ARATAKI
HAVELOCK NORTH

Resource Consent Application

URBAN DESIGN ASSESSMENT

July 2025

For: CDL Limited

Prepared by: Urban Acumen Ltd

urban acumen

PROJECT	Arataki Residential Development
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This report is submitted in support of CDL's Substantive Application (Application) to the Environmental Protection Authority (EPA) to authorise the subdivision and development of the Arataki Extension land, located at 86, 108, 122 Arataki Road, Havelock North, Hawkes Bay (Site).

The proposal, which is also referred to as the 'Arataki Project', will provide for the residential subdivision of the site to enable the development of 171 detached dwellings to contribute additional housing capacity to Havelock North and the Hawkes Bay region. The development will be supported by a local road network, pedestrian accessways, and required infrastructure. A planning design framework is proposed to facilitate residential built form development on the future lots.

This report has been prepared by myself, Lauren White, Director and Principal Urban Designer of Urban Acumen Limited for the purpose of supporting the Resource Consent for residential subdivision of the site referred to as Arataki in Havelock North.

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 25 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 in 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 to support the Fast-track consent application for Faringdon South East and South West (Plan Change 64).
- Urban design inputs to support the successful Fast-track consent application for residential subdivision of Faringdon Oval.
- Urban design inputs to support the Fast-track consent application for Waikanae North (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 since the beginning of 2024, delivering all necessary urban design inputs including preliminary concept development and collaboration with the multi-disciplinary team through detail design.

I have visited the site on two occassions, most recently in September 2024.

I confirm that the issues addressed in this statement are within my area of expertise and that I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

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.

planner

engineer

Landscape architect

Tranport planners

Property Economics

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 Wood and Partners and Boffa Miskell, submitted with the application, along with supporting information from other design team consultants.

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01 Introduction

1.1 Site Location

The site subject to this substantive application is located at 86, 108, 122 Arataki Road, Havelock North, Hawkes Bay (site). Comprising a total area of approximately 11ha, the site is held in three separate titles, all owned by CDL Land New Zealand Limited (CDL).

The site is located at the eastern entry to Havelock North and on the edge of its urbanised area. It is accessed from Arataki Road but also adjoins Brookvale Road. It lies within 3km of the Havelock North town centre and approximately 10km of the Hastings Town Centre.

To understand the site's specific context, an analysis of the site's location and accessibility at both the district and local context is provided on this and following pages.

