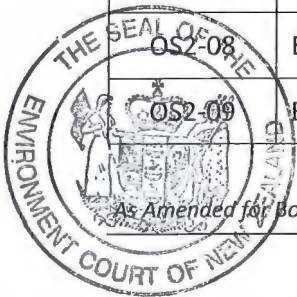


APPENDIX 63

APPENDIX 63: RESERVES IN THE HASTINGS DISTRICT				
REFERENCE	RESERVE NAME	LOCATION	CATEGORY	RESERVE PLAN REF
OS1-01	Akina Park	Hastings	Sport & Recreation	SR01
OS1-02	Anderson Park	Havelock North	Sport & Recreation	SR02
OS1-03	Bill Mathewson Park (Mayfair Park)	Hastings	Sport & Recreation	SR03
OS1-04	Chatham Park	Flaxmere	Sport & Recreation	SR04
OS1-05	Farndon Park	Plains	Sport & Recreation	SR05
OS1-06	Flaxmere Park	Flaxmere	Sport & Recreation	SR06
OS1-07	Frimley Park	Hastings	Sport & Recreation	SR07
OS1-08	Guthrie Park	Havelock North	Sport & Recreation	SR08
OS1-09	Kirkpatrick Park	Hastings	Sport & Recreation	SR09
OS1-10	Regional Sports Park	Hastings	Sport & Recreation	SR10
OS1-11	Romanes Drive Reserve	Havelock North	Sport & Recreation	SR11
OS1-12	Ron Giorgi Park II	Flaxmere	Sport & Recreation	SR12
OS1-13	Ron Giorgi Park III	Flaxmere	Sport & Recreation	SR13
OS1-14	St Leonards Park	Hastings	Sport & Recreation	SR14
OS1-15	Windsor Park	Hastings	Sport & Recreation	SR15
OS2-01	Awarua Crescent Reserve	Havelock North	Community	C01
OS2-02	Bridge Pa Domain	Plains	Community	C02
OS2-03	Cartier Crescent Reserve	Flaxmere	Community	C03
OS2-04	Cavell Park	Plains	Community	C04
OS2-05	Chestnut Court Reserve	Havelock North	Community	C05
OS2-06	Diaz Drive Reserve	Flaxmere	Community	C06
OS2-07	Duke Street Reserve	Hastings	Community	C07
OS2-08	Ebbett Park	Hastings	Community	C08
OS2-09	Eskdale Park	Rural	Community	C09

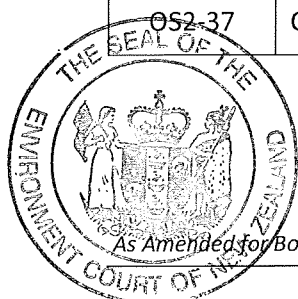


Appendix 63 as amended for Bourke consent documents (April 2019)

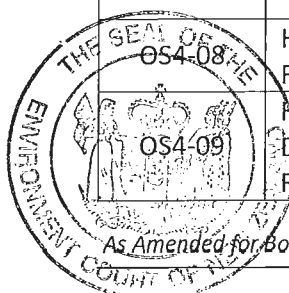
OS2-10	Essex Crescent Reserve	Plains	Community	C10
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OS2-11	Evers-Swindell Reserve	Plains	Community	C11
OS2-12	Gillies Crescent Reserve	Rural	Community	C12
OS2-13	Grant Street Reserve	Havelock North	Community	C13
OS2-14	Gregory Park	Plains	Community	C14
OS2-15	Haumoana Memorial Park	Plains	Community	C15
OS2-16	Havelock North Domain	Havelock North	Community	C16
OS2-17	Hugh Little Park	Flaxmere	Community	C17
OS2-18	Kaiwaka Road Hall	Rural	Community	C18
OS2-20	Kilkee Reserve	Flaxmere	Community	C20
OS2-21	Kingsley Park	Flaxmere	Community	C21
OS2-22	Len Harlen Park	Flaxmere	Community	C22
OS2-23	Lochain Park	Flaxmere	Community	C23
OS2-24	Margate Avenue Reserve	Flaxmere	Community	C24
OS2-25	Margate Place Reserve	Flaxmere	Community	C25
OS2-26	McDuff Place Reserve	Havelock North	Community	C26
OS2-27	Meissener Park	Havelock North	Community	C27
OS2-28	Nanny Kona Park	Flaxmere	Community	C28
OS2-29	Ngaruroro Avenue Reserve	Plains	Community	C29
OS2-30	Northwood Reserve	Hastings	Community	C30
OS2-31	Norton Road Reserve	Hastings	Community	C31
OS2-32	Oregon Road Reserve	Plains	Community	C32
OS2-33	Palmbrook Reserve	Havelock North	Community	C33
OS2-34	Poole Street Reserve	Flaxmere	Community	C34
OS2-35	Puketapu Park	Plains	Community	C35
OS2-36	Putorino Domain	Rural	Community	C36
OS2-37	Queens Square	Hastings	Community	C37

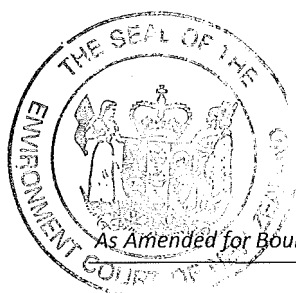


OS2-38	Rakau Street Reserve	Havelock North	Community	C38
OS2-39	Ron Giorgi Park I	Flaxmere	Community	C39
OS2-40	St Aubyn Street Reserve	Hastings	Community	C40
OS2-41	Sunderland Drive Reserve	Flaxmere	Community	C41
OS2-42	Tamatea Street Reserve	Hastings	Community	C42
OS2-43	Te Awanga Domain	Rural	Community	C43
OS2-44	Waimarama Domain	Rural	Community	C44
OS2-45	Whenua Takoha Reserve	Hastings	Community	C45
OS2-46	William Nelson Park	Hastings	Community	C46
OS2-47	Whakatomo Park	Havelock North	Community	C47
To be confirmed	Bull Hill Reserve	Havelock North	Community	To be confirmed
<u>To be confirmed</u>	<u>Brookvale Reserve A (Area A, Stage 2)</u>	<u>Havelock North</u>	<u>Community</u>	<u>To be confirmed</u>
<u>To be confirmed</u>	<u>Brookvale Reserve B (Area B)</u>	<u>Havelock North</u>	<u>Community</u>	<u>To be confirmed</u>
OS3-01	Cornwall Park	Hastings	Public Gardens	PG01
OS3-02	Duart House	Havelock North	Public Gardens	PG02
OS3-03	Keirunga Gardens	Havelock North	Public Gardens	PG03
OS4-01	Arataki Link Reserve	Havelock North	Open Space - Maintained	OS1
OS4-02	Arini Road Reserve*	Rural	Open Space - Maintained	OS2
OS4-03	Clifton Domain [see Haumoana (Clive Grange) Domain for "Clifton Road Reserve"]	Rural	Open Space - Maintained	OS3
OS4-05	Dartmoor Bridge Recreation Reserve	Rural	Open Space - Maintained	OS5
OS4-06	Flaxmere Avenue Roundoff	Flaxmere	Open Space - Maintained	OS6
OS4-07	Greenwood Rd Reserve	Havelock North	Open Space - Maintained	OS7
OS4-08	Harper Road Esplanade Reserve	Rural	Open Space - Maintained	OS8
OS4-09	Haumoana (Clive Grange) Domain inclusive of "Clifton Road Reserve"	Plains	Open Space - Maintained	OS9

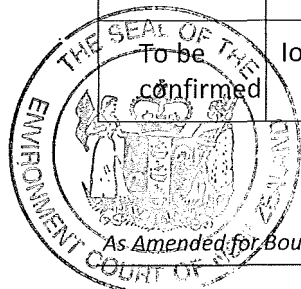


OS4-10	Hutchinson Domain	Rural	Open Space - Maintained	OS10
OS4-11	James Cook Street Reserve	Havelock North	Open Space - Maintained	OS11

