

LYNDHURST NEW URBAN DEVELOPMENT AREA STRUCTURE PLAN

**Lyndhurst New Urban Development Area Structure Plan
OUTCOMES AND PERFORMANCE STANDARDS**

Purpose of the Structure Plan

- LSP-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.
- LSP-P2 This Structure Plan relates to the Lyndhurst New Urban Development Area identified in Appendix 2.4-1 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 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

- LSP-PS1 Any sites created by subdivision that adjoins any site used for existing agricultural activities during the staged development of the Lyndhurst Block, or that are within 30m of a Plains Zone site are required to have a restricted covenant, in the form of a consent notice, registered against the certificate of title(s). The consent notice shall acknowledge the horticultural / agricultural activities carried out on the neighbouring land and their potential to create noise, dust, odour and to involve agrichemical spraying, and requiring the owner and subsequent owners, not to bring any proceedings for damages, negligence, nuisance, trespass or interference arising from the reasonable and responsible use of these lands for horticultural / agricultural purposes, so long as these operations are carried out in accordance with relevant District Plan provisions.
- LSP-PS2 Any site created for residential use from the existing lots adjoining the Napier - Hastings Expressway, shall comply with a noise design level of 60dBA (24 hour Leq) when assessed at a point, 12m from the boundary with the Napier-Hastings Expressway and 1.2m above ground level.
- (Note, That before the deferred zoning is uplifted Council will work with landowners adjoining the Expressway to obtain a consistent design for the barrier to be erected along the Expressway)
- LSP-PS3 Applications for subdivision will demonstrate accessibility to the open space network within each subdivision at the time of scheme plan application and wherever practicable, the following standards will be met:

- Minimum width of 10m for accessways up to 75m in length.
- For accessways with a proposed length exceeding 75m, it is desirable that there be direct integration with a neighbourhood reserve to vary width and function of the accessway.
- Unrestricted access to the accessway to allow for integration with roadside footpath and road reserve.
- Paved area restricted to a minimal width for walking and cycling with the balance of the accessway planted with low maintenance ground cover, with regard given to high levels of visibility through and within the accessway, to enhance community safety and crime prevention.

Outcomes

- LSP-O1 Primary access to and within the Lyndhurst area shall generally be achieved by the existing roading network with improvements. No new collector streets are necessary within the Lyndhurst area. Internal streets shall generally comply with HDC engineering standards for local streets and cul de sacs, except that Council wishes to promote innovative and attractive solutions that enhance residential amenity, safety and sense of place. Therefore Council will look favourably on alternative subdivision concepts that achieve safe, pedestrian friendly streets and discourage through traffic.
- LSP-O2 Road upgrading shall proceed in tandem with staged development of Lyndhurst. The following works shall either be undertaken by developers or funded through financial contributions:
- The following local roads will be upgraded to an urban standard, with kerb and channel:
 - Lyndhurst Road (upgrade western side only north west of the intersection with Nottinghamly Road), 11m carriageway with footpath, cycle lane and parking on western side, and urban street lighting. Such upgrading must also be undertaken to ensure that the existing natural overland flow channels towards the Begley Drain and other existing defined low points are replicated, or amended in consultation with potentially affected persons, so as to protect adjoining properties on Plains Zone land from flood damage;
 - Arbuckle Road, 11m carriageway with footpath, parking and cycle space on both sides and urban street lighting;
 - Ikanui Road, 11m carriageway with footpath, parking and cycle space on both sides and urban street lighting.
 - Nottinghamly Road, widen the north western side between Ballantyne Street and Lyndhurst Road (providing for kerb and channel, parking, footpath and cycle lanes), so that the road width is approximately 14m; provide traffic calming, including street planting, to promote residential street theme and assist in reducing traffic speeds, and urban street lighting.
 - Roundabouts are proposed at the following intersections:
 - Lyndhurst Road / Nottinghamly Road; and
 - Nottinghamly Road / Frimley Road.
 - Intersection control will be required at:
 - The Nottinghamly Road intersections with Arbuckle and Ikanui to give appropriate priority to through traffic;
 - The Nottinghamly/Omahu intersection to provide for traffic turning right from Nottinghamly Road (towards the Expressway) and controlling the left turn from Omahu Road into Nottinghamly Road (to deter trucks from using local residential streets). The exact nature of the intersection control is to be the subject of further investigation, but is likely to include the removal of the existing traffic islands and the installation of either a roundabout or traffic signals.
 - Traffic calming is also proposed along the following, to ensure that traffic speeds are reduced to an appropriate level for residential activities:
 - Lyndhurst Road (any traffic calming work must not reduce the efficiency of access for heavy vehicles, including B-train trucks; as this road provides the primary heavy vehicle access for servicing the adjoining Plains and Deferred Residential zoned land. Improvements will be made to the Pakowhai Road intersection to improve access for such vehicles);
 - Arbuckle Road; and
 - Ikanui Road.
 - Street design will incorporate Landmarks plantings, where possible, to provide a quality front end residential environment and to promote a unique sense of place.
- LSP-O3 Water Supply upgrading shall occur in tandem with staged development and be either constructed by developers or funded through financial contributions. Preliminary concept designs envisage the following primary works:
- Pump Station Upgrading