Figure 1. Site setting

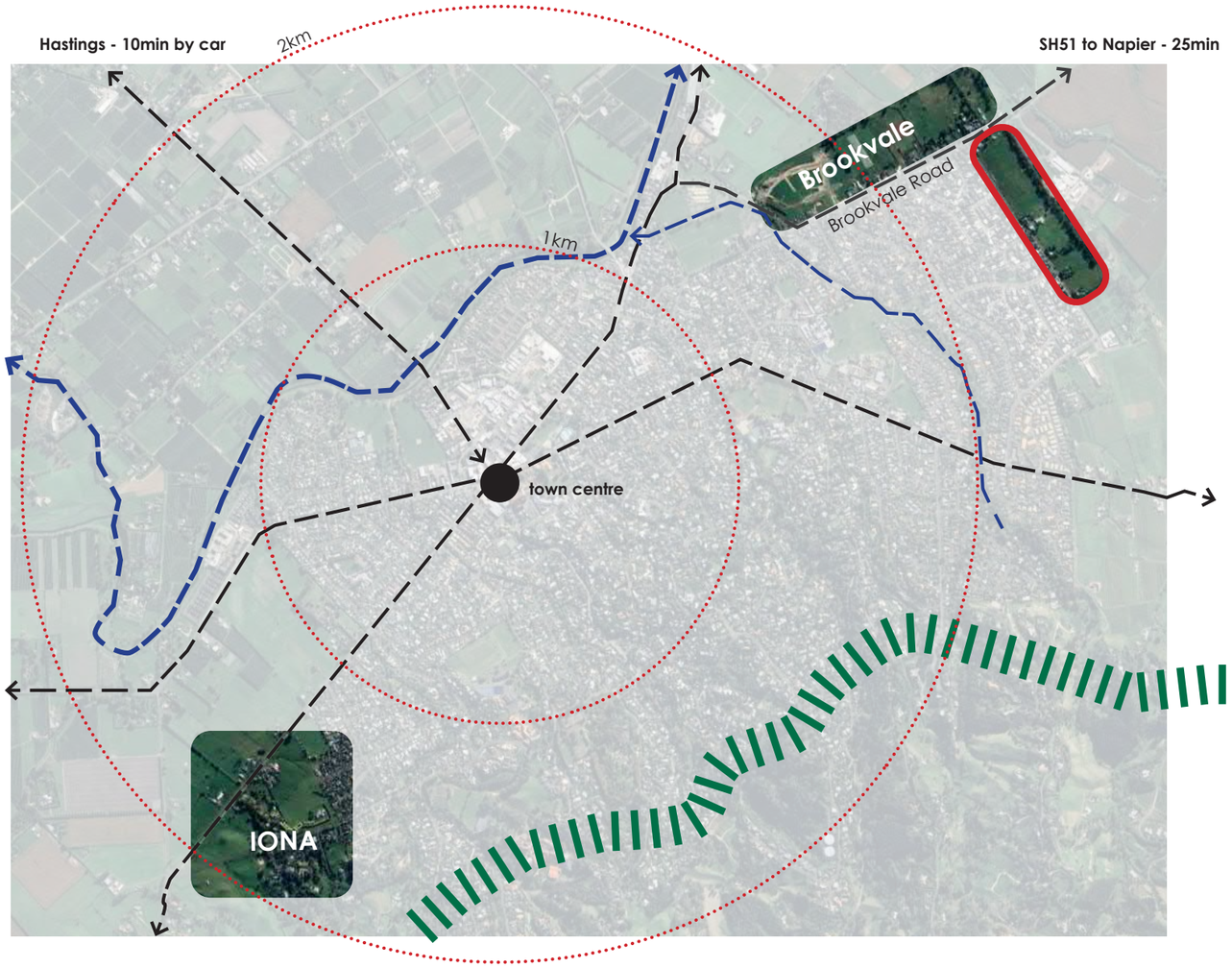


Figure 2. Site location

Access map - town

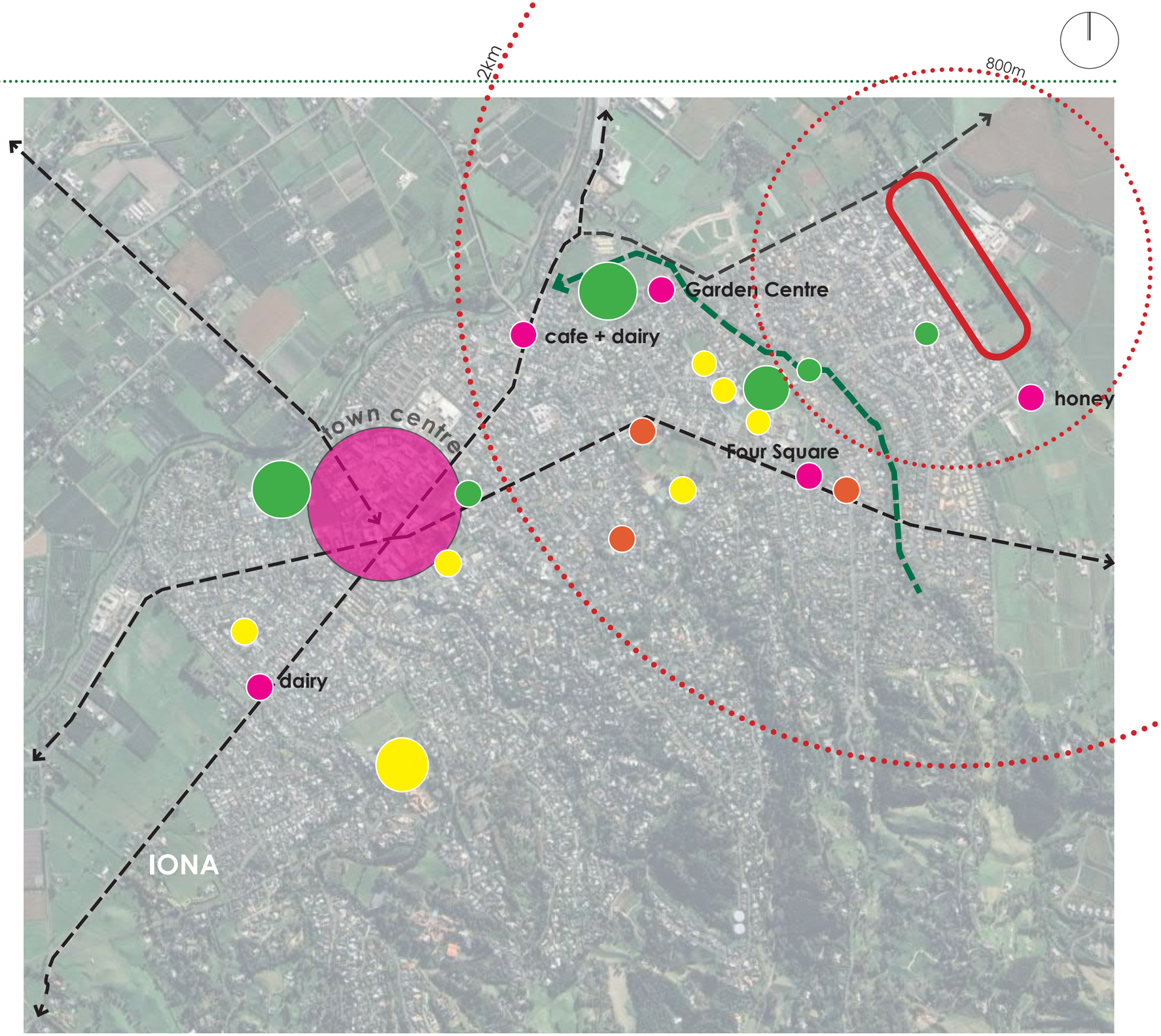


Figure 3. Town accessibility

Access map - neighbourhood

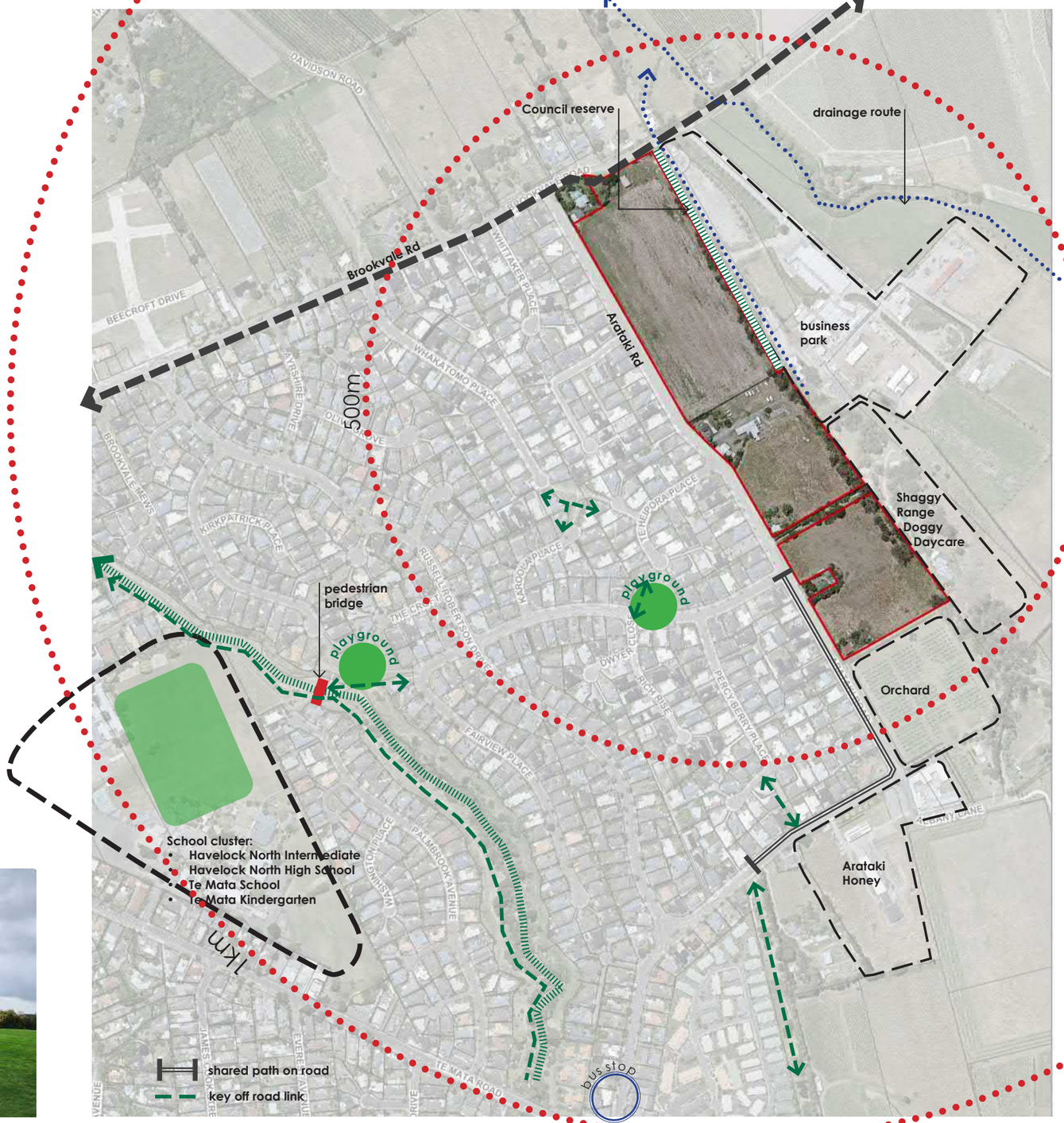


Figure 4. neighbourhood accessibility

view across fields to schools

1.2 Local Context

The residential urban form of this part of Hastings is characterised by low density car dominated cul-de-sacs which limit connectivity/walkability although a number of public linkages are provided.

Dwellings are almost exclusively single storey and detached, on sections of 600 to 1000m^2. There is little evidence of intensification (as anticipated/ informed by the Hastings Residential Design Guide) most likely because the existing dwellings occupy most of their sites (making subdivision impractical) and the appetite for demolition and rebuild at higher density may be low. Consequently, it is anticipated that the intensification of the surrounding neighbourhood is likely to take a relatively long time.

Arataki Road boundary, looking south to distant views of Te Mata Peak

typical single level detached housing in immediate vicinity

double storey dwellings on Brookvale Road

Meissner Playground

Views over te Mata Mushrooms and rural land from higher level of site

Bridge over Karituwhenua Stream

Figure 5. immediate surrounds

1.3 Development Context

The site has been identified as a growth area and as a logical extension of the existing urban area.

The relevant statutory policy context is fully described in the AEE. While the site is currently zoned Plains Production in the Heretaunga Hastings District Plan, it is identified by both the Heretauga Plains Urban Development Strategy (2010, updated 2017) and the Napier Hastings Future Development Strategy 2025-2054 (Recommendations Version, May 2025).

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

- General Residential
- Plains Production
- Open Space
- Te Mata Special Character Area

HPUDS

- Residential Growth Area
- Reserve Residential Growth Area

Future Development Strategy

HN6 - Brookvale Road - Unzoned Greenfield Development Area - Medium to Long term Priority (5 -30 years)
HN2b - Arataki Extension - Unzoned Greenfield Development Area - Long term Priority (11-30 years)

Metlifecare have just been granted consent for a retirement village at 131 Brookvale Road northwest of the site. This development includes 44 residential units and there are plans to expand further into Area D.

Arataki Structure Plan

Legend

- Current Road, Indicative alignment only
- Proposed Road, Indicative alignment only
- Location of connection point for collector road and collector link

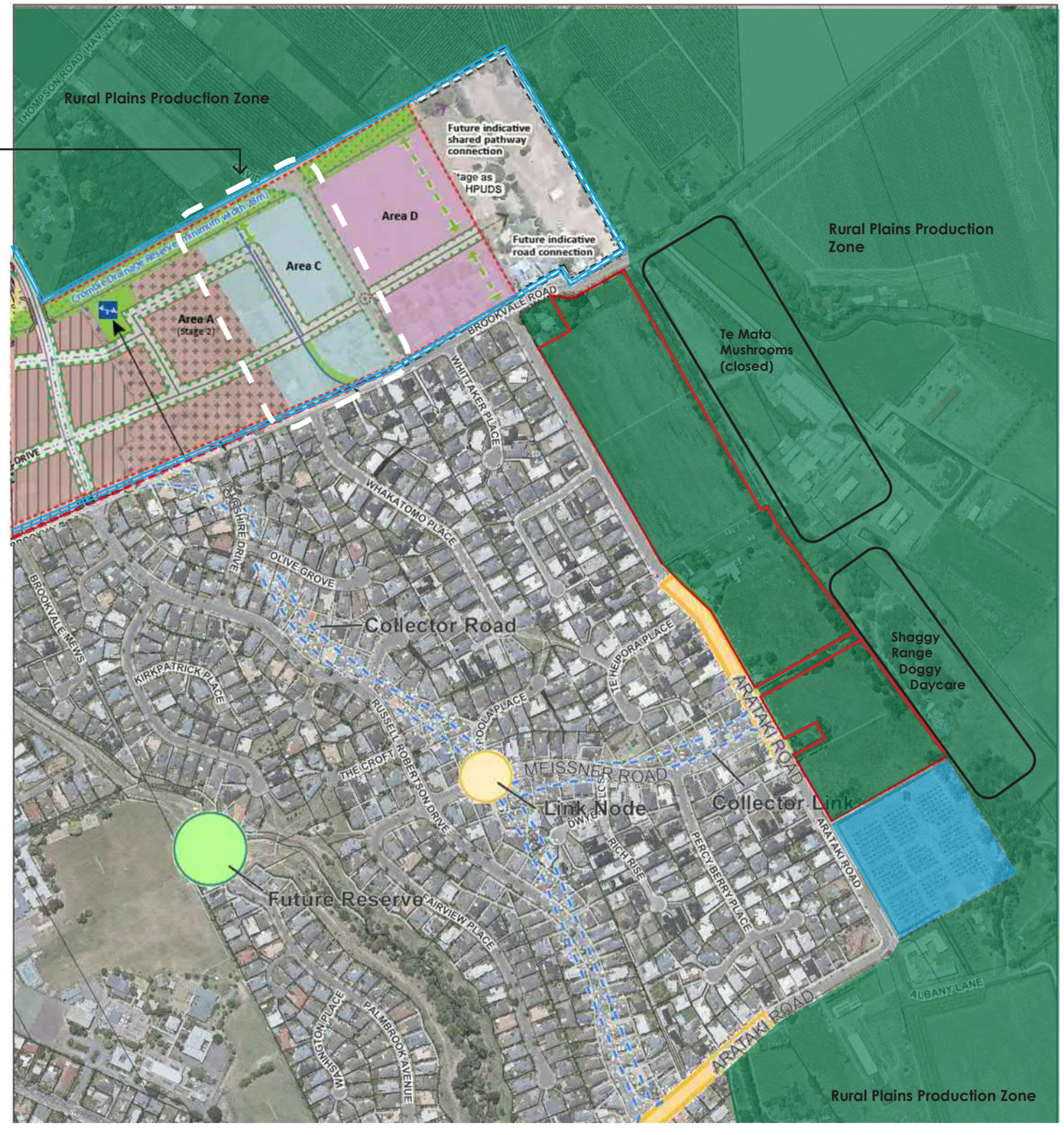
Collector Road - 20 metre road reserve
12 metre carriage way width

Collector Link - 20 metre road reserve
Carriage way width to be determined by Code of Practice Criteria

Brookvale Structure Plan

Legend

- Fixed Road Alignment
- Indicative Road Alignment
- Restricted Vehicle Access
- Planting Corridor
- Indicative Off Road Cycleway/ Shared Pathway
- Proposed Road Corridor
- Indicative Water Loop Connection (Developer to Install)
- Sewer Discharge Connection Point (Sewer Pump Location(s) subject to confirmation at detailed design stage)
- Noise Boundary
- Future Bridge/Culvert Crossing
- Stormwater Management Area (Detention Pond and Upgrade to Crombie Drain)
- Development Area
- Neighbourhood Reserve/Green Link
- Area A Stage 1
- Area A Stage 2
- Area B
- Area C
- Potential Future Childrens Playground
- 25 metre Development Restriction



Adjacent Structure Plans + metlifecare

1.4 Site Description

The site measures approximately 11ha and is bisected by the access to Shaggy Range Doggy Day Care, It has a long north-south orientation along Arataki Road and gently falls approximately 14m from the southern boundary to the north.

