Structure Plan area from Plains Productions to Hastings General Residential zone.
6. Progressive **supports in part** the Structure Plan (proposed Appendix 80) for development of the re-zoned area.
7. However, Progressive **seeks changes** to the Variation to ensure it better enables appropriate supporting development, namely a supermarket to accompany the proposed new homes.

#### **Reasons for Submission**

8. In its current form, the Variation:
  - a. Will **not** promote the sustainable management of natural and physical resources as required under Part 2 of the Resource Management Act 1991;
  - b. Will **not** enable people and communities to provide for their social, economic and cultural wellbeing;
  - c. Will **not** enable the efficient use and development of natural and physical resources;
  - d. Will **not** achieve a new residential subdivision design with high-quality amenity values owing to the layout and lack of connectivity; and
  - e. Is **not** the most appropriate means of exercising the Council's functions, particularly having regard to the efficiency and effectiveness of the provisions relative to other means.

9. Without limiting the generality of the above:

#### **Loss of Productive Soils**

- a. Progressive supports the findings of the Council in respect of the effect on versatile soils arising from the loss of Plains Production zoned land<sup>1</sup>. Specifically, Progressive agrees with the Council's conclusion, as follows:

*"...the loss of this (arguably somewhat already compromised) area of versatile soils is a necessary and unavoidable consequence of providing for long term urban growth in Hastings".*

#### **Appropriate Mix of Activities**

- b. Progressive agrees that the Variation is consistent with, and in fact delivers, the Heretaunga Plains Urban Development Strategy. Indeed, the Council acknowledges in its report<sup>2</sup> that the Howard Street Urban Development Area has been earmarked for residential development and expansion of the south-eastern fringe of the city since 2009.
- c. However, the draft National Policy Statement on Urban Development Capacity ("**the draft NPS**") seeks to ensure that a Council provides enough land and practical development capacity for both residential and business development within its district. Specifically, Objective A2 requires that local authorities:

*To provide sufficient residential and business development capacity to enable urban areas to meet residential and business demand.*

- d. To this end, Variation 3 does not achieve the intent of the draft NPS, as it provides only for residential development, and of a limited capacity too, since it restricts comprehensive residential development as a discretionary activity.
- e. Whilst Progressive understands that not every Variation or plan change needs to address all aspects of the draft NPS in isolation, it is understood that the Council currently does not intend to provide for any new business development, citing capacity in the city centre as a reason.
- f. The accompanying statement prepared by Urban Economics (**Appendix 3**) identifies that in fact there is a lack of available sites in the existing urban environments for a supermarket. Urban Economics also identify that the Howard St Urban Development Area can accommodate a supermarket without detrimental economic impact on the city

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<sup>1</sup> Section 7.6, Section 32 Summary Evaluation Report, prepared by Rowena McDonald and dated June 2016.

<sup>2</sup> Section 4.2, *ibid*.

centre. Indeed, Urban Economics consider that the proposed supermarket site, as illustrated on the accompanying revised Structure Plan (**Appendix 1**), achieves an optimal distribution of supermarkets throughout the district, thereby better achieving the intent of the Proposed District Plan's ("PDP") commercial strategy. Specifically, the relevant anticipated outcomes in section 2.10.4 of the PDP are:

*CS4 Avoidance of the adverse effects of commercial activities on adjoining environments.*

*CS6 Provision of a comprehensive, integrated and flexible mix of commercial development options to meet demand in a sustainable manner over the long term.*

- g. Further, as alluded to above, the Council's Variation report clarifies that the Howard Street Urban Development Area will not enable higher density, despite recognising that such a shift is in line with the Regional Policy Statement ("RPS")<sup>3</sup>. Rather, the Council propose to allow for low-medium density residential development, at an average density of 12 dwellings per hectare. By comparison, policy UD8 of the RPS seeks "an average yield of 15 lots or dwellings per hectare in each greenfield growth area developed post 31 December 2015".
- h. Progressive considers that the Variation presents an opportunity to encourage higher density residential development, thereby making more efficient use of re-zoned land, in a location that has been identified as being serviceable<sup>4</sup> and appropriate for development.
- i. In this way, concerns regarding the loss of residential capacity through the inclusion of a supermarket activity as proposed can be off-set through encouraging greater residential density across the development area. Resource consent would still be required for "comprehensive residential development"<sup>5</sup>, thereby allowing the Council an opportunity to assess the effects of such a proposal in this location. However, it is considered the discretionary activity consent status proposed by Council for comprehensive residential development will discourage innovative and more affordable development and should therefore be amended to restricted discretionary, in line with existing rule GR17 of Section 7.2.4.1 of the PDP.
- j. The accompanying statement by Richard Knott (**Appendix 2**) clarifies that such densities would not be out of character with surrounding existing density – identifying

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<sup>3</sup> Section 7.2, page 27, *ibid*.

