

SECTION 9A HAVELOCK NORTH VILLAGE CENTRE ZONE

9A.1 INTRODUCTION

In 2008 the Hastings District Council completed the Havelock North Village Centre: Framework for Future Development. This document provides the basis to this section of the Plan. The purpose of this Framework is:

To create a well-connected Village Centre with a compact form, memorable character and a strong sense of place. A Village Centre which offers a variety of choice, enhances pedestrian experience and promotes creativity and good quality urban design in a collaborative environment.

The Framework was initiated as a response to the need to address issues facing the commercial area of Havelock North, now and into the future. The key issues identified were:

- That sustained commercial development pressure together with a shortage of available commercial land was having an impact on Havelock North's character and the diversity of commercial activities within the village centre;
- That commercial development within the village centre was beginning to compromise the village's unique character, amenity, employment base and services through the disbursement of general retail and commercial activity into the existing industrial areas of Havelock North;
- Havelock North's industrial area, Donnelly Street and part of Napier Road in particular were rapidly becoming more attractive for retail, commercial and commercial service activities and the District Plan provisions were not aligned with the changes in land use that were occurring; and
- The changing streetscape, with the advent of large commercial buildings highlighted the issue that the District Plan did not have sufficient provision to manage the external design, appearance and location of commercial buildings and land uses.

Consultation with the community indicated strong support for better management of new commercial development within the Havelock North village centre, including stronger controls over building design.

In addition to the abovementioned issues, Heretaunga Plains Urban Development Strategy, 2010 identified that changes in age and community composition, occupancy rates, and attitudes to urban density confirmed that the provision of a single and generalised residential zone is not adequate to provide for a variety of housing options. The Framework therefore examined and identified the need for different future housing options, including higher density housing within parts of the village centre to provide a housing option that is not currently available.

The Framework concluded that the District Plan needed to make some zoning changes, introduce building design controls and opportunities for higher density housing within the village centre; in order to enhance and intensify development in a way that will contribute positively to the vitality of the Havelock North Village Centre and the wider Hastings District.

9A.2 RESOURCE MANAGEMENT STRATEGY

The Havelock North Concept Plan in Appendix 9A-1 provides a Framework for development and implementation of improvements that highlight opportunities for enhancement of the vitality and vibrancy of Havelock North Village Centre. It illustrates the potential development sites, potential connections, important street edges, corners and landscape improvements that will contribute positively to the quality of Havelock North Village Centre.

Havelock North Village Centre Zone

The resource management strategy for the Havelock North Village Centre is to enable a wide mix of activities to establish within the Havelock North Village Centre and grouping them into specific 'Precincts' so that each area can be developed and managed with land uses that best benefit the Village Centre. There are overarching urban design objectives that are based on the principles of the New Zealand Urban design Protocol for the Village Centre and they will ensure a consistency of development in all precincts. The physical boundaries of these precincts are based around existing activities and the associated characters of the areas. The precincts are as follows:

Retail Precinct

The main purpose of this precinct is to focus retail and associated activities, such as cafes, within the heart of the Village to ensure that this area remains the focal point of the community. The Retail Precinct provides flexibility for a wide range of retail, office and residential activity, including mixed use development to establish and operate in Havelock North.

Description of existing character

The Retail Precinct is an identifiable area with a pedestrian character where retail activities prevail. It is comprised of low buildings (one and two storeys) on sites of similar dimensions. Shop frontages are relatively narrow and the majority of the buildings are consistently built to their street and side boundaries. This creates a sense of enclosure, human scale and fine grain development. The only exception to this pattern is the block between Porter Drive, Te Aute Road and Havelock Road, which is comprised of two large sites with a very low building coverage at present. This block and particularly its southern part (the former 'Happy Tav' site) present opportunities for comprehensive development.

Employment Precinct

This precinct will support the Retail Precinct by providing an area exclusively for employment generating activity. The Employment Precinct has also been identified as an area suitable for the establishment of high value industry given the high level of urban amenity in the Village Centre, its close proximity to the Retail Precinct and the limited availability of employment land in Havelock North Village Centre. The planning provisions for this area seek to encourage a variety of commercial and industrial activities; however they do limit retail activity and the sale of food.

Description of existing character

This area has been zoned for industrial use in the past, and as at 2011 accommodates a range of industrial, commercial and some retail activities. Lot sizes within the industrial area are larger and more variable. While building height is generally consistent (one and two storeys), the sizes of the building footprints are more diverse. The only significant exception to this pattern is the block between Donnelly Street and Napier Road where the lot size is more consistent and similar to that within the Retail Precinct.

Mixed Use Precinct

This area is on the fringe of the Village Centre and due to its close proximity to the Village Centre, its amenities such as cafes, shops and cinema, access to public reserves, main traffic routes and bus stops, means it is ideally suited to higher residential density housing and mixed use development. These types of development are encouraged to be achieved through Comprehensive Developments.

Description of existing character

The lots fronting Havelock Road are predominantly commercial while those facing Anderson Park are residential. A small number of lots stretch between Havelock Road and Anderson Park. Development along the west side of Havelock Road is of small scale/fine grain, based on consistent lot pattern of sites with narrow frontages. Although the lot dimensions are similar to those within the Retail Precinct, and there are a number of commercial premises, the general feel of development is more of a residential nature. This is primarily due to the small building footprints and the separation distances between existing buildings. The existing planting within the front yards adds to this effect.

Industrial Precinct

The function of this precinct is to provide an area within Havelock North that is exclusively for light industrial and commercial service activity. However some activities, such as retail and sale of food are to be discouraged in this area to protect the character of the Retail Precinct.

Description of existing character

The 3.7 hectare area around Martin Place is occupied by large commercial and industrial buildings and unlike the land area within Donnelly Street and Napier Road, it has remained industrial in its character.