96 Arataki Road is a "missing tooth" along the Arataki road frontage as is 160 Arataki Road, the corner site.

The site has a gentle crossfall from south to north and is currently used for grazing purposes. A scattering of buildings is present within the site. Vegetation (predominantly exotic species) is largely limited to garden areas around these buildings and a shelter belt alongside the eastern boundary. The site sits upon a natural terrace and the landform is elevated above the rural property to the east by approximately 6m and provides long distance views.

View of eastern boundary/Council reserve from Brookvale Road

Long distance views to Te Mata Peak from site

typical landform/vegetation on site

Arataki Road boundary

Figure 6. Site Aerial with Topography

1.5 Opportunities & Constraints

OPPORTUNITIES

- maximise connection to parks and schools
- utilise Council reserve as transition to rural land and/or stormwater management area
- existing shared path extends to:
- future shared path/cycle facility
- parking assists speed reduction or kerb build outs
- existing bus route extends to:
- future bus route
- future bus stop (subject to discussion with Council)
- reinforce gateway to Havelock North urban area
- landscaping along rural boundary
- manage perceptions of density and number of vehicle crossings
- connection/intersection
- key shared path crossing

CONSTRAINTS

- level change
- potential stormwater connection
- Te Mata Special Character Zone interface
- potential location of stormwater basin
- Plains Production Zone interface
- no individual driveways
- drainage
- driveway/access to Shaggy Range

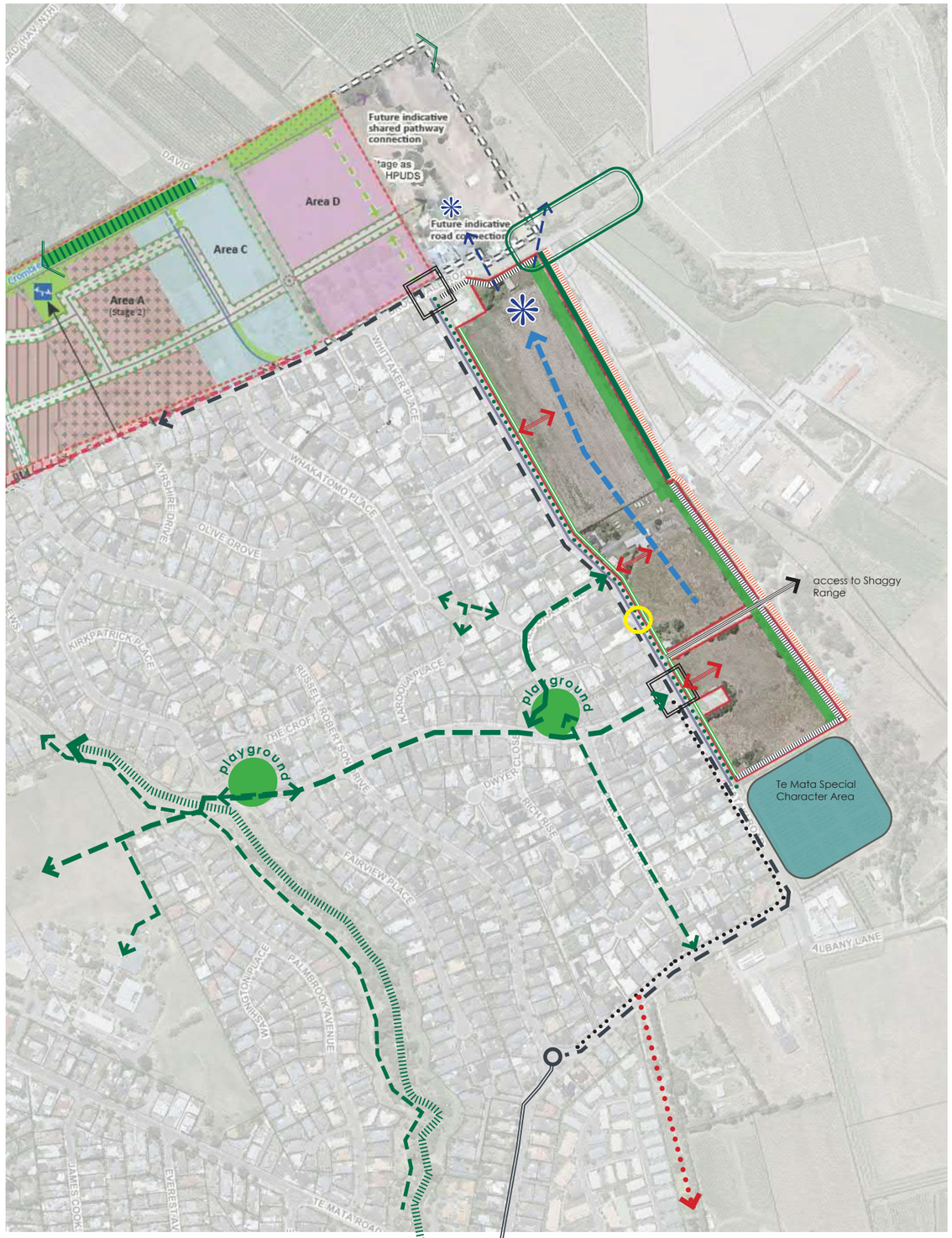


Figure 7. Opportunities and Constraints

02 Proposal

The proposal is fully described and illustrated in the application documents.

In summary it proposes to:

- deliver a spatial layout which integrates with and logically extends the existing urban area
- create 171 residential sections for the erection of 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 Council
- manage stormwater and provide a passive open space to vest with Council
- provide an appropriate interface with the adjacent rural area
- direct the development of future housing through a framework of design and development standards to ensure both good urban design and on-lot amenity outcomes
- deliver a comprehensive urban planting strategy

2.1 Design Objectives

The 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;
- provide an appropriate interface to the existing urban area, acknowledging the existing low density and single storey development along Arataki Road;
- acknowledge the site's potential to contribute to an eastern gateway to the urban area of Havelock North;
- promote connections across all transport modes, prioritising walking and cycling;
- maximise outlook, and amenity of adjacent rural environment while providing an appropriate visual transition;
- provide a variety of site sizes, promoting diversity of dwelling type/design as well as a range of pricepoints;
- undertake necessary earth modification and minimise secondary earthworks needed for housing development;
- efficiently accommodate necessary stormwater management and overland flow paths and promote multi-functional open spaces;
- establish clear ownership, safety and maintenance of open spaces, and enable passive use of stormwater management areas;
- adopt block and site dimensions that promote good solar access
- promote safe and attractive streets by prioritising active frontage, passive surveillance and landscape amenity;
- encourage walking and cycling to school and adjacent public open spaces through safe and attractive routes/ links;
- promote cycling on Arataki Road by accommodating a shared path (to extend the exisitng one) and adopting boundary/fencing controls to support cyclist safety

not to scale

Figure 8. subdivision plan

2.2 Design Evolution and Engagement

The design process has included engagement with relevant stakeholders including:

- Hastings District Council
- Ministry of Education
- Hawkes Bay egional Council
- mana whenua
- adjacent land owner - Shaggy Range Doggy Day Care
- adjacent neighbours (on Aratkai Road and Brookvale Road)
- adjacent neighbour - Olive Grove

Key issues raised during the engagement process include:

- concern about the size of sections and the ability to go to two storeys in height
- concern with the capacity of infrastructure (including roading) and social facilities to accommodate this growth
- maintaining easy vehicle access along Arataki Road (Arataki Honey and others)
- amount/lack of available street parking
- number of intersections with Arataki Road
- need to maintain driveway to Shaggy Range and minimise potential reverse sensitivity effects (Shaggy Range owners)
- lack of market demand for new sections
- concern about changes to general character/look and feel of the neighbourhood
- potential use of the stormwater basin for recreation and visibility and access of this space (raised by council parks planners)
- reverse sensitivity effects on operations of the Olive Grove to the south of the site

Figure 9. examples of early concepts

2.3 The Arataki Residential Design Framework

The application proposes to consent all subdivision and land use activity, such that housing development is a permitted activity. To ensure future dwellings deliver good urban design outcomes, the Arataki Residential Design Framework has been developed. Compliance with the development standards of this document will allow the erection of dwellings without an additional resource consent.

The proposed RDF aims to ensure high-quality urban outcomes by managing built form, streetscape integration, and overall neighbourhood character in line with the anticipated built form. These outcomes and standards will be used by HDC to ensure that new housing aligns with the desired urban design outcomes. The RDF will enable a urban form which recognises the existing and anticipated built character of the Arataki area.

The design standards are based on those of the Havelock North Residential Zone (which is the basis of the TYpe 1 lots) and the Medium Density Zone (which is the basis of the Type 2 lots). In response to high level policy direction as well as site specific issues and stakeholder agreement, deviations or additions are proposed which cover:

For the proposed Type 1 Lots:

- additional controls on garages in order to reduce their potential dominance, promote passive surveillance and also ensure on-site car parking can be provided
- additional controls for landscaping to promote overall amenity, particularly along streets
- fencing controls to promote passive surveillance of streets and public safety, including that of pedestrians and cyclists

For the proposed Type 2 Lots:

- a building height limit lower than the Medium Density Zone given the scale of the existing context and the site's location on the edge of the urban area and not close to the town centre or key public transport routes
- a requirement for slightly greater private open space
- fencing controls to promote passive surveillance of streets and public safety, including that of pedestrians and cyclists

The development standards for Type 2 lots are essentially a "hybrid" of medium density residential standards and those of the general residential zone. The standard adoption of the Medium Density Zone provisions is not considered appropriate given the location and context of the site, but a greater variety of lot and dwellings is sought. Indicative lot testing has been completed as part of the development of these standards to demonstrate the anticipated built outcomes for the site. Please refer to Appendix 1 for details.

