MIDDLE Road

Havelock North

MARCH, 2026

urban acumen

FINAL

URBAN DESIGN STATEMENT

to support a

Fast Track Referral Application

PROJECT	Middle Road, Havelock North - Fast Track Referral
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This report has been prepared by Lauren White, Director and Principal Urban Designer of Urban Acumen Limited, for the purpose of supporting the application for referral under the Fast Track Approvals Act 2024.

Urban Acumen Ltd is a specialist urban design consultancy providing urban design services to a range of public and private sector clients.

I hold a Bachelor of Architectural Studies and a Master of City Planning and Urban Design from the University of Cape Town, South Africa (1992). I am recognised as a Registered Urban Designer by the Urban Designers Institute Aotearoa (2024), hold a position as chair on the Auckland Urban Design Panel, contribute to the Urban Design Form as a Committee Member and also teach in the Master of Urban Design degree course at the University of Auckland.

I have approximately 30 years' urban design experience across a wide range of projects in both the public and private sector with extensive experience in designing and delivering housing developments of all kinds in both green and brownfield locations across New Zealand, participating in private plan changes, and resource consenting and design review processes.

Relevant recent projects include:

- Urban design inputs for the Fast Track resource consent application for Arataki, Havelock North.
- Urban design inputs to support the Fast-track consent application for Faringdon South East and South West (Plan Change 64), Rolleston.
- Urban design inputs to support the successful Fast-track consent application for residential subdivision of Faringdon Oval, Rolleston.
- Urban design inputs to support the Fast-track consent application for Waikanae North, Kapiti (approved July 2024).
- Wallaceville Plan Change in Hutt Valley and ongoing design and comprehensive land use and subdivision consenting for numerous development stages.
- Plimmerton Farm Plan Change in Porirua and subsequent Fast-track Resource Consent application for Stage 1 (approximately 500 lots, approved late 2024).

I have been actively involved with planning for the development of this site, delivering all necessary urban design inputs including preliminary concept development and collaboration with the multi-disciplinary team.

I confirm that, in my capacity as [author/reviewer] of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

I am familiar with Havelock North and have visited the site a number of times, most recently in December 2025.

Lauren White

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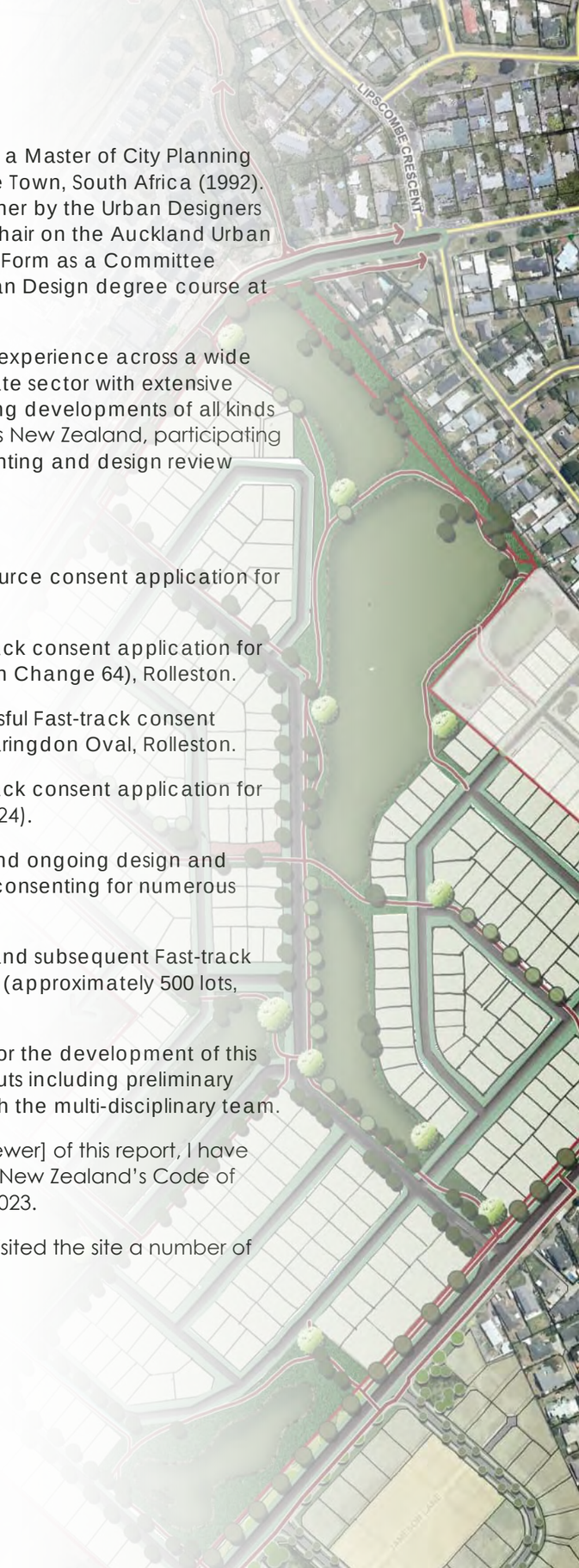


applicant

CDL Land New Zealand Limited

consultants

This proposal is the result of an iterative and integrated design process. This document relies upon and refers to a number of other technical reports which support the application for resource consent and are prepared by the project team as identified below.

WOODS Est.1970	planning civil and stormwater engineering
Boffa Miskell	Landscape architecture
flow TRANSPORTATION SPECIALISTS	Transport planning
PROPERTY ECONOMICS	Property Economics
AGFIRST	Environmental/Horticultural
CFG HERITAGE	Archaeological/Heritage

CDL Land is a residential property developer with a track record over the past twenty years of successfully delivering subdivision projects in Auckland, Hamilton, Tauranga, Hastings, Havelock North, Taupo, Nelson, Christchurch, Rolleston (Canterbury) and Queenstown. CDL is currently delivering the IONA development on the western edge of Havelock North.

CDL Land strives to produce high quality residentialsections that create an excellent quality of life with minimal impact on the environment and community and believes in innovative design and sustainable development.

This document is prepared by Urban Acumen Ltd on behalf of CDL Land New Zealand Limited. It provides back ground information and an urban design assessment of the proposal to create 171 sites with associated access and open spaces.

This assessment is based primarily on plans produced by Urban Acumen, Wood and Partners, submitted with the application, along with supporting information from other design team consultants.

Contents

1.0

introduction

1.1 EXECUTIVE SUMMARY

This report is submitted in support of CDL's Referral Application (Application) under the Fast-track Approvals Act 2024 (FTAA). The project is for residential development at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North and is referred to as the 'Middle Road' project. For assessment completeness, this report has also had regard to a potential extension of the Middle Road development across the adjoining McKenna Block (see McKenna Block Extension at Figure 3).

The Middle Road project will provide for the residential subdivision of the site to enable the development of approximately 300 to 350 lots. The intended subdivision layout will provide for a range of lot sizes to enable conventional residential development along with some medium density development opportunities. The development will be supported by integrated three-waters and transport infrastructure and an open space network.

This urban design statement is provided in support of this application and includes:

- a site analysis/summary of key urban design opportunities and constraints;
- a preliminary design response/master plan; and
- a preliminary assessment of the conceptual proposal against relevant policy directions/ documents.

Should the proposal for referral be successful, a rigorous multi-disciplinary design process will be undertaken and a full Urban Design Assessment be prepared to support the resource consent application. In advance of a successful application, this report identifies potential issues to be considered/recommendations to be addressed during a detailed design stage to ensure good urban design outcomes are achieved.

The site is located in Havelock North, Hastings and measures approximately 30.6ha. It is anticipated to accommodate approximately 300 to 350 dwelling units across a range of site sizes and supported by networks for access and open space. Located approximately 1km from the centre of Havelock North, it is a logical extension of its urban area and is well suited to residential use. The site has a single land owner/developer (CDL Ltd) and this provides an opportunity to comprehensively consider and control all aspects of its built and natural environment with the intention of delivering a cohesive high quality residential environment that meets growth needs in the district and supports the existing town.

The concept proposal/preliminary subdivision plan has been driven by a strong vision for a high performing suburban environment which is informed by known site specific constraints and opportunities. The preliminary subdivision plan illustrates an appropriate, supportable and best practice urban design response, consistent with the objectives and policies of relevant statutory plans relating to urban form and development. It illustrates the potential development of a new residential community which:

- has a range of lot sizes, accommodated in walkable blocks which promote good solar access;
- has logical distribution of residential density, with smaller lots located internally where they have good proximity to open space and good orientation and larger lots providing a transition to existing neighbourhoods, arterial roads or rural boundaries;
- has a legible movement hierarchy and a grid network of local roads which connect logically to adjacent existing, developing and future residential environments, services and destinations;
- delivers a more sustainable density within close proximity of the town centre and lot sizes which reduce the likelihood of future intensification and/or subdivision
- enjoys a network of safe and attractive shared paths connecting passive and active internal open spaces and promoting active travel modes;
- integrates stormwater management with a passive accessible open space network;
- meets some of the residents' daily convenience needs within walking/cycling/scootering distance;
- reflects existing residential environments and deals appropriately with the site interfaces, both arterial roads and adjacent rural land; and
- allows for logical and integrated urbanisation/growth on adjacent land.

1.2 LOCATION

The application site is located at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North (site).

The site is on the southwest side Havelock North, its eastern edge approximately 800m south west of the town centre which contains a range of retail, commercial and community uses.

It is situated on the edge of the urban area of the town which is based on a radial pattern focussed on the town centre. Given the developing Iona subdivision to the south and its associated reserve space (Bull Hill), it can be considered as part of a logical urban area extent and form, with suburban development fronting both sides of Middle and Te Aute Roads connecting peripheral areas to the town centre.

Figure 1. Site setting

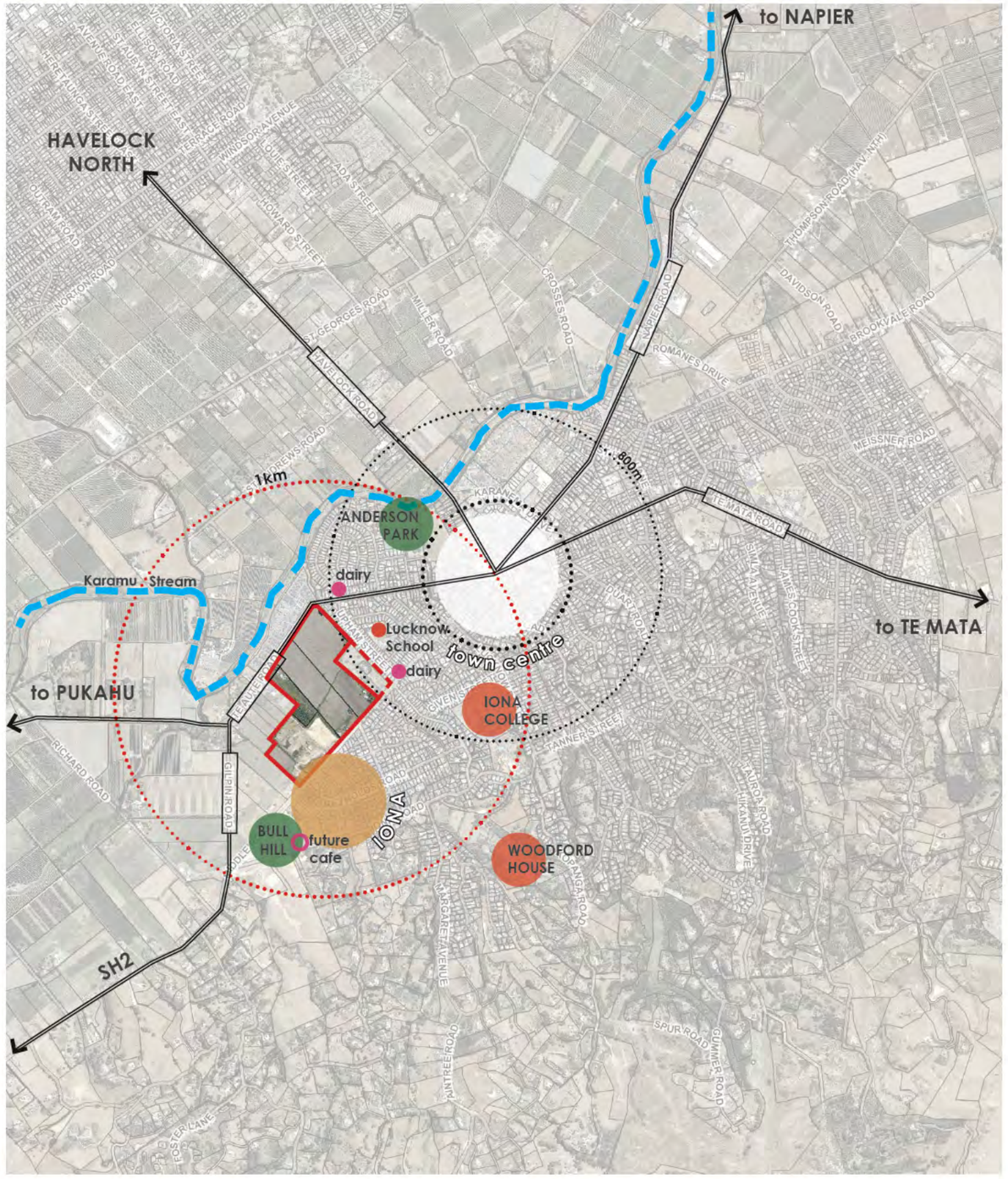


Figure 2. Site location and proximity analysis

1.3 LOCAL CONTEXT

The residential environment of this part of Havelock North is characterised by established and developing neighbourhoods, generally at relatively low density with wide streets and a number of cul-de-sacs. Lot sizes along Upham Street and in older parts of Iona are generally 700 to 800m². The developing and undeveloped parts of Iona have smaller lots, generally around 400 to 500m² as well as some superlots for comprehensively developed medium density housing. The target residential density in Iona is 19 dwelling unit per hectare.