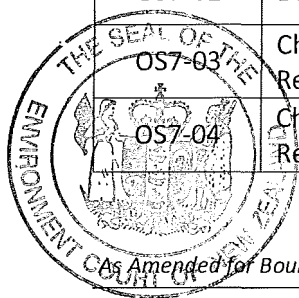
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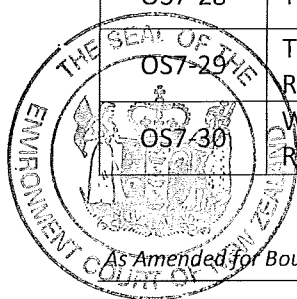
OS4-12	Matapiro War Memorial Site	Rural	Open Space - Maintained	OS12
OS4-13	Mill Road Picnic Reserve	Plains	Open Space - Maintained	OS13
OS4-14	Ocean Beach	Rural	Open Space - Maintained	OS14
OS4-15	Paparewa Reserve	Rural	Open Space - Maintained	OS15
OS4-16	Pouhokio Stream Esplanade Reserve	Rural	Open Space - Maintained	OS16
OS4-17	Ramsey Crescent Reserve	Flaxmere	Open Space - Maintained	OS17
OS4-18	Roy's Hill Reserve	Plains	Open Space - Maintained	OS18
OS4-19	Te Pohue-Mohaka Recreation Reserve	Rural	Open Space - Maintained	OS19
OS4-21	Waipatiki Domain and Bush Reserve	Rural	Open Space - Maintained	OS21
OS4-22	Walton Way Reserve	Flaxmere	Open Space - Maintained	OS22
OS4-23	Chesterhope Bridge Reserve	Plains	Open Space - Natural	OS23
OS4-24	Hakowhai Recreation Reserve	Plains	Open Space - Natural	OS24
OS4-25	Hikanui Reserve	Havelock North	Open Space - Natural	OS25
OS4-26	Kingsgate Reserve	Havelock North	Open Space - Natural	OS26
OS4-27	Maraetotara Waterfalls	Rural	Open Space - Natural	OS27
OS4-28	Ridgemount Road Plantation Reserve	Rural	Open Space - Natural	OS28
OS4-29	River Road Recreation Reserve	Plains	Open Space - Natural	OS29
OS4-30	Tainui Reserve	Havelock North	Open Space - Natural	OS30
OS4-31	Tangoio Beach Reserve	Rural	Open Space - Natural	OS31
OS4-32	Tanner Street Reserve	Havelock North	Open Space - Natural	OS32
OS4-33	Tauroa Road Reserve	Havelock North	Open Space - Natural	OS33
OS4-35	Waingongoro Stream Esplanade Reserve	Rural	Open Space - Natural	OS35
OS4-36	Whanaukino Gorge Reserve	Rural	Open Space - Natural	OS36
OS4-37	Whirinaki Recreation Reserve	Rural	Open Space - Natural	OS37
To be confirmed	Iona Recreation Reserve	Havelock North	Open Space - Natural	To be confirmed



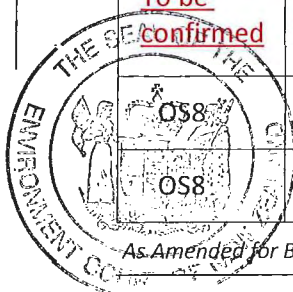
OS5-01	Clive Cenotaph	Plains	Cultural Heritage	CH01
OS5-02	Eskdale War Memorial Site	Rural	Cultural Heritage	CH02
OS5-03	Hastings Cemetery	Hastings	Cultural Heritage	CH03
OS5-04	Havelock North Cemetery	Havelock	Cultural Heritage	CH04
OS5-05	Havelock North Cenotaph	Havelock North	Cultural Heritage	CH05
OS5-06	Mangaroa Cemetery	Plains	Cultural Heritage	CH06
OS5-07	Maraekakaho War Memorial	Rural	Cultural Heritage	CH07
OS5-08	Puketapu Cemetery	Plains	Cultural Heritage	CH08
OS5-09	Stoneycroft Historic House and Garden	Hastings	Cultural Heritage	CH09
OS6-01	Civic Square	Hastings	Civic Space	CS01
OS6-02	Flaxmere Library and Community Centre	Flaxmere	Civic Space	CS02
OS6-03	Hastings Civic Administration Buildings	Hastings	Civic Space	CS03
OS6-04	Hastings Inner City Mall	Hastings	Civic Space	CS04
OS6-05	Hastings Sports Centre	Hastings	Civic Space	CS05
OS6-06	Haumoana Hall	Plains	Civic Space	CS06
OS6-07	Havelock North Library and Community Centre	Havelock North	Civic Space	CS07
OS6-08	Landmarks Square	Hastings	Civic Space	CS08
OS6-09	Opera House Church Carpark	Hastings	Civic Space	CS09
OS6-10	Orchard Road Citizen Band Rooms	Hastings	Civic Space	CS10
OS6-11	Patoka Hall	Rural	Civic Space	CS11
OS6-12	Tutira Hall	Rural	Civic Space	CS12
OS6-13	Twyford Hall	Plains	Civic Space	CS13
OS6-14	Waimarama and Maraetotara Memorial Hall	Rural	Civic Space	CS14
OS7-01	Allens Lane Esplanade Reserve	Plains	Linkage - Ecological	L01
OS7-02	Boundary Esplanade	Hastings	Linkage - Ecological	L02
OS7-03	Charlton Road Esplanade Reserve	Rural	Linkage - Ecological	L03
OS7-04	Chesterhope Road Esplanade Reserve	Plains	Linkage - Ecological	L04



OS7-05	Clive River Esplanade Reserves	Plains	Linkage - Ecological	L05
OS7-06	Crosses Road Riverbank Reserve	Havelock North	Linkage - Ecological	L06
OS7-07	Crownthorpe Road Esplanade Reserve	Rural	Linkage - Ecological	L07
OS7-08	Elizabeth Place Esplanade Reserve	Plains	Linkage - Ecological	L08
OS7-09	Ellis Wallace Road Esplanade Reserves	Rural	Linkage - Ecological	L09
OS7-10	Esk River Esplanade Reserves	Rural	Linkage - Ecological	L10
OS7-11	Essex Crescent Esplanade Reserve	Plains	Linkage - Ecological	L11
OS7-12	Ferry Road Esplanade Reserve	Plains	Linkage - Ecological	L12
OS7-13	Gow Avenue Esplanade Reserve	Plains	Linkage - Ecological	L13
OS7-14	Kereru Road Esplanade Reserve	Rural	Linkage - Ecological	L14
OS7-15	Mangatarata Stream Esplanade Reserve	Rural	Linkage - Ecological	L15
OS7-16	Maraetotara Road Esplanade Reserve	Rural	Linkage - Ecological	L16
OS7-17	Matapiro Road Esplanade Reserves	Rural	Linkage - Ecological	L17
OS7-18	McVicar Road Esplanade Reserve	Rural	Linkage - Ecological	L18
OS7-19	Mill Road Esplanade Reserve	Plains	Linkage - Ecological	L19
OS7-20	Ngaruroro River Esplanade Reserves	Plains	Linkage - Ecological	L20
OS7-21	Old Main Rd Esplanade Reserve	Plains	Linkage - Ecological	L21
OS7-22	Puketapu Esplanade Reserve	Plains	Linkage - Ecological	L22
OS7-23	Reeve Drive Reserve	Havelock North	Linkage - Ecological	L23
OS7-24	SH 2 Esplanade Reserve	Plains	Linkage - Ecological	L24
OS7-25	Shanley Road Esplanade Reserve	Rural	Linkage - Ecological	L25
OS7-26	Stock Road Esplanade Reserve	Plains	Linkage - Ecological	L26
OS7-27	Taihape Road Esplanade Reserve	Plains	Linkage - Ecological	L27
OS7-28	Tait Road Esplanade Reserve	Rural	Linkage - Ecological	L28
OS7-29	Tucker Lane Esplanade Reserve	Plains	Linkage - Ecological	L29
OS7-30	Waikoau Road Esplanade Reserve	Rural	Linkage - Ecological	L30

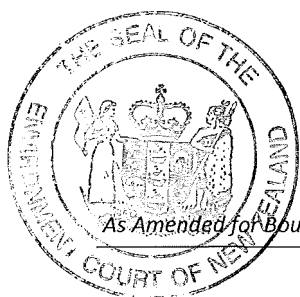


OS7-31	Waipunga Road Esplanade Reserve	Rural	Linkage - Ecological	L31
OS7-32	Yule Road Esplanade Reserve	Rural	Linkage - Ecological	L32
OS7-33	Arbuckle Reserve	Hastings	Linkage - Urban	L33
OS7-34	Barcroft Reserve	Hastings	Linkage - Urban	L34
OS7-35	Brooklands Drive Reserve	Havelock North	Linkage - Urban	L35
OS7-36	Chatham Road Reserve	Flaxmere	Linkage - Urban	L36
OS7-37	Edwards Reserve	Hastings	Linkage - Urban	L37
OS7-38	Flaxmere Avenue Reserve	Flaxmere	Linkage - Urban	L38
OS7-39	Frimley Park (Pakowhai Corner)	Hastings	Linkage - Urban	L39
OS7-40	Greenlea Reserve	Hastings	Linkage - Urban	L40
OS7-41	Henderson Road Reserve	Flaxmere	Linkage - Urban	L41
OS7-42	Inglis Place Reserve	Hastings	Linkage - Urban	L42
OS7-43	Kain Place Reserve	Hastings	Linkage - Urban	L43
OS7-44	Karanema Drive Reserve	Havelock North	Linkage - Urban	L44
OS7-45	Keith Sands Grove	Havelock North	Linkage - Urban	L45
OS7-46	Kirkwood Road Reserve	Flaxmere	Linkage - Urban	L46
OS7-47	Matariki Reserve	Hastings	Linkage - Urban	L47
OS7-48	Nelson/St Aubyn Road Reserve	Hastings	Linkage - Urban	L48
OS7-49	Orchard Road Reserve	Hastings	Linkage - Urban	L49
OS7-50	Palmer Symons Link Reserve	Hastings	Linkage - Urban	L50
OS7-51	Peterhead/Swansea Road Reserve	Flaxmere	Linkage - Urban	L51
OS7-52	Todd Taylor Reserve	Hastings	Linkage - Urban	L52
OS7-53	Woodlands Drive Reserve	Havelock North	Linkage - Urban	L53
OS7-54	Johnston Way Esplanade Reserves	Plains	Linkage-Ecological	L54
<u>To be confirmed</u>	<u>Brookvale Reserve C (Crombie Drainage Reserve)</u>	<u>Havelock North</u>	<u>Linkage – Urban</u>	<u>To be confirmed</u>
OS8	Waikare River Mouth Campsite	Rural	DOC	
OS8	Pakowhai Regional Park	Plains	HB Regional Council	



