
Variation 3 – Howard Street Residential Development Area

Amendments to Proposed Hastings District Plan

Parts of the Plan affected:

Planning Maps

Section 2.4 Urban Strategy

Section 7.2 Residential Environments

Section 26.1 Transport and Parking

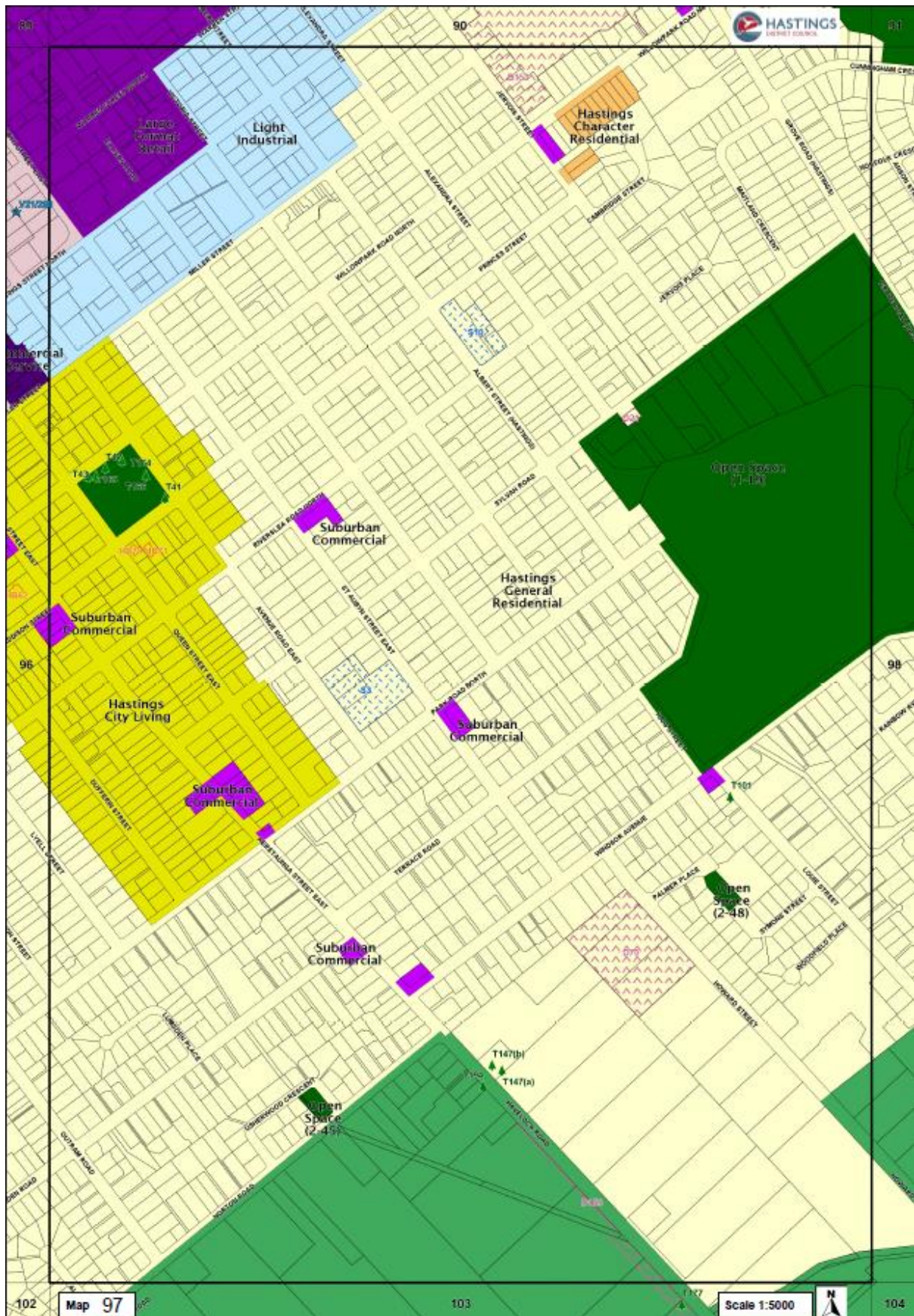
Section 30.1 'Subdivision and Land Development