<sup>4</sup> Council's Service Infrastructure Overview, Appendix C(i) to the Section 32 Summary Evaluation Report, prepared by Rowena McDonald and dated June 2016.

<sup>5</sup> Defined by the PDP as "development that comprises three or more residential buildings at a density of 20 – 40 residential buildings per hectare and incorporates an overall integrated design of buildings, infrastructure and parking".

more recent development on Windsor Ave to the north as examples, which demonstrate approximately 24 dwellings per hectare.

### **Layout and Structure of the Structure Plan**

- k. Progressive controls 3.19ha of land within the Howard Street Urban Development Area. This represents approximately 15% of the land area and according to Council's average density, is theoretically capable of accommodating 38 dwellings.
- l. Progressive intends to apply for resource consent to construct and operate a supermarket on the site, leaving surplus land for accompanying residential development, and provision of playing fields to allow for continued use of Progressive's land by the adjacent school.
- m. Access would be via Havelock Road, albeit in rationalised form as compared to the various existing crossings on the sites.
- n. None of the proposed activities prejudice the ability of the Structure Plan as proposed by Council to be achieved. However, Progressive recommends the following improvements to the Structure Plan, in accordance with advice from both Richard Knott Ltd and Traffic Design Group ("TDG") (statements have been provided by both at **Appendices 2 and 4** respectively):
  - Access to and from Havelock Road should not be so prohibitive as indicated by the Structure Plan. Reliance on the Corridor Management Plan of 2011 clearly precedes the proposed urbanisation of this area and development should instead be assessed on a case-by-case basis with respect to potential traffic generation effects. The current restricted discretionary activity status for infringing proposed Rule 26.1.6A.4 achieves this case-by-case assessment so no further amendment is considered necessary to the Variation.
  - Allowing linkages through the block bound by Howard Street and Havelock Road results in more logical urban design and lot layout throughout the development area. The traffic benefits are itemised in the accompanying statement prepared by TDG (**Appendix 4**).
  - Development should not "turn its back" on Havelock Road, as that will result in limited opportunities for passive surveillance of pedestrians and cyclists along Havelock Road. This is particularly relevant given the investment in the recently constructed cycleway.
  - Given the proposal to formalise playing fields on Progressive's site for use by the school, amalgamating this space with the proposed public reserve as shown on the

Structure Plan should be encouraged and designed for. That way, both the community and school benefit from a greater resource than would otherwise be provided.

- o. The accompanying revised Structure Plan (**Appendix 1**) incorporates the above-suggested amendments. Progressive considers the revisions achieve a better outcome in terms of residential density, amenity, public safety, accessibility and connectivity.

#### **Providing for a Supermarket**

- p. Having regard to the points made above, and in the accompanying expert reports, Progressive considers the Variation and associated Structure Plan represents an opportunity to specifically design for the supermarket activity and therefore avoid concerns regarding ‘ad hoc urban development’ as alluded to in the Council’s section 32 analysis<sup>6</sup> (and in Policy UD10.2 of the RPS).
- q. The relevant Anticipated Environmental Results of the RPS are as follows:

*AER UD3      More compact, well-designed and strongly connected urban areas.*

*AER UD4      Napier and Hastings retained as the primary urban centres for the Heretaunga Plains sub-region.*

*AER UD5      Encroachment of urban activities (residential, commercial, industrial) onto the versatile land of the Heretaunga Plains is confined to defined greenfield growth areas within specified urban limits.*

*AER UD7      Efficient utilisation of existing infrastructure.*

*AER UD8      Efficient utilisation of infrastructure which has already been planned and committed to by a Local Authority (e.g. by funding) but not yet constructed.*

*AER UD9      Increased use of public transport and active transport modes (cycling, walking), reduced dependency on the private motor vehicle and reduced energy use.*

*AER UD10     Planned provision for, and protection of, infrastructure to support existing development and anticipated urban growth in defined growth areas.*

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<sup>6</sup> Page 60, Section 32 Summary Evaluation Report prepared by Rowena McDonald, and dated June 2016.