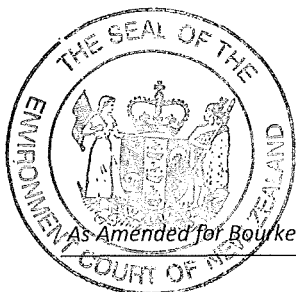
OS8	Peka Peak Regional Park	Rural	HB Regional Council	
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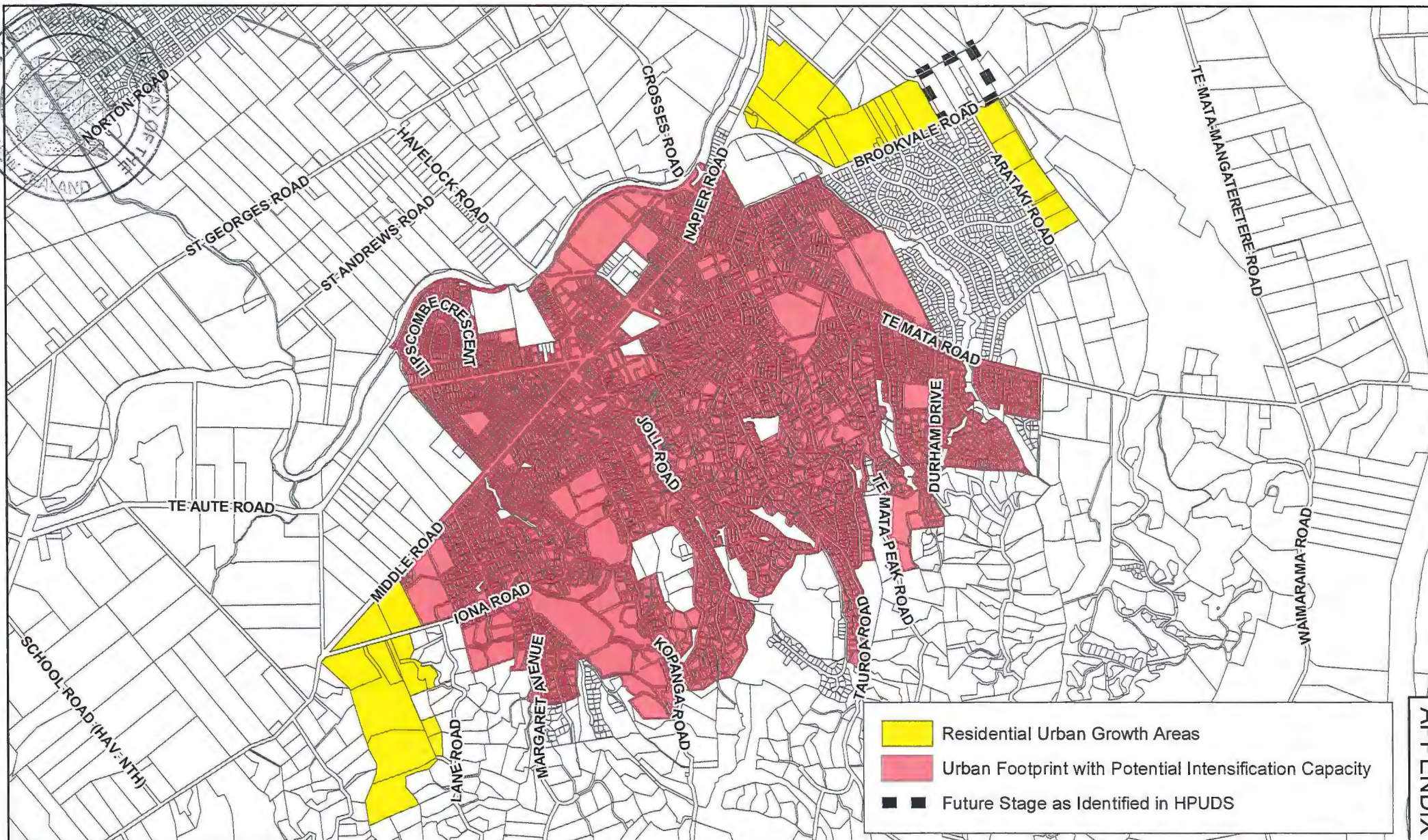
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OS8	Waitangi Regional Park	Plains	HB Regional Council	
OS8	Tutira Regional Park	Rural	HB Regional Council	

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Areas that may meet Greenfield Needs within the Life of the Plan

Figure 2: Havelock North

Version: Proposed Plan as Notified amended for Consent Documents – Bourke Appeal

Date: April 2019

Scale: 1:27,500

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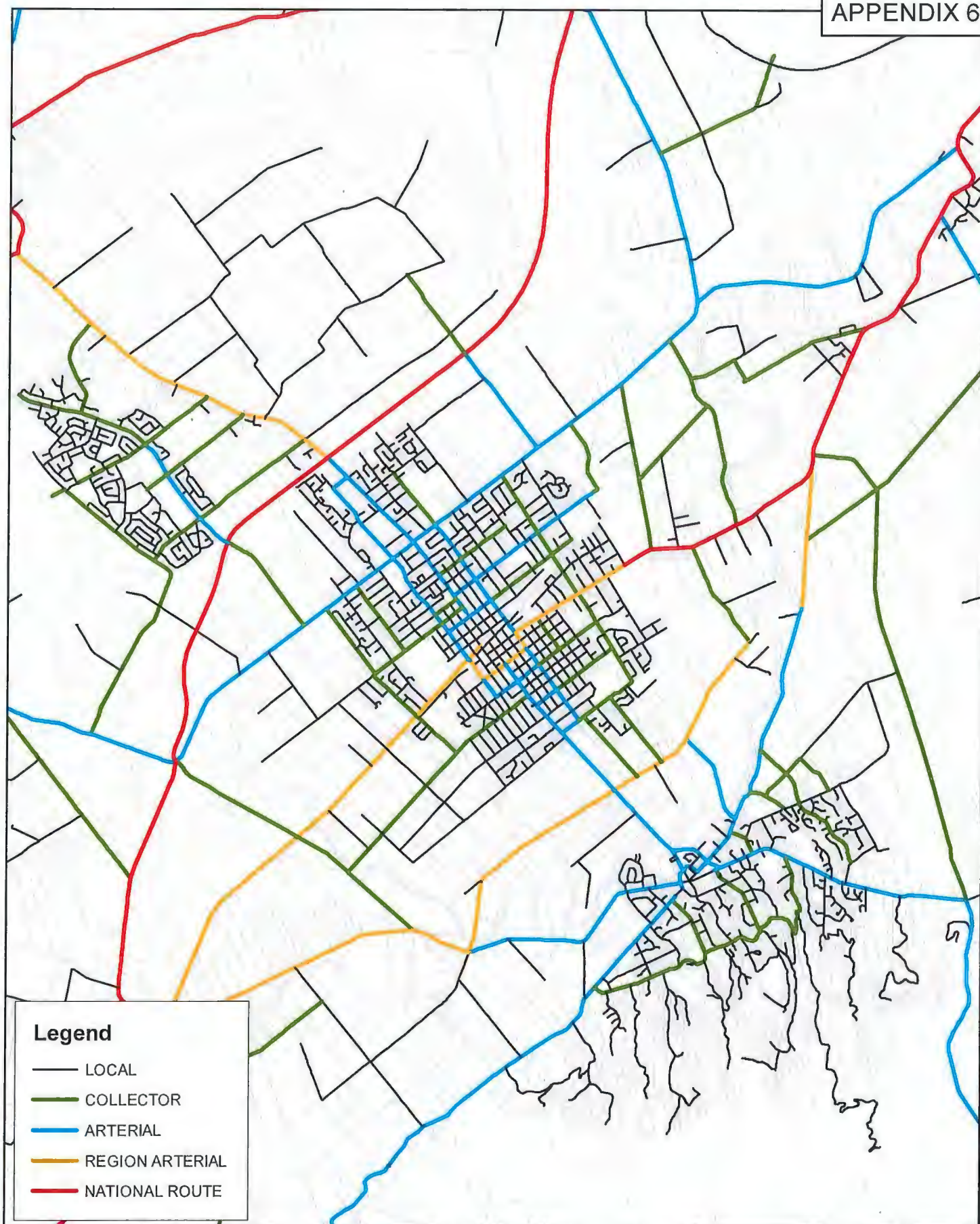
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Map Produced using ArcMap





Hastings District Roading Hierarchy
Figure 2: Urban Areas



Version: Proposed Plan as Notified amended
 for Consent Documents – Bourke Appeal

Date: April 2019

Scale: 1:70,000

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

Introduction

This Structure Plan relates to the Brookvale Urban Growth Area identified in Appendix 2 of the District Plan. This Brookvale Romanes area has been identified in the Heretaunga Plains Urban Development Strategy (HPUDS) as an appropriate area for greenfield residential development and necessary to be included within the 10 year planning period in order to provide an on-going supply of residential land. This area has also been identified within HPUDS as a replacement area for the Arataki Extension due to reverse sensitivity issues impacting on the suitability of this area in the short to medium term.