Site Specific Design Guides for Key Development Sites:

The purpose of site specific design guides is to inform the initial design concepts of a development proposal at the early stages and assist in achieving a well-designed comprehensive development. In addition to rules, to achieve good urban design outcomes, developments within the Key Development Sites will be subject to additional urban design guidelines that will provide the specific objectives for the development site. These are included in Section 9A.10.4 Assessment Criteria for Restricted Discretionary and Discretionary Activities and should be applied in conjunction with the general design assessment criteria in Section 9A.10.1.

Resource consent

Resource consent is required for all new developments and extensions to existing buildings in the Village Centre. The Rules and Assessment Criteria, including building and site design, aim to ensure good design outcomes for new development throughout the Village Centre.

9A.3 OBJECTIVES

HAVELOCK NORTH VILLAGE CENTRE ZONE - PRINCIPAL OBJECTIVE

HNPO1 To create a well-connected Village Centre with a compact form, memorable character and a strong sense of place. A Village Centre which offers a variety of choice, enhances pedestrian experience and promotes creativity and good quality urban design in a collaborative environment.

HAVELOCK NORTH VILLAGE CENTRE ZONE - URBAN DESIGN OBJECTIVES

HNO1 Vitality and Sustainable Environment

- i) Contain and intensify retail activities within the Retail Precinct, whilst promoting other non-retail employment generating activities in the Employment and Industrial Precincts.*
- ii) Provide opportunities for mixed use development and higher residential densities within the Village Centre.*
- iii) To promote sustainable transport modes, including walking, cycling and public transport.*

HNO2 Character and Identity

- i) Maintain and enhance the existing character of small scale/fine grain development within the Retail Precinct through the use of design assessment criteria to control the scale of buildings.*
- ii) Enhance the main gateways and entrances to the Village Centre.*

HNO3 Building Design Quality

- i) To ensure that new buildings, additions or alterations to existing buildings within Havelock North Village Centre will be designed in accordance with the principles of the New Zealand Urban Design Protocol.*
- ii) To promote high quality developments that fit in with and enhance the surroundings through the use of general and site specific design assessment criteria.*

HNO4 Open Space and Safe Connections

- i) Maintain the compactness of the Village Centre and improve its connectivity with safe linkages to promote walking and cycling.*
- ii) Strengthen street edge definition throughout the Village Centre.*

HNO5 Carparking and Access

- i) Strengthen continuity of carparking areas along the periphery of the Village Centre.*
- ii) Promote more efficient use of the existing car parking resource within the Havelock North Village Centre.*
- iii) Ensure new development has adequate and safe access to both pedestrians and vehicles.*
- iv) Promote opportunities to integrate public/private carparking initiatives.*
- v) Ensure that vehicle access and carparking do not dominate the street frontage of new development.*

9A.4 POLICIES

RETAIL PRECINCT

The following policies relate to the Urban Design Objectives (UDO) in section 9A.3.1.

Vitality and Sustainable Environment – Retail Precinct

RPP1 *Maintain and enhance the character and amenity of the Havelock North Retail Precinct as a community focal point for retail, commercial, administrative, community and entertainment activities by encouraging groups of compatible activities including medium/high density mixed use development to locate there whilst managing the adverse effects of activities on each other and on the commercial sustainability of the area.*

The Havelock North village plays an important role in providing a community focal point for retail, commercial, administrative, community and entertainment facilities to meet the needs of residents. It is important that this focal point character be maintained and enhanced. Accordingly, the Plan encourages a wide range of compatible activities to locate in the precinct yet controls the adverse effects of activities which might detract from it. The District Plan seeks to manage these effects through the use of Performance Standards and Terms.

RPP2 *Focus retail activity within the Retail Precinct of the Village Centre and discourage retail activity from spreading to the Mixed Use, Industrial and Employment Precincts.*

The high concentration of small scale retail activity in the core of the village centre is one of the main contributors to Havelock North's distinctive character, this being the sense of vitality and vibrancy in the heart of Havelock North Village.

To ensure that this aspect of Havelock's character is maintained and enhanced, retail activity should be focussed in the Retail Precinct and opportunities be made available to accommodate more retail activity within this central area (i.e. the 'Happy Tav' site).

RPP3 *Ensure that the following sites are identified as Key Development Sites are developed, ideally as a comprehensive development within specific areas identified below:*

- *Joll Road Site - adjacent to the corner of Joll Road and Campbell Street. See Appendix 9A-A;*
- *The 'Tav' site – adjacent to the corner of Te Aute Road / Havelock Road. See Appendix 9A-B.*
- *St Columbas Presbyterian Church site – adjacent to the corner of Te Mata Road and Columbas Way (excluding the existing Church building) See Appendix 9A-C*
- *Existing New World supermarket site – adjacent to Porter Drive. See Appdx9A-D.*

These areas are suitable for mixed use activity due to their central location, ownership and close relationship to the Village Centre. Mixed use activity on these sites would positively contribute to the intensification of commercial and residential activity in the Retail Precinct and the vitality of the Village Centre. The existing supermarket has been identified as a potential development site, different from the others, however potential expansion of the supermarket on this site needs careful design consideration, due to its central location and therefore the site will, like the other sites, be subject to site specific design assessment as part of a resource consent application.

RPP4 *Enable commercial and residential activity above ground floor throughout the Retail Precinct.*

Mixed use developments will enable a greater concentration of activity in the village centre and reinforce the Village's identity as a vibrant, unique destination by providing a full range of local services and facilities in one walkable area.

Mixed use development will have the advantage of using existing urban land more efficiently and reduce the need to expand commercial and residential areas onto 'greenfield' sites or previously undeveloped land. The location of residents in the Village Centre will also support the range of retail and service activities and increase safety due to the 24 hour presence of people in the retail Precinct.