*AER UD13 New development is appropriately serviced by wastewater, stormwater, potable water and multi-modal transport infrastructure*

- r. Progressive considers the inclusion of a supermarket within the Structure Plan via the amendments proposed to the Variation is consistent with these outcomes for the reasons identified earlier in this submission and in detail within the attached expert statements. The land controlled by Progressive is best suited to a supermarket in the Structure Plan area as it comprises those site requirements identified by Urban Economics in **Appendix 3**, as follows:
- A minimum area of 1.0 hectare
  - A minimum dimension of approximately 70m
  - Access to a major arterial road
  - Close proximity to a residential market area
  - Relatively low land cost.
- s. Further, the proposed site-specific nature of the restricted discretionary activity status for a supermarket on the site ensures no precedent effects arise throughout the General Residential zone, and permits a robust assessment of the activity at the consenting stage.
- t. Progressive recommends a series of matters of discretion in the following section of this submission regarding relief sought. It is considered these matters will adequately address all relevant effects of such a proposal, particularly when considered in the context of delivering all elements of the Structure Plan as proposed.

### **Relief Sought**

10. Progressive seeks the following relief:

- a. Approve the Variation with the following proposed amendments
- i) Amend the Structure Plan in Appendix 80 in line with the attached revised plan, identifying the supermarket site location and provision for limited access onto Havelock Road;
  - ii) Amend Rule 7.2.6.2 Structure Plans as follows:

*Activities shall be carried out in a manner that ensures that the activities, infrastructure and reserves shown on the following Structure Plans can be implemented and are not restricted in any way.*

- *Lyndhurst Structure Plan...*

- Howard Street Structure Plan Appendix 80, Figure 2

Howard Street Urban Development Area

- a) No development of a site shall occur...
- b) No development of a site shall occur...
- c) Construction of a supermarket on the sites at Lot 42 DP 752, Lot 1 DP 8949 and Lot 1 DP 336086 as illustrated in Appendix 80 is a restricted discretionary activity.

iii) Insert a new rule in 7.2.4.1 that enshrines the above Structure Plan activity, as follows:

<i>Rule</i>	<i>Activity</i>	<i>Status</i>
<u>GRXY</u>	<u>Construction and operation of a supermarket on the sites at Lot 42 DP 752, Lot 1 DP 8949 and Lot 1 DP 336086 as illustrated in Appendix 80</u>	<u>RD</u>

- iv) Amend GR17 in Rule 7.2.4.1 to include reference to Appendix 80 such that comprehensive residential development is provided for in the Howard Street Urban Development Area as Restricted Discretionary (Non-notified).
- v) Introduce new assessment criteria at section 7.2.8 to address the proposed restricted discretionary activity status for a supermarket on the site identified in the revised Structure Plan at Appendix 80. The following are suggested matters of discretion:
  - i. Residential amenity
  - ii. Economic effects
  - iii. Traffic generation, access and parking demand
  - iv. Landscape and urban design
  - v. Operational and functional requirements of supermarkets.

- b. Any consequential and/or other changes necessary to address the matters identified in this submission.

**Other Matters**

11. Progressive wishes to be heard in support of its submission.
12. If others make a similar submission, Progressive would consider presenting a joint case with them at the hearing.
13. Progressive could not gain an advantage in trade competition through this submission.

**Signature**



**Kay Panther Knight**  
**Principal Planner, Civitas Ltd**  
On behalf of Progressive Enterprises Ltd

12 August 2016





**ALTERNATIVE HOWARD STREET STRUCTURE PLAN**

Note: Not to Scale. General location of servicing corridors and all other elements are for illustration only and are only indicative. All matters are subject to confirmation at time of development.

**Legend**

- ▲ Notable Trees
- Indicative streets, including cycle/walkways
- Indicative stormwater
- Indicative water, wastewater and stormwater
- Noise boundary
- ▨ Indicative stormwater detention area
- Wastewater pump
- Potential Reserve
- - - Development Area

Richard Knott Limited  
for Progressive Enterprises  
11th August 2016





**To:** Kay Panther Knight; Civitas Ltd

**CC**

**From:** Richard Knott

**Date:** August 12<sup>th</sup>, 2016

**Re:** Proposed Hastings District Plan, Variation 3 Howard Street

---

As consultant urban designer to Progressive Enterprises, I have previously visited this area and carried out an urban design site assessment which considered the character of the wider neighbourhood, the local area and their site (within its surroundings) at 246, 250 and 258 Havelock Road.