The Brookvale Urban Growth Area is considered suitable for greenfield development as it adjoins Brookvale Road and the existing Arataki residential area. Its proximity to existing residential areas means servicing efficiencies exist. Furthermore, there are good transport links to State Highway 2 via Napier Road and/or Crosses Road which provide for ease of travel to Hastings and Napier and a direct link to the Havelock North village centre.

The Brookvale Urban Growth Area is currently zoned Plains Production Zone. Land north of the Drainage Reserve (Crombie Drain) and in the vicinity of Thompson and Davidson Roads continues to be used for productive uses and as such the drain and roads have been utilised to create a defined urban edge to manage reverse sensitivity effects and protect the versatile land adjoining this area. For the remainder of the area there are a large number of smaller residential sites fronting Brookvale Road.

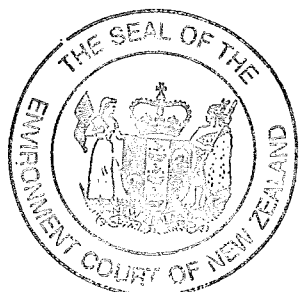
Overall, the Brookvale Romanes Urban Growth Area is a logical and practical extension to the Havelock North Residential area. It is essential however, that the approximately 36 hectares of land within this urban growth area is used in an efficient manner (to offset the loss of this versatile land resource) and to create a vibrant and high amenity residential area that caters for the housing needs of a mixed community. The preparation of a Stormwater Management Plan is fundamental to the development of this area, as it sits within a floodplain.

No commercial node is provided for within the Structure Plan Area, but should a small commercial node akin to Iona be established then it is best located in Area A, either adjoining the reserve or in a location that has good visibility and connections to the existing and proposed residential areas.

Objectives of the Structure Plan

BRSP-O1

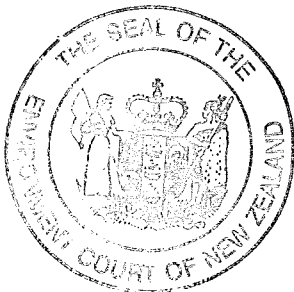
That the Brookvale Urban Growth Area develops into a pleasant living environment that is well connected to the adjoining neighbourhoods, parks and recreational areas.



- BRSP-O2 That the quality of the environment created within the Brookvale Urban Growth Area reflects best practice urban design outcomes and the New Zealand Urban Design Protocol including the 7C's:
- Character
 - Connections
 - Custodianship
 - Collaboration
 - Creativity
 - Choice
 - Context
- BRSP-O3 That the development provisions that shape the Brookvale Urban Growth Area seek to assist the Council in the achievement of the objectives of the National Policy Statement on Urban Development Capacity 2016 for the District as a medium growth area as well as the objectives of the Regional Policy Statement and the Heretaunga Plains Urban Development Strategy (HPUDS) in terms of development that uses land efficiently while creating a high quality environment.

Purpose of the Structure Plan

- BRSP-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 a Structure Plan 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.
- BRSP-P2 This Structure Plan relates to the Brookvale Area identified in Appendix 2 of the District Plan. The Structure Plan sets out design outcomes and design criteria which apply to the assessment of applications for subdivision and development activities, other than Permitted Activities, so as to achieve the above purpose and objectives. Applications for Subdivision or Land Use Consent are to show how these design outcomes and criteria will be achieved. Conditions may be imposed on consents granted to give effect to these design outcomes and criteria.



Design Outcomes

(applicable across the entire Brookvale Structure Plan Area – Appendix 13B, Figure 1)

Transportation and the Street Network

BRSP-O1 The primary function of the street network within the Brookvale Structure Plan area is to provide safe and efficient access to properties for all modes of transport while promoting innovation in street design that enhances residential amenity, safety and sense of place.

BRSP-O2 Access to and within the Brookvale Structure Plan area shall generally be achieved from the links to the road network shown on the Structure Plan (Appendix 13B, Figure 1). The Structure Plan shows two types of transportation linkages; those that are located in a fixed position or alignment and those that are indicative. Fixed transportation linkages must be constructed in the alignment shown, however the alignments of those connections shown as indicative have greater flexibility and can be refined or moved as the subdivision design is progressed.

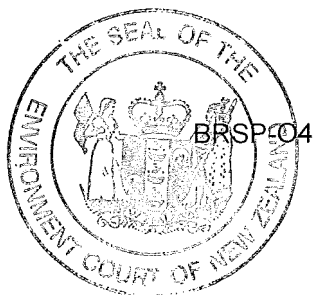
Transportation connections shown as fixed are those that are critical to achieving the optimum outcome in terms of urban design of this new residential area and are also essential in providing the greatest level of access through the neighbourhood and connections to adjoining areas. The provision of road frontage along portions of the drainage reserve (in combination with fencing performance standard provisions for the remainder) and around proposed recreation reserves is considered a key component of the Structure Plan and assists best practice urban design outcomes for the development of these areas.

While there are four indicative road alignments, the outcomes to be achieved are a through road running from Romanes Drive to Thompson Road and two roads running parallel to the Crombie Drainage Reserve. One within the latter part of Area A (Stage 2) and C connecting with the two road legs running northwards from the through road and one on the northern side of the Crombie Drain within Area B. These roads are a key feature of the Structure Plan but essentially float to give flexibility to the stormwater solution. The fourth is a connector between the Romanes Drive and Thompson Road through road and the drain, to show that a connection is intended rather than a landlocked drain-side road.

BRSP-O3 The Transportation network will provide for road vehicles, cyclists and pedestrians and will support the off-road pedestrian cycle links throughout the Structure Plan area as shown that utilise stormwater drainage and reserve areas.

Pedestrian, cycle and/or reserve links are required to be enabled, generally in accordance with the Structure Plan, to allow for improved connectivity within the area and to the wider area surrounding this new urban development area. Upgrades to the existing roads within the Structure Plan area (Thompson and Davidson Roads) will be required to ensure levels of services are maintained as the area transition from rural to urban.

BRSP-O4 Internal streets shall generally comply with HDC Engineering standards for local streets and cul-de-sacs, except that innovative and attractive solutions



that enhance residential amenity, safety and sense of place should be provided priority. Council will look favourably on alternative subdivision concepts that achieve safe, pedestrian friendly street design.

The internal street network guides the shape of individual subdivisions that will make up this residential area. The long rectangular shape of the growth area south of the Crombie Drain requires a grid like internal street network to ensure adequate connectivity both within the growth area and to connect this area with the existing Arataki residential area.

At least one through east-west road shall be provided, running from Romanes Drive to Davidson Road. The portion of this road closest to Romanes Drive is shown as indicative to provide development flexibility, whereas the remainder is fixed due to existing development and to establish the grid layout between Brookvale Road and the Crombie Drain, to ensure subdivision block sizes are of a walkable size. The need for streets to front proposed open space reserves is a key urban design principle that has helped influence the placement of the drain-side roads.

Typical sections diagrams of Collector and Local Roads are attached as Figure 2, to this Structure Plan text, to guide road design.

However, the following specific transportation design outcomes and criteria for the Structure Plan area and certain roads are outlined below:

Design Outcome: Romanes Drive and Napier Road

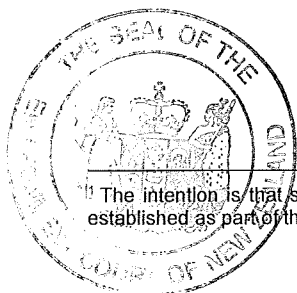
Romanes Drive and Napier Road are existing roads that serve collector and arterial functions. It is important that these roads continue to function safely and efficiently so it is intended to keep vehicle access from the development restricted and allow internal access only. Due to this it is important that these roads are treated in such a way that they don't turn their backs on development, so fencing and landscaping controls have been introduced.

Design Criteria: Romanes Drive and Napier Road:

- Points of connection identified on the structure plan for any new roads with internal access otherwise provided for new development; Restricted vehicle access identified on the Structure Plan accordingly;
- Provision of cycle lanes and a footpath on the eastern side of the road;
- Street trees shall be planted in the road berm areas. Plans outlining the species proposed¹, spacing of trees and location within the berm area shall be provided with any application for subdivision;
- Landscaping and fencing controls to ensure good visual connections into the development from Romanes Drive; and
- Fencing controls to ensure a high standard of residential amenity to properties adjoining Napier Road.

Design Outcome: Russell Robertson Extension & Romanes Drive to Davidson Road Spine Road

A collector road connection that extends Russell Robertson Drive through to Thompson Road including a bridge/culvert crossing to traverse the Crombie Drain and constructed along the alignment shown on the Brookvale Structure



¹ The intention is that street trees species are consistent with species already planted in Havelock North and where the species are established as part of the first subdivision that the same species is used throughout the development

Plan.

In the case of the Romanes Drive to Davidson Road spine connector, this is to be constructed on the alignment shown on the Structure Plan. The exception being a short portion of indicative alignment at the Romanes Drive end to provide development flexibility.