The land to the north-west contains a retirement village which presents a comparatively high density residential frontage to Te Aute Road, albeit without direct individual vehicle access. Serviced apartments at two and three storeys are visible from the street, along with small single storey villas and the fencing is low and visually permeable. The McKenna Block to the north east is rural residential in character with some heritage value in the buildings and trees.

The Baptist Church occupies three land parcels to the west of the site and includes a number of single storey structures and associated car parking. Church buildings are not located close to the site boundary which is marked predominantly by a shelter belt. The Church has indicated its intention to support future urbanisation on its own and adjacent land holdings.

Further to the south west, the site adjoins three properties which are zoned Plains Production. 167 and 169 Te Aute Road are rural lifestyle properties measuring 1.2ha and 2ha respectively. 150 Middle Road adjoins the southern boundary of the site and is also a lifestyle property, measuring approximately 4ha. None of these three properties are commercially farmed but instead accommodate homesteads and pasture for grazing.

Karamu Stream

Baptist Church

bridge over Herehere Stream and James Wattie Retirement Village

dairy on cnr of Middle Road and Upham Street

Figure 3. immediate surrounds


New development in Iona


Upham Street


typical house on Upham Street

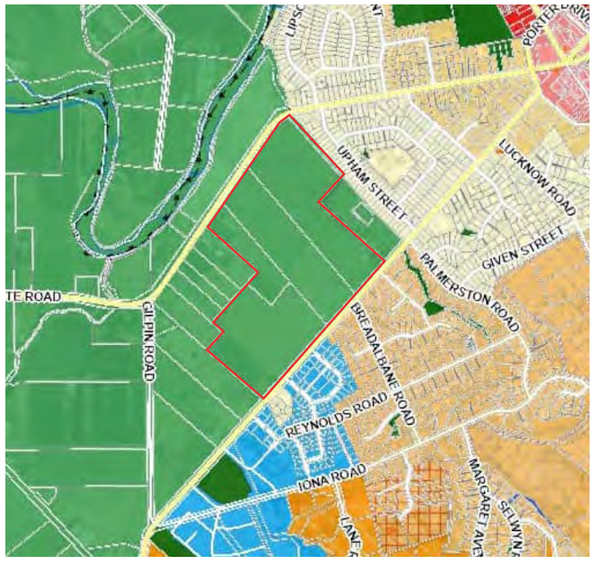

Breadalbane Road looking towards site

1.4 DEVELOPMENT CONTEXT

The relevant statutory policy context is fully described in the Planning Report by Woods. The site is currently zoned Plains Production in the Heretaunga Hastings District Plan. It was originally identified as a growth area (HN3A and part of HN3b) in the Napier Hastings Future Development Strategy 2025-2054 but was subsequently excluded, in part due to the site's identification as Highly Productive Soil.

The site is contiguous with urban residential zoned land in various zones.

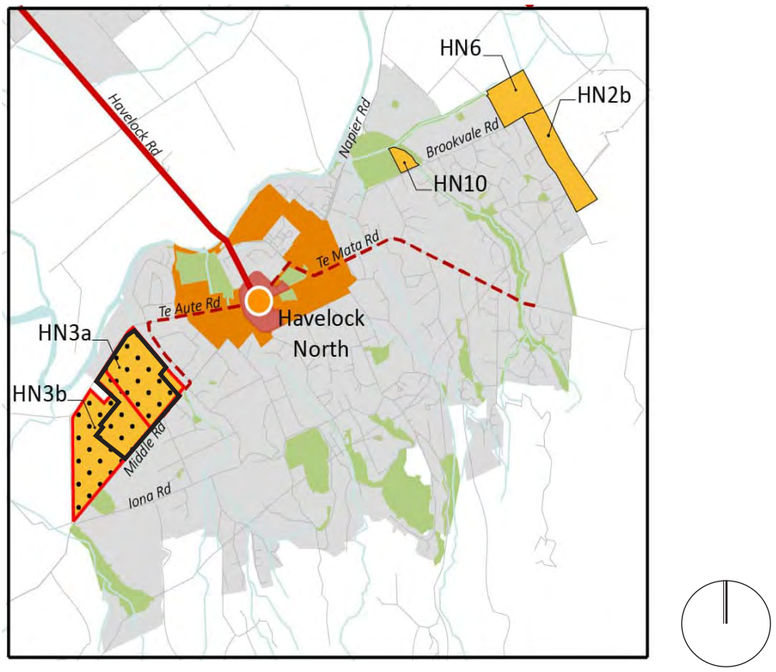
Through Plan Change 5, the Heretaunga Hastings District Council will introduce zones for Medium Density Residential development for areas identified by Council to be appropriate for intensification, generally within close proximity of open spaces, community facilities and services and public transport. This zone has some standards that are consistent with the National Medium Density Residential Standards but also has some departures given the town's provincial location and setting.



Current Zoning

National and district wide policy direction for the development of the site considered relevant for urban design considerations include:

- National Policy Statement on Urban Development 2022
- Napier Hastings Future Development Strategy 2025-2054
- Hawkes Bay Regional Policy Statement 2021- Regionally Significant Issues, Objectives and Policies
- Heretaunga Hastings Operative District Plan - Objectives and Policies for Subdivision and Land Development
- Heretaunga Hastings Operative District Plan - Objectives and Policies for Havelock North Residential Environment
- Subdivision and Infrastructure Development in Hastings – Best Practice Design Guide 2009
- Hastings Residential Intensification Design Guide 2020



Napiert Hastings Future Development Strategy 2025 - 2054

HN3a and b - As indicated in the Draft Napier Hastings Future Development Strategy 2024 - 2054, but not adopted due to opposition by Hawkes Bay Regional Council and Hastings District Council for the following (summary) reasons:

Hawkes Bay Regional Council:

- the inclusion of those sites is not required to provide sufficient development capacity to meet demand
- neither of the sites would provide well-functioning urban environments

Hastings District Council:

- Middle Road is highly productive 'Land Use Capability 2' land and productive land, together with water and climate, is a cornerstone of Hastings District's economic wealth.
- Middle Road is not necessary to meet the housing number required for the National Policy Statement on Urban Development and there are locations available on less productive land should more housing numbers be required.

Napier City Council supported the inclusion of the site as a Greenfield Development Area.

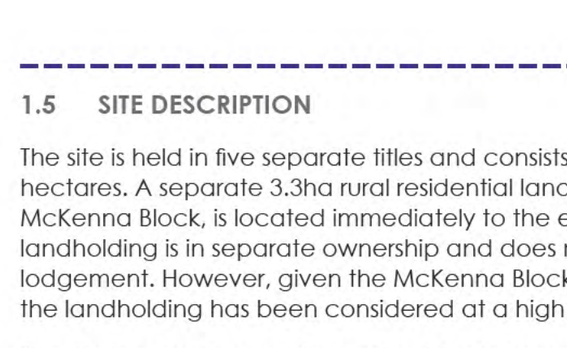
The total area of HN3a and b is approximately 53ha and the Draft FDS indicated an approximate yield of 640 dwellings. The subject site is 30.6ha, approximately 58% of the total HN3a and b site. The equivalent approximate anticipated yield is therefore **370 dwellings.**

1.5 SITE DESCRIPTION

The site is held in five separate titles and consists of a combined area of approximately 30.6 hectares. A separate 3.3ha rural residential landholding at 80 and 84 Middle Road, known as the McKenna Block, is located immediately to the east of the site adjacent to the Herehere Stream. This landholding is in separate ownership and does not form part of the application site at the time of lodgement. However, given the McKenna Block's proximity and relationship to the Middle Road site, the landholding has been considered at a high level within this assessment.

The site is currently used for rural residential purposes with five existing dwellings and a variety of grass pastures. The adjoining interfaces of the site can therefore be described as follows:

- Middle Road runs along the southeast boundary of the site.
- the rear boundaries of the residential properties on Upham Street run along half of the NE boundary with the Herehere Stream, generally with solid fencing at a variety of heights
- Te Aute Road runs along the northwest boundary of the site.
- Rural residential properties and a church (Village Baptist Church) interface with the southwest and part of the northwest boundaries of the site.
- The McKenna Block is a rural residential block with established buildings (including a guest house) and mature trees.



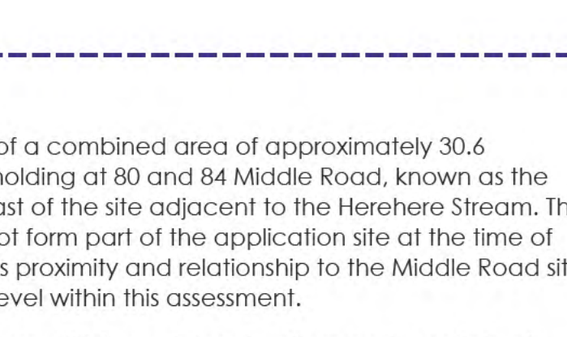


Figure 4. Site Aerial

Key site characteristics include:

- generally level site dissected with farm drains and/or shelter belts
- long distance views across site and to raised land form in south/south west
- rural character established by grazing and homesteads with mature tree planting

James Wattie Retirement Village

Looking south across site from Te Aute Road at Herehere Stream crossing

Looking north west across site from Middle Road boundary

Welcome sign

1.6 SITE CONSTRAINTS

- flood risk - much of the site is below the 1 in 100 year flood level
- limited ability for viable and productive farming (see AGfirst report)
- riprarian corridor/esplanade required along Herehere Stream