- 50mm diameter rider main along Nottingley Road;
- 150mm water mains along Arbuckle, Ikanui and Lyndhurst Roads and along the boundary with the Expressway;
- 50mm rider mains along Arbuckle and Ikanui Roads
- A combination of 100mm and 150mm watermains within the development area.

LSP-O4 Internal stormwater shall comply with HDC Engineering Standards with the addition, where practicable, of promoting voluntary measures for low-impact or on-site stormwater disposal (e.g. soakage).

LSP-O5 Recognising the limited ability for Council to regulate or enforce on-site measures, management will include a reticulated pipe network constructed to HDC Engineering standards together with overland flow paths along road and open space corridors (sufficient to manage stormwater runoff). Note reference is also made to overland flow paths in LSP-O2 with regards to the upgrading of Lyndhurst Road. Upgrading shall occur in tandem with staged development. Preliminary concept designs envisage the following primary works:

- A network of 300, 375, 450, 600, 675, 825, 1050, 1500 and 1650mm diameter concrete pipes in existing road reserves;
- A network of 600, 675, 750, 1050, 1200, 1500 and 1800mm diameter concrete pipes in new greenfields areas
- A network of approximately 52 manholes ranging from 1050mm to 1800mm diameter.

LSP-O6 External stormwater shall comprise upgrading of the open channel drainage network including Lyndhurst Drain and the Mahora Drain as outlined the technical reports of the Structure Plan Report and consented by the Hawke's Bay Regional Council. These works will be funded by financial contributions.

LSP-O7 Sewer upgrading shall occur in tandem with staged development and be either constructed by developers or funded through financial contributions. Preliminary concept designs envisage the following primary works

- Pump Station Upgrade in Lyndhurst Road
- 150mm sewer lines in existing road reserves and in greenfields area
- 225mm sewer line connected to Lyndhurst Road pump station.

LSP-O8 Stoneycroft is the preferred anchor reserve for Lyndhurst and will be sensitively developed as a gateway. If Stoneycroft cannot be secured an alternative anchor reserve will be identified by Council (if necessary through designation). Subdivision applications will need to demonstrate how the development contributes to the continuous open space network concept (as generally identified in the Structure Plan and detailed in the Structure Plan Reserves Strategy prepared by D. Stewart).

The reserve nodes shown on the structure plan map are indicative only, their scale on the map is 3 to 4 times larger than the area of reserve required. The structure plan map identifies the general location of where neighbourhood reserves and walkways need to be located to achieve the continuous open space network concept. This concept is to provide public open space linkages from the Stoneycroft Reserve through the Lyndhurst New Urban development area to Lyndhurst Road, via three 'neighbourhood reserves' (of approximately 2,000m² – 3,000m² in area) spaced at roughly equal distances apart to maximise neighbourhood reserve accessibility to future residents of the subdivision.

Due to the configuration and timing of subdivision development, Council may require reserves on land near to, but not within the reserve nodes, if the development of reserves on such land will better fulfil the continuous open space concept of the Structure Plan Reserves Strategy.

Subdivision and development applications shall therefore demonstrate how the development contributes to the achievement of the Structure Plan Reserves Strategy, whether or not the indicative reserves nodes and walkways are identified in the Structure Plan as being located on the application land or not.