RPP5 *To promote comprehensive developments that are designed in accordance with principles of the New Zealand Urban Design Protocol, the Subdivision and Infrastructure Development Best Practice Design Guide and the relevant design assessment criteria.*

Where opportunities are available for larger comprehensive developments, the Council will require an urban design assessment to be submitted with a resource consent application. It is encouraged that the urban design assessments be discussed at the early stage of development with Council planning staff prior to submitting a resource consent application to Council. Principles contained in the New Zealand Urban Design Protocol, the Subdivision and Infrastructure Development Best Practice Design Guide and Section 9A.10 assessment criteria should be referred to for guidance when designing a comprehensive development.

RPP6 *To create a liveable community where sustainable transport modes are encouraged through the prioritisation of pedestrian, at the top of the hierarchy, followed by cyclists, service vehicles, public transport and private vehicles with the lowest priority in the Retail Precinct. Resource consent applications, particularly for larger new developments, should then be assessed on this basis and if required adverse effects should be appropriately avoided, remedied or mitigated.*

For walking and cycling to be encouraged, and the future scenario of an increase in residents living within the Village Centre it is important that sufficient pedestrian facilities are provided to reduce the likelihood of short vehicle trips through the encouragement of walking and cycling trips. The existing Village Centre is relatively pedestrian friendly and this will need to be protected as the Village grows and traffic flows increase.

Building Design Quality – Retail Precinct

RPP7 *Ensure that new buildings relate positively to the street.*

Streetscape quality is strongly influenced by the way that buildings relate to the street and the wider public realm. Typically buildings that make a positive contribution to the street are built to the street edge and have 'active frontages' i.e. they face the street and show signs of activity inside (such as shop fronts and window displays) or generate activity on the footpath (such as cafes). A blank wall (without display windows) is not an active frontage and would not relate positively to the street. They also integrate well designed signage that is appropriate to the environment and scale of the buildings. Resource consent will be required for all new developments and building alterations. Council has therefore included a range of design criteria in the District Plan which are listed as assessment criteria in Section 9A.10 to ensure that new buildings will relate to the street in the Retail Precinct.

RPP8 *Ensure that any adverse effects associated with commercial activities are managed to ensure the avoidance or minimal disturbance on the residential component of mixed use developments and nearby residential areas.*

Compatibility of use is essential to the success of a mixed use development. In mixed use developments where total separation from commercial activity is not possible, it is important that design measures are taken to minimise adverse effects. The effects generated by a wide range of activities concentrated in the Retail Precinct such as visual impact, pressure on existing services and infrastructure, noise, glare and traffic can have adverse effects, both within the Retail Precinct, or in areas beyond their boundaries. The District Plan seeks to manage effects through the use of Performance Standards and Terms and Urban Design Assessment Criteria.

Open Space and Safe Connections – Retail Precinct

RPP9 *Maintain and enhance the well-defined street edges in the Retail Precinct. Ensure that new buildings are built to their street boundaries and that street corners are appropriately defined.*

Buildings in the Retail Precinct are typically built to the street edge and to the side boundaries and this creates a sense of street definition and enclosure. The continuous verandahs along the building frontages add further to this effect. These positive streetscape characteristics should be maintained and enhanced as they contribute to the Village's unique character. Visually strong street edges help define the adjacent public space which contributes to the attractiveness of a place.

RPP10 *Promote pedestrian movement and access throughout the Village Centre by maintaining and enhancing its compact form and improving connections.*

One of Havelock North's positive characteristics is its walkability. To maintain and enhance this attribute it is important to keep the village centre compact and improve linkages through it, particularly through the larger outer blocks. These large blocks reduce the permeability of those areas and decreases opportunities for pedestrian circulation. Improving connectivity is a particular issue for several excessively large blocks such as that between Campbell Street and Te Mata Road where a pedestrian link between Havelock North Community Centre and Havelock North Primary School could provide a solution.

Character and Identify – Retail Precinct

RPP11 *Restrict the establishment of Large Format Retail activity within the Retail Precinct to protect Havelock North's distinctive 'village' character, with exception to the existing New World supermarket where potential expansion is provided for as an identified Key Development site.*

Large Format Retail activities are stores with a minimum gross floor area of 1,000m². The overall character of buildings in the Havelock North village centre is diverse, being of variable age, type, form and appearance, however the buildings are not typically large and or bulky. Large Format Retail activities are specifically provided for in Hastings City within the Large Format Retail zone as per the Hastings District Large Format Retail Strategy (2003). The distinctive 'Village' character of Havelock North is valued by the community and Large Format Retail activities would not 'fit' with this character. The Havelock North Village Centre: Framework for Future Development promotes retaining the existing supermarket on its current location for the optimum economic functioning of the Village Centre, and therefore supports the ability of the supermarket to be able to expand in its current location. The quality of which will be managed through a site specific design assessment.

EMPLOYMENT PRECINCT

Vitality and Sustainable Environment – Employment Precinct

EPP1 *To promote the Employment Precinct as an area suited to high value industries with a regional, national or international profile and to prevent the creep of retail activities into this area.*

The village core is considered an urban catalyst that can inspire intensive, high value employment within the Employment Precinct. This two-way relationship is relatively unique in the District.

Urban amenity, afforded to the Village Centre by its high quality retail core, has potential to be a facilitator of high value employment. In order for such employment to evolve a high level of control is required over the Employment Precinct to ensure that it is not subject to influences that reduce the economic potential of this Precinct, such as the establishment of

small scale retail activity, sale of food premises (although exemption is provided for very small scale premises to serve the local workforce) and large format retail activity. It is expected that this Precinct will become a place of high value industry and employment.

EPP2 *To ensure that the Employment Precinct provides an area within Havelock North that can support a sustainable, local employment base which will strengthen the vitality and vibrancy of the Village centre by providing a daytime customer base.*

Havelock North is a relatively comprehensive commercial centre. The vitality and vibrancy of the Village centre is contributed to by its diversity of land uses, including commercial, industrial, retail, recreational, cultural, transport and entertainment activities and facilities. By providing a high value, employment generating area close to the village core, workers from Employment Precinct will be able to support the local economy by providing custom to the retail shops, cafes and services within the village core.