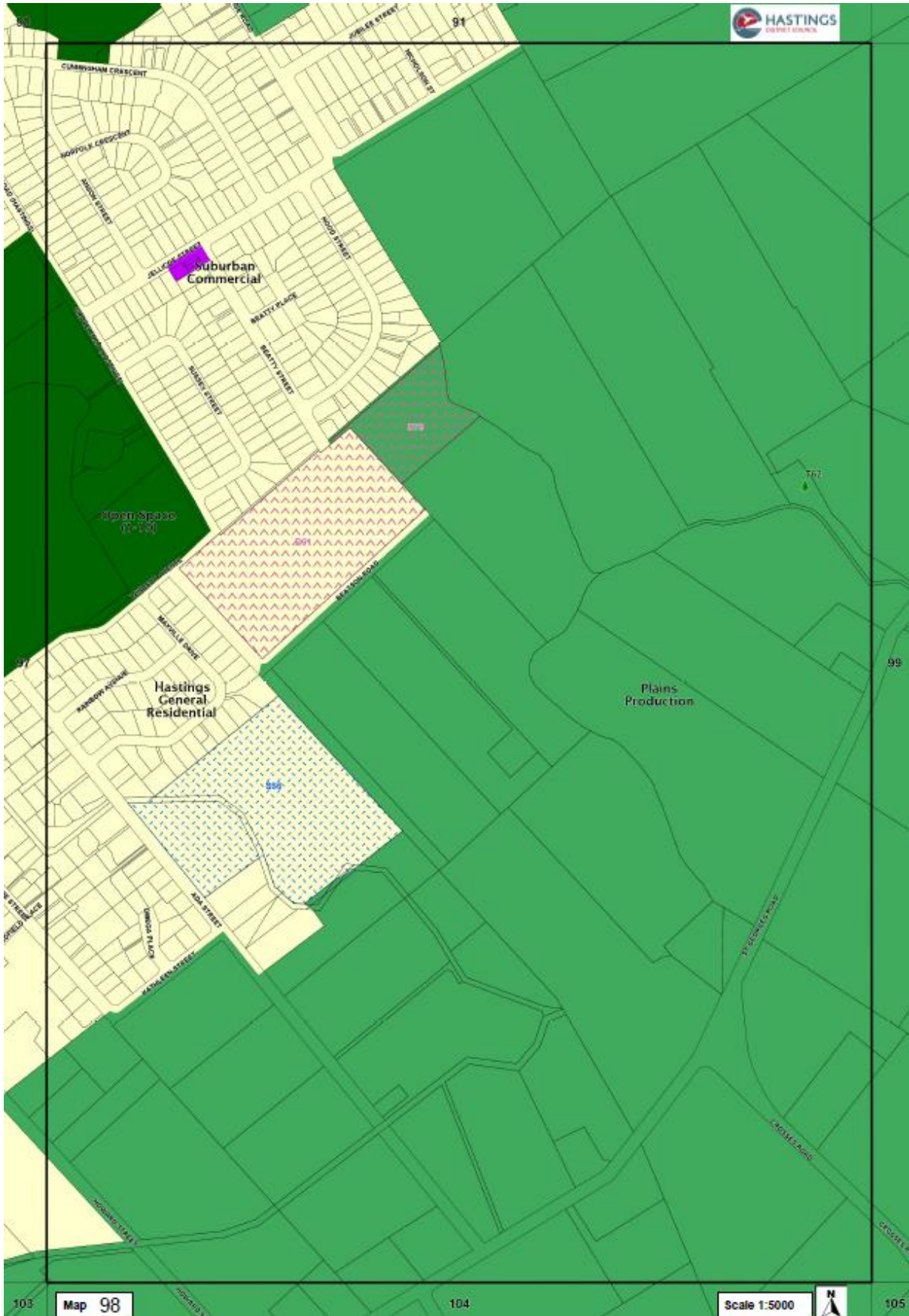
Appendices

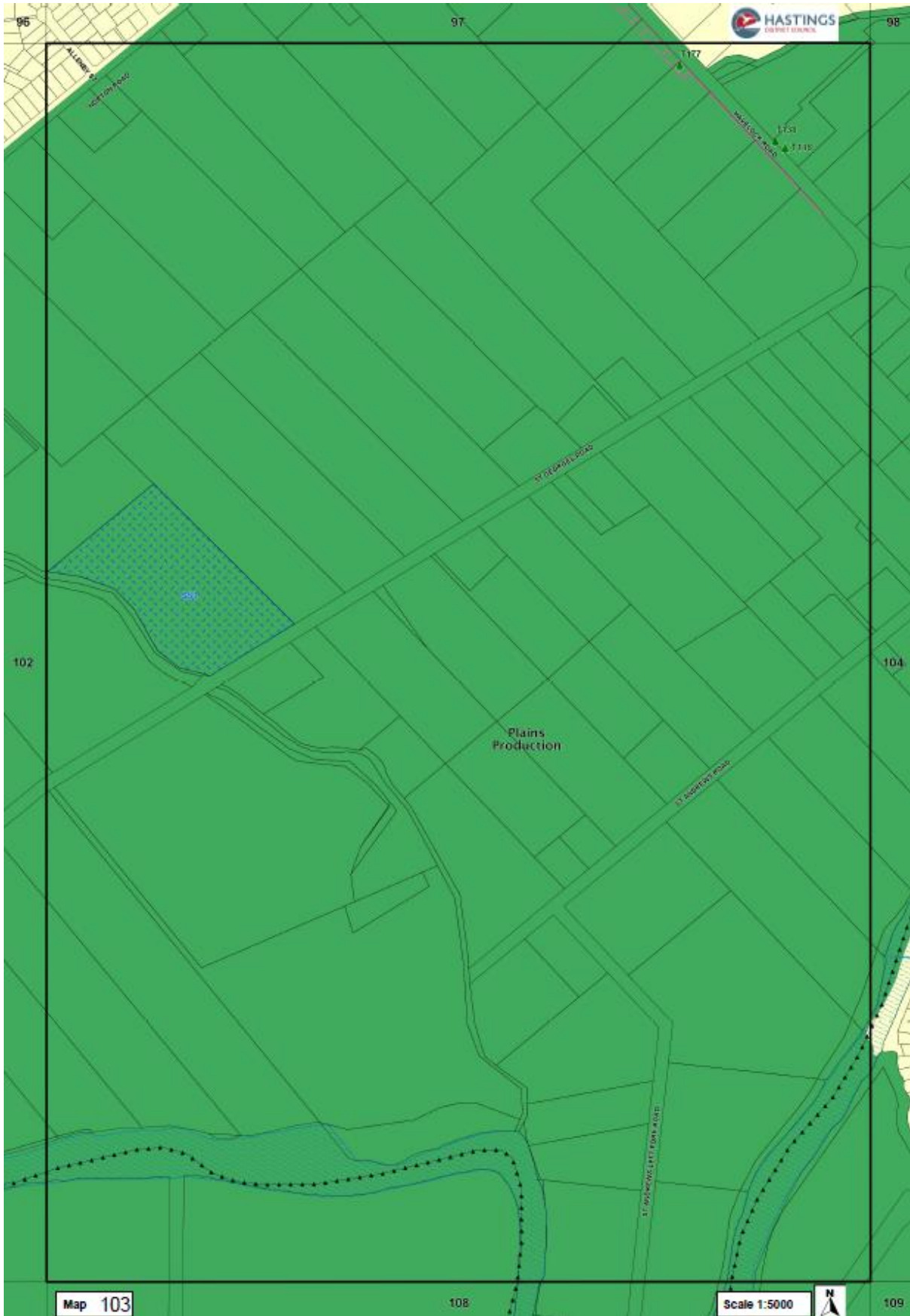
The changes proposed by the Variation are shown in **red bold font** for text to be added and ~~strike through font~~ for text to be deleted.

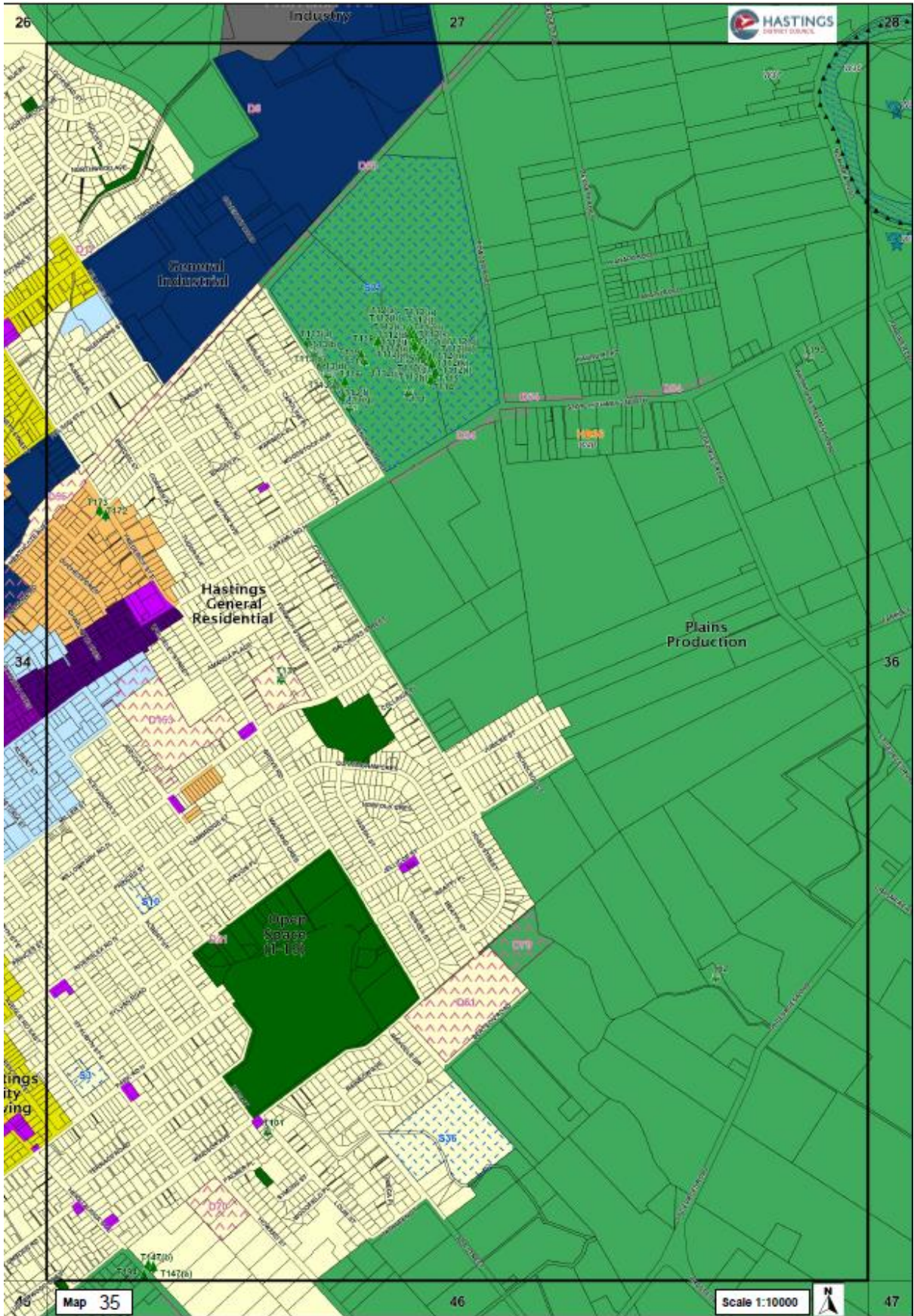
The structure Plan Document has not been shown in red as the entire appendix is new.