Having read and considered the Proposed Variation 3 – Howard Street Residential Development Area, I have the following thoughts and comments regarding urban design matters.

- From my interpretation of the Structure Plan, it appears that the Council propose to establish a landscape strip along the boundary of the land with Havelock Road. I assume that development would be located behind this and, in line with the detailed wording of the plan change, there would be no direct vehicular access to Havelock Road. In practice this is likely to lead to lots being orientated so that their rear boundary faces Havelock Road, so that passers-by including pedestrians and cyclists in Havelock Road will glimpse rear fences through the landscape strip.
- This approach is contrary to good urban design practice. It is commonly accepted that development/dwellings should face streets, and so maximise the opportunity for interaction between owners/occupiers with other users in the area and to encourage good passive surveillance of the street. This increased interaction and passive surveillance will improve the safety and security of the street for all users, including pedestrians and cyclists.
- It would also be good practice (assuming that it is designed as an attractive area) to have dwellings facing towards the stormwater detention area reserve. Again this provides passive surveillance of that area, so improving the safety and security of users. By way of example, the 'green finger' storm water management areas in Flat Bush, Auckland provide an important amenity for residents, providing a pleasant environment for walking and other recreation as well as an attractive environment to view from within houses and from the street.
- The existing school currently uses land owned by Progressive Enterprise as additional sports fields. The proposed structure plan identifies a Reserve Node (indicated by a green circle adjacent the school boundary). There is logic in this public reserve node and the additional school sports fields land being brought together so that they are adjacent to each other. Such an arrangement would benefit both the community and the school as they could both benefit from a greater resource than they would otherwise have. This approach is becoming more common within Auckland and other areas which are experiencing development pressure and increased residential densities.
- The proposed structure plan shows only limited linkages for pedestrians and cyclists from Howard Street to Havelock Road. It would be good practice to provide a greater number linkage from Havelock Road to Howard Street. Providing these would more successfully break down the size of the

'Howard Street' block of land and enable easy pedestrian and cycle connectivity. These linkages should not be located behind dwellings but within areas which are well overlooked from dwellings and from public areas, to ensure the safety and security of users. They should therefore ideally be located within or adjacent to streets.

- The Plan Change requires that lots be an average of 600m<sup>2</sup> with a minimum size of 400m<sup>2</sup> allowed. I consider that requiring an average lot size of 600m<sup>2</sup> does not make best use of this valuable resource and could in time bring the need to release other land for development. I believe that it would be appropriate to develop the land at a minimum a density which reflects that seen on other sites in the local area. This approach would allow other uses, such as a supermarket, to be accommodated on the land whilst also delivering the anticipated overall number of dwellings.
- By way of example, both 303-307 Windsor Avenue and 311 Windsor Road are developed for six lots, with each lot averaging a little over 400m<sup>2</sup>. I consider that such densities, or higher, could easily be achieved on the Howard Street land without it appearing in any way out of keeping with its surroundings. Indeed, I believe that subject to careful design it could be possible to develop at a density higher than 400m<sup>2</sup> lots and still create a similar overall appearance in terms of spaciousness etc.

### **Alternative Structure Plan**

In view of my comments above, I have prepared an alternative Structure Plan which would address all of these matters. This is included as Appendix 1 to this memo.

This alternative Structure Plan assumes that the school will remain in its existing location and also illustrates how all of the above matters could be addressed with land also allocated for Progressive's proposed supermarket development.

The structure plan shows the creation of development fronting Havelock Road, Howard Street and the stormwater detention area; in line with urban design good practice. A series of new streets would link into the area from both Howard Street and Havelock Road, supplemented by additional roads to form a well-connected grid network which would be fronted by development. This grid network would allow easy movement through the area for residents, providing convenient access to the school, public open space areas and the supermarket site by foot, cycle or car.

A supermarket in this location would be central to the new residential neighbourhood created in the Howard Street Residential Growth Area. It would provide an important focus for this the neighbourhood, and would be easily accessed from all parts of the new Howard Street area by the grid network of footpaths, cycle routes and roads.