EPP3 *To protect the amenity of nearby residential activities from unreasonable and excessive noise, visual intrusion, shading and glare.*

This recognises that adverse effects may be generated by commercial service and industrial activities located in close proximity to residential activities. Performance Standards are included to control the height of buildings adjacent to residential boundaries, to control noise, and there are requirements for the screening of commercial service and light industrial activities from residential activities. Such controls are imposed in an effort to protect the commercial/residential interface by ensuring that buildings are not dominant or overshadowing and that noise levels at the interface are consistent with a low noise environment.

Character and Identity – Employment Precinct

EPP4 *Limit the establishment of commercial activities that would diminish the vitality and vibrancy of the Retail Precinct and the wider Hastings District economy.*

The high concentration of small scale retail activity in the village's Retail Precinct is one of the main contributors to Havelock North's highly valued distinctive character. It is important that this aspect of Havelock North's character is retained. The limitation of retail activity and the sale of food premises within the Employment Precinct will ensure that the Retail Precinct remains the focal point for the Village.

Notwithstanding this, if there is shown to be a need for a second supermarket in Havelock North that could not be accommodated within the Retail Precinct due to land constraints, a case for location within the Employment Precinct (where it is in close proximity to the Retail Precinct) would be considered. A typical supermarket with an associated large at-grade car park* would not be consistent with the relevant objectives and policies of the Employment Precinct as it would take up a large area of land otherwise suitable for Employment Activities. An innovative approach would therefore be required for a supermarket proposal to help give effect to the Employment Precinct and relevant Retail Precinct policies. Such an approach would need to: maximise the ratio of floor area to land area (e.g. undercroft car parking**); still provide adequate onsite car parking; have good access off a road of sufficient capacity; achieve good urban design outcomes; be compatible with Employment Activities; be accessible from the Retail core; not encourage co-location of other retail activities; incorporate, or encourage co-location of Employment Activities.

***At grade carpark** means a dedicated area of cleared land provided for the parking of vehicles at ground level that is sealed, meaning having asphalt, concrete, paving, brick or other durable surface.

**** Undercroft car parking** means a carpark that is contained within the footprint of the building and is below or partially below ground level.

- EPP5** *Restrict the establishment of Large Format Retail (LFR) activity within the Employment Precinct to protect Havelock North's distinctive 'village' character and LFR strategy for Hastings City.*

Large Format Retail activities are stores with a minimum gross floor area of 1,000m². The overall character of buildings in the Havelock North village centre is diverse, being of variable age, type, form and appearance, however the buildings are not typically large and or bulky. Large Format Retail activities are specifically provided for in Hastings City within the Large Format Retail zone as per the Hastings District Large Format Retail Strategy (2003). The distinctive 'Village' character of Havelock North is valued by the community and Large Format Retail activities would not 'fit' with this character.

- EPP6** *Ensure that the design and appearance of new buildings along Havelock Road and Napier Road enhance the visual amenity of these entrance routes to the village centre.*

Entrance routes or 'gateways' often provide the first impressions of a place and are the first indicator of its character. Havelock North village centre has two main 'gateways', these are Havelock Road and Napier Road. Due to the high visual prominence of these routes it is important that new buildings appropriately enhance the gateways to the village centre. A building's scale, bulk; the size of the building footprint and its architectural treatment will determine how well a building fits into its surroundings. All these aspects will be considered by means of a design assessment through the resource consent process to ensure that new development respects the prominent position along gateway routes.

Building Design Quality– Employment Precinct

- EPP7** *To ensure that the site location of new buildings in the Employment Precinct contribute to a continuity of good design quality throughout the entire village centre.*

New buildings should help strengthen street edge definition and where buildings need to be setback from the street boundary; street edge definition should be established by other means such as planting, hard landscaping features and/or built elements of appropriate scale and design.

New buildings on site with dual street frontages should aim to define the boundary on their 'main' frontage (eg Havelock Road or Karanema Drive instead of Cooper Street).

Open Space and Connectivity– Employment Precinct

- EPP8** *Strengthen street edge definition along Havelock and Napier Roads and Donnelly Street with consistent building and landscaping treatment.*

The entrances or gateways to Havelock North village centre convey a sense of openness. The buildings are low, the streets are wide and there is no established pattern of building frontage setbacks. Most buildings are positioned at various distances from their front boundary, with no common theme for their 'front yard' treatment. As a result street edges are inconsistently defined and there is no visual continuity or sense of enclosure. A consistent planting of street trees could help mitigate such deficiencies and would work most effectively in conjunction with a consistent building setback treatment (or front boundary treatment).

- EPP9** *New buildings on corner sites should acknowledge their unique position on the street and emphasise the shape of the street corner with a building of appropriate scale, form and design.*

The Employment Precinct has a number of prominent street corners, as identified on the concept plan. Development on corner sites, because they have two street frontages can have a significant impact on the streetscape, therefore it is important that their impact is positive. Corners are best emphasised by incorporating features such as 'nil' frontage

setbacks, enhanced by height, vertical building proportions, interesting roof forms, verandahs that wrap around the corner and prominent entrances.

MIXED USE PRECINCT

Vitality and Sustainable Environment – Mixed Use Precinct

MUPP1 *Promote comprehensive development in the Mixed Use Precinct that incorporate sustainable stormwater design methods.*

The Mixed Use Precinct is an appropriate location for higher residential density housing and mixed use development as it is in close proximity to Village Centre amenities, public open spaces, cycle ways and all local transport modes. This location will offer residents opportunities to walk to these amenities and to take advantage of public and active forms of transport. A higher density of residents in this area will also be of benefit to businesses in the Havelock North Village Centre Zone.

Sustainable Low Impact Design (LID) principles should be considered when designing a mixed use and higher residential density housing development. Guidance on LID is contained within the Subdivision and Infrastructure Development Best Practice Design Guide. See www.hastingsdc.govt.nz.