existing stream or drainage channel

rear fences - poor amenity and little surveillance

future indicative size and location of stormwater management area

new/developing shared path

existing on road cycle path

links to adjacent properties needed

existing intersections - off set required for new connections to Middle Road

central median

poor sightlines for crossing

gap in cycleway provision

shelterbelt/specimen trees

primary collectors - traffic volume and speeds can be high

Rural Zone - Plains Production

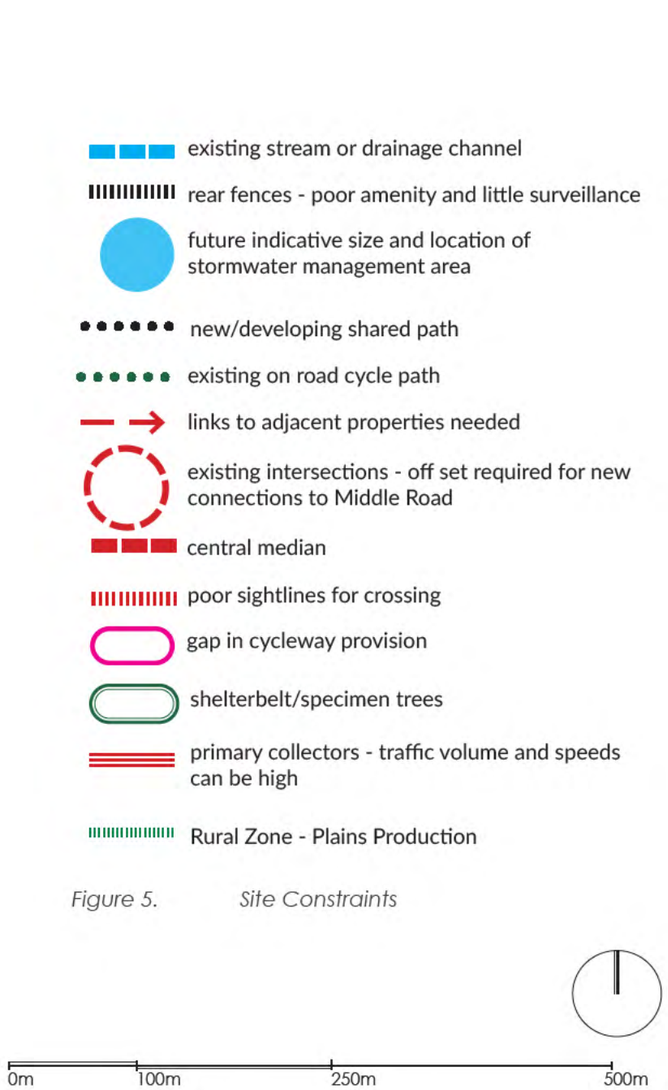
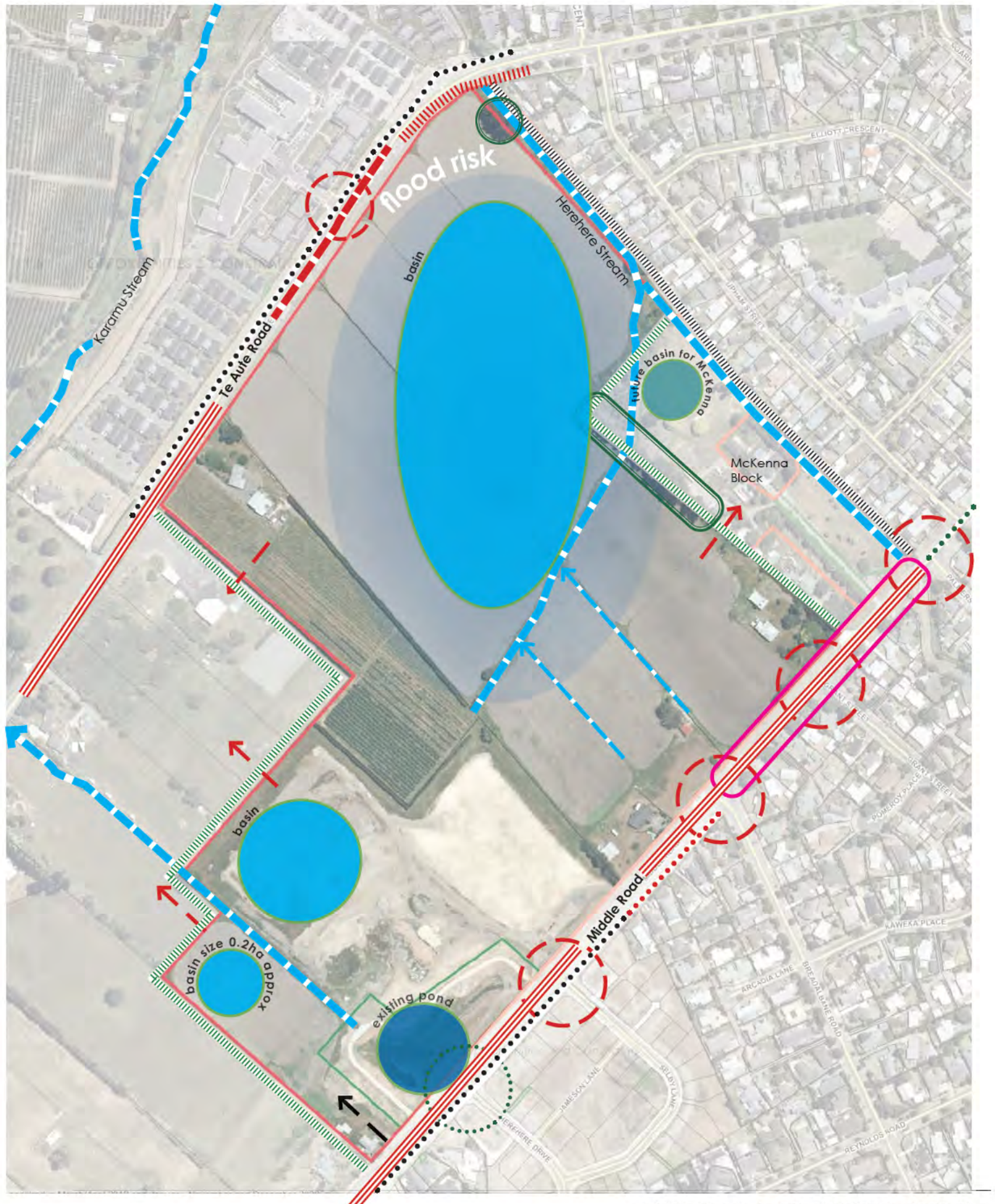
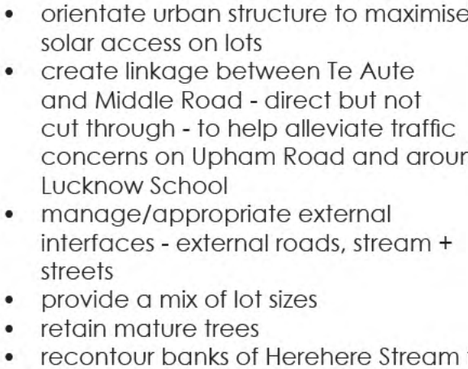


Figure 5. Site Constraints



1.7 OPPORTUNITIES

- create central open space and amenity as placemaking feature
- adopt nature-based stormwater solutions such as basins and swales
- orientate urban structure to maximise solar access on lots
- create linkage between Te Aute and Middle Road - direct but not cut through - to help alleviate traffic concerns on Upham Road and around Lucknow School
- manage/appropriate external interfaces - external roads, stream + streets
- provide a mix of lot sizes
- retain mature trees
- recontour banks of Herehere Stream to increase conveyance, reduce erosion and allow for planting
- achieve an appropriate/adequate density and good land utilisation
- future proof urban extension
- accommodate bus link between Te Aute and Middle Road
- promote active transport choices
- promote access to and along Herehere Stream and Karamu Stream
- in consultation with mana whenua, rename the project



through site link - efficient but not rat run

stream corridor - public access and amenity, safety, ecology

larger lots - visual consistency + traffic safety (turning on site required)

open space corridor integrating SW area and active modes

active mode provision inc. link to Karamu Stream

capitalise on amenity associated with stormwater management areas

smaller lots - open space amenity and safety

gateway - transition through landscape and/or signage

provide entry feature - built form and/or landscape

retain existing trees

view towards Kohinurakau Range in distance

futureproof links to potential future urban development

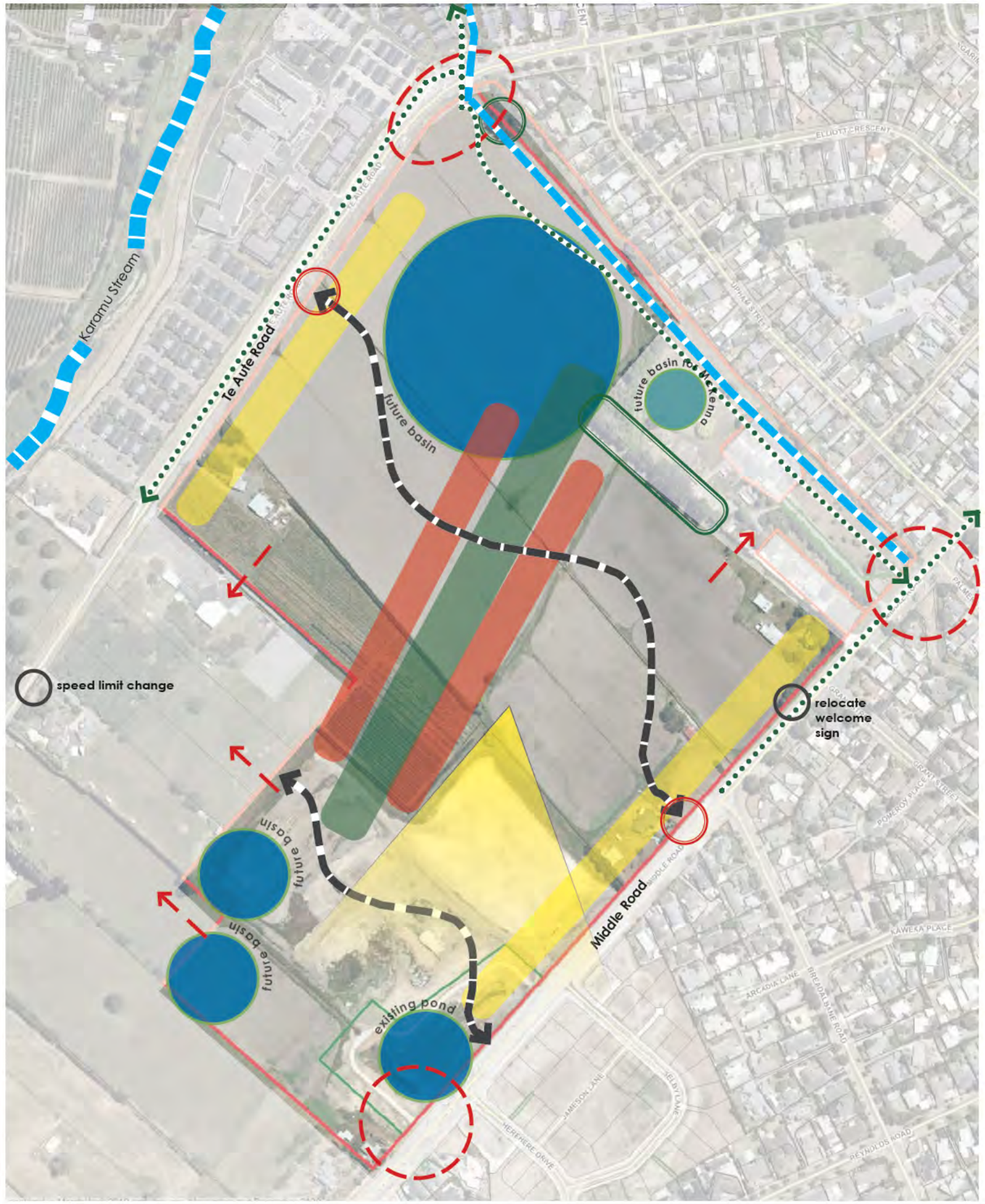


Figure 7. Opportunities

2.0

proposal

The development concept aims to establish a "proof of concept", illustrating a high quality residential environment can be established.

In summary it proposes to:

- extend the existing urban area and promote overall connectivity and integration at the neighbourhood scale
- "fill in" the (mostly walkable) residential catchment supporting the existing town centre
- future proof further urban extension to ultimately achieve a contiguous urban area and a logical urban rural boundary along Gilpin Road in the medium to long term
- establish a logical and legible spatial structure to accommodate 300 to 350 residential sections for a variety of detached single or double storey dwellings
- define the overall access/movement network of streets and key pedestrian routes to be vested with Hastings District Council
- manage flood risk and stormwater requirements and integrate into a passive open space network that adds amenity to the neighbourhood
- provide an appropriate interface with the adjacent rural area (although recognising this is not an active/productive area and the boundary may be temporary)

2.1 DESIGN OBJECTIVES/OUTCOMES

The concept design has been informed by the following high level design objectives:

- balance yield with national imperatives for higher residential density and the site's surrounds and location at the edge of the urban area;
- promote integration with the existing adjacent urban structure;
- allow for connected urban form through links to the McKenna block, Baptist Church and other adjacent properties if/when they urbanise in the future;
- establish a legible movement structure with a hierarchy of movement spaces;
- acknowledge the site's potential to contribute to a western gateway to the urban area of Havelock North;
- improve the Herehere Stream environment and promote easy and safe public access as well as support connection to Karamu Stream
- maximise the opportunity for street trees/urban ngahere to add amenity and reduce urban heat
- promote connections across all transport modes and active design;
- provide a variety of site sizes, promoting diversity of dwelling type/design as well as a range of price points, including more affordable options;
- accommodate necessary stormwater management and overland flow paths, promote multi-functional open spaces and maximise potential open space amenity for residential use and placemaking;
- establish clear ownership, safety and maintenance of open spaces, and enable passive use of stormwater management areas;
- adopt a block orientation and dimensions that promote good solar access in private indoors and outdoor spaces
- provide a link between Te Aute and Middle Roads to support traffic distribution and public transport across the wider area and reduce traffic volumes on Upham Street but balance through traffic function with amenity

2.2 DESIGN EVOLUTION AND ENGAGEMENT

The design process has included initial engagement with relevant stakeholders including:

- Hastings District Council
- Hawkes Bay Regional Council
- mana whenua

Key issues/discussion points raised during the engagement process include:

- concern about flood risk
- need to balance any naturalisation of Herehere Stream with its ability to convey stormwater (i.e. no barriers to flow during significant rain events)
- providing a full esplanade (20m) along Herehere Stream;
- preference for natural/low impact infrastructure, particularly stormwater management
- stormwater management approach to recognise wider catchment issues/constraints
- promoting connection to Karamu Stream
- maintaining traffic flows and safety along arterials (Middle Road and Te Aute Road)
- opportunity to have a Te Aute Road/Middle Road link to alleviate traffic concerns on Upham Street (associated with Lucknow School) - but balance "place and movement" function
- desire to see Te Aute Road/Middle Road link to accommodate a bus route (and internal bus stops)
- desire to support bus stops both sides of Te Aute Road (particularly to service workers of James Wattie Retirement Village

Figure 8. examples of early concepts and initial SW device extent/location

2.3 THE DEVELOPMENT CONCEPT

The development concept plan creates 300 to 350 residential sections intended to range between 300m² and 800m² and be accessed from either existing or new public roads or private laneways. It creates a network of public open spaces to be vested with HDC serving either linkage, recreation or stormwater functions (or both).