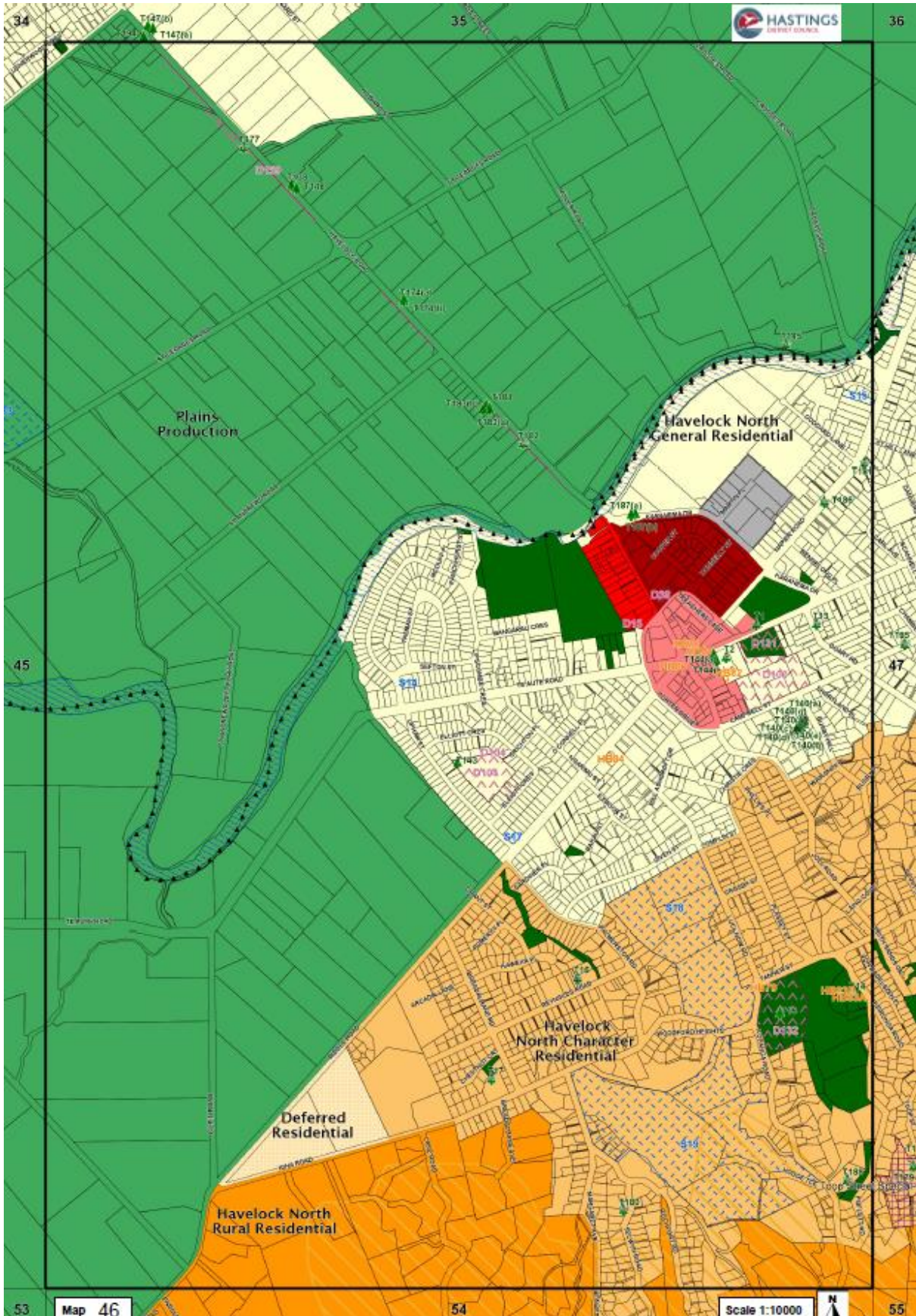
Change to District Plan Maps

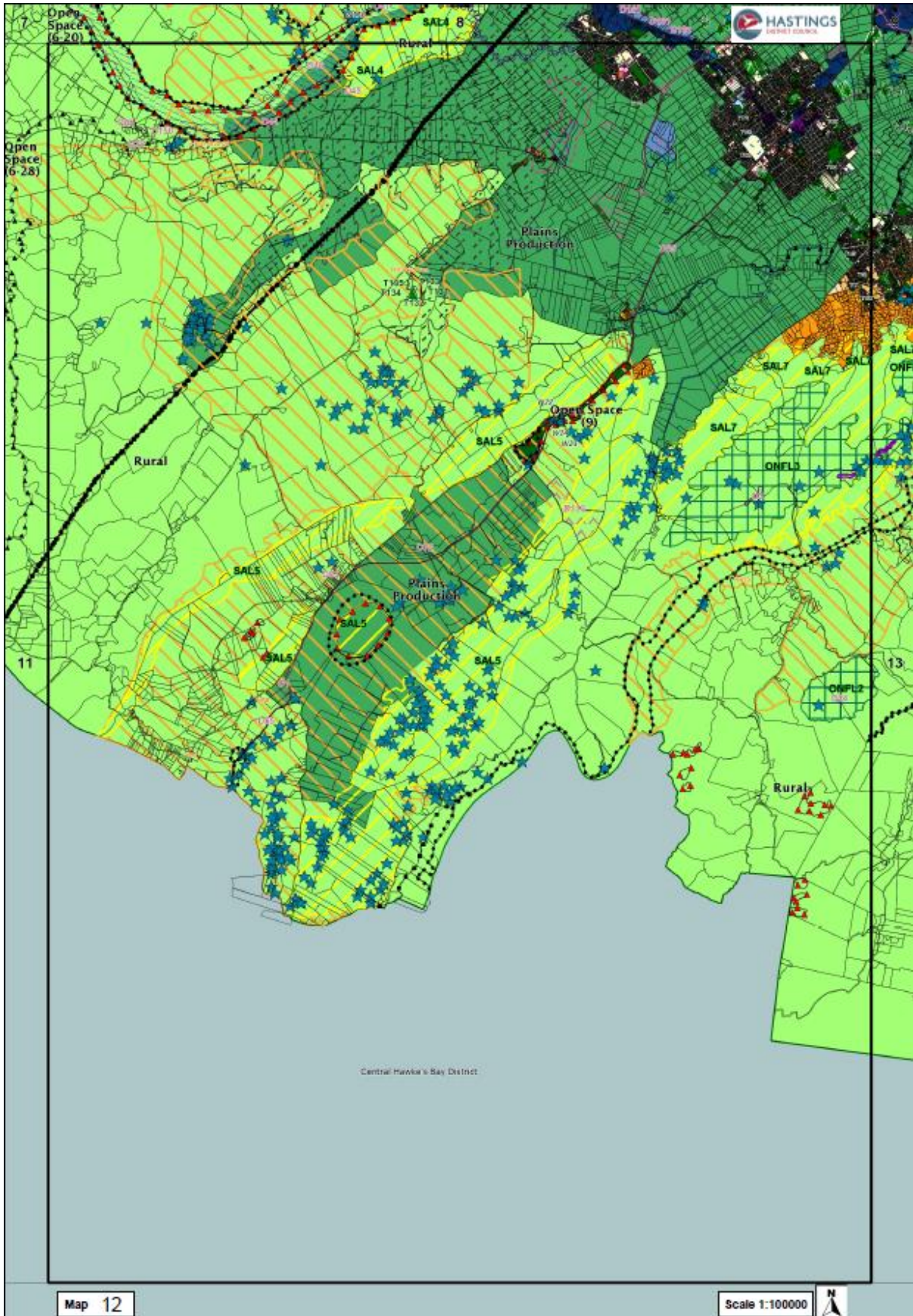












Changes to Section 2.4 'Urban Strategy'

2.4.4 METHODS

The Objectives and Policies will be implemented through the following Methods:

HASTINGS DISTRICT PLAN

Rural Zone (Section 5.2): Residential development is provided for in the Rural Zone of the Hastings District. Subdivision Rules in the District Plan permit lifestyle blocks to be subdivided on a limited basis in the Rural Zone.

Plains Zone (Section 6.2): The Plains Zone will provide for the subdivision of small lifestyle blocks, on existing non-complying sites, but only where the balance land is amalgamated into a complying title or to create a complying title. This will enable the residential use of uneconomic areas of land while promoting the creation of titles that can be sustainably managed for a range of activities.

Rural Residential Zones (Sections 5.3 and 8.3): The District Plan will continue to provide for the development of a specific Rural Residential Zone to accommodate development of peri-urban lifestyle blocks on the fringes of Hastings, Havelock North and Napier. It is evident that there is a large supply of these sites, enough to meet the needs of the District through to 2045. Therefore further supply of sites will be limited and no further provision for the expansion of the Rural Residential Zones will be provided for. The level of demand for these sites will be carefully monitored over the life of the Plan.

Residential Zones: The District Plan will incorporate a number of Residential Zones, and will progressively add land to these to provide for future greenfield development. The areas required for future residential expansion through to 2045 have been identified through the HPUDS study. These growth areas have been embedded in the Regional Policy Statement and are outlined in Appendix 1. Not all of those areas will be required to meet the demand over the life of this District Plan. The Council has identified the areas which are likely to be required to ensure continuity of supply of residential greenfield sites within the District over the ten year life of the District Plan. These areas are:

1. Hastings
 - Lyndhurst Extension (North)
 - Kaiapo Road
 - **Howard Street**
2. Havelock North
 - Arataki Extension
 - Iona Road - Hill Site (Lots 1, 2 & 3 DP24404, Lot 6 ¼ share in Lot 9 DP24404)

These areas are identified in Appendix 2. In the meantime their current Plains zoning will remain. Structure Plans will be prepared ahead of their rezoning to residential.

Deferred Residential Zones: The District Plan includes three Deferred Residential Zones. The first of these is the second stage of the Lyndhurst development at Frimley. The second development area is at Te Awanga and the later stages of the East Road development area Haumoana to provide for future coastal residential development. The third area is located between Iona and Middle Roads, Havelock North. All of these areas require specific criteria to be met before the new zoning can be

implemented. Notation in the District Plan does not necessarily indicate that development of these areas will occur ahead of other areas.