A supermarket in this location would also be well located to serve parts of Hastings not currently well served by a Supermarket; with the development of the supermarket and the associated network of footpaths, cycle routes and roads a significant number of existing householders would be able to now walk or cycle to a supermarket for small shopping trips or alternatively drive a very short distance if they were undertaking a larger shop.

The layout of the supermarket site could be arranged to ensure that the scheduled trees along the front of the site could be maintained and to also help to facilitate vehicular access to other land within the Howard Street area and in turn be well connected to the wider Howard Street area for all pedestrians, cyclists and car drivers.

The alternative Structure Plan does not show the creation of a 'landscaped strip' along the Havelock Road frontage. As outlined above it is considered preferable to face dwellings towards Havelock Road, to ensure



good passive surveillance of the street, and of cyclists and pedestrians using it. This will enhance the safety and security of the street. Notwithstanding this, it would be expected that lots created adjoining Havelock Road would contain trees and low landscaping in front yard areas and would as a result positively contribute to the overall character and appearance of Havelock Road. Similarly, it would be expected that the development would also enhance the character and appearance of Howard Street.

A handwritten signature in blue ink, appearing to read 'Richard Knott', with a horizontal line extending to the right.

Richard Knott MRTPI IHBC IHE



10 August 2016

**Re: Variation 3 Submission - Howard Street Residential**

The following points outline the economic benefits of including a supermarket within Variation 3 - Howard Street Residential area.

**1. Forecast Demand for Supermarkets in Hastings and Havelock North**

The District's supermarket expenditure is forecast to increase by \$26 million by 2021, and by \$49 million over the next decade. This means that if an additional supermarket opened in 2018, the existing supermarkets would return to their current level of sales within approximately a 4-year period (i.e. 2022), assuming a turnover of \$30 million.

This is supported by the background research Hastings District Council commissioned for the Proposed Hastings District Plan. Most notably, a report prepared by CBRE (Hastings Central City and Commercial Services Report, August 2012) concluded that the District will achieve growth in demand for supermarket floor space of approximately 3,800m<sup>2</sup> by 2023.

On the basis of this increase in demand for floor space over the short term future, it can be concluded that there is a very low probability that an existing supermarket would cease to trade as a result of an additional supermarket.

**2. Site Requirements of Modern Supermarkets**

Modern supermarkets generally require a site with the following characteristics:

- A minimum area of 1.0 hectare
- A minimum dimension of approximately 70 metres
- Access to a major arterial road
- Close proximity to a residential market area
- A relatively low land development cost

**3. Availability of Suitable Sites for Supermarkets**

Based on a review of existing commercial property in the District, there are no sites that meet the size, dimension, location and commercial feasibility requirements for an additional supermarket in the District. Meeting the future demand for an additional supermarket therefore requires additional land to be zoned or consented for supermarket use.

**4. Suitability of this Location for a Supermarket**

The Variation 3 - **Howard Street Residential** site (the "**Variation 3 site**") has the above listed characteristics and is therefore considered to be suitable for a supermarket.

Further, Havelock Road is considered to provide sufficient access and proximity to an existing and future residential market area to support a supermarket. In particular, the area to the south-east of Riverslea Road in Hastings and Havelock North presently has only one supermarket (out of a total of

five across the District); however represents approximately 40% of the District's total population. This part of the District is presently under-supplied with supermarkets, with the implication being that residents in this location incur greater transportation costs to access a supermarket.

#### **5. Optimal Distribution of Supermarkets**

Supermarkets locate in CBDs and Town Centres because of the access that these locations provide to residents. Supermarkets also locate in suburban locations and near major arterial roads, similarly because of the accessibility these sites provide.

This is reflected in Hastings District with four supermarkets located in the CBDs and one supermarket located in a suburban location (Flaxmere). This is a normal and efficient distribution of supermarkets because it optimises access and reduces transportation costs for residents.

A supermarket within the Variation 3 site would be consistent with the existing distribution of supermarkets in Hastings and other towns and cities across New Zealand, and would reduce transportation costs for residents located to the south-east of Riverslea Road in Hastings and in Havelock North.

#### **6. Optimal Network of Countdown Supermarkets in Hastings and Havelock North**

Progressive Enterprises has one main brand (Countdown). Therefore, to avoid "cannibalisation" of an existing Countdown store's turnover, a new Countdown store must establish in a separate geographic location. By comparison, the main competing supermarket operator has two brands (Pak N Save and New World) which target distinct sectors of the market, and therefore can co-locate without significant "cannibalisation" of turnover.