The concept proposal is intended to provide a "proof of concept" only at this stage. It is informed by high level urban design objectives and still subject to detailed subdivision and infrastructure design at a resource consent stage. The following pages illustrate and describe the high level outcomes that can be achieved through further development of the subdivision concept. Given the high level nature of the proposal at this stage, recommendations are provided to inform future detailed design in order to ensure the intended urban design outcomes are achieved.

Healthy people and ecology through shared walking and cycle paths that connect streams and open spaces

Herehere Stream - potential revitalisation through more meandering, revegetation and more gentle bank gradients

not to scale

Figure 9. development concept

2.3.1 Layout and Access

A hierarchy of movement spaces has been employed to promote legibility and placemaking. All internal collector and local roads accommodate footpaths and have tree berms on both sides of the road. Parking is located informally on either side of the carriageway contributing to lower traffic speeds.

Intersections with Middle Road and Te Aute Road have been placed to enable safe access and connections with adjacent residential areas and facilities. A Te Aute/Middle Road link is proposed which is legible and easy to use but also discourages through traffic.

Recommendations for detail design:

- ensure cycling is accommodated/ supported on Middle Road and safe links/crossings to the existing shared path on Te Aute Road are provided
- accommodate shared paths or separated cycle paths along the internal collector road
- ensure all street spaces can accommodate street trees
- provide shared path linkages through reserves
- provide/future proof pedestrian + cycle connection to adjacent rural land
- include a variety of road reserve widths and cross sections including short streets which can prioritise place function and/or shared space
- ensure reserves have a good proportion of road frontage
- consider entry features along Middle Road and Te Aute Road
- consider how stormwater conveyance can be accommodated in road reserves to achieve both stormwater and amenity benefits
- explore most appropriate location for link to Baptist Church with understandign of that sites most logical/efficient potential development pattern

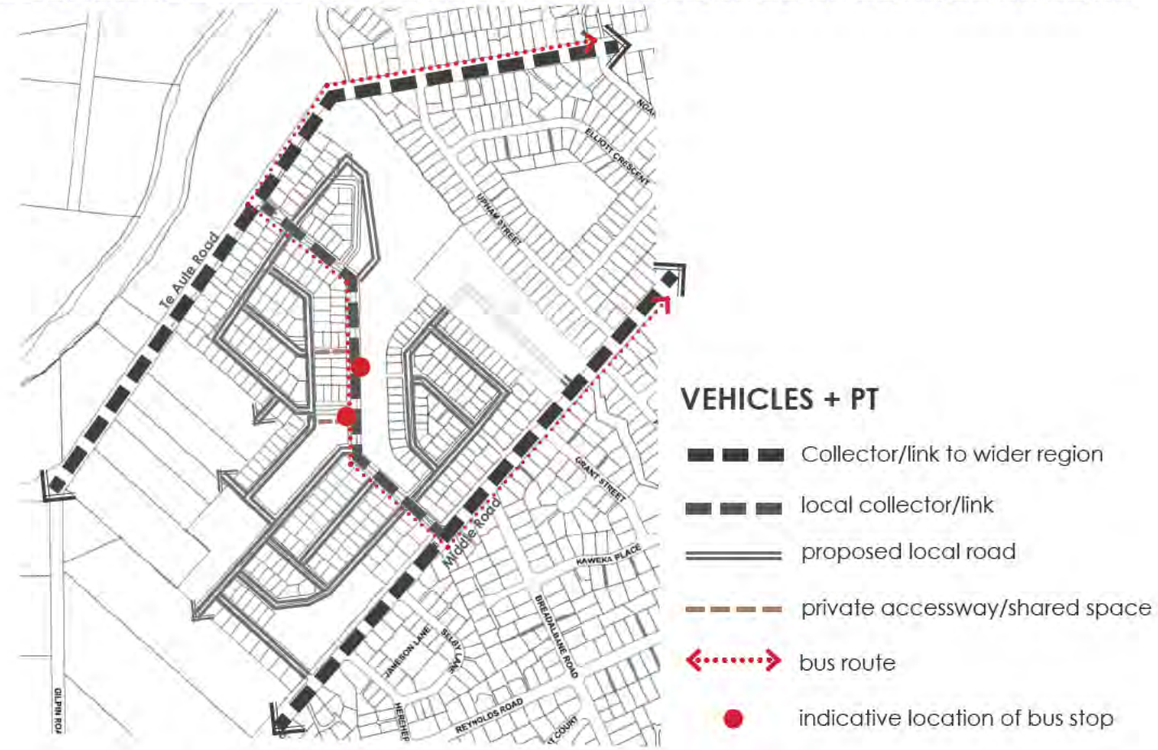
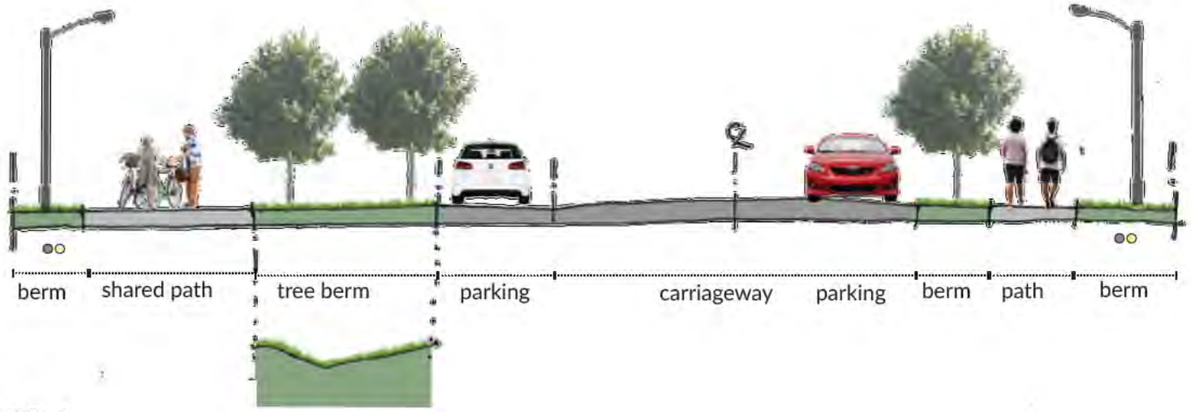
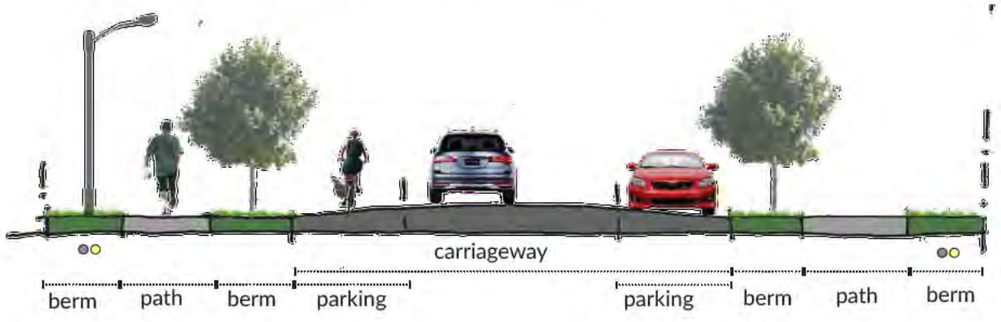


Figure 10. movement network



TYPE A

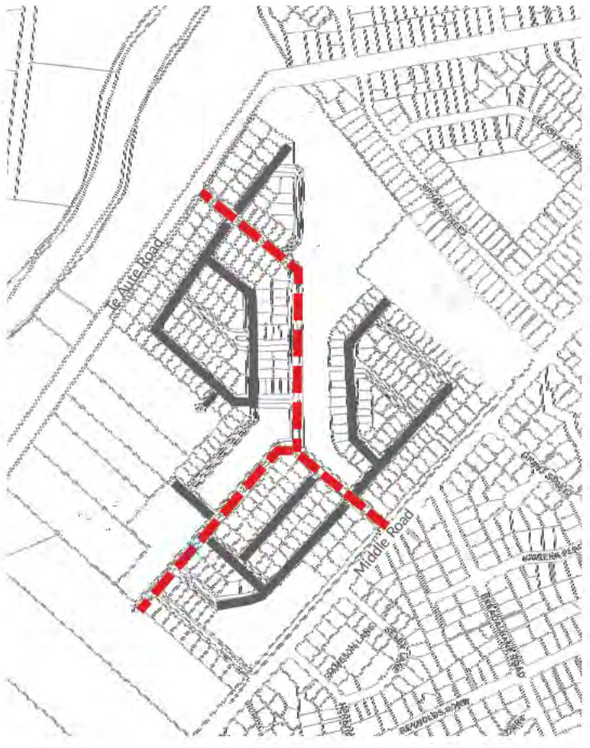
- 20m -23m reserve width approx
- entry routes reinforced by street trees
- main through road between Middle and Te Aute Road
- active mode function
- option for swale if beneficial from a stormwater perspective



TYPE B

- 16m -18m wide approx
- typical local road
- informal parking on both sides of carriageway
- tree berms and footpaths on both sides

Note: *These cross sections are indicative only and subject to detail engineering design as well as consultation with asset managers.*