Typical lot along Arataki Road

Type 2 lot adjacent to linkage space

Figure 10. examples of lot testing in the Residential Design Framework

2.4 Covenants

In addition to the above standards, future development is managed by a number of covenants, including:

- maintenance of landscaping and fencing along Plains Production boundaries
- maintenance of landscaping and fencing along Te Mata Special Character area
- no-complaints covenants

2.4 The Subdivision Proposal

The subdivision plan creates 171 residential sections that range between 303m^2 and 954m^2. These are accessed either from Arataki Road of proposed local roads or privately owned accessways. The subdivision plan also creates a number of roads and other public open spaces to be vested with HDC serving either linkage or stormwater functions (or both).

The overall layout has also been designed to easily enable staged development as well as easy amendment should the driveway to Shaggy Range be included in the development site in the future.

2.4.1 Layout and Access

The overall layout seeks to create a series of "micro-neighbourhoods" that are accessed from Arataki Road but also connected to each other by pedestrian and cycle links. This avoids internal through traffic and prioritises pedestrian and residential amenity within the site by creating slow speed environments.

Intersections with Arataki Road have been placed to enable direct access with existing local roads and thereby promote physical and visual integration.

A hierarchy of movement spaces have been employed to promote legibility and placemaking. Local roads have a 16m or 18m reserve width and although this is narrower than typical local roads in the area, all roads accommodate footpaths and have tree berms on both sides of the road. Parking is located informally on either side of the carriageway. Roads have been designed to balance "movement and place" function and to better align with current best practice.

A bespoke street has been developed to provide a connected high amenity pedestrian experience which links the passive open space area with the wider open space network, including school precinct. Along with linkage reserves, this street enables greater tree canopy and also opportunities for "play along the way" as children walk to school or families walk dogs etc.

In response to the site width (which constrains block width), a number of private accessways (JOAL's) are proposed to access lots which do not have frontage to a public road. This has enabled a variety of lifestyle options, and a unique shared amenity space for residents (Lot 2008). In this mid-block space, dwellings front onto the space as they would a public street and fencing height is controlled to ensure a spacious and safe environment.

JOAL's (Jointly Owned Access Lots) that are 6m in width and are used to access rear sites where necessary. They are also located to adjoin public linkage spaces in order to increase the spatial width and surveillance of these reserves. Lot 2009 is a wider JOAL that serves 6 dwellings and has room to accommodate additional car parking, useful given the proximity of public parking on streets .

The existing shared path on Arataki Road (south of the Meissner Road intersection) is proposed to be extended along the site frontage (as part of the upgrade/urbanisation of this side of the road) and pedestrian and cycle safety is promoted by fencing restrictions.

Figure 11. movement network

2.4.2 Lot typologies and distribution

Four lot typologies have been developed in response to their location and/or interfaces, namely:

- Arataki Road lots
- cluster lots (less than 400sqm)
- landscape interface lots
- other/general lots

In response to the existing residential environment/density on the other side, all lots which have a frontage to Arataki are over 500m^2 in area. This reflects the existing context, increases the likelihood of single storey dwellings and provides opportunity for greater front yard landscaping. Lot sizes typical with those in general residential areas are located around the stormwater basin in the north to provide a generally consistent built form on both sides of the road when entering the town on Brookvale Road.

Cluster lots are included to address national urban development policy and direction and located internally, away from external interfaces, where the potential visual change/effect of double storey dwellings 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 Plains production zone or the Te Mata Special Character Area, are larger/longer and accommodate a 10m building setback and landscape/planted buffer in order to transition to the rural environment. Lots 121 to 140 also adjoin land zoned Plains Production, however the 10m wide existing Council owned reserve along their eastern boundary is considered to perform the same transitional function.

Arataki Road lots are considered an adequate interface due solely to their size and no additional development standards (in additional to those that apply to the general lots) are necessary. Cluster lots and landscape interface lots have specific developments standards in the Residential Design Framework in order to achieve their specific function or ensure residential amenity.

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.

Lot types are also distributed to provide a range of lot sizes in each potential development stage, thereby supporting greater lifestyle choice and pricepoint range.

As part of both subdivision design and the development of the Residential Development Framework, lots have been tested through hypothetical but realistic design exercises which illustrate compliance with proposed development standards. This has provided certainty for both future development outcomes and potential builders. Please refer to Appendix 1 for the full set of lot scenario tests.The on-lot outcomes will be determined by both the Residential Design Framework and consent notices as appropriate.

Figure 12. lot types + density distribution

2.4.3 Open Space network

Vested reserves/open space across the proposal is made up of a number of different spaces and conditions including:

- pedestrian/cycle links
- passive open space associated with stormwater management

For the purposes of recreation and interface management, these reserves are supported by:

- other existing passive reserves
- proposed private setbacks and planted areas
- proposed "play along the way" space in vested roads which assists with connecting spaces and promoting walking.

In response to advice from HDC and given the number and location of existing reserves in the wider neighbourhood, no active public open spaces are proposed. Rather, the layout of the subdivision and the inclusion of high amenity green streets and play along the way components promotes access and connection to existing public reserves.

In addition, a shared muti-purpose private open space is provided which extends residential variety and adds amenity. The proposed stormwater detention area has a footpath which can be used at all time, even during rain events whne the basis is detaining water. Furthermore, gentle grassed slopes and seating areas provide the opportunity for passive recreation for residents of the site and the surrounding community.

It os also understood that the Brookvale Structure Plan directs the provision of a public accessway and the location of the stormwater reserve and green linkages throughout the proposed subdivision enables a connection through to this potential future network.

Figure 13. open space

2.4.4 Placemaking and Public Realm

To promote identity and character in the development, unique placemaking moves have been made including:

- a connected "play along the way" pedestrian priority street;
- local laneways which function as small streets, with controls for fencing which ensure amenity and safety; and
- pockets of smaller/cluster lots which create memorable places through clustering and perceptual difference, including through the potential for double storey dwellings

Play along the way ideas (Landscape report, Boffa Miskell). At detailed design stage, the number/location/type of play along the way spaces will be determined with HDC who are supportive of the play along the way concept.

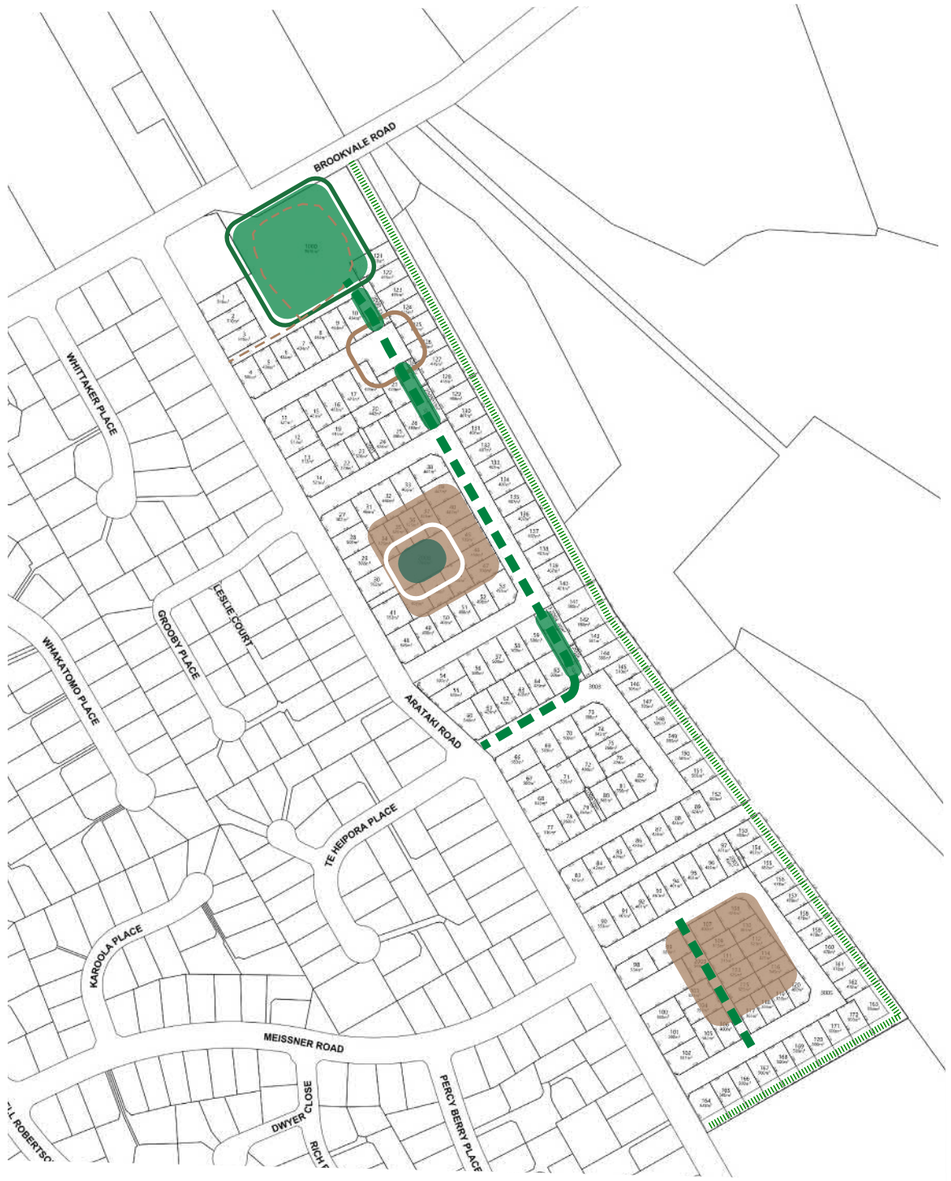


Figure 14. open space

2.4.5 Interfaces

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

- **Arataki Road** - lots along this interface are a minimum of 500m² in area, enabling a relatively consistent residential density and built form along both sides of the road. The development of this frontage is likely to comprise single storey homes with generous front yard landscaping, reflecting the existing environment. In addition, the lower density and resultant number of driveways recognises the proposed shared path along the now urbanised berm, and the Residential Design Framework controls fence heights to promote pedestrian and cycle safety.

- **Brookvale Road** - the stormwater management area provides a landscaped buffer to this road which avoids any driveway crossings which would be problematic from a traffic safety perspective. Lots surrounding the space look over it and towards Brookvale Road and dwellings will be visible from the road at a higher level, assisting with indicating to drivers a need to adopt a lower speed limit.