In the Hastings District, there is one Countdown, located in the northern part of the Hastings CBD. A viable second Countdown store within the District therefore requires a different geographic location to the Hastings CBD.

#### **7. Benefits of Competition in the Supermarket Sector**

A recent academic study completed by the London School of Economics (The Productivity Costs of Planning for Supermarkets: Evidence from a Micro Dataset, Paul Cheshire, Christian Hilber and Ioannis Kaplanis, 2011) concluded that excessive land use restrictions on supermarkets in the UK have reduced the productivity of this sector by at least 20%. Because there is forecast demand to support an additional supermarket, there are significant benefits in enabling an additional supermarket in the District. Any restriction on the availability of suitable sites for an additional supermarket would therefore result in significant costs to the community. In addition, increased competition will decrease prices and increase the range of goods available.

#### **8. Impact on the Commercial Feasibility of the Existing CBDs**

Based on the forecast increase in the District's supermarket expenditure, and the very low probability of an existing supermarket ceasing to trade as a result of an additional supermarket, it is concluded that there would be no significant effect on the vitality or viability of the Hastings CBD or Havelock North CBD as a result of a supermarket in this location.

Adam Thompson

10.08.2016



Progressive Enterprises Limited  
c/- Civitas Limited  
PO Box 47020  
Ponsonby  
**Auckland 1144**

TDG Ref: 12651  
11 August 2016

**Attention:** Kay Panther-Knight  
**Issued via email:** [kay@civitas.co.nz](mailto:kay@civitas.co.nz)

Dear Kay

### **Howard Street Residential - Proposed District Plan Variation Traffic and Transport Comments**

The Proposed Hastings District Plan as amended by Variation 3 shows all vehicle access to the proposed 21.2 ha of re-zoned residential land to be via Howard Street. That is, no vehicular access is shown to be permitted to Havelock Road.

This proposed arrangement reflects the 2011 strategic vision of the Heretaunga Street – Havelock Road Corridor Management Plan, but which itself was prepared independent of this current urban zoning proposal.

We are of the opinion that this proposal should be amended to include options for access along Havelock Road, giving recognition to the following basic transportation principles:

#### **1. Connectivity and Permeability**

Variation 3 redefines the urban edge of Hastings to include a new block of land comprising 21.2ha in the General Residential zone, under the Proposed District Plan. This block of land is bounded by Howard Street to the north and Havelock Road to the south, with existing residential properties providing the western border and a drainage ditch to the east.

The existing good vehicular connectivity and permeability principles, as seen complementing established urban development along Heretaunga Street East, should and can be continued along Howard Street and Havelock Road up to the new future urban edge proposed by the new block of land.

From a transportation efficiency perspective, well-considered connectivity for the block would distribute traffic along Havelock Road, providing efficient main-line travel as intended by the corridor, and mitigating the effect of otherwise concentrating all proposed Howard Street Housing Development trips at single points.

As established already within the Hastings urban area to the west, an interconnected street grid achieves the desired outcome of dispersing traffic, shortening travel times and lessening land use impacts.

## 2. Concentrated Traffic on Howard Street

By not providing access to Havelock Road, all the proposed Howard Street development traffic will need to use Windsor Avenue to the west and St Georges Road to the east. The Traffic Impact Assessment prepared by MWH for the Hastings District Council identified congestion issues and safety concerns in relation to Parkvale School.

Without any access to Havelock Road, an increase of peak hour commuter trips would be made along Howard Street past the sensitive school zone and therefore have a negative effect on the safety of vulnerable road users. This is a concerning outcome of the currently-proposed access provisions of the housing zone.

## 3. Access and Egress

Existing and future access and egress along Havelock Road can be rationalised with removal of existing driveways and the provision of formal street connections at defined locations, lessening the points of exposure experienced at present, particularly for users of the shared cycle and pedestrian path adjacent the corridor.

Access and egress to the proposed Howard Street precinct can be formalised just in the same way the adjoining urban network has been established historically, with good transportation effect. The internal network suggested by the Alternative Structure Plan appended to Mr Knott's assessment presents a good example of a possible roading system, enabling the convenience and efficiency of vehicle access to and from Havelock Road.