Commercial Zones: Residential accommodation is provided for in a number of Commercial Zones. This allows the market to accommodate higher density 'inner city' residential units which is an outcome of the Urban Design Framework.

Te Mata and Tuki Tuki Special Character Zones (Sections 8.4 and 5.4): These Zones provide for a range of residential opportunities which reflect their strategic role as an interface between the Residential, Plains, and Rural Zones in the Hastings District.

Special Purpose Zone: Regional Sports Park (Section 13.2): This Zone provides for a comprehensively planned regional sports and recreation facility. The need for such a facility was confirmed by the Council and, following a detailed analysis of alternative sites, the preferred site identified near Hastings in the rural area close to the existing Residential Zone/Plains Zone boundary and key transportation routes. The Zone is important, particularly with respect to the rural – urban interface and accessibility to recreational facilities.

Papakainga (Section 21.1): The District Plan provides for Papakainga development on Maori land under the Te Ture Whenua Maori Act 1993 and subject to resource consent on land owned by Maori under General Title. This Method addresses the particular aspirations of the Hastings District's tangata whenua with mana whenua who wish to reside on their ancestral lands.

Subdivision and Land Development (Section 30.1): Subdivision in New Urban Development Areas identified in Section 2.4 of the District Plan will have to have regard to any Structure Plan prepared by the District Council for these areas.

Changes to Section 7.2 ‘Residential Environments’

7.2.5A Density

The following density limits shall apply in the:

1. Hastings General Residential Zone and City Living Zone

(a) One residential building per 350m² net site area.

Except that the following density standard shall apply under these circumstances below:

Exceptions to 7.2.5A 1 (a) above		Density per site
i)	Sites created before 12 November 1997 and greater than 300m ² net site area	One residential building
ii)	Sites created after 12 November 1997	One residential building
iii)	Where a subdivision consent application to create a site is lodged with Council before 12 September 2015, and accepted under Section 88 of the RMA 1991 and thereafter granted	One residential building

Outcome

Development intensity which is compatible with surrounding activity and takes account of amenity, sense of place and infrastructural capacity.

Outcome

Sites lawfully created under previous iterations of Hastings District Plan that do not comply with the Density standard are acknowledged and enable the site to be developed for its intended use, which is, one residential building per site.

(b) One residential building per site in the **following urban development areas:**

- Lyndhurst Urban Development Area in Appendix 11 Figure 1
- Northwood Urban Development Area in Appendix 14, Figure 1
- **Howard St Urban Development Area in Appendix 80, Figure 1**

7.2.5L Fences

4. Fences - Howard Street Urban Development Area (Appendix 80)

Where sites adjoin a reserve, including cycleway/walkway linkages, the boundary (of the site) that adjoins reserve shall comply with the following:

- **At least 50% of the boundary shall have fencing that is able to be seen through in the manner of a picket, trellis, wire mesh, or steel pool fence construction with a maximum height of 1.8 metres.**

Outcomes

Residential properties opening out onto public spaces will require open-style fence which will provide enclosure for the residential property whilst maintaining the visual connection with the Park and a greater sense of security for both residents and recreational park and pathway users.

7.2.6.2 Structure Plans

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

- Lyndhurst Structure Plan Appendix 11 Figure 2
- **Howard Street Structure Plan Appendix 80, Figure 2**

Howard Street Urban Development Area

- No development of a site shall occur until public road frontage (excluding Havelock Road) to the Engineering Code of Practice Standards (for Public Roads) has been provided to the site.**
- No development of a site shall occur until Council's reticulated water, wastewater and stormwater network becomes available to the site.**

Outcome

Development will occur in a manner that enables the efficient and effective servicing and protection of reserves of the New Urban Development areas subject to Structure Plan.

Outcome

Development of sites within the Howard Street Urban Development Area shall not precede the implementation of infrastructure to the site.

Changes to Section 25.1 'Noise'

25.1.7D NOISE SENSITIVE ACTIVITIES WITHIN THE MAJOR ARTERIAL ROAD NOISE BOUNDARIES

- (a) The following Minimum External Sound Insulation Level Standards shall apply to all habitable spaces within any noise sensitive activity within the Major Arterial Road Noise Boundary as shown in Appendices 11, ~~and 14~~ and 80 (including the addition or alteration of a habitable space which exceeds 10% of the existing gross floor area):
- Outcome*
Noise Sensitive Activities will be insulated to mitigate the effects of high background noise levels.
- i) The habitable space within the noise sensitive activity shall achieve a Minimum External Sound Insulation Level of the building envelope of Dtr, 2m, nTw + Ctr >30 dB for outside walls of any habitable spaces.
 - ii) Where it is necessary to have windows closed to achieve the acoustic design requirements, an alternative ventilation system shall be provided. Any such ventilation system shall be designed to satisfy the requirements of the Building Code and achieve a level of no more than NC30 in any habitable space.
- (b) **For land within Appendices 11 and 14, the Standard in (a) above does not apply to noise sensitive activities which can comply with the following:**
- i) The habitable space within the noise sensitive activity is greater than 80 metres from the edge of the road carriageway; or
 - ii) Noise screening (such as a noise barrier fence) is constructed so that noise levels measured at the location of the building housing the noise sensitive activity, in accordance with NZS6806:2010, do not exceed 55 dB LAeq (24hour) outdoors.
- (c) **For land within Appendix 80, the Standard in (a) above does not apply to noise sensitive activities which can comply with the following:**

- i) The habitable space within the noise sensitive activity is greater than 75 metres from the edge of the road carriageway; or**
 - ii) Noise screening (such as a noise barrier fence) is constructed so that noise levels measured at the location of the building housing the noise sensitive activity, in accordance with NZS6806:2010, do not exceed 57 dB LAeq (24hour) outdoors.**
- (d) An Acoustic Design Report must be provided to the Council prior to any Building Consent being granted or where no Building Consent is required, prior to the commencement of the use. The Acoustic Design Report must be prepared by a person qualified and experienced in acoustics. The Report is to indicate the means by which the noise limits specified in this Standard will be complied with and is to contain a certificate by its author that the means given therein will be adequate to ensure compliance with the acoustic design requirements specified in this Standard.
- (e) Prior to any person requesting a Certificate of Compliance, an acoustic design certificate prepared by a person qualified and experienced in acoustics must be supplied, verifying compliance with the Standard in 25.1.7C(a) above.

Changes to Section 26.1 'Transport and Parking'

26.1.4 METHODS

The Anticipated Outcomes set out in Section 26.1.2 will be achieved and the Objectives and Policies set out in Sections 26.1.3 will be implemented through the following Methods:

HASTINGS DISTRICT PLAN	Performance Standards to mitigate the effects on the transport network and encourage sustainable transport modes are outlined in Section 26.1.6 of the Plan.
HAWKE'S BAY REGIONAL POLICY STATEMENT	The Hawke's Bay Regional Policy Statement has an objective of achieving integrated sustainable management of the natural and physical resources of the region and the transport network is one of those physical resources.
REGIONAL LAND TRANSPORT STRATEGY	The Regional Land Transport Strategy provides mechanisms for integrating the transport network and also outlines the policy and projects that the region will adopt to shift to multi modal transport modes.
HERETAUNGA STREET-HAVELOCK ROAD CORRIDOR MANAGEMENT PLAN 2011 (CMP)	The Heretaunga Street-Havelock Road CMP takes a long-term strategic vision for the corridor. The CMP outlines how the corridor is to be progressively developed to accommodate vehicles, public transport, bicycles, and pedestrians; and provides guidance on the development of adjacent land use and in particular traffic entry and egress to the corridor including its effect on cycling, walking and public transport facilities.
SUBDIVISION & INFRASTRUCTURE DEVELOPMENT IN HASTINGS: BEST PRACTICE DESIGN GUIDE	This document promotes innovative and sustainable land development, and subdivision and infrastructure solutions which aim to create high quality urban environments. The Guide incorporates examples and pictorial layouts from best practice within New Zealand and encourages landowners and developers to explore designs that will deliver improved living environments for the community. Guidance within this document will help landowners and developers meet the assessment criteria for land development and subdivision and rules associated with property access outlined in the District Plan.
ENGINEERING CODE OF PRACTICE FOR SUBDIVISION AND LAND DEVELOPMENT 2011	The Hastings District Council has an Engineering Code of Practice that is updated and consulted on through the Annual Plan process as and when significant changes occur to warrant an update. The Engineering Code establishes standards for the design and construction of roading and service infrastructure which can be used as a means of compliance with the District Plan Objectives, Policies and Rules for the provision of vehicular access to new sites and activities.
NEW ZEALAND STANDARD 4404:2010 (LAND DEVELOPMENT	The Standard provides Hastings District Council, developers, and their professional advisors with criteria for design and construction of land development and subdivision infrastructure including roads. The

AND SUBDIVISION INFRASTRUCTURE)	Standard encourages sustainable development and modern design. It is applicable to greenfield and infill development,
HASTINGS DISTRICT COUNCIL BYLAW	Part 19: "Traffic and Parking Enforcement."
PARKING MANAGEMENT STRATEGY	For parking in the Commercial Zones of Hastings and Havelock North Village Centre Zone.
CYCLING STRATEGY	Provides incentives and infrastructure planning for cycling.
WALKING STRATEGY	Provides incentives and infrastructure planning for walking.