Design Criteria: Russell Robertson Extension & Romanes Drive to Davidson Road Spine Connector:

- Provision of on-street carparking and cycle lanes and a footpath on both sides of the road;
- Incorporation of 'low impact design' stormwater features within the street design and streetscape as a whole;
- Street lighting shall be deflected downwards towards the road and footpaths to reduce the impacts of lighting on surrounding properties; and
- Street trees shall be planted in an avenue style in the road berm areas. Plans outlining the species proposed², spacing of trees and location within the berm area shall be provided with any application for subdivision.

Design Outcome: Roads fronting the Crombie Drain

Two local roads are to be constructed alongside the Crombie Drain providing visibility and access into this linear open space reserve area. These are however shown as having an indicative alignment to provide flexibility as the final stormwater solution is not known. Where a road is not identified on the Structure Plan fronting the Drain then specific fencing rules will apply for any residential lots.

Design Criteria:

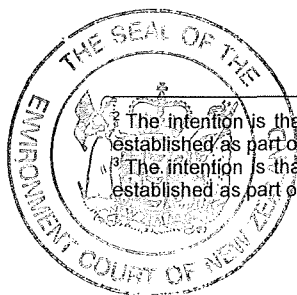
- Provision of on-street carparking lanes on both sides of the road (off-road cycle and pedestrian paths will be provided within the open space reserve);
 - For the road on the northern side of the Drain, provision for a footpath along the northern side of the road that adjoins and provides access to residential properties;
 - For the road on the southern side of the Drain, provision for a footpath on the southern side of the road that adjoins and provides access to residential properties;
- Incorporation of 'low impact design' stormwater features within the street design and streetscape as a whole;
- Street lighting shall be deflected downwards towards the road and footpaths to reduce the impacts of lighting on surrounding properties; and
- Street trees shall be planted within a median strip between the two traffic lanes that runs the length of these roads. Plans outlining the species proposed³, spacing of trees and location within the median strip area shall be provided with any application for subdivision.

Davidson Road (adjacent to Area C and the Future Stage as Identified in HPUDS)

The Davidson Road alignment is to remain as existing, but will require

² The intention is that street trees species are consistent with species already planted in Havelock North and where the species are established as part of the first subdivision that the same species is used throughout the development

³ The intention is that street trees species are consistent with species already planted in Havelock North and where the species are established as part of the first subdivision that the same species is used throughout the development



upgrades to the road profile, providing new kerb and channel and pedestrian amenities.

Design Criteria:

- Provision of on-street carparking, cycle lane/s and a footpath;
- Incorporation of 'low impact design' stormwater features within the street design and streetscape as a whole;
- Street lighting shall be deflected downwards towards the road and footpaths to reduce the impacts of lighting on surrounding properties; and
- Street trees shall be planted in an avenue style in the road berm areas. Plans outlining the species proposed⁴, spacing of trees and location within the berm area shall be provided with any application for subdivision.

The Internal Street Network including the loop Road in Areas A and C

Design Outcome:

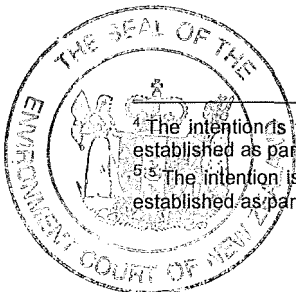
A grid street network design that provides connectivity and views to the open space reserve areas and that is constructed as generally shown on the Structure plan map.

Design Criteria:

The following specific considerations are to be taken into account in the design of streets:

- Provision for pedestrian safety and amenity in a way that contributes to the creation of a distinctive suburban character;
- Provision of on-street carparking and cycle lanes (i.e. a lane on both sides of the street) for all those roads identified in a fixed road location or alignment;
- Incorporation of 'low impact design' stormwater features within the street design and streetscape as a whole;
- Incorporation of a statement identifying departures from the minimum standards of (Road /Street design section) of the HDC Engineering Code of Practice for Subdivision and Land Development, setting out the reasons for the alternative approach adopted and how this is consistent with achieving NZS4404;
- Street lighting shall be deflected downwards towards the road and footpaths to reduce the impacts of lighting on surrounding properties; and

Street trees shall be planted in an avenue style in the road berm areas. Plans outlining the species proposed⁵, spacing of trees and location within the berm area shall be provided with any application for subdivision.



⁴ The intention is that street trees species are consistent with species already planted in Havelock North and where the species are established as part of the first subdivision that the same species is used throughout the development

⁵ The intention is that street trees species are consistent with species already planted in Havelock North and where the species are established as part of the first subdivision that the same species is used throughout the development

Infrastructure Services

- BRSP – O5 To provide sustainable water, wastewater and stormwater infrastructure solutions for the Brookvale Structure Plan Area.

Water:

The current water reticulation services in the vicinity of the Structure Plan area include bulk distribution mains on Brookvale Road and water mains on Napier Road. There is currently no reticulation in Romanes Drive to support development.

The Structure plan area can be supplied via a new water main connected to Brookvale and Napier Roads via Thompson Road. This will create a boundary connection which is important to provide for flow continuity and volumes of supply during peak demand and fire-fighting conditions. The need for a new main is identified on the Brookvale Structure Plan contained in Appendix 13B, Figure 1.

Internal service mains (including important loop connections) can then be positioned within the development area to suit road layouts and provide alternative connectivity and continuity for fire-fighting. The booster pump station once operational will assist service this area.

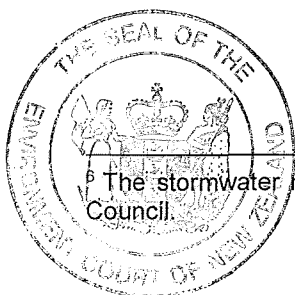
Water supply upgrading shall occur in tandem with staged development and be either constructed by the developer(s) or funded through financial contributions.

Any easements or other arrangements to provide for conveyance of water supply services are to be demonstrated at the time of any application for subdivision. This includes consideration of existing easements over land within the Structure Plan area and ensuring that connections to water services for these properties are maintained through appropriate mechanisms as part of any subdivision consent approval.

Stormwater:

Stormwater is to be managed and treated by means of a low impact stormwater system that includes an upgrade to the existing Crombie Drain and a detention pond to the north of the Crombie Drain and adjacent to the Russell Robertson Drive extension. Both of these areas have been identified on the Brookvale Structure Plan (Appendix 13B, Figure 1) as Stormwater Management Areas. All areas needed for stormwater management purposes will be vested in Council. Roadside drainage features will be used to convey stormwater runoff to the Crombie drain.

The final width of the Drainage Reserve (28 metre minimum) and location and size of the ponds/wetlands constructed within these Stormwater Management Areas will be determined by the Stormwater Management Plan for the entire Brookvale Structure Plan Area⁶. Remaining land that is not required for stormwater management purposes within the identified stormwater management area (including access for maintenance and for public safety) can then be utilised in accordance with its underlying zoning. This approach is covered under Rule 30.1.7Z(8).



The stormwater management solution shall be prepared in collaboration with the Hawkes Bay Regional Council.

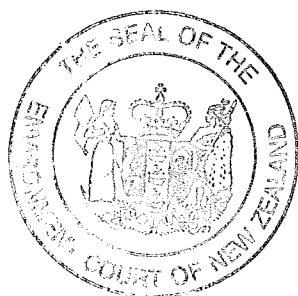
The stormwater system is to meet 'the design principles for stormwater attenuation and treatment' set out in the Hawkes Bay Regional Council, April 2009, *Hawkes Bay Waterway Guidelines*. The system is to achieve best practice from source through to discharge at the boundary so as to mitigate the effects of urban development on stormwater quality and quantity. In particular the system is to:

- Be in general accordance with the Brookvale Structure Plan map (Appendix 13B) including the cross section minimum width of 28 metres and the Crombie Drain profile attached to this Structure Plan text as Figure 3;
- Attenuate stormwater in order to achieve a discharge at the boundary of the developed area that is not greater than predevelopment flow;
- Individual site stormwater shall be designed to comply with the HDC Engineering Code of Practice/ District Plan ;
- The Drainage Reserve and stormwater management ponds / wetlands [or the specific mitigation devices to be advised] are to be vested in Hastings District Council upon subdivision;
- At the time of the first subdivision for Stage 1 of Area A, a 'Stormwater Management Plan' (SMP) is to be provided for the entire Brookvale Structure Plan area. The SMP will demonstrate how 'stormwater neutrality' is to be achieved such that existing rates of runoff are not exceeded. The SMP will specify the mix of measures to be employed including, but not necessarily limited to:
 - Any communal measures and, their capacity, design, management and ownership;
 - Land within the stormwater management areas that is not required for stormwater management purposes but is required for access for maintenance and public safety;
 - The Whakatomo Place existing overland flowpath and existing concrete lined open swale drain which discharges to the Crombie Drain. Included in this aspect of the assessment consideration needs to be given to the height of Brookvale Road and surrounding properties to alleviate ponding. The existing concrete lined open swale drain or approved alternative is to be accommodated within road corridor or drainage reserve and vested in Council.

Wastewater:

There are fixed points for wastewater connection at Romanes Drive and Napier Road, which are identified on the Structure Plan diagram (Appendix 13B, Figure 1).