Building Design Quality – Mixed Use Precinct

MUPP2 *Ensure mixed use development and higher residential density housing creates an attractive streetscape through the use of rules, design criteria, and the resource consent process.*

Havelock North Village Centre has an attractive and unique character and to ensure that this remains, it is important that new development complements its surrounding environment. Council wishes to ensure that all development relates well to its surroundings.

Any new building or other development will have an impact on the surrounding area. The degree of impact will be dependent on its size, location, and appearance of the building in the streetscape. It is important therefore that such development is in harmony with existing adjoining development. The layout of buildings within the site is also important particularly on larger developments where the relationship between buildings, open spaces and other features of the site needs to be carefully considered if an attractive development that relates well to its surroundings is to result.

All development should respect the setting of its site in relation to the overall streetscape and should not, through poor design, have a detrimental effect. Urban Design Criteria are included in the District Plan to ensure that mixed use higher residential density housing development and have regard to the matters mentioned above.

MUPP3 *Ensure a good standard of amenity for future occupiers of mixed use and higher density housing developments and to protect the amenity enjoyed by the occupants of adjoining residential properties.*

Amenity has a number of aspects including privacy, security and access to sunlight and outlook. All are important environmental concerns that affect quality of life and public health and should be considered when designing a mixed use or higher density housing development.

MUPP4 *Ensure that the commercial component of mixed use developments is compatible with the residential component. The site design of comprehensive developments needs to incorporate measures to minimise adverse effects on the amenity of future residents of mixed use development and adjacent residential properties.*

Compatibility of use is essential to the success of mixed use development or commercial development adjacent to residential development. A wide range of commercial activities are compatible with residential development. Such uses include offices, visitor accommodation, restaurants, educational and institutional facilities and community services such as crèches and police stations. Retail activities are not included within the Mixed Use Precinct because doing so would potentially dilute the compact character and vibrancy of the Retail Precinct.

In mixed use developments, where it is not practical for commercial activities to be separated from residential activities, for example residential apartments above or adjacent to a café or offices, techniques including the use of specialised materials, construction methods and use of buffers need to be incorporated into the site layout design of the development to ensure a high level of comfort for all occupants. A range of design criteria in the District Plan seek to ensure these issues are addressed.

Some commercial activities require greater physical separation from most other uses. These include heavy industry and other activities that generate high noise levels, vibration and other adverse effects. Such uses are not appropriate in the Mixed Use Precinct.

Open Space and Safe Connections – Mixed Use Precinct

MUPP5 *To provide a formal pedestrian linkage between Havelock North Village Centre and the Karamu Stream, with a new connection from Havelock Road along the edge of Anderson Park.*

An improved pedestrian connection between Havelock North Village Centre and Karamu Stream will contribute to the enhancement of Havelock North's character and amenity. The Hawke's Bay Regional Council is undertaking a long term (20 year) project to enhance the Karamu Stream. The project includes the revegetation of stream berms, creation of new habitat, development of a walking track network and increased public access. The provision of a formal pedestrian linkage between Havelock Road and Anderson Park to Karamu Stream would facilitate access to this community asset.

MUPP6 *Promote a new pedestrian or vehicular linkage between Havelock Road and Anderson Park as part of a comprehensive development. Any such link should be of a sufficient width and designed to reflect Crime Prevention Through Environmental Design (CPTED) principles.*

Currently access between the Village Centre and Anderson Park is poor. A new connection between Havelock road and Anderson Park would facilitate pedestrian movement between the Park and the Village Centre. Anderson Park is a valuable community asset used primarily as a sports ground. For linkages to work well, they need to be safe. Safety of access ways is dependant on a number of factors, including well-defined routes, spaces and entrances, good visibility, natural surveillance and clear and logical layout. In comprehensive developments Council will expect that the site design incorporates measures to reduce the opportunities for crime, including low or visually permeable fencing on public space or street boundaries.

Character and Identity – Mixed Use Precinct

MUPP7 *Improve the street edge definition and streetscape amenity along Havelock Road with the use of landscaping.*

Havelock Road provides the main gateway to Havelock North Village Centre from Hastings. Gateways or main entrance routes provide the first impressions of a place and its identity. Therefore it is important that new development on this main entrance route complements and enhances the streetscape including enhancing the existing landscaped character of this edge.

MUPP8 *Ensure a good level of amenity for the future occupiers of higher residential density housing and mixed use developments by ensuring that buildings have outlook over Anderson Park.*

It is envisaged that new higher density housing and mixed use development will comprise predominantly townhouse type housing that will overlook Anderson Park. This housing type

will have less private outdoor space than low density housing. Therefore to ensure a good level of amenity for the future occupiers of higher density housing and mixed use development, the development should maximise the benefit of its close proximity to public amenities including public open spaces. This will also build in safety by ensuring natural surveillance and a neighbourhood presence at Anderson Park.

INDUSTRIAL PRECINCT

Vitality and Sustainable Environment – Industrial Precinct

IPP1 *Ensure that Havelock North Village Centre remains a robust and resilient Village Centre by enabling a diversity of land uses, including an Industrial Precinct exclusively for light industrial activity.*

Light industrial land is a limited resource in Havelock North and therefore the area that remains industrial must be retained exclusively for that purpose. For this reason, stricter controls on the types of land use allowed in the Industrial Precinct are necessary. The Industrial Precinct is applied to the established light industrial area of Havelock North. Emphasis is placed on the need to minimise adverse amenity and nuisance impacts on the Village Centre, therefore strict environmental performance standards apply. In practice this means that the area is better suited to lighter or service oriented activities. Making provision for light industry in close proximity Village also offers additional social and economic benefits to the Village Centre. Other non-industrial activities, such as retail and offices are discouraged in this area as they are provided for within the Retail and Employment Precincts of the Village.

9A.5 METHODS

These Objectives and Policies will be implemented through the following Methods.