26.1.6A Access

(a) Residential, Industrial and Commercial Zones

The distance that a vehicle access to any property may be sited from any Local Road intersection as defined in the Rooding Hierarchy in Appendix 69, shall be a minimum of 15m or the extent of the property boundary whichever is the least.

Outcome

Safe access will be provided for vehicular traffic entering and exiting sites and provide for the safe passage of pedestrians.

Where there are two adjacent accesses, vehicle crossings shall be offset from the legal property boundary (side boundary) by 1.5 metres.

Vehicle access to any property shall not be sited within 30 metres of an intersection of a State Highway.

Note: Vehicle access in relation to Collector or Arterial Road intersections as defined in the Rooding Hierarchy in Appendix 68 shall be subject to Road Safety Audit as deemed necessary by the Road Controlling Authority.

(f) Rural Residential, Rural, Plains and Special Character Zones

Vehicle access to any property shall be sited a minimum of 100 metres from an intersection of a State Highway.

3. Vehicle access to Property Zoned Industrial 2 (Irongate) and Deferred Industrial 2 (Irongate)

Except where the Engineering Code of Practice Driver Sightline Requirements are greater:

- (a) The minimum separation distance between vehicle accesses shall be:
 - Maraekakaho Road – 100m.
 - any other road – 15m.
- (b) No vehicle access located on Maraekakaho Road shall be closer than 100m to an intersection.
- (c) No vehicle access located on a Local Road or District Collector Road shall be closer than 30m to Maraekakaho Road.

4. 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.

5. Distance of Vehicle Access from Railway Level Crossings

- (a) New Vehicle Accesses

The distance that any new vehicle access from a site created after 12 September 2015 to a property in any zone shall be located a minimum of 30 metres from a rail level crossing.

- (b) Existing Vehicle Accesses

Existing vehicle accesses within 30 metres of a railway level crossing must be maintained so that the sightline standards detailed in standard 26.1.6B2 are complied with.

26.1.8 Assessment Criteria

26.1.8F ACTIVITIES WHICH DO NOT COMPLY WITH VEHICLE ACCESSWAY REQUIREMENTS IN 26.1.6A.4 (HOWARD STREET)

- (a) **Whether the new vehicle access or additional use of the existing vehicle access will adversely impact upon the safe and efficient operation of the Heretaunga Street-Havelock Road corridor taking into account current and expected traffic volumes on the road, and maintenance and enhancement of safe cycling and pedestrian facilities.**

- (b) Whether the dimensions of the site, or the location of buildings or other physical features of land or buildings preclude the ability for development to access the internal link road provided for within the Howard Street Structure Plan (Appendix 80), once road frontage becomes available.**

Changes to Section 30.1 ‘Subdivision and Land Development’ of the Proposed Plan

30.1.4 METHODS

The Anticipated Outcomes set out in Section 26.1.2 will be achieved and the Objectives and Policies set out in Sections 26.1.3 will be implemented through the following Methods:

HASTINGS DISTRICT PLAN

Transportation Strategy (Section 2.5):

Appendix 69 identifies the Council’s District Roading Hierarchy which identifies the status of each existing road and proposed road in the District. Subdividers will need to comply with Design and Access Standards established for each type of road in the hierarchy.

Section 3.1 Tangata Whenua with Mana Whenua:

The principles identified within this section, ‘Mana Whenua with Tangata Whenua’ should be considered with regards to any subdivision development in the District.

Natural Features and Landscapes DWA (Section 17.1):

Identifies the sites in the District that are listed as Outstanding Natural Features and Landscapes or Significant Amenity Landscapes.

Natural Hazards DWA (Section 15.1):

Identifies those areas, and sites that are subject to development control because of the risks associated with one or more natural hazards. The presence of such hazards may affect the ability to subdivide.

Waahi Tapu DWA (Section 16.1):

Identifies the Waahi Tapu sites that are listed. Such sites could be adversely affected by development enabled, and earthworks resulting from subdivision.

Heritage Items and Notable Trees DWA (Section 18.1):

Identifies heritage items for which a Conservation Lot Subdivision may be sought and identifies the Heritage Items that are listed. Such sites could be adversely affected by development that is enabled by, and earthworks resulting from subdivision.

Earthworks, Mineral, Aggregate and Hydrocarbon Extraction DWA (Section 27.1):

Identifies the Polices, Rules and Standards that must be complied with as part of any subdivision that involves the establishment of access, or building platforms that require earthworks to be carried out.

Riparian Land Management and Public Access DWA (Section 19.1) and Indigenous Vegetation and Habitats of Indigenous Fauna DWA (Section 20.1):

These Sections identify those sites of natural, biological or scientific significance and for which Conservation Lots may be sought, and those areas of the District where the Council has identified the opportunity to provide Esplanade Reserves. Any decisions about the provision of esplanade areas in the Rural, Rural Residential, Te Mata Special Character, and Plains SMA/Zones

may be made following Hastings District Council consulting with Hawke's Bay Regional Council.

Transport and Parking DWA (Section 26.1):

Provides Policies and Rules relating to the provision of access to and from sites. Subdividers will be required to comply with these Standards in order to obtain subdivision consents.

**HASTINGS
DISTRICT
COUNCIL'S
ENGINEERING
CODE OF
PRACTICE**

The Hastings District Council has an Engineering Code of Practice which is updated and consulted on as part of the Annual Plan process, as and when significant changes occur to warrant an update. The Engineering Code of Practice establishes Standards for the design and construction of roading and service infrastructure, which can be used as a means of compliance with the Objectives, Policies and Rules of the District Plan.

**HERETAUNGA
STREET-
HAVELOCK ROAD
CORRIDOR
MANAGEMENT
PLAN 2011**

The Heretaunga Street-Havelock Road CMP takes a long-term strategic vision for the corridor. The CMP outlines how the corridor is to be progressively developed to accommodate vehicles, public transport, bicycles, and pedestrians; and provides guidance on the development of adjacent land use and in particular traffic entry and egress to the corridor including its effect on cycling, walking and public transport facilities.

**CODE OF
PRACTICE SNZ
PAS 4509:2008**

The New Zealand Fire Service Fire-Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 applies to all a new subdivision and development in all areas, for both reticulated and non-reticulated water supplies.

**SUBDIVISION
AND
INFRASTRUCTURE
DEVELOPMENT IN
HASTINGS: BEST
PRACTICE DESIGN
GUIDE (BPDG)**

This document promotes innovative and sustainable land development, subdivision and infrastructure solutions which aim to create high quality urban environments. The Guide incorporates examples and pictorial layouts from best practice within New Zealand and encourages landowners and developers to explore designs that will deliver improved living environments for our community. Guidance within this document will help landowners and developers meet the assessment criteria for land development and subdivision and rules associated with property access outlined in the District Plan.

**THE GUIDE:
GOOD PRACTICE
LANDSCAPE
GUIDELINES FOR
SUBDIVISION
AND
DEVELOPMENT IN
THE HASTINGS
DISTRICT (2005)**

This document guides and encourages development design that protects and enhances the qualities of the rural landscapes within the Hastings District.

**HERETAUNGA
PLAINS URBAN
DEVELOPMENT
STRATEGY
(HPUDS)**

This Strategy sets out the direction for the development of the Heretaunga Plains sub-region for the period 2015-2045. The Strategy provides for limited greenfield consolidation development in identified urban locations in the District over the period 2015-2045, and encourages intensification where appropriate in existing urban areas

**RESOURCE
MANAGEMENT
(NATIONAL
POLICY
STATEMENT ON
ELECTRICITY
TRANSMISSION)
2010**

This Policy Statement was promulgated in response to the need to operate, maintain, develop and upgrade the electricity transmission network being considered a matter of national significance.

The policy guidance has been designed so local authorities can adapt rather than adopt the examples provided to suit the particular format and structure of their planning instruments, or as part of addressing the specific resource management issues of their region or district in giving effect to the NPS.