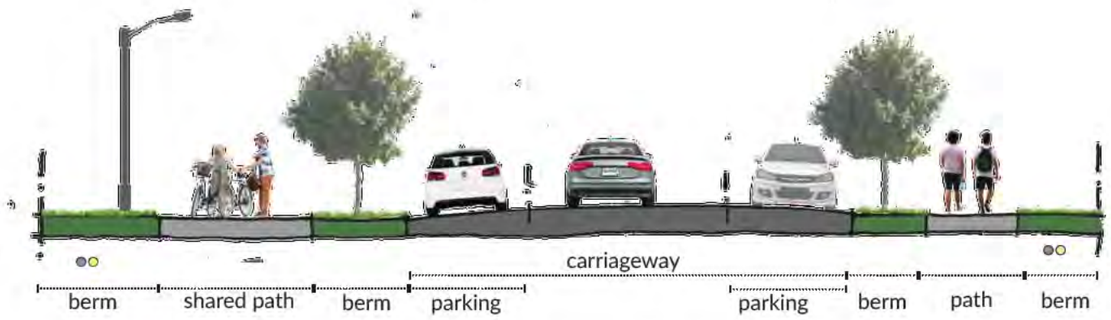


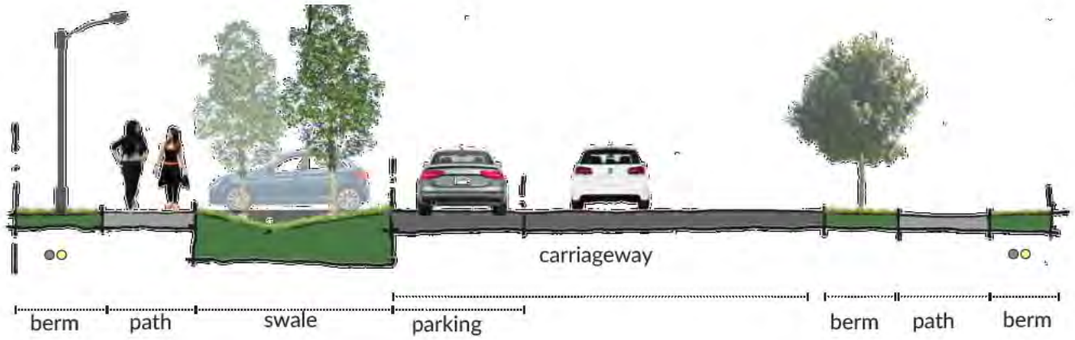
Type A connector

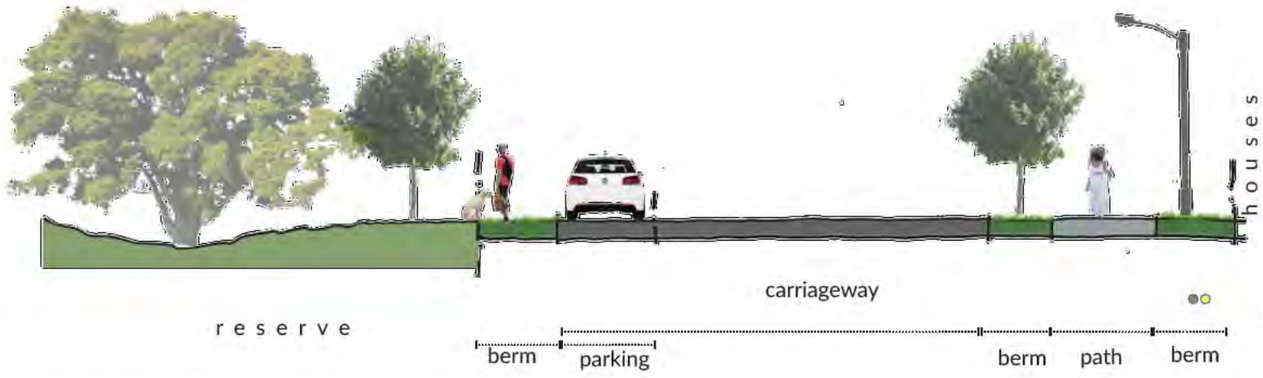
Type B local road

Figure 11. movement network -Types A and B

Note: *These cross sections are indicative only and subject to detail engineering design as well as consultation with asset managers.*







TYPE B1

- 18m-20m approx
- local road with shared path when part of active mode network
- shared path on one side with wide rear berm for user safety
- informal parking on alternate sides of the carriageway
- tree berms on both sides of carriageway

TYPE B2

- 18m-20m approx
- local road with dry swale when useful as part of storm water management network
- informal parking on alternate sides of carriageway
- footpaths on both sides

TYPE B3

- 13m -15m approx
- local road adjacent to open space reserve
- car parking on park side
- tree berm and footpath on house side

Type B1 local road with shared path

Type B2 local road with swale

Type B3 local road - park edge

Figure 12. movement network - local roads

2.3.2 Lot typologies and distribution

A range of lots sizes starting at 300m^2 is envisaged with the majority of lots in the "medium" size. This recognises the existing context and promotes a mixed community and variety of price-points, including more affordable lifestyle options. Smaller lots are included to address national urban development policy and direction and located internally, away from external interfaces, where the potential visual change can be minimised. They are also located where they can enjoy good solar access in private indoor and outdoor spaces located to the rear of the dwelling (smaller lots have less flexibility in this regard) and where potential double storey dwellings will not shade those to the south.

Lots which adjoin either the adjacent primary arterials (Te Aute Road and Middle Road) or land zoned Plains Production (with the exception of the Baptist Church landholding) are larger/longer to better accommodate either vehicle turning on site and/or landscape planting.

The choice and shape of lots has responded to orientation and potential for both solar access and street landscaping. North facing lots are generally bigger or wider and shallower, recognising the need for dwellings to locate both vehicle access and primary living spaces on the north/ street side.

Estimated yield

(15%) large (600m^2 +)

(50%) medium (400 - 600m^2)

(35%) small (300 - 400m^2)

300 - 350 lots

site area - 30.6ha
riparian/stormwater areas - 9.1ha

- net residential land - 21.5ha
- gross density (based on 325 lots) - 15 du/h approx
- assuming 20% for roading, net residential land area = 17.2ha
- net density is 19du/ha approx

Recommendations for detail design:

- adopt a residential zoning and associated development standards generally consistent with the Hastings District Plan's Residential Zone but include a minor proportion of smaller lots to provide housing choice, greater density and more efficient land utilisation
- consider utilising the Medium Density Zone provisions for dwellings on lots less than 400m^2
- ensure careful consideration of the distribution of lots between 300 and 400m^2 in order to achieve good on-lot solar access
- prioritise smaller lots in close proximity of public open space where they can benefit from easy access to recreation space
- distribute lot sizes to provide variety in the streetscape
- promote safety of pedestrians and cyclists by avoiding/minimising vehicle crossings over shared paths
- ensure lots adjoining public open space have adequate areas to accommodate private open space and screen servcie areas from view

Figure 13. lot types + density distribution

2.3.3 Open Space and Landscaping Network

A connected planting and public open space network is proposed comprised of:

- vested drainage and esplanade reserves
- pedestrian/cycle links along public roads
- planting in public streets, either as street trees, gardens os swales
- passive recreation space (TBC after consultation with HDC)

Recommendations for detail design:

- explore opportunities for co-location of stormwater management and recreation spaces, both within the site as well as with potential devices on adjacent properties
- ensure active mode routes through open spaces
- use roads to link passive open spaces through trees and vegetation
- balance road access and private boundaries along Herehere Stream
- explore opportunities to support revitalisation of Herehere Stream
- explore opportunities for above ground stormwater conveyance
- maximise opportunities for street trees
- promote access to and along Herehere Stream and to Karamu Stream
- balance stormwater function of Herehere Stream with opportunity for greater ecological value
- explore opportunities to retain existing vegetation
- ensure passive surveillance is afforded from properties which adjoin publicly accessible open spaces
- explore opportunities for a playground with HDC
- reference the Karanema Havelock North Streams Planting Guide for guidance

natural stream/drainage corridors

potential swales

new detention/treatment basins

existing detention/treatment basins

likely location of basin for McKenna Block

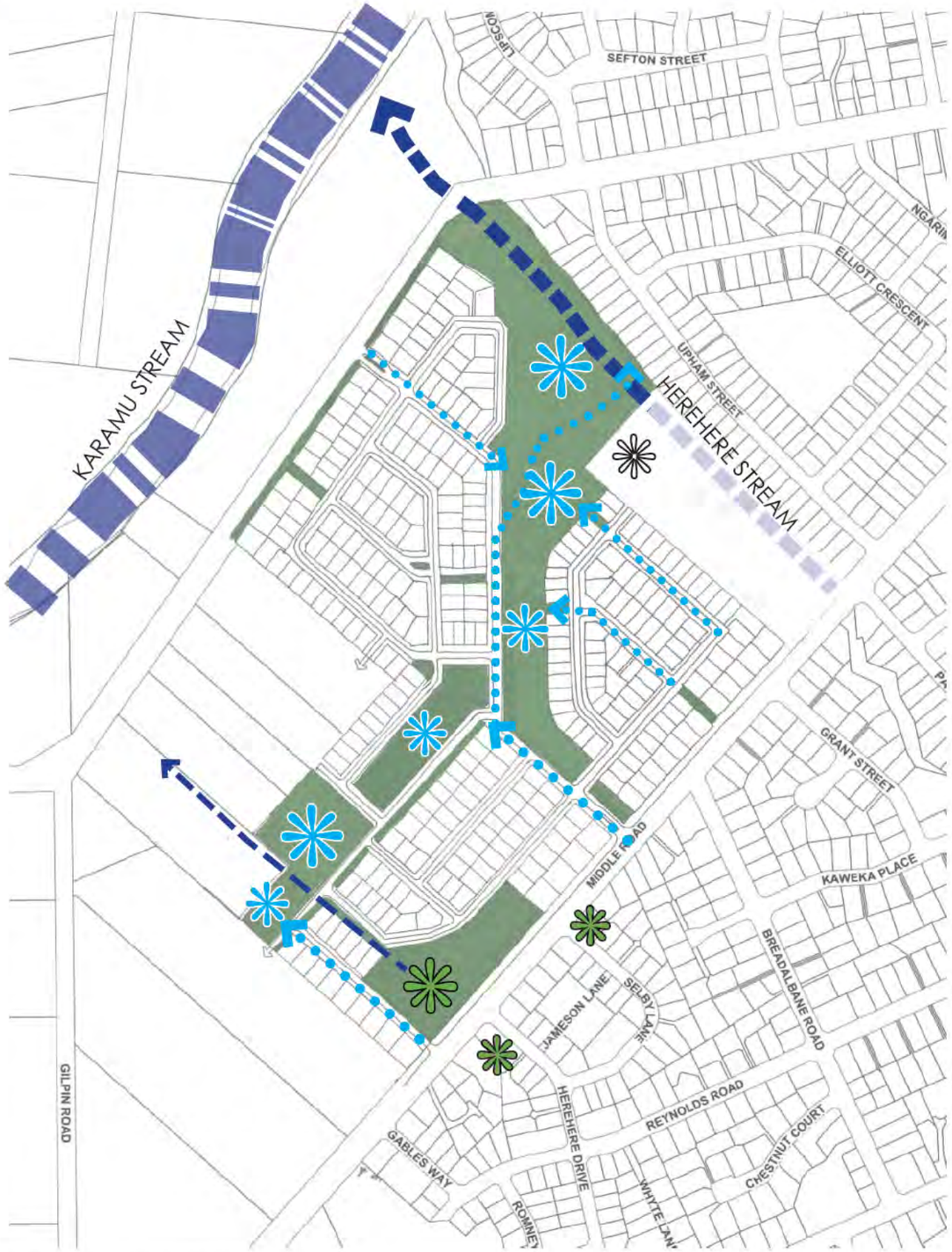


Figure 15. open space

2.3.4 Managing Interfaces

The proposal has responded to to all external site interfaces as follows:

- **Herehere Stream -** a balance between public and private frontage is anticipated for the interface with this stream. For the northern portion of the stream (that inside the application site) the majority of the stream will be adjoined by public open space with both recreation/ access and stormwater management functions. It is anticipated that an esplanade along the stream will be vested with HDC (potentially average of 20m in width). Roading can result in significant earthworks adjacent to the reserve but do also promote public access and active frontages. Noting the existing lack of access and passive surveillance on the north side of the stream, some road access is considered essential to promote public safety.
- **McKenna Block -** given the location and the existing use of this block, it is anticipated that it is likely to be further subdivided in the future. New lots along this interface are therefore not required to offer an specific landscape or fencing strategies, although it is proposed that lot sizes are in the "medium size" category and potentially relatively deep in order to redcue the likely proximity of new dwellings with this boundary.
- **Middle Road/Te Aute Road -** lots adjoining these roads are relatively large in order to be able to accommodate vehicle reversing on site (preventing private vehicles backing out into traffic) as well as "matching" the general lot size along the southern side of Middle Road. Additional lot size along these interfaces also allows for greater landscaping and associated amenity along these site boundaries.
- **Plains Production Zone - Baptist Church -** lots directly adjoining this property are not considered necessary to be low density. Given the potential for this landholding to be further developed in the future, potential road connections are proposed in order to deliver an integrated urban environment in time.
- **Plains Production - 167 + 169 Te Aute Road and 150 Middle Road -** Land adjoining 167 and 169 Te Aute Road is anticipated to accommodate stormwater management areas and therefore open space will adjoin this boundary. Lots directly adjoining 150 Middle Road are proposed to be relatively large given their proximity to the existing homestead and also that they will be visible the users approaching the town on Middle Road. Large lots will be visually more consistent with those in Iona and provide greater opportunity for on-lot landscaping to soften the visual change when the site develops. Given the potential for this landholding to be further developed in the future, a potential road connection is proposed in order to deliver an integrated urban environment in time.