- **Plains Production Zone** - there are two interface conditions along this boundary, namely a Council Reserve and a buffer area on proposed private lots. The existing Council reserve has a number of mature trees which, together with the level change along this boundary (the proposed lots are higher) serve to function as an appropriate transition between residential activity and that of the Plains Production Zone.

  Along the remaining boundary, lots directly adjoin privately owned land within the Rural Plains Production Zone; namely two properties, one being Shaggy Range Dog Day Care and the other accommodating small scale commercial uses such as building supplies/services. There is also a level change between proposed residential properties and existing ground level in this adjacent zone. Along this interface, a 10m building setback and a 5m planting requirement are proposed. Along with a visually permeable mesh fencing, this is considered to provide a visually attractive and appropriate urban edge while providing a buffer between uses.

- **Te Mata Special Character Zone** - this southern boundary is relatively short and adjoins an existing olive grove in the Te Mata Special Character Zone. Proposed properties which adjoin it are north facing and therefore likely to orientate indoor and outdoor living spaces to face away from this boundary. Recognising the potential for reverse sensitivity, a combination of fencing and planting is proposed which will result in security and amenity for the future dwellings while minimising potential effects on both activities, as well as address reverse sensitivity concerns. This consists of a 2m high acoustic fence along with a 7m planting buffer (on the residential side) which includes specimen trees which will grow to provide a dense barrier. The fence will not be visible to either side given the existing shelter belt and the proposed 7m planted buffer.

- **Proposed Reserve -** the subdivision pattern provides for lots which adjoin and overlook the reserve and Brookvale Road (albeit at a lower level). Given these lots are north facing, it is likely that dwellings will be setback from the boundary to accommodate private outdoor living spaces which will benefit from outlook and provide passive surveillance of the space.

  Fencing adjoining the reserve boundaries is proposed to be visually permeable and a height of 1.8m which allows for surveillance but also ensures security for lot owners. On the advice of

Figure 15. Managing interfaces

HDC, this is consistent with reserve fencing in The Brookvale Structure Plan area. A short portion of fencing adjacent to Lot 3 is indicated as "Corner Lot" fencing (see Landscape fencing Plan) which allows for 50% of this length to be solid and 1.8m high. Given the other side of the walkway is fully visually permeable this lot has 3 "open" frontages and would benefit from the ability to screen washing lines etc. this is considered to balance privacy, amenity and safety.

- **Shaggy Range Dog Day Care -** the driveway of this property bisects the application site area. Consultation has been undertaken with the owners of this property and whilst ongoing, there is no agreement to sell or swap land and/or create and alternative access that allows a more efficient subdivision proposal.

  Feedback from HDC included the following advice:

  "*While we understand this is partly outside the control of the applicant, we would strongly encourage continued discussions with adjoining land owners in regards to providing linkages through this access. Even the opportunity to provide walking/cycling linkages through this access would help prevent there being an isolated pocket of land to the south that does not relate to the remainder of the development. We wonder if the applicant could provide an option which provides a future proof concept which may allow for such a link in the future, on the premise that situations may change once development occurs across the early stages.*"

  The potential to amend the scheme in a way that does not significantly alter the overall infrastructure design has been explored and this potential has been future proofed in the proposed design in the hope a future agreement may be reached. This is illustrated on the adjacent figure which indicates how the driveway can be absorbed into lots, a pedestrian/ cycle access can link the development together and an alternative entry to Shaggy Range can be provided. Importantly, the staging of the development has been structured so that stages 1 to 4 can proceed independently of any future decisions around the driveway. Should an agreement with the Shaggy Range landowner be secured at a later date, the area could be readily incorporated into the development by way of a variation to the EPA, without affecting the integrity or delivery of the completed earlier stages.

  In the interim, fencing along both sides of the driveway to Shaggy Range is proposed to be solid closed boarded fencing at 1.8m to protect the amenity and privacy of adjacent future dwellings. This fencing will be delivered at subdivision stage to result in a consistent appearance for residents and visitors to this property.

Figure 16. Shaggy Range - Potential integration/alternative

03 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 171 sections for the future development of detached dwellings. The erection of dwellings is a permitted activity as long as they comply with the proposed Arataki Residential Design Framework.

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
- 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
- Heretaunga Hastings Operative District Plan - Medium Density Housing Strategy

Content of the above documents considered relevant to urban design assessment have been reproduced in ***green italic 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 contribute to achieving a well-functioning environment (from an urban design perspective) include:

- it provides for a range of housing types and price points to offer a choice of lifestyle options to appeal to a range of potential buyers and better meet demand
- good neighbourhood connectivity for all travel modes, promoting walking and cycling through good footpath provision on local roads, shared path and dedicated pedestrian linkage reserves, which in turn promotes active travel modes over vehicle use and thereby reduce vehicle emissions
- residential development that is within walking distance of schools and public recreation reserves and within cycling distance of the town centre
- provision and support for a future bus service along Arataki Road which also encourges a reduction in private vehicle use
- represents a good use of existing infrastructure (roading, social, water/waste water etc.), which in turn, accommodates growth efficiently and reduces costs and carbon footprint which in turn, reduces greenhouse gas emissions associated with the provision of infrastructure

3.3 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 contribute to achieving this objective include:

- a range of site sizes providing residential choice and offering some more affordable options
- landscaped linkage spaces and private accessways that offer a point of difference with respect to living environments
- the adoption of good urban design principles of street based design, safe and attractive public realm and encouraging social interaction
- the development of a bespoke Residential Development Framework which will direct qood quality outcomes
- the 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 management of the rural interface to limit potential effects on the ongoing operation of rural activities

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 component of medium density housing which:

- is located to avoid visual effects and significant change to the character of the existing adjacent neighbourhood by being located/clustered internally within the development
- is within walking distance of schools and public open spaces
- can support the establishment and ongoing operation of a future bus service

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 contribute to achieving this objective include:

- a priority for pedestrian and cycle linkages both internally and to adjacent reserves and schools
- the provision of a shared path along Arataki Road which connects the site to a wider active mode network
- support for a future bus service
- upgrades to the intersection of Arataki Road with Brookvale Road to accommodate the additional anticipated traffic movements

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 hall have regard to:

a) The principles of the New Zealand Urban Design Protocol (Ministry for the Environment, 2005);

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** and **character** through the distribution of residential density, specific plantign and fencing along the different interfaces and the development of a bespoke set of development standards which provide for additional housing variety and density while promoting consistency of built form with the surrounding area
- a **collaborative** design process, including engagement with stakeholders and full 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 Arataki Road 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, including private accessways adjacent to pedestrian linkages as well as creating shared spaces within blocks and play along the way routes
- the priority given to active travel modes (through car free linkages, shared paths, play along the way routes) within a highly connected environment
- a residential development, including medium density development which is within walking distance of existing public reserves and schools
- the provision of a stormwater management area which prevents downstream flooding and water quality effects
- provisions for landscaping and fencing which successfully manage the interface with the surrounding rural environment
- the use and upgrading of existing road infrastructure (Arataki Road) which consitutes an efficient use of existing infrastructure and reduces the carbon footprint associated with new dwellings
- the provision of larger lots along Arataki Road which reflect the visual outcome on the western side of the road and limit the 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

3.4 Heretaunga Hastings Operative District Plan - Objectives and Policies for Subdivision and Land Development

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;
All but 4 sites have direct frontage to a road or shared accessway/ROW. Development on sites accessed from a shared space is still managed through the Residential Development Framework to ensure open and active frontages.

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 placemaking. All roads accommodate footpaths and street trees. Arataki Road accommodates a shared path in order to promote active mode connection with the wider network.

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 earthworks is considered relatively minor; the site has a gradual fall to the north which is accommodated through retaining walls located such that they do not restrict access onto lots or dominate public areas. Where higher retaining walls are required, they are located "mid-block" and fencing associated with them is reduced in height to minimise visual dominance on private lots. When located adjacent to publicly accessible areas (namely the pedestrian link spaces), they are low and serve to promote on-lot privacy through elevation. Along these spaces, fence heights are restricted in order to prevent visual dominance associated with the combined height of fences and walls.

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

Potential reverse sensitivity effects associated with the surrounding rural areas are proposed to managed through building setbacks and/or landscaping as well as "no complaints covenants" (please refer to the AEE for full details).

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. Furthermore, the subdivision pattern promotes dwelling orientation away from the southern boundary by providing larger/wider lots along that boundary capable of accommodaing both vehicle access and primary indoor and outdoor living spaces on the northern side (and away from the boundary). In addition, greater building setbacks and planting along the southern and eastern boundary serve to separate residential uses from the boundary and filter views, noise etc.

3.5 Heretaunga Hastings Operative District Plan - Objectives and Policies for Havelock North Residential Environment

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

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 proposal has no direct boundary with the existing residential environment; Arataki Road itself (22m in reserve width) is the public space which connects the proposal to its context. Aspects of the proposal which contribute to achieving these objectives and policies include:

- larger lots along Arataki Road which reflect the existing density/road frontage widths on the western side of the road, enable single storey housing with garaging to establish along with front yard fencing and landscaping which will reflect existing development on Aratkai Road to present a consistent built form character
- the location of the medium density lots internal to the development to limit the perceived change to existing built form and character of the adjacent existing neighbourhood
- these smaller lots are located away from shared paths or pedestrian linkages where the increased number of vehicle crossings could decrease pedestrian and cyclist safety and convenience
- 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
- provisions in the Residential Development Framework which limit building height and building coverage and require on site amenity and landscaping, all of which serve to ensure new dwellings are in keeping with contemporary reidential development in Havelock North

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

The guidelines contained within this document are relatively measurable and as such a more detailed asssement can be made as :

✓ 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.*

✓ There is only one cul-de-sac in the proposed subdivision. It is just over 75m in length but it is straight and culminates in a high amenity shared landscaped space.

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

✓ The cul-de-sac links to two pedestrian and cycle linkage spaces which connect to the passive stormwater space and to other parts of the subdivision.

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

✓ The proposed three pedestrian and cycle links are 10m in width and are located adjacent to private accessways which provide a greater sense of spaciousness. They are straight and provide clear line of sight.