Such connectivity aligns well with the multi modal transport vision for the Havelock Road Corridor, providing seamless accessibility to and from the corridor for all users.


## 4. Formalised Accessibility

Well-considered and well-designed intersections on Havelock Road can create safe and efficient access for the proposed area of re-zoning at Howard Street, to provide good connectivity towards Hastings in one direction and Havelock North in the other direction. In this way, site traffic will disperse in the desired directions with no need for travel through lesser (undesirable) streets.

Indeed, it is an established transportation planning principle when considering potentially large sources of travel generation such as the proposed area of re-zoning at Howard Street that it can be preferable from a transportation efficiency perspective to provide for that travel via managed access directly to the frontage transportation corridor. Doing so potentially enables more effective, efficient and compatible integration of the activity with the distributive function of the corridor, than can be achieved by pushing all generated travel demands to limited and highly concentrated points of connection away from the zone.

Such side road intersections can be provided as standard tee-junctions in the same form as other established intersections along the corridor, carrying up to 2,000 to 4,000 vehicles per day, or may be formalised as a roundabout for example, as also exists variously along the corridor and indeed as contemplated as new additions by the Corridor Management Plan, to provide added capacity.





The internal road network within the zone can be designed in a manner to discourage external vehicles using the precinct as a rat-run. The form and design of the roads and their intersections can include physical features that limit travel speeds and discourage through-movement, in a way that other established streets remain preferred. In our view, such a prospect of rat-running would not be an issue.

It is good transportation practice to achieve a roading network that functions with good movement capability, good levels of connectivity and accessibility, and with efficient performance. Limiting access to only Howard Street, as proposed, would in our view fail to achieve these fundamental outcomes, for the reasons described above.

Yours sincerely  
**Traffic Design Group Ltd**



**Cobus de Kock**  
**Associate**  
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**Form 5: Submission on variation to the  
Proposed Hastings District Plan**

**'Variation 3 – Howard St Residential'**

Resource Management (Forms, Fees and Procedure) Regulations 2003

Office use

Date Received: ..... (by authority) Submission Number: .....

**To**

Environmental Policy Manager  
Planning & Regulatory Group  
Hastings District Council  
Private Bag 9002  
Hastings 4156  
Email: districtplanreview@hdc.govt.nz

**Name of Submitter(s)**

First Name	Middle Name(s)	Last Name
Roderick Geoffrey	Mackay	Crawford

**Trade Competition**

Submissions cannot be made to gain an advantage through trade competition as per Clause 6 of the First Schedule of the Resource Management Act 1991.

**Local Government Official Information and Meetings Act 1987**

The information contained in your submission will become publicly available official information held by the Council under the above Act. By taking part in this public submission process, submitters will be deemed to have waived any privacy interests in respect of that information.

**1. Specific Provisions of Variation 3 – Howard St Residential that my submission relates to are:**

Reverse sensitivity

**2. My submission is: (include whether you support or oppose the specific parts of the notice of requirement or wish to have them amended; and reasons for your views)**

I oppose Variation 3 Howard St Residential  
I am concerned with residential moving ~~near~~ <sup>next to</sup> our manufacturing and growing site that the residents will complain about our current and/or future business practices we have. For example: Horticultural

Spraying, frost windmills, irrigation pumps, Events held, heavy truck traffic, noise from night time operations where we process fruit at night during harvest operations.

It has been shown that residents moving into established business areas, and subsequently complaining, can impact the ongoing viability of the business. eg. Mushroom Farm.

3. I seek the following decision from the territorial authority:

(Give precise details, this section must be completed to ensure a valid submission)

- ① That these possible future residents are not allowed to complain about above business activities
- or
- ② That my property is included in residential plan and I'll move the business to somewhere more suitable.

4.  I wish to be heard in support of my submission.

I do not wish to be heard in support of my submission

5.  If others make a similar submission, I will consider presenting a joint case with them at a hearing

I would not consider presenting a joint case

Signature of submitter

(or person authorised to sign on behalf of submitter)

(A signature is not required if you make your submission by electronic means)

Geoff Crawford

Date 14/8/16.

6. Submitter Contact Details

Contact Person:

Geoff Crawford

Postal address for service of submitter:

PO Box 8952 Havelock North

Daytime Phone Number:

378 4460

Fax Number:

878 4440

Mobile Phone Number:

021 703663

Email Address:

geoff@teleglyphill.co.nz