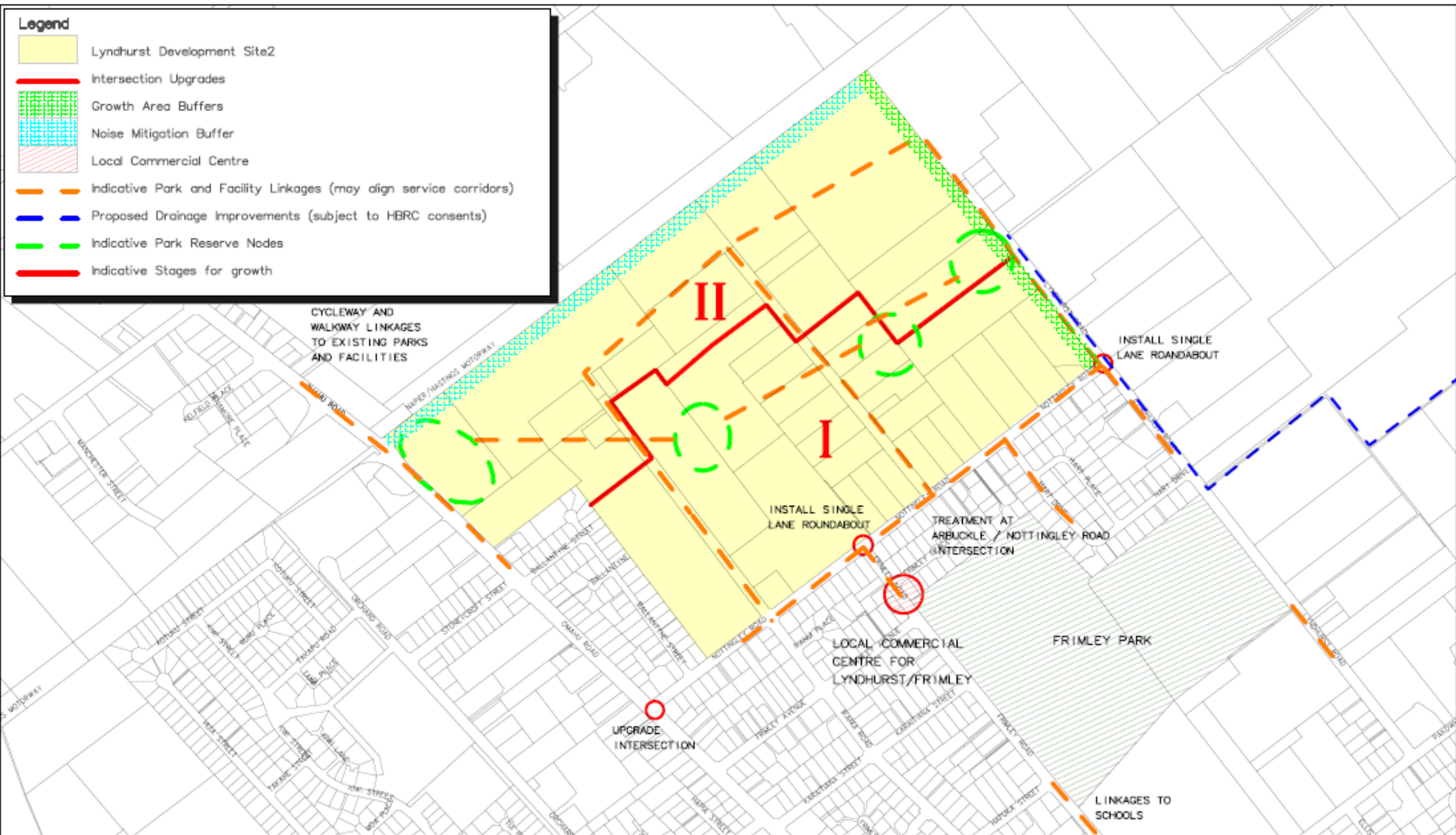
It is Council's preference to commence establishment of the neighbourhood reserves as soon as land in the general vicinity of the reserve nodes is subdivided. This will enable the establishment of a high level of public space amenity in the Lyndhurst area from its beginnings, to encourage a high level of amenity in private developments.

(Note, if necessary Council will designate suitable land to provide for the continuous open space network, to achieve the outcomes of the Structure Plan, where this is proven not to be practicable within the application land on its own. In this eventuality the Council may refuse property access from roads subject to the designation, unless acceptable arrangements for betterment are negotiated with the affected subdividers or developers).

LSP-O9 Efficient staging will be achieved through the progressive construction of infrastructure in cells commencing from Nottingley Road and moving north and eastwards over time.

LSP-O10 Residential subdivision within the Deferred General Residential Zone before it is rezoned to General Residential will be discouraged by:

- Requiring developers to fund or construct the full cost of infrastructure including connections with the ultimate design capacity, back to the existing urban edge;
- Requiring out of sequence developments to provide at their own cost an internal buffer from surrounding rural activities; and
- Using the Deferred Residential Zone in Hastings District Plan to indicate future stages or development areas within Lyndhurst.





HASTINGS DISTRICT COUNCIL

GIS Powered by 

Structure Plan Map Lyndhurst New Urban Development Area

Grid: New Zealand Map Grid
Height Datum: Mean Sea Level
Coordinates in Metres
Geodetic Datum 1949

Scale 1 : 10000



Metres

PLAN 15.1-3(a)

DATA SOURCE
Cadastral information derived from the Land Information New Zealand's Core Record System (CRS).
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