Transportation (Section 2.5): This section establishes the District's Roding Hierarchy. The location of certain Commercial activities will be limited to certain routes in the hierarchy.

Heritage Items and Trees RMU (Section 12.5): These identify significant heritage buildings or heritage areas within the Village Centre and provide protection for these depending on their individual significance, or because of their contribution to the overall heritage of the area.

Advertising and Signs DWA (Section 13.7): This section establishes objectives, policies and rules governing the use, size and type of advertising and signage in all zones in the District. Specific rules and standards apply to advertising within the Village Centre.

Traffic Sightlines, Parking, Access and Loading DWA (Section 14.1): These ensure the provision of carparking for different activities. Parts of the Central Commercial Zone in Hastings and the Retail Precinct of Havelock North are exempt from providing carparking, as Council contributes directly through the provision of dedicated public carparking to support the principal retail areas.

Noise DWA (Section 14.2): This Section establishes noise limits within the Commercial Zones, and at the interface of commercially zoned land and other zones. In addition residential activities within a commercial zone are required to meet particular standards to protect their own aural environment.

Parking Management Studies

These establish an integrated regime for the management of the public carparking resource in Havelock North Village Centre. The strategy endeavours to provide a mix of long and short term parking, conveniently located within the Village. The 2010 Havelock North Parking Study has identified a plentiful supply of both on and off site car parking in the Village Centre and recommended that Council change from its approach to minimum parking requirements and instead adopt a strategy which limits on-site parking by way of exemptions for developments which lie inside the Retail Precinct. This strategy would introduce some flexibility to parking provision to enable more efficient use of this very limited commercial land resource. In

addition, charging and enforcement regimes are designed to ensure the availability and turnover of parking spaces, in a manner that matches demand for the resource.

Assistance to Investors

The Council recognises that changes toward larger land holdings in the Retail and Mixed use Precinct is a significant component in achieving comprehensive development. Council may assist developers and entrepreneurs towards the redevelopment of areas.

Planning and Urban Design Studies

Planning and Design Studies play an important part in enhancing the urban environment. The following documents and studies have provided much of the basis to the place-based planning approach for Havelock North Village Centre.

Havelock North Planning and Urban Design Study (2002)

A study which made recommendations on streetscape improvements and land use changes. While the streetscape improvements were undertaken, the proposed changes to the District Plan were not. These proposed changes to the District Plan have been reviewed as part of the development of the 'Havelock North Village Centre: Framework for Future Development Project' and are now being implemented.

Havelock North Village Centre: Framework for Future Development 2008

The Framework has established the overall direction for development in Havelock North town centre. It provides details about the various character areas of the town centre, and recommends courses of action to achieve the desired outcomes for future development.

Heretaunga Plains Urban Development Strategy (2010)

An urban growth strategy that identifies where new development areas should locate over the next 30 years, where urban growth will happen and what the desired densities are. Its particular relevance to the Havelock North Village Centre is its objective for residential intensification (higher density housing on 'brownfield' sites) focused in and around town and suburban centres, particularly those with high public amenity.

Hastings Urban Issues & Urban Design Framework (2010)

The framework provides guidance for the development of new strategies and policies and helps define current and future Council projects. Its particular relevance to the Havelock North Village Centre is the development of responses to preventing urban sprawl – the identification of the best locations for residential intensification which includes Havelock North Village Centre, and provides direction on design requirements.

Havelock North Integrated Transportation Assessment, 2011

The report assesses the transportation effects that more intensive development may bring to Havelock North Village Centre and provides recommendations to mitigate transportation effects that include pedestrian, public transport, vehicular and cycling responses.

Subdivision and Infrastructure Development in Hastings District Best Practice Design Guide

This guide ensures that new subdivisions and the upgrading /retrofitting of infrastructure enhance the quality of the Hastings District. A design process and guidelines on best practice subdivision and infrastructure design is demonstrated to help developers, subdivision designers, landowners and anyone wishing to undertake development within Hastings District.

Havelock North Village: Crime Prevention through Environmental Design Assessment and Recommendations (2010). This report supports the Framework by providing a detailed assessment of the Village Centre from a safety perspective and identifies the areas of low to high risk of crime, and recommends actions to help achieve aims of the Framework.

Havelock North Security Patrol

The Hastings District Council will, subject to funding through its Annual Plan, continue to provide security patrols in the Havelock North commercial precincts. This will operate in co-operation with the New Zealand Police, to improve the safety and attractiveness of commercial areas particularly during evening hours.

Long Term Council Community Plan and Hastings District Annual Plan

Allocation of funds for Council-initiated works for the provision of public parking, infrastructure, roading and traffic management systems, and the landscaping of streets and public spaces.

Design Panel

A design panel of specialists appointed by the Council may consider and comment on developments within the Havelock North Village Centre Zone. The design panel will work with a number of set criteria, and assess each development within the context of its environment. The Design Panels comments will also be considered as part of the assessment of any resource consent application.

Havelock North Business Association

Council, in conjunction with Havelock North Business Association promote the Employment Precinct as an area suitable for high value industry and clean technology.

9A.6 ANTICIPATED OUTCOMES

It is anticipated that the following specific environmental outcomes will be achieved:

9A.6.1 Havelock North Village Centre Zone

- a) A well connected Village Centre with a compact form, memorable character and a strong sense of place, a Village Centre which offers a variety of choice, enhances pedestrian experience and promotes creativity and quality urban design in a collaborative environment.
- b) Well design developments that accommodate a wide range of appropriately located activities that relate well to the characteristics of sites and their surroundings.
- c) Comprehensive developments that have crime prevention and Low Impact Design measures integrated into their overall design concepts.
- d) A village centre with an identifiable sense of place.
- e) The efficient use of existing buildings, resources and infrastructure.