**RESOURCE
MANAGEMENT
(NATIONAL
ENVIRONMENTAL
STANDARD FOR
ASSESSING AND
MANAGING
CONTAMINANTS
IN SOIL TO
PROTECT HUMAN
HEALTH)
REGULATIONS
2012**

These Regulations provide a nationally consistent set of planning controls and soil contaminant values, and ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary the land is remediated or the contaminants contained to make the land safe for human use.

**NATURAL
HAZARD
INFORMATION**

Use of information, such as the Council's natural hazard database on the GIS system, and the natural hazards historical database and ongoing consultation and information sharing with the Hawke's Bay Regional Council.

**STRUCTURE
PLANS**

Urban Development Areas (Section 2.4 Urban Strategy) or other areas such as the Irongate and Omaha North Industrial Areas may have Structure Plans developed for them. These will identify the preferred location and outcomes for key infrastructural elements required. Subdividers and Developers will need to have regard to these, and their outcomes, in the design and placement of roads and services which will be required to be constructed to approved standards. Any approved Structure Plan shall be included as an Appendix of the District Plan.

**COVENANTS AND
CONSENT
NOTICES**

Issued under Section 221 of the Resource Management Act 1991, and registered on Certificates of Title.

**COMPLETION
CERTIFICATES**

Issued under Section 222 of the Resource Management Act 1991, for the completion of works e.g. works to provide or upgrade service facilities.

**HERITAGE NEW
ZEALAND
POUHERE
TAONGA ACT
2014**

This Act makes it an offence to destroy or modify an archaeological site without first obtaining an 'archaeological authority'. This applies to both recorded and unrecorded archaeological sites. It is important that the planning for any planned building or development takes this issue into account and an archaeological assessment maybe required. The applicant is advised to contact Heritage New Zealand if any activity such as earthworks, fencing or landscaping may modify, damage or destroy any archaeological site. An archaeological site is defined in Section 33.1 of this District Plan.

**HAWKE'S BAY
REGIONAL POLICY
STATEMENT AND
PLANS**

The Hawke's Bay Regional Policy Statement has an objective of achieving integrated sustainable management of the natural and physical resources of the region and the transport network is one of those physical resources.

**REGIONAL LAND
TRANSPORT
STRATEGY**

The Hawke's Bay Regional Policy Statement (which is incorporated within the Hawke's Bay Regional Resource Management Plan) gives clear direction on the need to protect the versatile soils of the Heretaunga Plains and to have sustainable urban form, it also outlines where future greenfield development is appropriate and inappropriate. Other Regional Plans such as the Hawke's Bay Coastal Environment Plan are also relevant to consider for subdivision and development in the coastal environment.

30.1.6 SUBDIVISION SITE STANDARDS AND TERMS

*Note: **Development Contributions** are charged under the Local Government Act for subdivisions that create additional development rights; refer to Council's Development Contributions Policy: <http://www.hastingsdc.govt.nz/development-contributions>*

The minimum net site area specified below in 30.1.6A and 30.1.6B shall be exclusive of all legal access strips to or over the site

30.1.6A GENERAL SITE STANDARDS (EXCEPT LIFESTYLE, FARM PARK AND CONSERVATION LOT SUBDIVISION)

Sites created by subdivision shall comply with the Standards specified for each SMA/Zone in Table 30.1.6A.

30.1.6B LIFESTYLE LOTS

Sites created by subdivision for lifestyle lots, conservation lots or residential farm parks shall comply with the Standards specified for each SMA/Zone in Table 30.1.6B.

TABLE 30.1.6A MINIMUM SITE SIZES AND DIMENSIONS

SMA/ZONE		MINIMUM NET SITE AREA
1.	HASTINGS	
A	General Residential i. Comprehensive Residential Development (on land identified in Appendices 27 and 80)	350m ² 250m ² minimum site size, 350m ² maximum site size
B	General Residential (Urban Development Areas) i. Howard St Urban Development Area	400m ² with a minimum average site size of 700m ² 400m² with a minimum average site size of 600m²
C	Deferred General Residential	12 hectares
D	Residential Character Area (Character Area No. in brackets): (1) Beresford Street (2) Railway Cottages, Southampton Street (3) Fitzroy Avenue i. Comprehensive Residential Development (on land identified in Appendix 27) (4) Duke Street/Grays Road (5) York Street (6) Tomoana Road i. Comprehensive Residential Development (on land identified in Appendix 27) (7) Cornwall Road i. Comprehensive Residential Development (on land identified in Appendix 27) (8) Nelson Street North (9) Prospect Road / Knight Street (10) Market Street South (11) Heathcote Avenue (12) Charlotte & Duchess Crescent, Caroline Road and Frederick Street (13) Willowpark Road, Railway Cottages	600m ² 350m ² 800m ² 250m ² minimum site size, an average site size of 350m ² , and 800m ² maximum site size 800m ² 800m ² 800m ² 250m ² minimum average site size, an average site size of 350m ² , and 800m ² maximum site size 700m ² 250m ² minimum average site size, an average site size of 350m ² , and 700m ² maximum site size 700m ² 800m ² 800m ² 600m ² 1000m ² 500m ²
E	City Living	250m ² average minimum with a maximum site size of 350m ²

TABLE 30.1.6A MINIMUM SITE SIZES AND DIMENSIONS

SMA/ZONE		MINIMUM NET SITE AREA
F	Central Residential/Commercial Commercial Suburban Commercial Commercial Service Large Format Retail	350m ² No Minimum as long as provision can be made for all on-site servicing, parking, access and loading requirements of the District Plan.

Section 30.1.7 Performance Standards

<p>30.1.7U GENERAL RESIDENTIAL ZONE – HOWARD STREET URBAN DEVELOPMENT AREA</p> <p>General</p> <p>a) The subdivision shall be in general accordance with the Howard Street Structure Plan in Appendix 80, Figure 1 and shall not obstruct or interfere with any infrastructure links, stormwater detention areas or public reserves.</p> <p>b) When any portion of the Howard St Urban Development Area is to be subdivided, the performance standards and outcomes included in the Howard Street Structure Plan in Appendix 80 shall apply.</p>	<p><u>Outcome</u></p> <p><i>The efficient and effective development of the Howard St Urban Development Area resulting in a high level of residential amenity.</i></p>
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Section 30.1.8.1 General Assessment Criteria

1. Structure Plans

Council will have regard to any approved Structure Plan for an Urban Development Area (as identified in Appendices 11, 12, 13, 14 and 15), the Irongate Industrial Area (as identified in Appendix 16), or the Omahu North Industrial Area (as identified in Appendix 17) and any other approved Structure Plan (including Appendices 18, 19, 21, 22, 23 **and 80**) in regard to the placement of roads, infrastructural elements, reserves and other identified amenity elements. Subdividers and/or developers will be expected to address how the outcomes proposed in any Structure Plan will be achieved by their proposals. If a road, infrastructural elements, reserves and other identified elements have already been provided by another approved subdivision or development and vested in Council, then the need to provide these will not be necessary.

Changes to Appendices in the Proposed Hastings District Plan

Amendment to the Appendices Contents Page:

Appendix 80 Howard Street Urban Development Area

Figure 1 – Howard Street Urban Development Area

Figure 2 – Howard Street Structure Plan

APPENDIX 80 - HOWARD STREET URBAN DEVELOPMENT AREA STRUCTURE PLAN

**HOWARD STREET URBAN DEVELOPMENT AREA STRUCTURE PLAN
OUTCOMES AND PERFORMANCE STANDARDS**

Purpose of the Structure Plan

- HSSP-P1** The District Plan provides for Structure Plans to guide and where appropriate direct subdivision and development in new urban development areas. The purpose of these Structure Plans is to provide a broad framework within which landowners and developers can prepare development proposals in a flexible manner whilst maintaining an integrated approach to development, promoting the efficient use of infrastructure resources and avoiding, remedying or mitigating the potential adverse effects of urban development on the surrounding environment, including roading and utility service networks.
- HSSP-P2** This Structure Plan relates to the Howard Street Urban Development Area identified in Appendix 80 of the District Plan. It sets out Performance Standards and Outcomes which apply to the assessment of applications for subdivision and development activities, other than Permitted Activities, so as to achieve the above purpose. Applications for Subdivision or Land Use Consent within the Howard Street Urban Development Area are to show how these Performance Standards will be met and Outcomes achieved. Conditions may be imposed on consents granted to give effect to these Performance Standards and Outcomes.