The central open space has a high degree of public road frontage, including frontage with the main Te Aute/Middle Road link road. With respect to the internal interfaces where lots directly adjoin public open space, the subdivision design promotes a high quality outcome by:

- ensuring a north or west facing orientation for dwellings which adjoin open space, increasing the likelihood of habitable room windows and internal and external living spaces which provide passive surveillance and visual interest
- having a mix of smaller lots which increase the number of "eyes on the park" as well as some medium size lots which more easily accommodate private areas and screen service yards from public view

Recommendations for detail design:

- where lots directly adjoin the Herehere Stream corridor or publicly accessible stormwater management/dual purpose reserves, consider utilising landscaping and/or fencing controls or conditions of consent to balance on-lot security and opportunity for passive surveillance
- consider how the Baptist Church property may logically develop in the future when confirming interface conditions along with drainage and level changes along the boundary
- consider how the McKenna Block may develop in the future and provide logical road links to it
- consider appropriate fencing along 150 Middle Road and associated landscaping in order to deliver a high quality visual outcome from Middle Road
- consider landscaping opportunities along Middle Road and Te Aute Roads to present an attractive edge to the development
- consider opportunities for entry features on Middle and Te Aute Roads

Figure 16. nterfaces

3.0

assessment

"Urban design is concerned with the design of the buildings, places, spaces and networks that make up our towns and cities, and the ways people use them. It ranges in scale from a metropolitan region, city or town down to a street, public space or even a single building. Urban design is concerned not just with appearances and built form but with the environmental, economic, social and cultural consequences of design. It is an approach that draws together many different sectors and professions, and it includes both the process of decision-making as well as the outcomes of design."

Urban Design Protocol

MfE, 2005

"Urban design is about making the connections between people and places, between public and private space, between the natural and built environment, between movement and urban form, and between the social and economic purposes for which urban space is used."

People + Places + Spaces, a design guide for urban New Zealand, MfE, 2002

3.1 Approach and Methodology

The proposal is for a residential subdivision creating 300 to 350 sections for the future development of detached dwellings.

This scope of this assessment is limited to urban design outcomes and as such is intrinsically linked to the generally agreed definition and scope of urban design matters and Registered Urban Designers. The Institute of Urban Designers Aotearoa (UDIA) directs that:

"The focus of urban design evaluation should be limited to whether or not a proposal or project reasonably satisfies the outcomes sought by the relevant statutory document or plan. Best practice urban design outcomes should be relied on to guide the assessment but should not be the benchmark to be achieved unless the statutory document or plan itself seeks that."

In this instance, and taking direction from relevant high level statutory documents, aspects of the proposal considered relevant to this urban design assessment include:

- the overall urban form and pattern of development, including density, and the extent to which residents can live in a sustainable and more affordable way
- the relationship of the development to existing context and integration with the existing urban area
- the urban - rural boundary interface
- the public space/realm outcomes, namely safety and amenity of public streets and reserves
- future on-lot residential amenity

The documents which are considered relevant assessment frameworks for this urban design assessment report include:

- National Policy Statement on Urban Development 2022
- Napier Hastings Future Development Strategy 2025-2054
- Hawkes Bay Regional Policy Statement 2021- Regionally Significant Issues, Objectives and Policies
- Heretaunga Hastings Operative District Plan - Objectives and Policies for Subdivision and Land Development
- Heretaunga Hastings Operative District Plan - Objectives and Policies for Havelock North Residential Environment
- Subdivision and Infrastructure Development in Hastings – Best Practice Design Guide 2009
- Hastings Residential Intensification Design Guide 2020

Content of the above documents considered relevant to urban design assessment have been reproduced in blue text below prior to assessment commentary.

3.2 National Policy Statement on Urban Development 2022

The overall alignment of the proposal with this high level document is discussed in the application document by Woods. From an urban design perspective, the key direction is considered to be Policy 1 as follows:

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change

Aspects of the proposal which can contribute to achieving a well-functioning environment (from an urban design perspective) include:

- it provides for a range of lot sizes and price points to offer a choice of lifestyle options to appeal to a range of potential buyers and better meet housing demand
- good neighbourhood connectivity for all travel modes, promoting walking and cycling through good footpath provision on local roads, shared paths and dedicated pedestrian linkage reserves, which in turn promotes active travel modes over vehicle use and thereby reduces vehicle emissions
- the ability to extend/connect to adjacent land parcels in the future to enable a connected urban area in the future
- residential development that is within walking distance of schools (Lucknow School), dairies and public recreation reserves (Bull HIll Reserve) and within walking or cycling distance of the Havelock North town centre
- provision and support for a future bus service along the Te Aute/Middle Road link which also encourages a reduction in private vehicle use
- represents a good use of existing infrastructure (roading, social, water/waste water etc.), accommodates growth efficiently and reduces costs and carbon footprint which in turn, reduces greenhouse gas emissions associated with the provision of infrastructure
- has the ability to successfully deal with flooding and drainage issues and thereby transform a relatively unproductive land use into one which supports the growth of the town and assists with meeting housing demand in the district/region

3.3 Napier Hastings Future Development Strategy 2025 - 2054

Although the site has been excluded from the adopted development strategy, Section 5.4 is considered useful for urban design assessment. This section adopts Policy 1 of the National Policy Statement on Urban Development and therefore the assessment from Section 3.2 applies.

3.4 Hawkes Bay Regional Policy Statement 2021

The overall alignment of the proposal with this high level document is discussed in the application document by Woods. From an urban design perspective, the key direction is considered to be as follows:

Objective OBJ UD1 - Establish compact, and strongly connected urban form throughout the Region, that:

a) achieves quality built environments that:

i. provide for a range of housing choices and affordability,

ii. have a sense of character and identity,

iii. retain heritage values and values important to tangata whenua,

iv. are healthy, environmentally sustainable, functionally efficient, and economically and socially resilient, and

v. demonstrates consideration of the principles of urban design;

b) avoids, remedies or mitigates reverse sensitivity effects in accordance with objectives and policies in Chapter 3.5 of this plan;

c) avoids, remedies or mitigates reverse sensitivity effects on existing strategic and other physical infrastructure in accordance with objectives and policies in Chapter 3.5 and 3.13 of this plan;

d) avoids unnecessary encroachment of urban activities on the versatile land of the Heretaunga Plains; and

e) avoids or mitigates increasing the frequency or severity of risk to people and property from natural hazards.

Aspects of the proposal which can contribute to achieving this objective include:

- development of the “missing tooth” in the radial pattern of urban development around the town centre and completion of its walkable catchment
- the provision of an additional link between Te Aute and Middle Roads which increases movement resilience and distributes traffic away from Lucknow School
- a range of site sizes providing residential choice and offering some more affordable options
- an open space network and linkage spaces that provide amenity and identity to the future neighbourhood

- the adoption of good urban design principles of street based design, promoting safe and attractive public realm and encouraging social interaction
- the potential adoption of nature based systems and the successful management of stormwater to prevent flooding and promote downstream water quality
- the multi-purpose use of open space for both passive recreation and stormwater management
- the opportunity to improve the environment of the Herehere Stream, providing public access, easier maintenance and the ability to better accommodate/convey storm events
- the potential retention of villas/homesteads which reference the heritage of the area
- the management of the rural interface to limit potential effects on the ongoing operation of rural activities (if necessary)

OBJ UD2 Provide for residential growth in the Heretaunga Plains sub-region through higher density development in suitable locations.

Aspects of the proposal which contribute to achieving this objective includes a range of lot sizes, including a proportion of lots below 400m^2 which are generally located in close proximity of public open space, the bus route and/or where they have an orientation which allows good solar access in private open spaces at the rear of dwellings.

The site is located within 800m to 1.5km of the town centre (as the crow flies) and while much of it falls outside of the generally agreed walkable catchment, good cycle infrastructure and a bus route will enable good access to it. Given this location, a majority of lots consistent with the General Residential Zone (min 400m^2) is considered appropriate with a minority component of smaller lots (300 to 400m^2) providing choice, greater density and more efficient land utilisation.

OBJ UD6 INTEGRATION OF TRANSPORT INFRASTRUCTURE WITH DEVELOPMENT (REGION)

Ensure that the planning and provision of transport infrastructure is integrated with development and settlement patterns and facilitates the movement of goods and people and provision of services throughout the Region, while:

a) limiting network congestion;

b) reducing dependency on private motor vehicles;

c) reducing emission of contaminants to air and energy use; and

d) promoting the use of active transport modes.

Aspects of the proposal which will contribute to achieving this objective include:

- a shared path connection(s) between Te Aute Road and Middle Road along internal roads and along the Herehere Stream, should the McKenna Block develop in the future
- a priority for pedestrian and cycle linkages internally to reserves
- connection to the shared path along Te Aute Road and extension of the on-road cycle way on Middle Road

- support for a future bus service through the site and indicative location of bus stops (in both directions)
- additional road connection between Te Aute and Middle Road to help alleviate traffic congestion and risk on Upham Street associated with Lucknow School
- walking distance to two existing dairies (Middle Road and Lipscombe)
- walking distance to the developing Bull Hill Reserve and future cafe in Iona

POL UD12 MATTERS FOR DECISION-MAKING (REGION)

In preparing or assessing any rezoning, structure plans, or other provisions for the urban development of land within the Region, territorial authorities shall have regard to:

a) The principles of the New Zealand Urban Design Protocol (Ministry for the Environment, 2005) - namely Seven C's of context, character, choice, conenctions, creativity, custodianship and collaboration;

b) New Zealand Standard NZS4404:2010 Land Development and Subdivision Infrastructure, and subsequent revisions;

c) Good, safe connectivity within the area, and to surrounding areas, by a variety of transport modes, including motor vehicles, cycling, pedestrian and public transport, and provision for easy and safe transfer between modes of transport;

d) Location within walkable distance to community, social and commercial facilities;

e) Provision for a range of residential densities and lot sizes, with higher residential densities located within walking distance of commercial centres;

f) Provision for the maintenance and enhancement of water in waterbodies, including appropriate stormwater management facilities to avoid downstream flooding and to maintain or enhance water quality;

g) Provision for sufficient and integrated open spaces and parks to enable people to meet their recreation needs, with higher levels of public open space for areas of higher residential density;

h) Protection and enhancement of significant natural, ecological, landscape, cultural and historic heritage features

i) Provision for a high standard of visual interest and amenity;

j) Provision for people's health and well-being through good building design, including energy efficiency and the provision of natural light;

k) Provision for low impact stormwater treatment and disposal;

l) Avoidance, remediation or mitigation of reverse sensitivity effects arising from the location of conflicting land use activities;

m) Avoidance of reverse sensitivity effects on existing strategic and other physical infrastructure, to the extent reasonably possible;

n) Effective and efficient use of existing and new infrastructure networks, including opportunities to leverage improvements to existing infrastructure off the back of proposed development;

o) Location and operational constraints of existing and planned strategic infrastructure;

p) Appropriate relationships in terms of scale and style with the surrounding neighbourhood; and

q) Provision of social infrastructure.

Aspects of the proposal which contribute to achieving this objective include:

- the careful consideration, of and response to, **context** through the distribution of residential density, while providing for additional housing variety and higher density while promoting consistency of built form with the surrounding area
- a **collaborative** design process, including initial (and future) engagement with stakeholders and integration of design feedback from the project design team to balance all design factors
- the provision of a range of lot sizes which promotes **choice**
- a **connected** suburban environment, both internally and to adjacent community through a hierarchy of movement spaces connecting future residents to the wider neighbourhood and destinations further afield, including play spaces and schools
- a development which promotes environmental **custodianship** through better land utilisation, higher residential density, a focus on active travel modes and passive solar gain
- the **creative** design response to a site devoid of significant landscape features and with significant flooding constraints
- the priority given to active travel modes (through car free linkages and shared paths) within a highly connected environment
- a residential development, including some medium density development (lots less than 400m^2) which is within cycling distance of existing daily convenience stores, public reserves and schools
- the adoption of a low impact/nature based stormwater management strategy which prevents on-site and downstream flooding
- the provision of a multi-purpose open space which adds focus, identity and amenity to the development
- support for the future Bull Hill reserve and future cafe/store
- provision for larger lots and the potential for specific controls to successfully manage the interface with the surrounding rural environment
- the use of existing bulk infrastructure reduces the carbon footprint associated with new dwellings
- the provision of larger lots along Middle Road which reflects the visual outcome on the southern side of the road and limits the potential number of vehicle crossings over the shared path and thereby the potential effects on the safety and convenience of cyclists and pedestrians along that route

OBJECTIVE SLDO4 - To ensure that land which is subdivided is, or can be, appropriately serviced to provide for the likely or anticipated use of the land, so as to ensure the health and safety of people and communities, and the maintenance or enhancement of amenity values.

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change

Covered in Section 3.2 above.