9A.6.2 Retail Precinct

- a) The centre of Havelock North is reinforced as the focus for retail, commercial, administrative, personal services, community and entertainment activities for the local community and at the same time is recognised for its attraction to people outside Havelock North.
- b) The creation of an urban centre that is compact, attractive, convenient and a desirable place for people to visit and to live and commercial activities to locate.
- c) The special character of the Retail Precinct is maintained, in particular the distinctive relationship between buildings in terms of scale and design.
- d) Well-designed buildings accommodating retail, commercial, mixed use and medium design housing development established in the Retail Precinct.
- e) Future occupiers of mixed use and higher residential density housing will enjoy a good level of amenity.
- f) A Retail Precinct that has a diverse and compatible range of land uses.
- g) Retail Precinct that encourages small-scale retail activity and discourages the establishment of Large Format Retail activity.

9A.6.3 Employment Precinct

- a) An area within Havelock North that is set aside for employment generating activity, which is transitioning to a more high value industry, clean manufacturing area, and enables a compatible mix of commercial service and light industrial activity.

- b) An employment generating area that will ensure Havelock North continues to be a robust commercial centre for retail, commercial, administrative, personal services, community and entertainment activities for the local community and recognise its attraction to people outside Havelock North.
- c) No small scale retail shops and sale of food premises (apart from lunch bars serving the local workforce), particularly those with seated dining areas in this precinct to ensure that the vibrancy of the Retail Precinct is maintained.
- d) A Precinct without Large Format Retail activity.
- e) Well designed buildings accommodating commercial, commercial service and light industrial activities.
- f) New developments on corner sites that acknowledge their unique position and emphasise the shape of the street corner.
- g) New developments and landscaping (including public realm) along Havelock and Napier Roads that enhance the visual amenity of these entrance routes to the village centre and strengthen definition of the street edges.
- h) The amenity of nearby residential areas is protected and residences are free from unreasonable and excessive noise, visual intrusion, shading and glare.

9A.6.4 Mixed Use Precinct

- a) An area that is developed with good quality higher residential density housing and mixed use development and improves the connection of Anderson Park with the Village Centre.
- b) A gateway to the Village Centre that is enhanced by ample landscaping and greenery along the Havelock Road frontage.
- c) A Mixed Use Precinct that encourages mixed use development, and discourages the establishment of Large Format Retail activity.

9A.6.5 Industrial Precinct

- a) An area that provides for light Industry located in close proximity to the Havelock North Village Centre that minimises adverse amenity and nuisance impacts on the Village Centre.
- b) Improved on-site landscaping and screen planting, resulting in improved street amenity in industrial areas.

9A.7 RULES

The activity status and Performance Standard requirements provided for in the Rules of this Zone may be modified by the specific provision of the Heritage and Trees Resource Management Unit (RMU). It will be necessary to check first whether the activity has a Heritage item or Outstanding Tree on the site. Any activity must comply with the RMU provisions, before applying the following rules. For the purpose of the activities table:

- Those activities marked ‘P’ are permitted activities which are allowed without a resource consent where they comply in all respects with the relevant the General Performance Standards and Terms in Section 9A.8 and the relevant Specific Performance Standards and Terms in Section 9A.9
- Those activities marked with ‘RDNN’ are restricted discretionary activities requiring resource consent which will be considered without the need for public notification and affected persons requirements.
- Those activities marked with ‘RD’ are restricted discretionary activities requiring resource consent where affected persons requirements and/or the need for public notification are considered.
- Those activities marked with ‘D’ are discretionary activities requiring resource consent where affected persons requirements will be required and the need for public notification is

considered. Council will assess the application against the Assessment Criteria, but is not restricted to those matters identified.

- Those activities marked with ‘**NC**’ are non-complying activities requiring resource consent where affected persons requirements will be required. Council has the discretion to grant or refuse consent, but must refuse consent unless it is satisfied that the adverse effects will be minor.

All activities are subject to standards and terms in Sections 9A.8, 9A.9 and where relevant, assessment criteria in section 9A.10. The following table outlines the status of activities in the four precincts. The key to activity status is below.

The following table outlines the status of activities in the four precincts. The key to activity status is below.

ACTIVITY STATUS TABLES

All Permitted Activities and Restricted Discretionary (Non-Notified) shall comply with the general performance standards and terms in Section 9A.8 and any relevant, specific performance standards and terms in Section 9A.9.

9A.7.1 RETAIL PRECINCT

Rule	Activities	Status
1.	Commercial Activities which do not result in the external alteration of an existing building (including relocation or demolition) and/or the construction any new buildings.	P
2.	Residential Activities except at ground floor level.	P
3.	Residential Activities and uses legally established prior to notification that involve the repair and general maintenance of existing buildings which do not change the external design and appearance of the existing building or development.	P
4.	Residential Activities and uses legally established prior to notification that involve internal alterations of existing buildings.	P
5.	Home Occupations (except joinery workshops)	P
6.	Visitor Accommodation	P
7.	The construction of all new buildings and external alteration of buildings (including relocation or demolition).	RD-NN
8.	Comprehensive Development within Joll Road Development Site, as shown in Appendix 9A-A.	RD-NN
9.	Places of Assembly	RD-NN
10	Any Permitted or Restricted Discretionary Activity(No Notification) not meeting one or more of the general or relevant specific performance standards and terms in sections 9A.8 and 9A.9.	RD
11	Any activity which is not provided for as a permitted, restricted discretionary or discretionary activity.	NC
12	Large Format Retail Activity	NC