Performance Standards

<p>HSSP-S1 Roading</p> <p>a) All sites within the Howard Street Urban Development Area shall demonstrate how legal and physical access can connect to the existing roading network for both the subject site and adjacent sites, in accordance with the Engineering Code of Practice Standards (for public roads).</p> <p>b) No subdivision of a site shall occur until road frontage designed to Engineering Code of Practice Standards (for public roads), has been provided to the site (not including frontage to Havelock Road. See (c) below).</p> <p>c) For all sites:</p> <p style="padding-left: 20px;">(i) No additional access shall be provided to Havelock Road for any new or existing site within the Howard Street Urban Development Area.</p> <p style="padding-left: 20px;">(ii) No existing access off Havelock Road shall cater for additional development within the Howard Street Urban Development Area.</p>	<p><u>Outcome</u> <i>No sites shall be landlocked or restricted from undertaking subdivision by neighbouring developments.</i></p> <p><u>Outcome</u> <i>All sites will be provided access to the Hastings District Transport Network. Similarly no development shall occur until legal and physical access be achieved.</i></p> <p><u>Outcome</u> <i>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</i></p> <p><u>Outcome</u> <i>Access to and from sites within the Howard Street Urban Development Area will generally be achieved through access from the internal Roading layout.</i></p>
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<p>d) For all sites the primary internal road within the Howard Street Urban Development Area shall be linked to form one continuous road with two points of ingress and egress from Howard St, as shown by Appendix 80, Figure 2.</p>	<p><u>Outcome</u> <i>The primary internal road will provide strong connectivity within the development and ensure there is always one point of access in the event of an emergency.</i></p>
<p>HSSP-S2 Servicing</p> <p>e) No subdivision within the Howard Street Urban Development Area shall occur until Council’s reticulated water, wastewater and stormwater network is available to the site.</p> <p>f) The reticulated water and wastewater infrastructure shall generally be located within the road reserve where practicable.</p> <p>g) Water, Wastewater and Stormwater infrastructure upgrades will occur in tandem with staged development and either constructed by the developer(s) or funded through development contributions.</p> <p>h) Provision shall be made for the conveyance of stormwater (through mechanisms such as swales) to be provided from the roading network to the stormwater detention area, in general accordance with Appendix 80, Figure 2.</p> <p>i) A stormwater detention area shall be provided for alongside the Awahou Drain on the South Eastern Boundary of the Development, in general accordance with Appendix 80, Figure 2. The stormwater detention area will be designed to cater for a 1 in 50 year flooding event. The detention area will be approximately 1.2 hectares in size. No building development is permitted to occur within the detention area.</p>	<p><u>Outcome</u> <i>Subdivision will occur in a manner that facilitates the efficient and effective servicing of the Howard Street Urban Development Area.</i></p> <p><u>Outcome</u> <i>Stormwater run-off from the new development will be contained within the detention area during significant flooding events, to prevent additional flooding of the Karamu Stream at peak flows.</i></p> <p><u>Outcome</u> <i>The stormwater detention area and any swales conveying water to it shall be kept free of any structures they may reduce the capability for detention of water in major flooding events.</i></p>

<p>HSSP-S3 Reserves and Landscaping</p> <p>j) A reserve shall be provided for within the indicative nodal area shown on the Structure Plan, Appendix 80, Figure 2. The reserve shall be between 3000m² and 5000m² in area, with appropriate links to Havelock Rd and Howard St and the Stormwater detention area.</p> <p>k) A Pedestrian/cycle link is required to be established from Havelock Road to the proposed collector Road, generally in accordance with Appendix 80, Figure 2. This link may be developed in conjunction with internal roads.</p> <p>l) Cycle and walking connections shall be provided along internal streets and to the detention area in general accordance with Appendix 80, Figure 2.</p> <p>m) A 2 metre wide landscape buffer strip shall be provided along Havelock Road as shown on the Howard Street Structure Plan, Appendix 80, Figure 2. <i>Note: this does not preclude construction of fencing or noise proofing structures along property boundaries where these are on the development side of the landscape buffer</i></p>	<p><u>Outcome</u> <i>Provision shall be made for a recreation and playground area which has a central location and strong connectivity throughout the structure plan area.</i></p> <p><u>Outcome</u> <i>Cyclist and Pedestrian links will be provided throughout the structure plan area to ensure connections to all reserves, recreational areas, Parkvale School and to the wider environment and intermodal links.</i></p> <p><u>Outcome</u> <i>To provide an attractive entrance along one of the primary gateway roads into Hastings City through the use of landscaping, while also enhancing residential amenity within the Howard St Urban Development Area</i></p>
<p>HSSP-S4 Soil Contamination</p> <p>n) Any sites created by subdivision shall meet the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health.</p>	<p><u>Outcome</u> <i>To ensure that land affected by contaminants in soil is appropriately identified and assessed when soil disturbance and/or land development activities take place and, if necessary, remediated or the contaminants contained to make the land safe for human use.</i></p>

Appendix 80 – Figure 1 – HOWARD STREET URBAN DEVELOPMENT AREA



Legend

 Howard Street Development Area

Howard Street Structure Plan, Figure 1

 **HASTINGS**
DISTRICT COUNCIL

Map Produced using ArcMap 

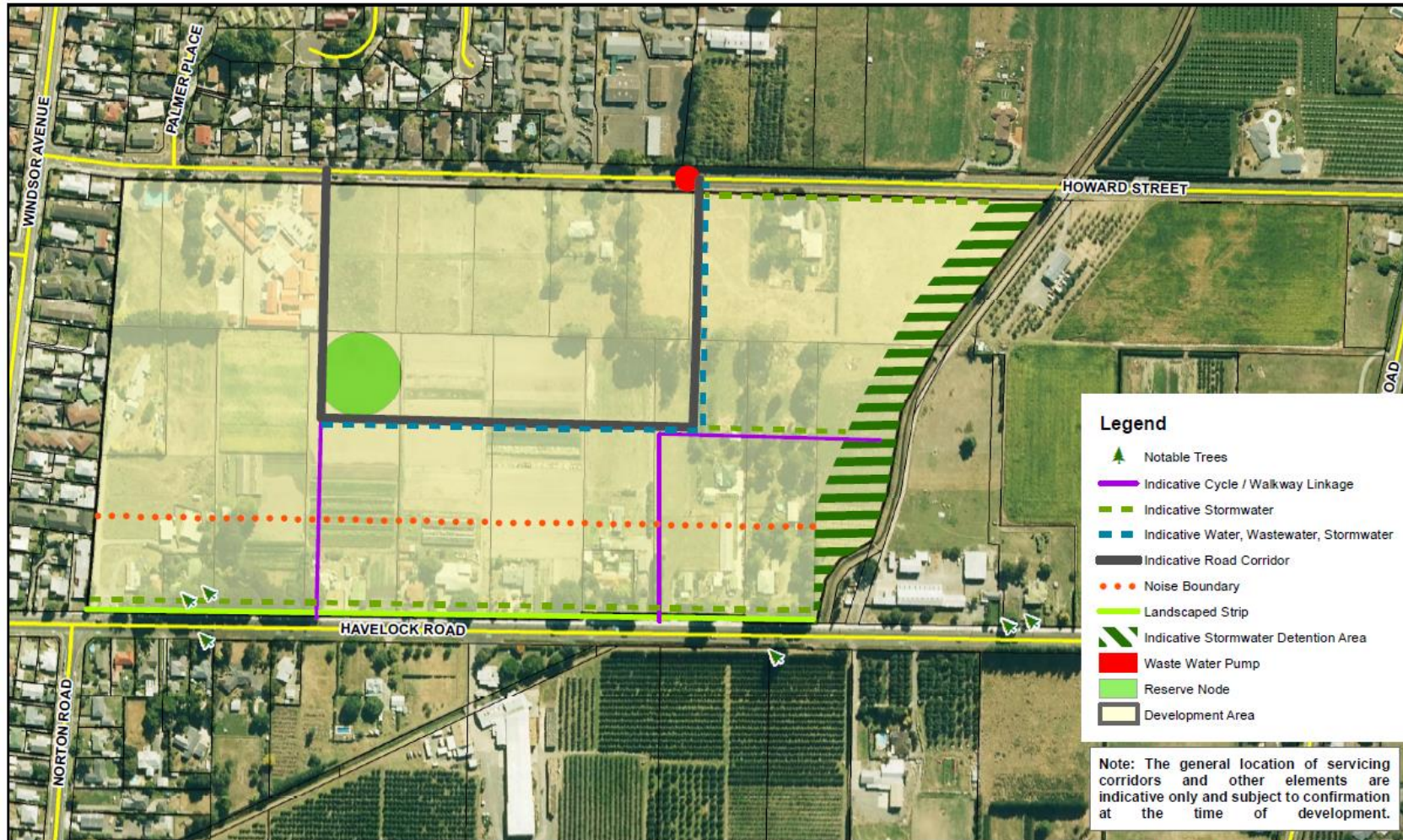
Scale: 1:5,000

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Appendix 80 – Figure 2 – HOWARD STREET Structure Plan