- *Has the number of connections been maximised?*

✓ There is a high level of connectivity to Arataki Road and between the individual "micro-neighbourhoods" (as much as possible given the retained driveway to Shaggy Range).

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

✓ Opportunities for pedestrian and cycling have been provided to link the proposal internally and a shared path along Arataki Road is also proposed to link the development to the wider urban area. Arataki Road can accommodate a bus stop 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?*

✗ Other than the access to Shaggy Range Doggy Daycare, no linkages to adjoining land are proposed. Land outside the site is rural land and this proposal establishes an appropriate long term rural boundary through level change, a landscape buffer and on-lot landscaping. This is considered appropriate given the site's location on the urban boundary and elevation which constrains vehicular access.

With respect to the Council reserve on the eastern boundary, CDL intend to support any plans HDC may have for this space, includign the removal of trees and/or replanting.

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

✓ The proposal connects new dwellings to the existing road network (Arataki Road and Brookvale) as well as to schools and open spaces through promoting linkage along pedestrian desire lines to these facilities.

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 and there a cut to fill balance is largely achieved across the site. Road gradients are relatively gentle and extensive retaining is not required to establish building platforms for lots. The civil engineering drawings indicate the location and height of proposed retaining walls. These have been as low as possible but given the intention to deliver platformed lots to house builders, and the need for lots to drain to roads, some walls are required.

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

✓ Earthworks and stormwater management have been carefully considered and managed and the strategy includes a stormwater treatment device in the northern part of the site to protect the water quality in downstream environments. In response to mana whjenua feedback, rain gardens are proposed alogn Arataki Road.

- *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 device is also a passive recreational opportunity and a path around the periphery encourages its access and use.

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

✓ There is no significant vegetation on the property to be retained however a number of trees around the stormwater detention area will be retained. The vegetation in the existing adjacent reserve can be retained or replaced by Council to soften the interface here.

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

✓ The overall orientation of the subdivision is a NNW/SSE 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 450m^2) and 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.

- *Is pedestrian and cyclist route choice maximised?*

✓ The proposed internal pedestrian network and the shared path on Arataki Road promote active mode connections to Meissner Reserve, the Karituwhenua Stream network and adjacent schools.

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

✓ The need for earthworks is minimal and there are no significant landscape features to be retained although a number of existing trees are retained in the stormwater reserve. Downstream water health is ensured through the stormwater management strategy.

Subdivision Design: Lot Design

- *Variety of lot sizes and shapes*

✓ Lot sizes vary from 303m² to 954m². Lots are generally efficiently proportioned to promote private outdoor space at the rear with good solar access. where lots are smaller (less than 450m²) and 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*

✓ Given the lack of potential connections to northern, eastern and southern boundaries, all proposed roads loop with Arataki Road and as a result block sizes are generally small and all with the pedestrian linkages, the subdivision is very walkable.

- *Potential for mixed use development on corner sites*

✓ There are no corner sites with high profile. The stormwater detention basin and an existing property occupy the primary corners

- *Integration of stormwater management and public open space*

✓ The stormwater management area in the north/along Brookvale Rd is designed also as a passive open space and has pedestrian connections to future local roads and Arataki Rd. It will also enable linkage with public connections in the Brookvale Structure Plan area.

- *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 Arataki Road. Streets have an 8m carriageway which allows for informal parking on both sides which will slow through traffic and promote slow speeds. Build outs at intersections and along straight runs also serve to slow traffic.

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

✓ Fencing which adjoins reserve areas, fronting linkage spaces and along street boundaries is managed through the Residential Design Framework to provide heights and visual permeability which allow for 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 number of medium density lots 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. Whilst technically lots accessed from a shared ROW are rear lots, there are only 4 lots (2%) which have the rear lot condition of being located behind others. These lots are a result of the size and geometry of the site.

- *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 (except for 4) having an active frontage (with front doors and driveways) to streets or shared accessways.

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

✓ Pedestrian linkages are free of vehicle crossings and fencing on all side boundaries are required to step down to the front boundaries which enables sightlines from the lot of pedestrians on footpaths within the road berm.

- *Has the potential for mixed use development been investigated?*

✓ While the potential for some non-residential use was considered early in the design process, it was decided to prioritise meeting residential demand and maximise connections to adjacent open spaces and facilities.

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 pedestrian network promotes linkage with Meissner Reserve, the wider riparian and walkway network and the schools and allows for pedestrian connections to teh Brookvale Structure Plan area.

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

✓ Fencing along road frontages and on private accessways that adjoin pedestrian linkage routes, as well as on lots which adjoin the passive reserve is managed to ensure a height and/ or visual permeability which enables passive surveillance, and thereby promotes public safety.

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

✓ A "play along the way" route is included along a desire line which leads to the schools and wider open space network.

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

✓ In addition to the internal pedestrian network which leads to the schools and wider open space network, the new shared path along Arataki Road will connect new residents to a wider town network.

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

✓ The passive stormwater management reserve protects downstream water quality.

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

✓ Fencing around the site's external boundaries is proposed to be delivered by the developer and is low in height or visually permeable and therefore enables passive surveillance into and out of the site.

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

✓ The subdivision achieves a very high proportion of front lots; there are only 4 lots (2%) which are rear lots. Whilst lots located on JOAL's which adjoin pedestrian link spaces are techincally rear lots, they function as front lots, presenting front doors to open space and avoiding tension/privacy concerns at the rear

- *Take into account ongoing maintenance costs*

The design of the stormwater reserve includes lawned areas which are easier to maintain

(than planted areas). Tracks are hoggin surfaces which is also easy to maintain. Rain gardens, play along the way spaces and pedetsrian linkage routes do have an ongoing maintenance costs but they do provide an important placemakign and connection function and HDC will be able to provide input and advice on reducing maintenance costs at detail design stage.

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

✓ The proposed planting is appropriate for a stormwater management space and also provide amenity for users of the space.

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

✓ The space is designed as a multi-functional space, serving both stormwater management and passive recreation purposes. The play alogn teh way streets are designed for both vehcile access and recreation.

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

✓ The passive reserve provides a passive recreation opportunity for residents within the subdivision as well as access for the surroundign community and also serves as a landscaped gateway to the town.

- *Has a variety of open spaces been included?*

✓ There are passive spaces associated with stormwater management and also active linkage reserves including "play along the way".

- *Is adequate open space provided for future residents?*

✓ The existing active reserves in the immediate area are considered adequate to meet the needs of the future residents and they are within walking and cycling distance. The proposed stormwater detention basin however does offer some passive recreation opportunity, as does the "play along the way" feature.

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

✓ As above.

- *Has the cost of long term maintenance been considered?*

✓ The landscaping in the stormwater reserve and linkage spaces is simple and easy to maintain in the long term. This space has been discussed with council as part of stakeholder engagement and gentle gradients provided to enable mowing, hoggin path are proposed to enable council maintenance,etc.

Street Design and Road Hierarchy

- *Does the road design support its function and purpose?*

✓ All internal roads are local roads serving limited numbers of dwellings and accommodating pedestrians and cyclists in slow speed environments. The upgrade of the Arataki Road berm supports the delivery of a shared path. All roads accommodate street trees.

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

✓ Relevant consultation and feedback has informed the proposed road design and road design generally complies with Council standards.

- *Does the road design reflect the surrounding land uses?*

✓ 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 facility than some existing local roads in the area (i.e. they have footpaths on both sides).

- *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. Arataki Road can accommodate a bus service in the future.

- *Are pedestrians and cyclists adequately catered for?*

✓ The design promotes a low-speed, pedestrian and cycle-friendly environment with strategic use of changes in materiality at intersections, kerb build outs and staggered on-street parking to calm traffic. All roads include footpaths on both sides of the road and the urbanisation of the Arataki Road berm includes the provision of a shared path.

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. However, traffic calming techniques are employed at intersections and on longer runs to promote slow speeds.

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

✓ As above.

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

✓ Council staff have been consulted and their feedback incorporated. The transport design aspects of the proposed Arataki Project will function safely and efficiently and any infringements with the transport design requirements of the Operative Hastings District Plan (District Plan) will be very minor in nature.

- *Are there opportunities to implement Low Impact Design practices?*

✓ The stormwater strategy complies with Council requirements which include low impact design strategies, for example, the use of a natural detention basin. Raingardens along Arataki Road are proposed which exceed HDC standards and have been incorproated to provide an element of quality treatment as a result of mana whenua consultation

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

✓ Traffic calming from build outs at intersections and along straight runs promote a good pedestrian and cycle environment. Footpaths in berms and through linkage reserves respond to pedestrian desire lines to access Meissner Reserve, and thereafter schools and the wider open space network.

On Road Car Parking

- *Can sufficient on-street car parking be provided?*

✓ Informal street parking on both sides of the carriageways is proposed and is deemed sufficient by the Integrated Transport Assessment (FLOW).

- *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?*

✓ Build outs at intersections and along straight runs visually narrow the carriageway.

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

✓ Tree planting and rain gardens are proposed on build outs.

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

✓ Roads have been 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?*

✓ The proposed Arataki Road upgrades and cross sections have included provisions for a bus stop outside the Site's frontage.

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

✓ Yes

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

✓ The urbanisation of the eastern side of Arataki Road has been designed to accommodate a bus stop (please refer to ITA by FLOW).

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?*

✓ Dedicated footpaths along local roads are either 1.5m or 1.8m wide and concrete finish.

- *Is visibility adequate especially between pedestrians and accessways?*

✓ Footpaths are placed away from property boundaries (rear berm) and the height of front and side fencing limited in order to promote the safety of pedestrians.

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

✓ Footpaths have a 2% fall to ensure drainage.

Road Crossings

- *Are pedestrians able to cross at convenient locations (Along desire lines to minimise travel time)?*

✓ Yes, there are many pram crossings points at intersections and at build outs to break up long runs.

- *Is the distance travelled on road carriageway minimised?*

✓ Yes, there are alternative pedestrian only linkage spaces with high amenity and safety to promote convenience.

- *Is there a choice of crossing facility?*

N/A

- *Are drop kerbs provided? Do they have tactile raised paving to aid visually impaired pedestrians?*

✓ Yes.

- *Does the crossing point provide sufficient visibility between vehicles and pedestrians, especially children?*

✓ Yes.