The existing wastewater services network will need to be extended and upgraded along Davidson Road to slightly north of the Crombie Drain then run west back to the identified point of connection on Romanes Drive. Services can run either within the Drainage Reserve itself or alternatively easements will be required. All other new service infrastructure will be constructed by the developer.



Two key features of the wastewater servicing design will be two new pump stations to manage wastewater flow back to the existing HDC network. The location of these pump stations will not be known until detailed design work is carried out but indicatively are needed within Stage B and C (or alternatively within the 'future stage as identified by HPUDS'). The pump stations will have all equipment located below ground level except for an equipment box which will be screened by landscaping on all sides except the road frontage to maintain access for maintenance purposes.

All extension and upgrades need to be constructed in accordance with the HDC Engineering Code of Practice.

Sewer reticulation layouts will require a mix of gravity and rising mains due to the naturally sloping ground of the development area towards the Crombie Drain.

Retention of Existing Vegetation

Quality of place is considerably enhanced by retaining established trees and vegetation. It has been identified that there are existing mature trees, hedge rows and ornamental planting that could be retained to assist integrate new development into the environment. Several significant trees have been identified, a significant gum tree (Eucalyptus) opposite Whittaker Place, three mature trees along the Napier Road boundary, a large Elm species near the Romanes Drive intersection and a pine and Fraxinus species within the Redwoods kids site. It is considered that all existing vegetation is worthy of consideration for protection and an assessment criteria built into the subdivision section accordingly.

Residential Density

The Heretaunga Plains Urban Development Strategy (HPUDS) suggests a total indicative yield for the entire Brookvale and Romanes Drive areas of 575 dwellings. With a yield target of 15 dwellings per hectare to achieve this.

The total area of the Brookvale Structure Plan area is approximately 36 hectares of the total approximate 45 hectare area identified in HPUDS. The remaining future stage (as identified on the Structure Plan) will be investigated for rezoning once reverse sensitivity issues are resolved.

Detailed structure planning investigations and resultant infrastructure needs can affect yield, but the plan provisions provide the means to achieve the 15 dwellings per hectare target, and specifically include rules that provide opportunities for comprehensive residential development to occur

Unlike the Structure Plan for Iona there are no areas specifically identified as suitable for Comprehensive Residential Development (CRD) within the Brookvale Structure Plan area (Appendix 13B, Figure 1). However CRD is encouraged within the Brookvale Structure Plan area, particularly where it is located on the opposite sides of streets aligned along the edges of open space reserves (i.e. so that the lots face the reserve), or some amenity feature. Otherwise clusters of small lots shall be distributed amongst larger lots so that small lots do not dominate the streetscape. For example smaller lots located mid-block within a street separated by larger lots.

Design Outcome:



An overall residential density that contributes to an efficient use of the land resource while providing for a range of housing options in a high quality residential setting

Design Criteria

- A minimum residential density of 15 dwellings per hectare;
- A minimum site size for comprehensive residential development sites – Parent sites: 500m², Child sites: 250m²
- A range of site sizes shall be provided within a street to encourage the construction of a variety of house types as this diversity will assist with the creation of a new residential character;
- Comprehensive residential development (CRD) sites should be located on the opposite sides of streets aligned along the edge of open space reserves (ie so that the lots face the reserve or alternatively some proposed new amenity feature(s) within the CRD development site itself); and
- Alternatively clusters of smaller sites resulting from a CRD should be located mid-block within a street separated by larger lots comprising single house developments so that the smaller sites are distributed amongst larger lots and therefore do not dominate the streetscape.

Other Infrastructure Services

New residential development is to be serviced for power, gas and telecommunications utilities by each of the respective network utility providers.

The Green Network – Open Space Zone

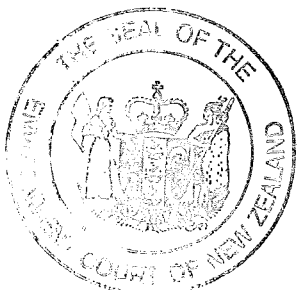
The Open Space Zone within the Structure Plan area comprises two reserve areas and a drainage reserve (Crombie Drain) which will provide opportunity for active and passive recreation and may also accommodate community based activities in accordance with the Open Space Zone requirements of the District Plan (Section 13.1).

The placement of the open space reserves also seeks to reinforce and connect recreational linkages and pathways throughout the residential area ensuring the accessibility of these areas. While these open spaces will primarily provide for recreation activity they also (particularly the Crombie drainage reserve) have a significant role to play in providing for the overall stormwater conveyance and treatment system for the area.

- | | |
|----------|--|
| BRSP-O7A | An open space network that is easily accessible and provides a focal point for recreation and social activities for this new residential area. |
| BRSP-O7B | The creation of two neighbourhood reserves that provide for key neighbourhood playground and provide open space amenity for this residential area. |
| BRSP-O7C | An open space area that has the primary function of stormwater management while providing a main recreational linkage through the residential area and connection to neighbourhood reserves. |

Design Criteria:

- That the identified reserve areas shall generally be located and configured as depicted on the Brookvale Structure Plan. The final location of the neighbourhood reserves, particularly that in Area A, Stage B, will be informed by the Stormwater Management Plan and resultant stormwater solution;
- That off road cycleway and pedestrian recreational linkages shall be provided through the Crombie Drain Reserve to connect with the street network that provides access to the two local neighbourhood reserves;
- That the two neighbourhood reserves are bounded on a minimum of two sides by a road and have minimum site sizes of 2500m²;



Appendix 13B Brookvale Structure Plan

- That provision for a children's playground shall be made within each of the neighbourhood reserves;
 - The size, location and design of the playground and equipment will be subject to community consultation by the Council's Parks Planning Team following the initial development of the new urban development area;
 - That the Crombie "Drainage Reserve' is to be vested in the Hastings District Council upon subdivision; and
 - That the Drainage Reserve has a minimum width of 28 metres for the full length running from Romanes Drive to Davidson Road as depicted on the Brookvale Structure Plan (Appendix 13B, Figure 1) and have the minimum requirements as depicted in the Crombie Drain profile attached to this Structure Plan as Figure 3.
-