Legend

- Notable Trees
- Indicative Cycle / Walkway Linkage
- Indicative Stormwater
- Indicative Water, Wastewater, Stormwater
- Indicative Road Corridor
- Noise Boundary
- Landscaped Strip
- Indicative Stormwater Detention Area
- Waste Water Pump
- Reserve Node
- Development Area

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

HASTINGS
DISTRICT COUNCIL

Map Produced using ArcMap

Howard Street Structure Plan, Figure 2

Scale 1:4,000

Date: Thursday, 16 June 2016

Original Size: A4

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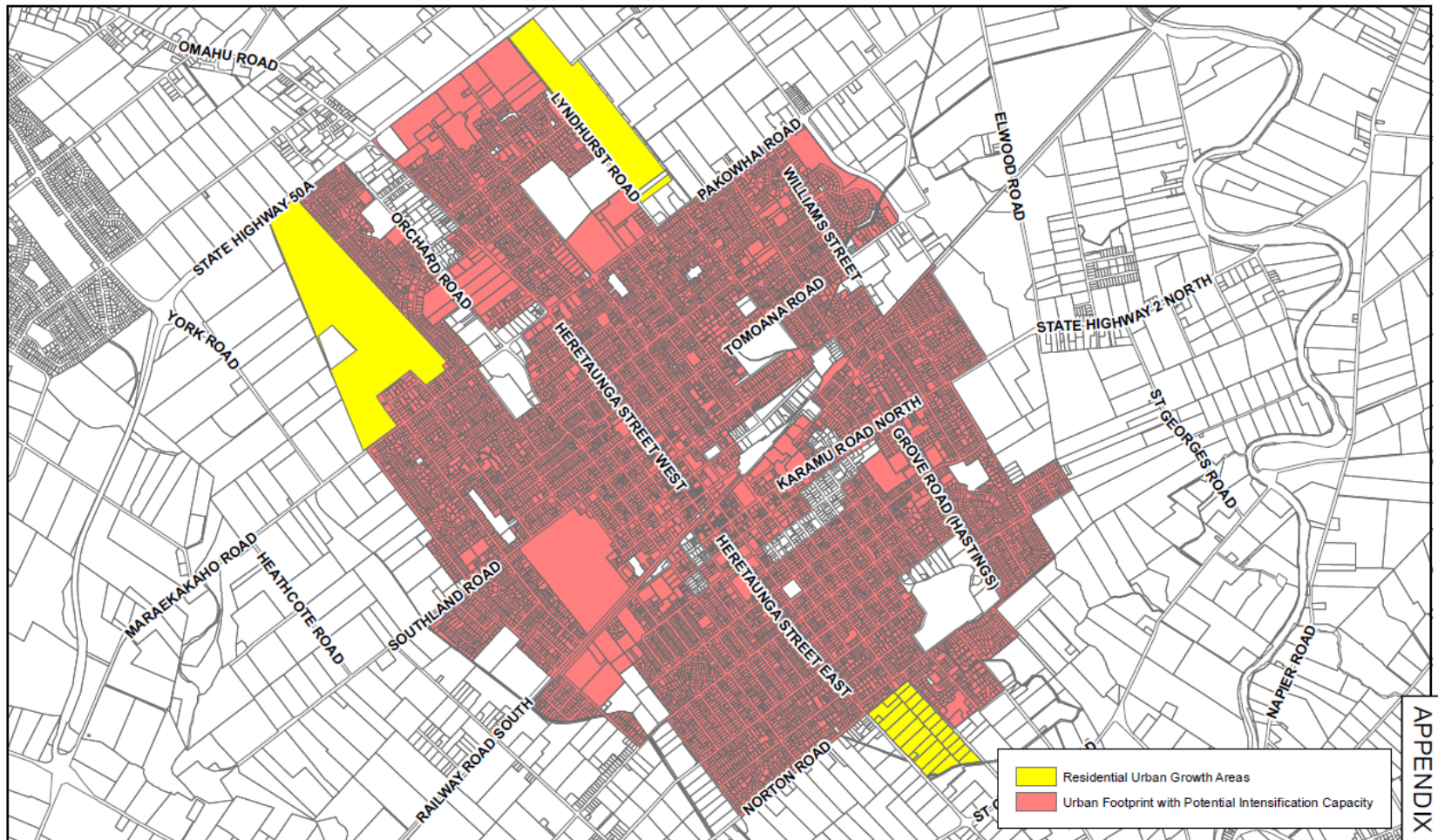
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HowardStreetStructurePlan

Appendix 2 – Areas that may meet Greenfield Needs within the Life of the Plan - Figure 1: Hastings



APPENDIX 2



Areas that may meet Greenfield Needs within the Life of the Plan
Figure 1: Hastings

Version: Council Decisions on Submissions

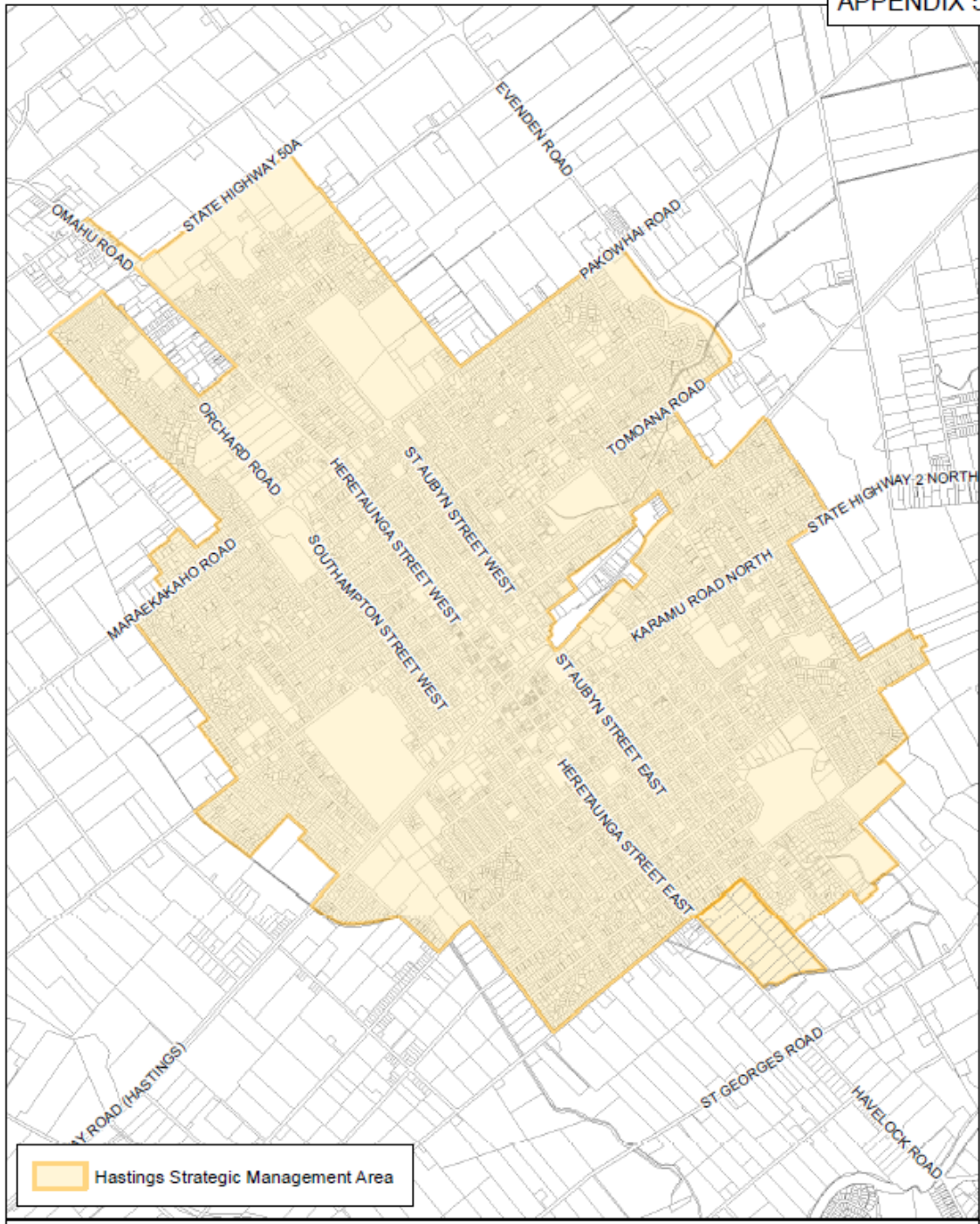
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Appendix 5 – Hastings Strategic Management Area

APPENDIX 5



Hastings Strategic Management Area



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