- *Does the width of the crossing point meet standards (a refuge island needs a minimum 1.8m width to accommodate wheelchairs or prams)?*

✓ N/A, the proposal includes drop kerbs/ pram crossings, which comply with relevant standards

Tree Planting and Landscaping

- *Can existing vegetation be incorporated into the design?*

✓ Some vegetation around the passive stormwater reserve has been retained.

- *Is there a lack of planting along the street?*

✓ All proposed local/internal roads have berms for tree planting on both sides and the urbanised berm of Arataki Road also includes a tree berm.

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

✓ No, pedestrian paths are clear and unobstructed.

- *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. Trees are also proposed within landscape buffers on external boundaries.

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

N/A

- *Can vegetation or associated structures provide a drainage function?*

✓ The grassed area in the north is utilised as a detention basin and linkage spaces function as overland flow paths. Rain gardens in Arataki Road provide a treatment function.

Surface Treatments for Roads and Footpaths

- *Does the surface treatment match the environment / location?*

✓ Yes, ashphalt and exposed aggregate concrete is typical path material in the area.

Is the surface in good condition?

✓ All new paths will comply with necessary engineering standards.

- *Can locally sourced material be used, reducing transport costs as well as the carbon footprint of a development?*
  This can be assessed at detailed design and implementation stage.

- *Have Council staff been consulted about the suitability of materials?*

✓ HDC will be consulted as part of detailed design stage.

Stormwater Management

- *Is drainage adequately provided for?*

✓ A stormwater management strategy has been prepared by Woods consultants and includes a stormwater detention basin.

- *Is there any ponding which will affect the development?*

✓ No.

- *Can Low Impact Design techniques be implemented and do they represent good whole of life value?*

✓ The use of a grassed detention basin aligns with low impact design principles and is a low maintenance device.

- *Have Council staff been consulted early in the design process to assist with developing a good solution?*

✓ Council staff have been consulted and provided feedback.

3.7 Hastings Residential Intensification Design Guide 2020

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 overarching 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).

These 6 principles are considered useful and appropriate to assess this proposed subdivision (and associated Residential Design Framework), 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*

In additional to the underlying subdivision plan, the proposed Arataki Residential Development Framework sets out the development standards which will inform detailed residential outcomes, including the proposed fencing and restrictions to fencing.

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*

There are no identified cultutal or natural features to be retained or enhanced. The proposal responds to the existing context through the distribution of lot typologies and the adoption of other interface controls. Whilst the overall density is higher than the existing neighbourhood (responding to changing market needs and national policy direction), the proposal promotes a consistent "look and feel" along Aratki Road. As such, larger lots are proposed along Arataki Road in order for new dwellings to reflect more closely the existing built form on the western side of Arataki Road. Smaller lots are inlcuded to increase housing variety, make efficint us eof 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.

Retaining the existing trees was considered, however these are low value, hazard risk, and it is considered more beneficial in the long term to adopt a a comprehensive planting strategy.

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 engagement with mana whenua. There is a range of lot sizes proposed which can appeal to a range of potential buyers, including elderly and small families.

Whilst a number of adjacent residents have voiced concerns that the proposal will change their neighbourhood (and potentially de-value their properties), subdivision design, lot testing and the development standards have shown that all lots can accommodate single storey detached dwellings with 3 or 4 bedrooms and internal car garaging. It is anticipated that house builders and eventual buyers will deliver a high quality suburban environment that adds value to the surrounding area through high quality built form and landscaping.

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 "micro-community" concept where through traffic is avoided but pedestrian and cycling connections are encouraged
- safety in public streets through activation and passive surveillance achieved by clear frontages, low fencing, the restriction on garaging and front yard landscaping
- amenity in public streets achieved through the introduction of front yard landscaping requirements

- outlook over passive open space
- outlook over adjacent rural areas
- 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 to the west. The pedestrian links and "play along the way" promote walking to school and play spaces and promote social interaction. The passive open space includes a walking track and seating area which promotes socialisation.

A new shared path along Arataki Road is proposed in order to connect residents safely and easily to the wider network, including to the surrounding rural environment.

Arataki Road can accommodate a bus route to connect residents to the town centre/wider community, and the site's development promotes the establishment of such a 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.

3.8 Heretaunga Hastings Operative District Plan - Medium Density Housing Strategy

The **Hastings Urban Design Framework** recommended that to implement the HPUDS document Hastings needed to grow up and not out. The Framework also identified potential and historical issues associated with compact development. The main issues areas are around:

- *Quality: That poor quality development could define the market context for all subsequent developments. With this scenario, it may deter other developers from entering this market, thus undermining the District's ability to meet identified housing needs and create a negative perception within the community.*
- *Location / Connectivity: That compact development needs to be well connected with adjacent neighbourhoods i.e. proximity to amenities, community facilities, work and open space; to adequately meet community needs.*
- *Site Integrity: That the site and its shape is imperative to the success of a compact development to have good environmental outcomes i.e. outdoor living space and service areas, outlooks and separation between activities onsite; and overall intensity and character of the built environment.*
- *Building design: issues associated with visual and acoustic privacy; natural surveillance and coordination of public and private space, solar access and passive energy efficiency.*
- *Accessible*
- *Choice of dwelling types and size*
- *High performance/low maintenance*
- *Adaptable/flexible spaces*
- *Intergenerational*

The anticipated outcomes include:

- *Medium density development that provides high levels of environmental amenity.*
- *A diverse range of housing typologies are available in providing residential choice.*
- *Medium density development that is integrated into existing neighbourhoods.*

Policies include:

- *Promote residential intensification in the form of comprehensive residential development to ensure that high yield residential development is designed in a highly integrated manner that will provide high levels of amenity and liveability avoiding the potential for adverse effects that can be created by compact building configurations.*
- *Ensure that comprehensive residential developments have a strong interface with adjacent public spaces to create safe and interesting streets and parks which encourage people to walk, cycle and enjoy.*
- *Encourage comprehensive residential development to offer a diverse range of housing typologies and sizes to provide for the housing needs of the Hastings community.*
- *Ensure that infill subdivision and development is undertaken in a manner that provides a good level of amenity for future residents, neighbouring residents and the streetscape.*

Whilst these outcomes and policies are focussed on the intensification of existing urban areas, they are considered useful when assessing the inclusion of more compact sites and the adoption of some of the development standards. In this assessment, proposed lots less than 400m^2 are considered medium density.

The proposal's alignment with the above intentions is as follows:

- the site is well connected to existing infrastructure, including roading, and proposed medium density lots will be integrated
- the layout promotes and pedestrian linkages to public reserves and schools promoting access from smaller sites to open space opportunities and community facilities
- an extention of the bus network is provided for along Arataki Road, which is within easy walking distance of these lots to link them to the town centre
- the inclusion of smaller lots provides greater opportunity to better meet community needs and demands through a greater range of lifestyle options and price points, thereby satisfying a broader need and demographic preferences
- the location of the smaller lots is such that they have good solar access at the rear of the lot
- the distribution of these lots is such that they are spread over multiple development stages, thereby enabling/extending housing over a period of time
- the regular shapes of these lots is such that they can be efficiently developed and comply with relevant standards to achieve functional and attractive private open space and necessary building setbacks
- the location of the lots internal to the development limits the perceived change to existing built form and character of the adjacent neighbourhood
- these smaller lots are located away from shared paths or pedestrian linkages where the increased number of vehicle crossings could decrease pedestrian and cyclist safety and convenience
- 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

04 Conclusion

The proposed subdivision plan, along with associated landscaping, fencing and design controls will result in an efficient, attractive and appropriate development which exhibits good urban design outcomes.

In summary, the proposal:

- is the result of a collaborative design-led process, informed by input from a wide range of technical experts
- is a logical extention 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
- has bespoke edge conditions to manages interfaces
- acknowledges national and regional policy and the need for greater housing delivery, diversity while balancing local concerns and aspirations
- supports active travel modes, passive heating/cooling and low impact engineering to promote an environmentally sustainable development and lifestyle

Appendix 1

Lot testing
(prepared by Woods)

LOT TYPE 1

SITE LOCATION

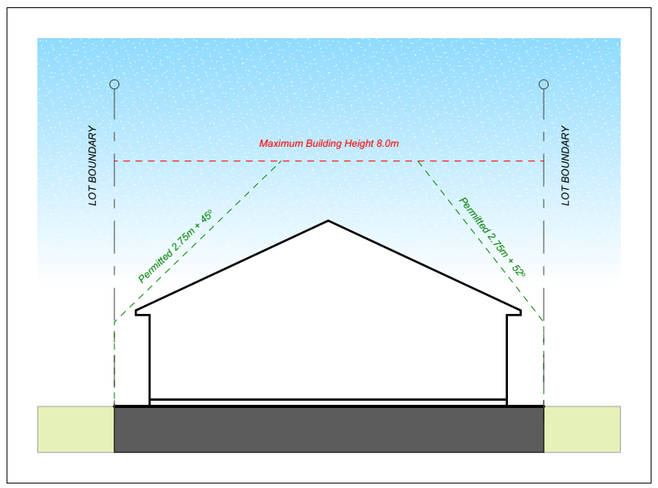
LOT NUMBER: 64

LOT AREA: 429m^2

FLOOR AREA: 164m^2

PERFORMANCE STANDARDS ASSESSMENT

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m^2 + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑



1 / - LOT 64 - HEIGHT IN RELATION TO BOUNDARY 1:200

2 / - LOT 64 - INDICATIVE LAYOUT 1:200

LOT TYPE 1

SITE LOCATION

[redacted]

N

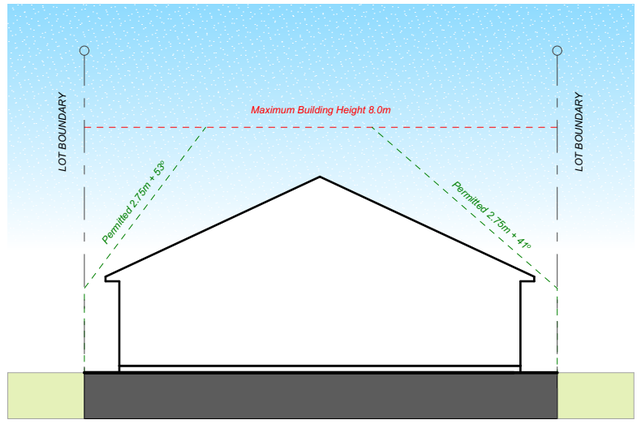
LOT NUMBER: 158

LOT AREA: 478m^2

FLOOR AREA: 195m^2

PERFORMANCE STANDARDS ASSESSMENT

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m^2 + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑