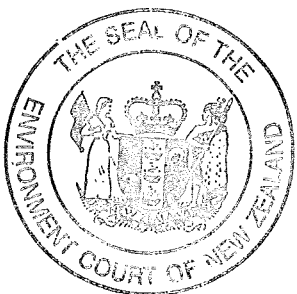


Figure 1 – Brookvale Structure Plan

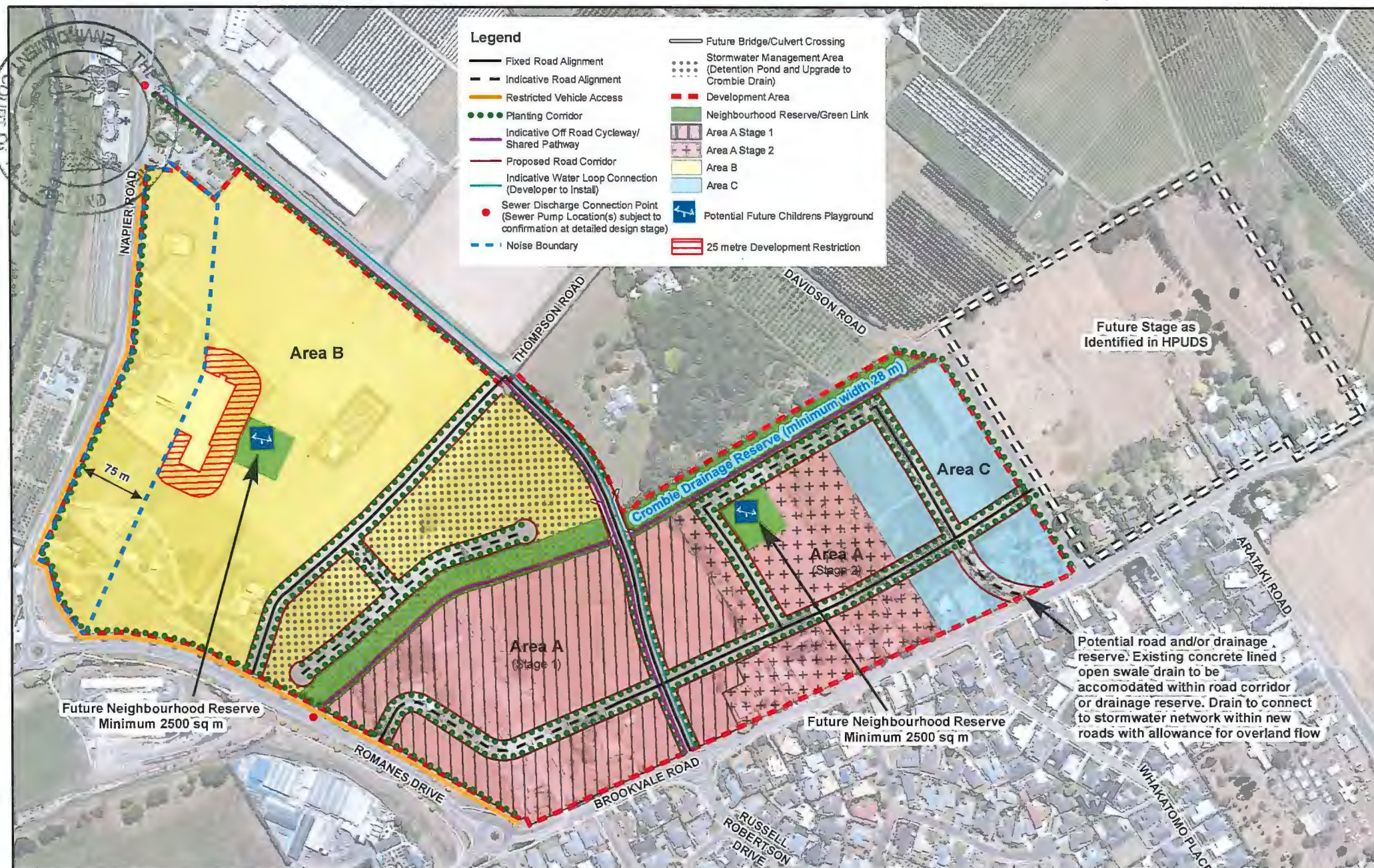
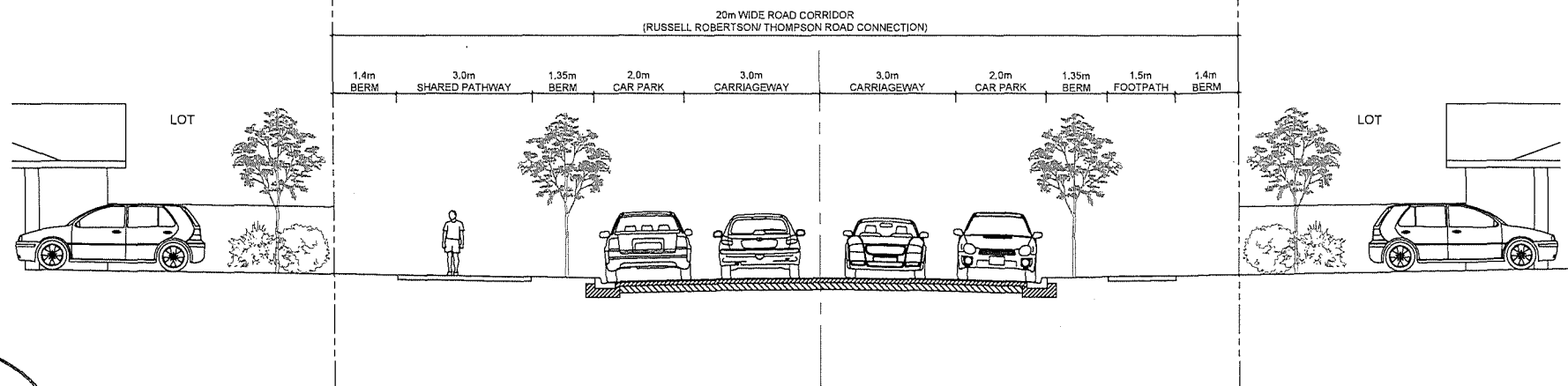


Figure 2 - TYPICAL ROAD SECTIONS

TYPICAL 20m WIDE CORRIDOR - COLLECTOR



TYPICAL 15m WIDE CORRIDOR - LOCAL ROAD

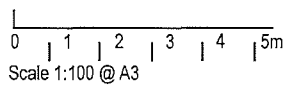
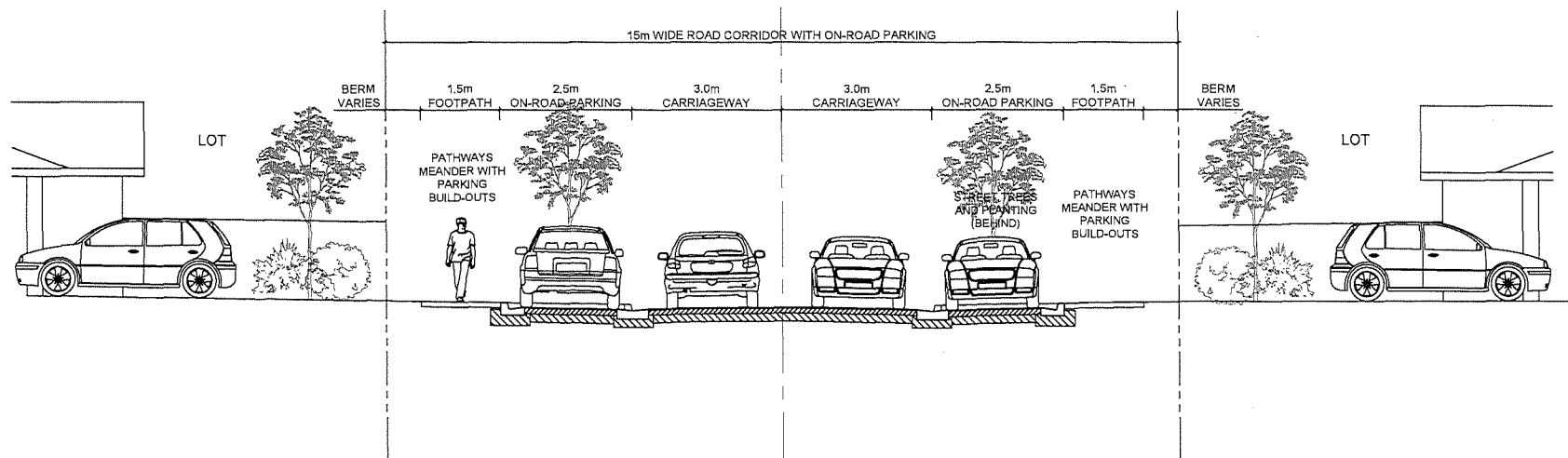