POLICY SLDP10 - Require the provision of safe and practicable access for pedestrians and vehicular traffic from a public road to each site;

This detail will be confirmed during the detail stage and substantive consent application but the concept plan indicates that each proposed lot has adequate and legible access.

POLICY SLDP11 - Ensure that roads provided within subdivision sites are suitable for the activities likely to establish on them and are compatible with the design and construction standards of roads in the District Transport Network which the site is required to be connected to.

A hierarchy of roads is proposed which respond to likely traffic volumes and also promote active travel modes and placemaking. All roads are intended to accommodate footpaths and street trees. Detailed roading design will be undertaken during a future design and consenting stage.

POLICY SLDP14 - Ensure that earthworks associated with providing vehicle access, building platforms or services on land being subdivided will neither detract from the visual amenities of the area, nor have adverse environmental impacts, such as dust, or result in the destruction of heritage sites (include archaeological sites), cause natural hazards, or increase the risk of natural hazards occurring.

The extent of potential necessary earthworks will be confirmed at detail design stage; the site has a gradual fall to the centre and drains to the north/Herehere Stream. No retaining walls are considered necessary at this stage - the site will be contoured to provide gentle gradients for residential sections and sufficient elevation to prevent flooding.

OBJECTIVE SLD05 - To ensure that reverse sensitivity effects are avoided where practicable, or mitigated where avoidance is not practicable;

There are no/few potential reverse sensitivity effects associated with the surrounding land uses (Church and rural lifestyle blocks). Detailed design and consultation with adjoining neighbours can inform the proposed boundary conditions which may include drainage reserves, larger lots, building setbacks and/or landscaping (or a combination of these).

POLICY SLDP16 - To ensure that, when assessing the subdivision of existing sites, potential reverse sensitivity effects are considered and avoided where practicable or otherwise mitigated.

As above. Some of the stormwater management areas are located adjacent to neighbours Furthermore, the subdivision pattern promotes dwelling orientation away from the southern boundary (150 Middle Road) by providing larger/wider lots along that boundary capable of accommodating both vehicle access and primary indoor and outdoor living spaces on the northern side (and away from the boundary).

Given there is no existing productive farming activity on the adjacent sites (nor the economic feasibility to support it in the future (AGFirst Report)), reverse sensitivity is not considered a significant issue to be addressed.

OBJECTIVE HNRO1- New developments will be of a design, scale, layout and intensity that is consistent and compatible with the existing residential areas of Havelock North

The concept proposal illustrates a residential neighbourhood that is relatively consistent with its neighbouring residential environments. It potentially has a higher density than the area around Lucknow School but one comparable to Iona in general and gross density is lower due to the high proportion of stormwater management areas. Whilst Iona does not have any lots less than 400m^2, it does have some superlots for comprehensive development at higher density. The concept plan does not currently indicate any superlots on the basis that the housing market in this location will not easily support this kind of development.

POLICY HNRP2 - Avoid the adverse effects of developments created by excessive building scale, overshadowing, building bulk, excessive site coverage, or invasion of neighbourhood privacy, on the character of the local neighbourhood

The proposed residential outcomes are considered to be very consistent with the adjacent suburban areas namely, single and double storey detached dwellings with gardens. However, recognising the variety in proposed lots sizes, the plan proposes to:

- generally locate larger lots on external road boundaries (MIddle Road and Te Aute Road) which better reflect the existing density/road frontage widths, enable single storey housing with garaging to establish along with front yard fencing and landscaping which will reflect existing development in the area
- locate the smaller lots internal to the development to limit the perceived change to predominant existing built form and character of the adjacent existing neighbourhood
- the distribution of smaller lots across the site serves to provide visual interest without dominance in many proposed streets and increases opportunities for passive surveillance which in turn increases real and perceived safety

3.7 Subdivision and Infrastructure Development in Hastings District – Best Practice Design Guide 2009

The guidelines contained within this document are relatively measurable and the proposed concept plan is subject to detailed design and further consultation. However, they are considered useful as an initial assessment tool while a more detailed assessment can be made as part of the substantive application.

✓ yes

✗ no

✓ where practically possible

Subdivision Design: Connectivity and Transport Choice

- Cul-de-sacs should not be longer than 75m in length and be straight where possible.

✓ No cul-de-sacs are proposed.

- Pedestrian and cycle links should be provided at the end of cul-de-sacs linking to other streets or open space.

✓ N/A

- Pedestrian and cycle links should be at least 6m in width and provide a clear line of sight to the other end.

✓ The proposed linkage spaces are intended to be approximately 10m wide and are straight and provide clear line of sight.

- Has the number of connections been maximised?

✓ There is a high level of active mode connectivity to Middle and Te Aute Roads and internally. Block sizes are relatively short and there is a high level of permeability.

- Does the design provide a number of transport mode and route options?

✓ Opportunities for pedestrian and cycling have been included along a network of shared paths and on-road routes. The Te Aute/Middle Road link can accommodate a bus route and stops to provide a public transport option for future residents in this part of the town.

- Does the design allow for future development on neighbouring properties?

✓ Road connections to adjacent properties are proposed in order to ensure an integrated environment if/when those rural zoned properties urbanise in the future.

- Does the design allow greater connections, and shorter travelling times to shops, bus stops, schools, employment or other amenities?

✓ The layout provided multiple connections to Te Aute and Middle Roads which access dairies, schools and other destinations. A proposed shared path along the main link road and through the open space network connects future residents via active modes to the exisitng urban area. Herehere Stream can provide an extra/alternative shared path connection to these arterials (once the McKenna Block develops).

Subdivision Design: Street, Block and Site Orientation

- Follow existing contours as much as possible to mimimise cut and fill works. In some cases it may be necessary to 'revisit' the design speed of roads to more closely follow a hillside.

✓ The site is relatively flat; grading will be required to avoid flooding. Road gradients will be relatively gentle and retaining is not considered necessary to establish building platforms for lots.

- Minimise earthworks to reduce land disturbance and potential for contaminated runoff leaving the site and affecting adjacent waterways.

✓ Earthworks and stormwater will be carefully considered and managed and the preliminary strategy includes a stormwater treatment device in the central part of the site to protect the water quality of Herehere Stream and Karamu Stream.

- Integrate existing waterways with recreation spaces as well as walking and cycling networks. This can also increase/retain the ecological value of a design.

✓ The stormwater treatment areas are co-located with overland flow routes and intended to function as passive recreational opportunities. Shared paths are intended to traverse these spaces, linking to roads and other reserves. Swales and vegetated streets are envisaged to connect open spaces together, fostering "pollinator pathways".

- Incorporate existing vegetation such as significant trees or farm shelter belts as this adds instant amenity and character to a subdivision design.

✓ Existing stands of trees and/or shelterbelts can potentially be accommodated within the stormwater management areas.

- Is it possible to create a north-south road orientation?

✓ The overall orientation of the subdivision is a NE/SW direction in response to the site's boundaries and need to achieve an efficient development. This orientation does allow for good solar access to lots and where lots are smaller (less than 400m^2) they are located such that their rear yards are not south facing. Where lots are unavoidably north facing, their shape/proportion has been changed to provide wider street frontages to better enable internal and external private open spaces with good solar access.

The Te Aute/Middle Road link is angled in a north-south direction to increase the solar access of lots in that part of the site (as well as reduce high traffic speeds on the link).

- Is pedestrian and cyclist route choice maximised?

✓ The proposed internal shared path network and the facilities on Te Aute Road and Middle Road provide active mode connection to future reserves and other destinations.

- Does the design work with the landscape, retaining significant vegetation and waterways?

✓ The subdivision works with the site's natural hydrology pattern. Swale streets can accommodate overland flows. Downstream water health is ensured through the stormwater management strategy.

Subdivision Design: Lot Design

- Variety of lot sizes and shapes

✓ Lot sizes vary from 300m² to over 800m². Lots are generally efficiently proportioned to promote private outdoor space at the rear with good solar access. Where lots are unavoidably north facing, their shape/proportion has been changed to provide wider street frontages to better enable internal and external private open spaces with good solar access.

- Walkable block sizes

✓ Block sizes are generally short (less than 200m) and the subdivision is very walkable.

- Potential for mixed use development on corner sites

✓ There are no corner sites with high profile nor support for non-residential land uses .

- Integration of stormwater management and public open space

✓ The stormwater management area is predominantly a shallow dry basin and intended to be designed also as a passive open space and has pedestrian/cycle connections through it. It will also enable linkage with the Herehere Stream and potentially adjacent land parcels if/ when they urbanise.

- A high level of connectivity combined with streets designed to create a low speed environment using reduced carriageway widths at entry points

✓ The proposed subdivision has a high level of internal connectivity and also to adjacent arterials. Preliminary street design indicates carriageways which allow for informal parking on both sides which will slow through traffic and promote slow speeds. Build outs at intersections and along straight runs will also serve to slow traffic.

- Car parking and allotments facing onto public spaces to provide good access and a high level of passive surveillance.

✓ Reserve spaces have a high proportion of public roads on their boundaries. Where lots directly adjoin reserves, they are generally north facing onto the reserve, promoting habitable room windows and private outdoor spaces to provide passive surveillance. They will also typically be raised above the level of the reserve which assists overlooking as well as on lot privacy without the use of high fences. Fencing can be managed through consent notices to balance privacy and passive surveillance.

- Have a variety of lot sizes been created to maximise the 'marketability' of the development to a wider proportion of the community?

✓ The proposal includes a variety of lots from around 300m² to over 800m² which extends the choice for buyers and promotes affordability.

- Do 'fronts of the property face fronts' and 'backs of the property face backs' to maintain privacy?

✓ The subdivision achieves a very high proportion of front lots and standard blocks. There are a very few rear lots which are the result of triangular blocks.

- Have active street frontages been incorporated into the design, both for residential and commercial properties?

✓ The subdivision is designed as a "street based" layout, with almost all lots capable of having an active frontage (with front doors and driveways) to public streets.

- Has the impact of car parking and accessways on the pedestrian environment been minimised?

✓ Key pedestrian/cycle linkages are generally free of vehicle crossings.

- Has the potential for mixed use development been investigated?

✓ While the potential for some non-residential use/daily convenience store was considered early in the design process, it was decided existing dairies nearby were sufficient and also that the future cafe/store at Bull Hill would meet demand from this site.

Open Space Design

- The open space is connected to a larger network of open spaces and corridors, being located within walking distance of its main users.

✓ The proposed internal open space and shared path network links with the Herehere Stream and thereby the wider riparian and walkway network of the Karamu Stream.

- Good pedestrian / cycle links through the space to connect areas and increase surveillance and safety.

✓ Shared paths are intended to traverse the stormwater management areas and locate on key roads.

- Installation of play equipment and facilities which meet the needs of all age groups of the local community.

✓ This can be agreed with Hastings District Council in due course. Based on initial calculations, the concept plan illustrates some land area to accommodate such facilities clear of detention basins.

- Good links with nearby schools, childcare facilities, retirement homes, medical facilities and commercial areas.

✓ The proposed connections to Middle Road and Te Aute Road enable access to schools, recreation facilities and town centre etc.

- Recognise and enhance ecological and hydrological values of the space.

✓ The proposed low impact stormwater strategy promotes good ecological health.

- Good surveillance from adjoining land uses, i.e. open fences on road boundaries.

✓ The preliminary subdivision plan indicates a high level of road frontage to reserve spaces. Where lots directly adjoin reserves, fencing controls can be applied to ensure passive surveillance.

- The use of back sections should be avoided where possible.

✓ The subdivision achieves a very high proportion of front lots; there are very few rear lots, these are a result of geometry/triangular blocks.

- Take into account ongoing maintenance costs

✓ The preliminary design of the stormwater management areas includes (mowable) lawned areas (dry basins) which are easier to maintain (than planted areas). Shared paths are likely to be concrete which is low maintenance. Detailed design will include further consultation with HDC in this regard.

- Landscape planting and use of materials which reflect the purpose of the reserve

This aspect can be designed and assessed at the subsequent substantive consenting stage.

- Has an integrated approach been taken to the design of open space?

✓ The open space network is intended to be designed as a multi-functional space, serving both stormwater management and passive recreation purposes.

- Does the open space add value to the development and surrounding area?

✓ The open spaces and vegetated streets which connect them are intended to promote legibility and provide visual amenity/outlook as well as passive recreation opportunity for residents within the subdivision.

- Has a variety of open spaces been included?

✓ There are passive spaces associated with stormwater management, potential pocket parks and also active linkage reserves which could include "play along the way" facilities if HDC are supportive of this concept.