1 - LOT 158 - HEIGHT IN RELATION TO BOUNDARY 1:200

2 - LOT 158 - INDICATIVE LAYOUT 1:200

LOT TYPE 2

SITE LOCATION

[redacted]

N

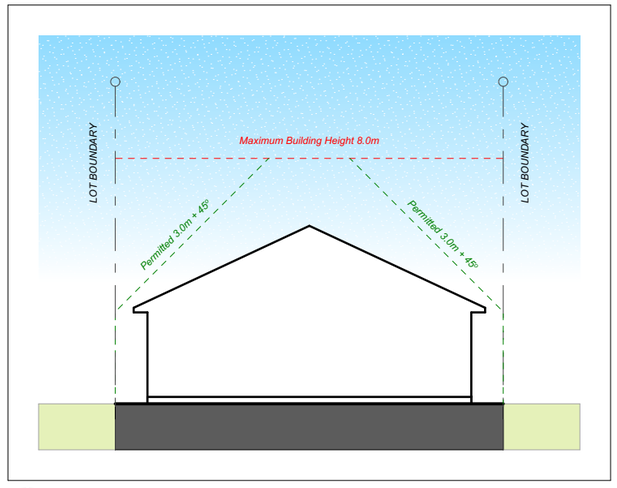
LOT NUMBER: 110

LOT AREA: 303m^2

FLOOR AREA: 154m^2

PERFORMANCE STANDARDS ASSESSMENT

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	3m + 45º	☑
BUILDING COVERAGE	Maximum 50%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m + (50% + 2m setback)	☑
OUTDOOR LIVING	30m^2 + 4m min. dimension	☑
LANDSCAPED AREAS	Minimum 20%	☑
OUTLOOK SPACE	Principal living room 4mx4m Habitable room 1mx1m	☑



1 - LOT 110 - HEIGHT IN RELATION TO BOUNDARY 1:200

2 - LOT 110 - INDICATIVE LAYOUT 1:200

LOT TYPE 2

SITE LOCATION

[redacted]

N

LOT NUMBER: 35

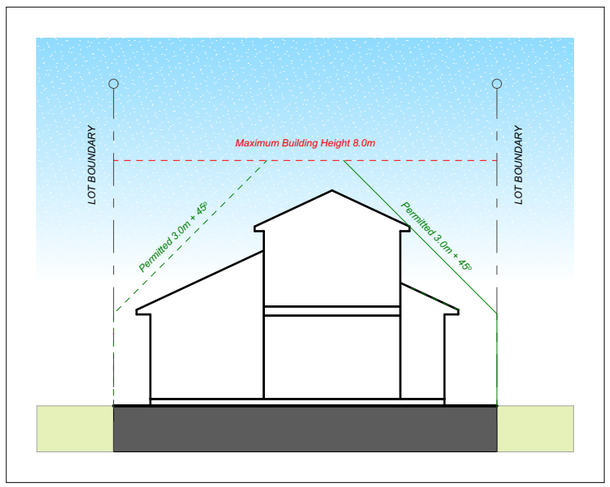
LOT AREA: 325m²

GROUND FLOOR AREA: 138m²
FIRST FLOOR AREA: 61m²

TOTAL FLOOR AREA: 199m²

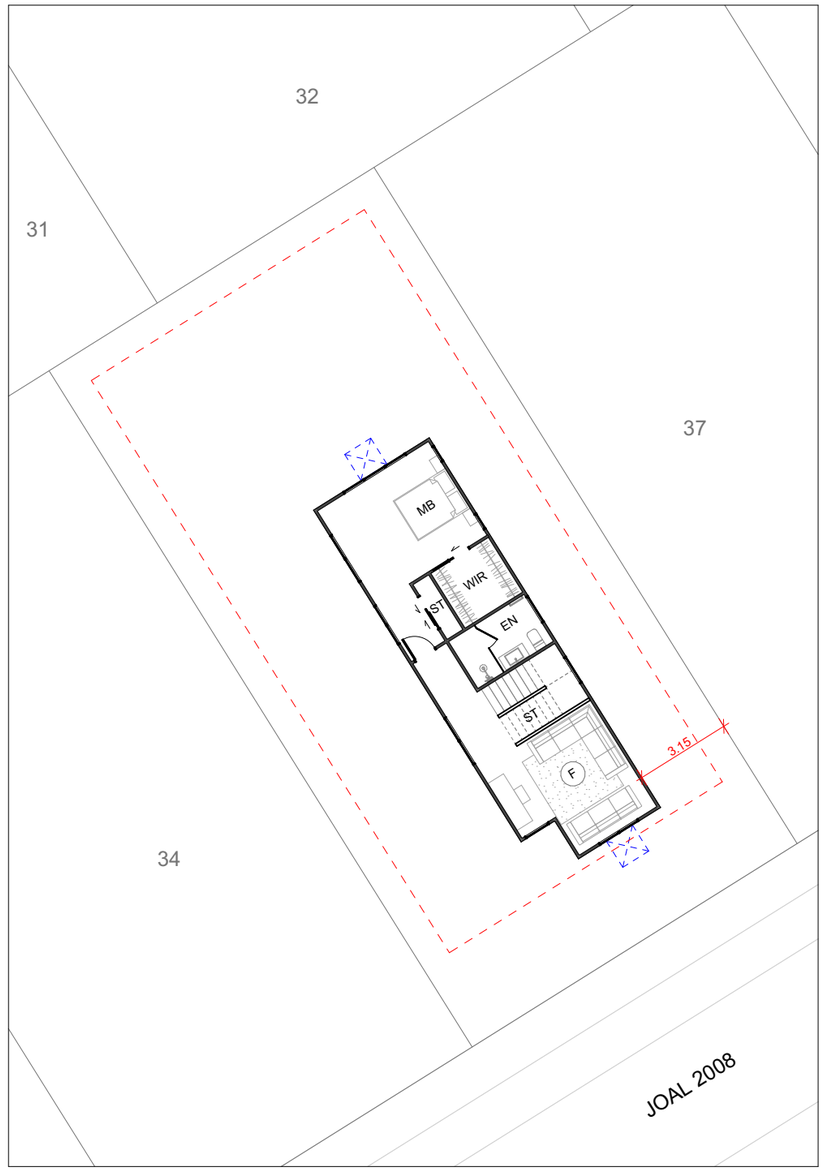
PERFORMANCE STANDARDS ASSESSMENT

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	3m + 45º	☑
BUILDING COVERAGE	Maximum 50%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m + (50% + 2m setback)	☑
OUTDOOR LIVING	30m² + 4m min. dimension	☑
LANDSCAPED AREAS	Minimum 20%	☑
OUTLOOK SPACE	Principal living room 4mx4m Habitable room 1mx1m	☑



1 - LOT 35 - HEIGHT IN RELATION TO BOUNDARY 1:200

2 - LOT 35 - INDICATIVE LAYOUT (GROUND FLOOR) 1:200



3 - LOT 35 - INDICATIVE LAYOUT (FIRST FLOOR) 1:200

LOT 19

LOT TYPE: 1
LOT AREA: 441m²
FLOOR AREA: 196m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	N/A	☑
GARAGE / STREET	N/A	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

2 - LOT 19 - INDICATIVE LAYOUT 1:200

LOT 26

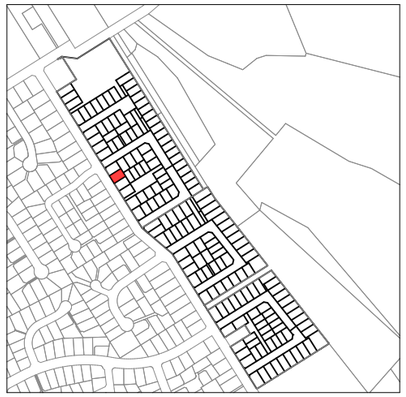
LOT TYPE: 2
LOT AREA: 380m²
FLOOR AREA: 177m²

PEFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	3m + 45°	☑
BUILDING COVERAGE	Maximum 50%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	30m² + 4m min. dimension	☑
LANDSCAPED AREAS	Minimum 25%	☑
OUTLOOK SPACE	Principal living room 4mx4m Habitable room 1mx1m	☑

SITE LOCATION

3 - LOT 26 - INDICATIVE LAYOUT 1:200



LOT 28

LOT TYPE: 1
LOT AREA: 502m²
FLOOR AREA: 225m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

4 / - LOT 28 - INDICATIVE LAYOUT 1:200

LOT 43

LOT TYPE: 1
LOT AREA: 403m²
FLOOR AREA: 182m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

2 / - LOT 43 - INDICATIVE LAYOUT 1:200

N

LOT 54

LOT TYPE: 1
LOT AREA: 507m²
FLOOR AREA: 215m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

4 - LOT 54 - INDICATIVE LAYOUT 1:200

LOT 60

LOT TYPE: 1
LOT AREA: 540m²
FLOOR AREA: 205m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

2 - LOT 60 - INDICATIVE LAYOUT 1:200

N

LOT 120

LOT TYPE: 1
LOT AREA: 400m²
FLOOR AREA: 182m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

4 / - LOT 120 - INDICATIVE LAYOUT 1:200

LOT 168

LOT TYPE: 1
LOT AREA: 500m²
FLOOR AREA: 192m²

PERFORMANCE STANDARDS

STANDARDS	REQUIREMENT	COMPLIANCE
BUILDING HEIGHT	Maximum 8m	☑
HIRB	2.75m + recession plane	☑
BUILDING COVERAGE	Maximum 45%	☑
BUILDING SETBACKS	3m front + 1m side/rear	☑
GARAGE / STREET	5m Setback	☑
OUTDOOR LIVING	50m² + 6m min. dimension	☑
LANDSCAPED AREAS	Minimum 30%	☑

SITE LOCATION

2 / - LOT 168 - INDICATIVE LAYOUT 1:200

For: CDL Land Ltd

Prepared by: Urban Acumen Ltd