Figure 3 - CROMBIE DRAIN PROFILE

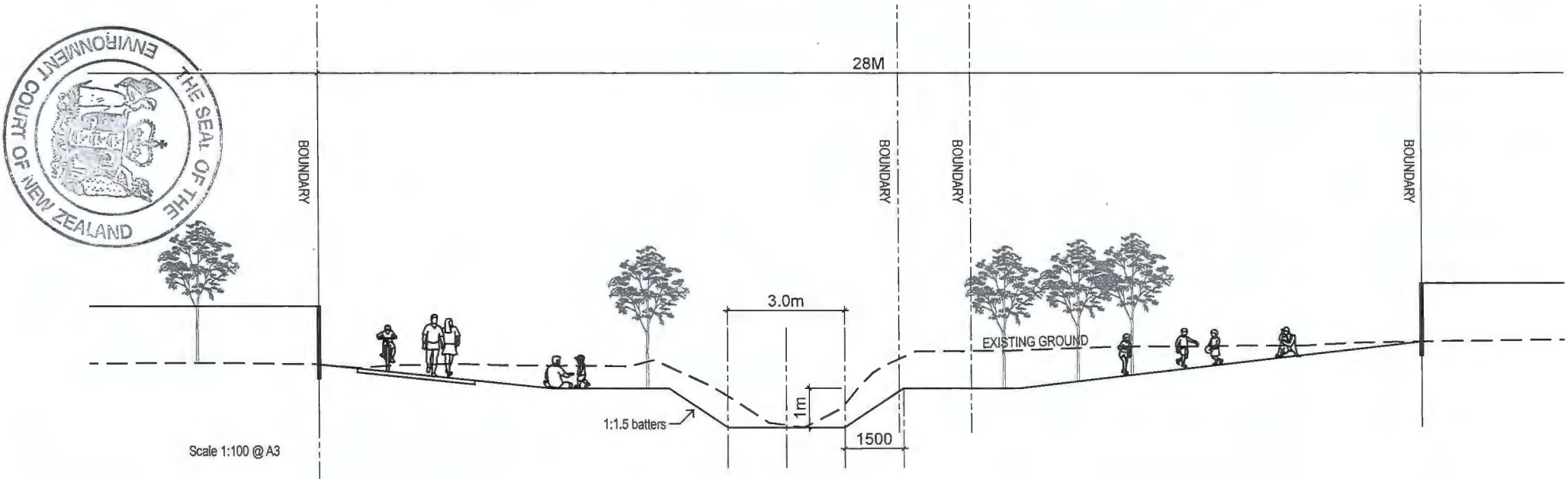
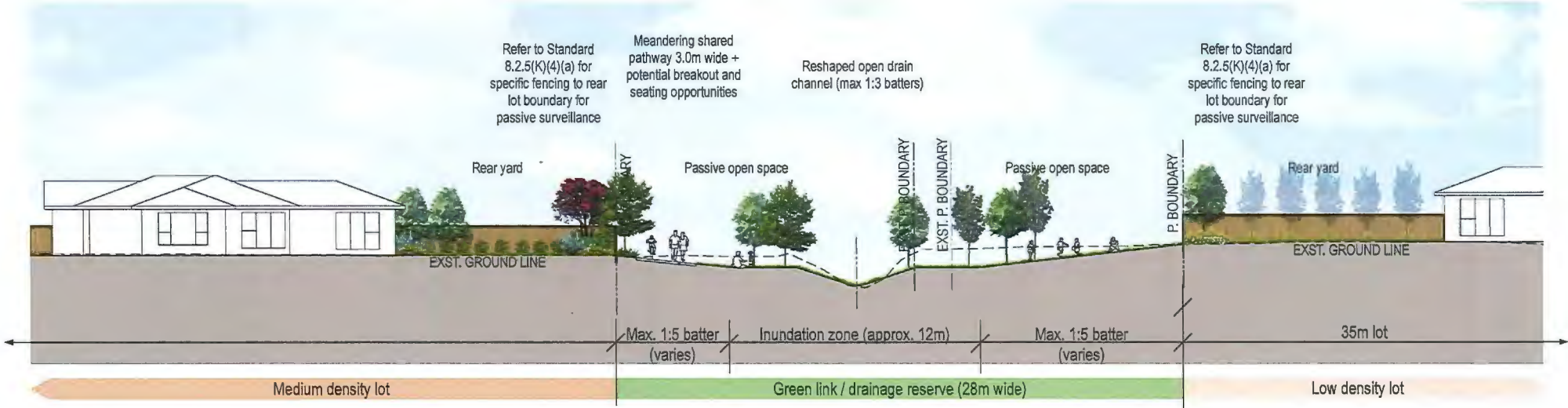
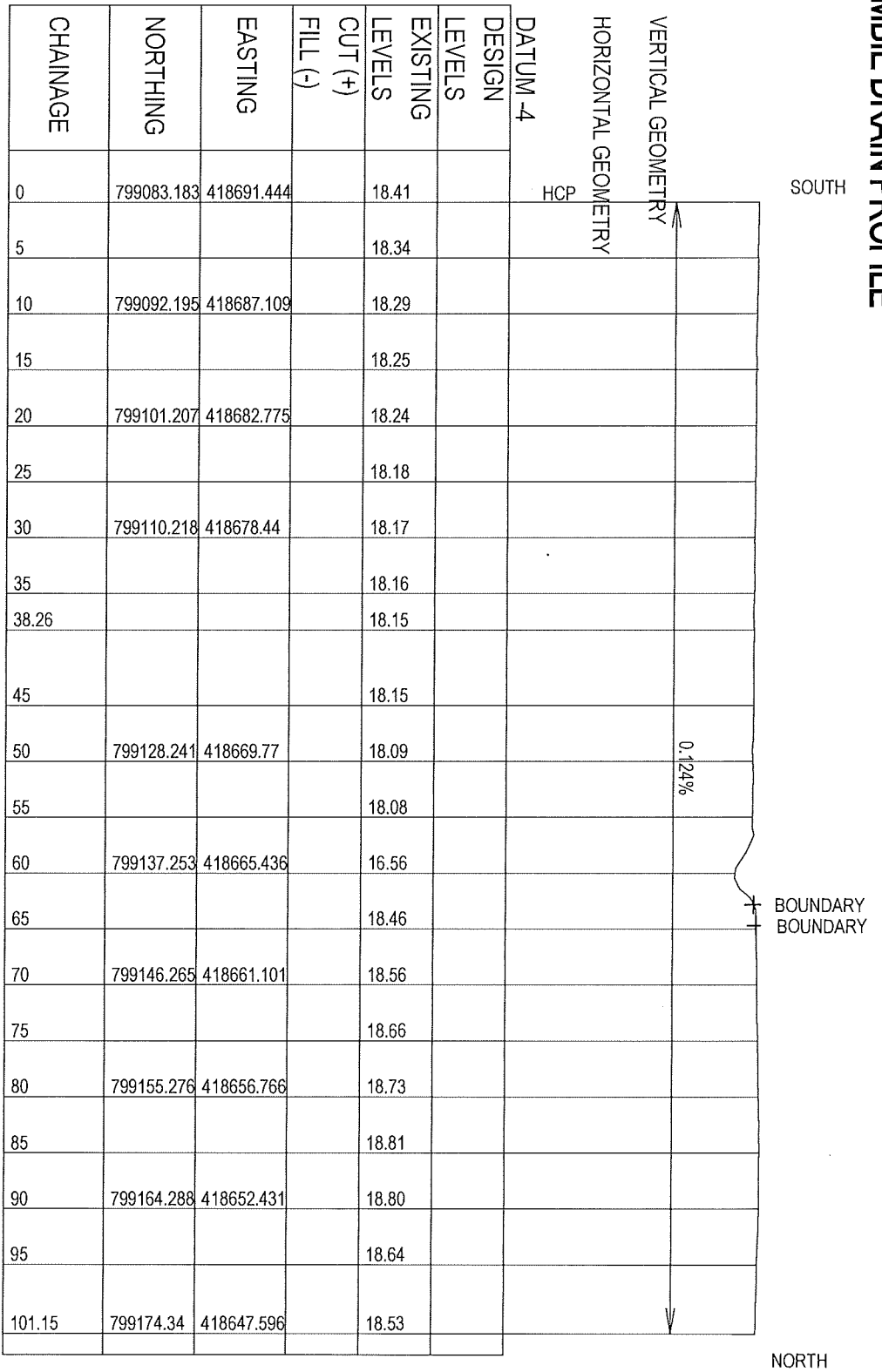


Figure 3 - CROMBIE DRAIN PROFILE



LONGITUDINAL SECTION - L-SECTIONS 4

Horizontal scale 1:500

Vertical scale 1:500

Scale 1:400 @ A3

DISTRICT PLAN MAP A3

Scale 1:100000



DISTRICT PLAN LEGEND

Residential Zones

- Regional Hospital
- General Residential
- Hastings City Living
- Character Residential
- Flaxmere Community Residential
- Clive-Whakatu Residential
- Waimarama Coastal Settlement
- Coastal Settlement
- Plains Settlement
- Rural Residential
- Deferred Residential

Commercial Zones

- Central Commercial
- Residential Commercial
- Suburban Commercial
- Large Format Retail
- Commercial Service
- Havelock North Village Centre Business
- Havelock North Village Centre Mixed
- Havelock North Village Centre Retail
- Flaxmere Commercial
- Flaxmere Commercial Service
- Clive-Whakatu Suburban Commercial
- Haumoana - Te Awanga Suburban Commercial
- Bridge Pa Suburban Commercial

Industrial Zones

- Light Industrial
- General Industrial
- Whirinaki Industrial
- Havelock North Village Centre Industrial
- Tomoana Food Industry
- Deferred General Industrial

Rural / Plains Zone

- Plains Production
- Rural

Open Space Zones

- Hawke's Bay Regional Sports Park
- Deferred Regional Sports Park Zone
- Open Space
- Deferred Open Space

Special Character Zones

- Nature Preservation Zone
- Iona Special Character Zone
- Te Mata Special Character Area
- Tuki Tuki Special Character Area

Cultural / Heritage

- Archaeological Sites (** See Note below re accuracy*)
- Notable Trees
- Site of Significance (SS)
- Wahi Taonga (W)
- Historic/Heritage Features (HB)
- Queen Street East Historic Area
- Russell Street Historic Area
- Oak Avenue / Green Hill Historic Area
- Riparian Land Management
- Riparian Areas
- List 1
- List 2
- Recommended Areas for Protection
- Landscape Areas / Features
- Coastal Landscape Character Area
- Outstanding Natural Feature
- Outstanding Natural Landscape Area
- Rural Landscape Character Area
- Significant Amenity Landscape Area
- Overlays and Precincts
- Breadalbane Avenue Special Character Area
- Toop Street Special Character Area
- Central Character Precinct
- Te Mata Restricted Building Area
- Restricted Building Area -
- Havelock North Character Residential
- Te Mata Lifestyle Area
- Te Awanga Lifestyle Area Limit
- Roys Hill Winegrowing Area
- Aquifer
- Haurangi Plains Unconfined Aquifer
- Other
- Designation (D)
- Scheduled Activities (S)
- Contaminated Sites
- National Grid Structure
- National Grid Line
- Bridge Pa Noise Contours
- Pan Pac Noise Contours
- River Hazard
- Prohibited Development Area
- Coastal Environmental Boundary
- Hastings District Boundary

Designation Information

Last Updated 30/06/2017

Designation	Purpose	Designating Authority
D10	Electricity Distribution	Unison Networks Limited
D48	Detention Dam and Ponding Areas	Hawke's Bay Regional Council
D99	School	Minister of Education
D122	Proposed Local Purpose Reserve - Buffer Strip	Hastings District Council
D133	Reservoirs	Hastings District Council

Scheduled Activities Information

Last Updated 30/06/2017

Site Number	Permitted Activities
S13	Hair Dresser
S15	Dairy
S16	Convenience Store and Automotive Repair and Servicing
S20	Educational Facility
S37	1) Mushroom Growing and activities associated with the growing of mushrooms; 2) Composting operations for the purposes of mushroom growing. Retail sales of mushrooms and compost produced on the site.
S44	The Handling, Storage and Distribution of Agricultural/Horticultural Produce, Ancillary Activities and Associated Buildings within the identified site boundary in Appendix 26, Figure 9.

Historic/Heritage Sites

Last Updated 15/11/2018

Heritage ID	Heritage Name	Category
HB7	Tauroa Homestead	I
HB17	Whare Ra (Dwelling)	I
HB37	Te Mata Woolshed	II
HB77	Duart House	II
ii	Peloha	
iii	Rush Cottage	
v	Vidal House	