- Is adequate open space provided for future residents?

✓ The amount of public open space required will be confirmed after further consultation with HDC. However, at this time, the development concept intends to deliver significant multi-functional spaces for passive recreation. The site is also within walking distance of the Bull Hill Reserve in Iona and a number of active sports facilities are located nearby.

- What facilities should be provided to meet the needs of the community?

✓ As above.

- Has the cost of long term maintenance been considered?

✓ As above

Street Design and Road Hierarchy

- Does the road design support its function and purpose?

✓ A number of preliminary road typologies have been proposed and further design will confirm their detail in due course. Some roads will accommodate buses, some will have swales and/or shared paths. All roads will accommodate parking and street trees, two essential functions in local roads.

- Have Council staff been consulted to ensure the road design 'fits' with the surrounding road network?

✓ Initial consultation has been undertaken with Council and this has raised the issues associated with traffic congestion and safety on Upham Road and the potential for the development to help alleviate these concerns. Further consultation/engagement with Council will be advanced at a subsequent more detailed design stage.

- Does the road design reflect the surrounding land uses?

✓ Preliminary road designs are compatible with those in the surrounding area, namely, they have simple carriageways that accommodate on-street parking, as well as street trees in berms. Their reserve width supports safe/slow speeds. Proposed roads do however have a higher level of pedestrian/cycle facility than some existing local roads in the area (i.e. they have footpaths on both sides and/or shared paths).

- Does the design use land efficiently and provide for public transport use (on arterial and collector roads)?

✓ The road corridors are efficient in design and accommodate all necessary movement and amenity functions; there are no "left over" spaces. The Te Aute/Middle Road link is intended to carry a bus service.

- Are pedestrians and cyclists adequately catered for?

✓ The concept design promotes a low-speed, pedestrian and cycle-friendly environment with a connected shared path network as well as footpaths on other roads. The extension of the on-road cycle path is proposed along the northern berm of Middle Road.

Traffic Calming

- Is traffic speed an existing issue?

✓ Given the relatively short block lengths and road corners, traffic speed is not anticipated to be a concern. Street trees and street parking on all internal roads will also serve to promote slow speed environments.

- Can traffic calming techniques be implemented to reduce potential conflict and increase safety levels for pedestrians and cyclists?

✓ As above but these techniques can be adopted at detail design stage if considered necessary.

- Have Council staff been consulted on possible traffic calming proposals?

✓ Council staff can be consulted further and their feedback incorporated during a future detailed design stage.

- Are there opportunities to implement Low Impact Design practices?

✓ The stormwater strategy is intended to align with Council requirements which include low impact design strategies, for example, the use of a natural detention basins and swales.

- Can traffic calming be implemented to improve pedestrian movements by allowing pedestrians to follow desire lines?

✓ This detail can be progressed in a subsequent design stage, following feedback from HDC.

On Road Car Parking

- Can sufficient on-street car parking be provided?

✓ Informal street parking on all internal roads is proposed.

- Can car parking be designed in a manner where the overall perceived width of the carriageway is minimised to provide a degree of traffic calming?

✓ Street trees and build outs at intersections and along straight runs can visually narrow the carriageway.

- Can tree planting be incorporated into the parking zone (refer to E11)?

N/A

- Have drainage patterns been addressed to ensure people getting out of their cars are not standing in water?

Roads will be designed to accommodate overland flow paths without ponding or flooding.

Bus Stops

- Has the potential for well located bus stops been incorporated into the design?

✓ A preliminary location for bus stops is indicated on the concept plan and these serve the entire site.

- Does the design minimise any potential conflict between waiting passengers, disembarking passengers and through walkers?

This outcome can be addressed and assessed at detail design stage.

- Is there sufficient space available for the bus stop or are changes to the kerb line required?

This outcome can be addressed and assessed at detail design stage.

Vehicle access and Driveways

- Does the footpath have clear priority for pedestrians in layout and material choice and does the surface treatment match with priority?

This outcome can be addressed and assessed at detail design stage.

- Is visibility adequate especially between pedestrians and accessways?

✓ Footpaths are placed away from property boundaries in order to promote the safety of pedestrians. Roads with individual vehicle crossings over shared paths have wider rear berms to provider greater sightlines and thereby safety for pedestrians/cyclists.

- Is there any crossfall change at the accessway which interrupts the 'flow' of the footpath?

This outcome can be addressed and assessed at detail design stage.

Road Crossings

- Are pedestrians able to cross at convenient locations (Along desire lines to minimise travel time)?
- Is the distance travelled on road carriageway minimised?
- Is there a choice of crossing facility?
- Are drop kerbs provided? Do they have tactile raised paving to aid visually impaired pedestrians?
- Does the crossing point provide sufficient visibility between vehicles and pedestrians, especially children?
- Does the width of the crossing point meet standards (a refuge island needs a minimum 1.8m width to accommodate wheelchairs or prams)?

These outcome can be addressed and assessed at detail design stage.

Tree Planting and Landscaping

- Can existing vegetation be incorporated into the design?

✓ Any significant vegetation an be identified during detail design and incorporated into the final subdivision plan. At this stage, it is intended to retain a number of existing villas and associated mature specimen trees.

- Is there a lack of planting along the street?

✓ All proposed local/internal roads have berms for tree planting on both sides.

- Would existing/proposed trees or vegetation restrict pedestrian or vehicle movement along a street?

These outcome can be addressed and assessed at detail design stage.

- Is there sufficient space available for the planting of trees or should an alternative site be investigated?

✓ Trees can be accommodated in berms and build outs along roads, in linkage reserves and in the passive stormwater reserve. They can also be accommodated on individual lots; building coverage restrictions ensure room for tree planting on lots.

- Would lower vegetation be a suitable alternative if planting difficulties exist?

N/A

- Can vegetation or associated structures provide a drainage function?

✓ The grassed areas are intended to be used as detention basins and swales are considered an opportunity for some roads.

Surface Treatments for Roads and Footpaths

- Does the surface treatment match the environment / location?
- Is the surface in good condition?
- Can locally sourced material be used, reducing transport costs as well as the carbon footprint of a development?
- Have Council staff been consulted about the suitability of materials?

These outcome can be addressed and assessed at detail design stage.

Stormwater Management

- Is drainage adequately provided for?
- Is there any ponding which will affect the development?
- Can Low Impact Design techniques be implemented and do they represent good whole of life value?
- Have Council staff been consulted early in the design process to assist with developing a good solution?

A preliminary stormwater management strategy has been prepared by Woods consultants in line with current Council standards/requirements and further consultation with Council will be undertaken during detail design.

3.8 Hastings Residential Intensification Design Guide 2020

Recognising that growth in the region is expected to transition to a focus on intensification (60%) rather than greenfield (35%), this design guide is focussed primarily on delivering medium density housing within urban areas through a comprehensive subdivision and land use process. Its content is driven by 6 over arching and interlinked design principles based on the concept of hauora (well being) and the 11 subsequent design elements address detailed built form outcomes. These principles are also informed by the The Heretaunga Te Aranga and Toi Tū Maori design values and principles along with the "7 C's" of the New Zealand Urban Design Protocol (Ministry for the Environment 2005).

Whilst no superlots for comprehensive land use and subdivision consents are proposed on this site, these 6 principles are considered useful and appropriate to assess this proposed subdivision, particularly with respect to the proposed medium density lots (less than 400m^2).

Looks Good (AESTHETICS), Pōtikitanga (INNOVATION), Character, Creativity, Context

To create high-quality living environments which are innovative and aesthetically pleasing.

- *Tohu – iwi / hapū stories or narratives are incorporated into and inform the design*
- *Architectural individuality*
- *Quality*
- *Variety*
- *Landscaping – plants and fencing*

Mana whenua values and narratives, as well as preferred planting can be incorporated into the design of the open space network during detailed design and after further engagement.

Fits Well (SENSITIVE TO CONTEXT) Kaitiakitanga (STEWARDSHIP/GUARDIANSHIP) Context, Character, Custodianship

To create developments which acknowledge their setting.

- With the surrounding context –neighbourhood/street
- Taiao - the landform and/or features of the natural environment are celebrated, protected, restored or enhanced.
- Mahi Toi - takes account of history and culture - sites of significance to mana whenua are protected and cultural landmarks acknowledged
- Takes into account the Hastings' climate

At this time, there are no identified cultural features to be retained or enhanced. The Herehere Stream is identified as a key landscape feature and proposed to be retained and enhanced. The proposal responds to the existing context through the distribution of lot typologies. Whilst the overall density is higher than the existing neighbourhood to the north, it responds to changing market needs and national policy direction and is consistent with Iona.

Larger lots are proposed along external roads in order for new dwellings to reflect more closely the existing built. Smaller lots are included to increase housing variety, make efficient use of land and infrastructure and promote a more mixed community, including elderly. Lot typologies and shapes have responded to orientation to promote solar access in private open spaces and internal living spaces which can provide warming in winter.

Works Well (FUNCTIONAL) Rangatiratanga (RECOGNITION/RESPECT), Collaboration, Creativity, Context, Choice

To create developments which are functional, practical and logically designed.

- Mana – designs acknowledge the status of iwi and hapū as mana whenua, design decision making recognises culture and enables cultural practices to occur.
- Well-designed and fit for purpose site layout
- Accessible
- Choice of dwelling types and size
- High performance/low maintenance
- Adaptable/flexible spaces
- Intergenerational

The planning process has included initial engagement with mana whenua and further engagement can be undertaken after a successful referral application. There is a range of lot sizes proposed which can appeal to a range of potential buyers, including elderly and small families.

Feels Good (SAFE AND WARM), Manaakitanga (WELCOMING/HOSPITABLE) Choice, custodianship, Connections

To create safe, warm and healthy dwellings.

- Ahi Kā – Iwi / hapū feel secure and valued within their community
- Safe
- Comfortable
- Private
- Tidy – a place for everything
- Green or pleasant outlook

This criterion can be assessed at detail design level/building consent stage but from a subdivision design perspective, the proposal promotes:

- a neighbourhood where through traffic is avoided and pedestrian and cycling connections are encouraged
- safety in public streets through activation and passive surveillance achieved by active frontages
- amenity in public streets achieved through street trees
- outlook over passive open space
- privacy on lots through private "backs to backs" and clearly identified public frontages, with the exception of north facing lots (which have been minimised) where wider lot frontages increase the ability of dwellings to have private outdoor space to the side of the dwelling rather than in the shady southern area of the lot

Connects Well (CONNECTED) Whanaungatanga (SENSE OF COMMUNITY/FAMILY CONNECTION)

Choice, Creativity, Connections

To create developments which have a high level of connectivity and accessibility and build a strong sense of community.

- Whakapapa - connecting people and the local community to the place
- To the street and integrates with neighbouring buildings
- To walkways, cycleways and vehicle routes
- To parks and recreation areas
- To shops, schools and workplaces

The proposal prioritises safe and attractive pedestrian and cycling connections both internally and to open space and schools. The passive open space network can include seating areas which promotes socialisation.

The internal collector (Te Aute to Middle Road) can accommodate a bus route to connect residents to the town centre/wider community, and the site's development promotes the establishment of an alternative to Upham Road route.

Sustainability (ENDURING) Tiaki Taiao (CARE AND RESPONSIBILITY FOR THE ENVIRONMENT)

Choice, Creativity, Connections, Collaboration

To create developments which minimise their environmental footprint.

- Mauri Tū – environmental health is protected, maintained or enhanced.
- Minimise construction waste
- *Maximise natural light*
- *Investigate passive energy / solar heating options*
- *Consider where materials have come from*
- *Rainwater harvesting*

Many of these outcomes can only be determined at building consent stage but the subdivision layout does promote passive solar gain in private internal and external living spaces. It also makes good use of the existing arterial road network and other bulk infrastructure.

4.0

conclusion

The proposed concept plan can direct appropriate detailed design and ultimately a development which exhibits good urban design outcomes.

In summary, the concept plan:

- is the result of a collaborative concept design process, informed by preliminary/desk top input from a wide range of technical experts;
- is a logical extension of the existing urban area and appropriate response to location, context and site specific opportunities and constraints;
- integrates with and connects to its surrounding neighbourhood;
- can successfully manage interfaces;
- acknowledges national and regional policy and the need for greater housing delivery and diversity while balancing local concerns and aspirations; and
- supports active travel modes, passive heating/cooling and low impact engineering to promote an environmentally sustainable development and lifestyle.

As such, it can be supported from an urban design perspective.

For: CDL Land Ltd

Prepared by: Urban Acumen Ltd

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