9A.7.2 EMPLOYMENT PRECINCT

Rule	Activities	Status
1.	Employment Activities which do not result in the external alteration of an existing building (including relocation or demolition) and/or the construction any new buildings.	P
2.	Employment Activities and uses legally established prior to notification that involve the repair and general maintenance of existing buildings.	P
3.	Employment Activities and uses legally established uses prior to notification that involve internal alterations to existing buildings.	P
4.	Retail shops and offices ancillary to an Employment and/or Industrial Activity on same site not more than 15% of gross floor area of that part of the building which is occupied by the activity, or 100m ² retail floor space whichever is the lesser.	P
5.	Retail of food from premises with a gross floor area of not more than 50m ²	P
6.	Employment Activities that involve the construction of new buildings and external alteration of buildings (including relocation or demolition) on sites that adjoin Napier Road, Havelock Road, and Karenema Drive. Note: the construction of new buildings and external alteration of buildings for Employment Activity use that are <u>not</u> on these frontages are Permitted Activities (that comply with relevant Performance Standards).	RD-NN
7.	Any external alterations to buildings on PT LOT 1 DP 9900, 40 Havelock Road, that do not result in an increase in the capacity of the restaurant by more than 15% from that originally constructed.	RD-NN
8.	Places of Assembly	RD-NN
9.	Any Permitted or Restricted Discretionary Activity (No Notification) not meeting one or more of the general or relevant specific performance standards and terms in sections 9A.8 and 9A.9.	RD
10	Any activity which is not provided for as a Permitted, Restricted Discretionary or Discretionary Activity that includes (but is not limited to) Retail Shops and Residential Activity.	NC

9A.7.3 MIXED USE PRECINCT

Rule	Activities	Status
1.	Residential Activities which comply with the General Performance standards and terms in Section 8.8 General Performance Standards and Terms of the General Residential Zone.	P
2.	Home Occupations (except joinery workshops)	P
3.	Comprehensive Development	RD-NN
4.	Fringe Commercial Service Activities	RD-NN

5.	Visitor Accommodation	RD-NN
6.	Places of Assembly	RD-NN
7.	Premises used for the Sale Of Liquor	RD
8.	Any Permitted or Restricted Discretionary Activity (No Notification) not complying with one or more of the general or relevant specific performance standards and terms in sections 9A.8 and 9A.9.	RD
9.	Any activity which is not provided for as a Permitted, Restricted Discretionary or Discretionary Activity that includes (but is not limited to) Retail Shops and Industrial Activity.	NC

9A.7.4 INDUSTRIAL PRECINCT

Rule	Activities	Status
1.	Industrial Activity	P
2.	Service Stations	P
3.	Retail sales and Offices ancillary to an Industrial Activity on same site not more than 15% of gross floor area of that part of the building which is occupied by the activity, or 100m ² retail floor space whichever is the lesser.	P
4.	Warehousing and Storage Facilities	P
5.	Places of Assembly	RD-NN
6.	Any Permitted Activity not complying with one or more of the general or relevant specific performance standards and terms in sections 9A.8 and 9A.9.	RD
7.	Commercial Service Activity, excluding all retail sales	D
8.	Employment Activity	D
9.	Any activity which is not provided for as a permitted, restricted discretionary or discretionary activity that includes (but is not limited to) Residential activity, Visitor Accommodation and Retail Shops.	NC

KEY TO ACTIVITY STATUS TABLES		
Permitted (Consent not required)	P	Activities are permitted provided they meet the General and Specific Standards and Terms in Section 9A.8 and 9A.9.
Restricted Discretionary – No Notification (Consent required, but no consideration of notification)	RD-NN	Applications for Restricted Discretionary Activities – No Notification, may be considered without the need to obtain the written approval of affected persons and may be considered without the requirement to serve notice. Council will restrict the exercise of its discretion to the ability of the activity to achieve the particular Outcomes of the General or Specific Performance Standards and Terms which it fails to meet and the ability of the activity to meet the remaining General or Specific Performance Standards and Terms in Sections 9A.8 and 9A.9 and any relevant Assessment Criteria in Section 9A.10. Council will, in addition to the existing provisions, restrict its discretion to the ability of the activity to achieve the particular Outcomes of the General or Specific Performance Standards and Terms in Sections 14.1.8 and

		<p>14.1.9 .</p> <p>Activities will be assessed and conditions may be imposed in relation to those matters identified in Section 9A.10 that Council has restricted its discretion over. Council will, in addition to the existing provisions, assess activities and impose conditions in relation to those matters identified in Section 14.1.10 (Assessment Criteria - Restricted Discretionary Activities) that Council has restricted its discretion over.</p>
<p>Restricted Discretionary (Consent required)</p>	RD	<p>Council will restrict the exercise of its discretion to the ability of the activity to achieve the particular Outcomes of the General or Specific Performance Standards and Terms which it fails to meet and the ability of the activity to meet the remaining General or Specific Performance Standards and Terms in Sections 9A.8 and 9A.9 and any relevant Assessment Criteria in Section 9A.10. Council will, in addition to the existing provisions, restrict its discretion to the ability of the activity to achieve the particular Outcomes of the General or Specific Performance Standards and Terms in Sections 14.1.8 and 14.1.9 Traffic Sightlines, Parking, Access and Loading.</p> <p>Applications for Restricted Discretionary Activities may be considered without the need to obtain the written approval of affected persons and may be considered without the requirement to serve notice. Activities will be assessed and conditions may be imposed in relation to those matters identified in Section 9A.10 that Council has discretion over. Council will, in addition to the existing provisions, assess activities and impose conditions in relation to those matters in Section 14.1.10 (Assessment Criteria - Restricted Discretionary Activities) that Council has restricted its discretion over.</p>
<p>Discretionary (Consent required)</p>	D	<p>Activities will be assessed against, but not restricted to those matters identified in the Assessment Criteria in Section 9A.10 of the Plan, the Urban Design Objectives and Policies of the relevant Precinct.</p> <p>Any relevant objectives and policies in the Plan and effects on the environment will be considered in the assessment of the application.</p>
<p>Non Complying (Consent required)</p>	NC	<p>Any activity which is not provided for as a Permitted, Restricted Discretionary or Discretionary Activity.</p>

9A.8 GENERAL PERFORMANCE STANDARDS AND TERMS

FINANCIAL CONTRIBUTIONS

Please note: Financial contributions are no longer applicable to any application received after 01 June 2007, where consent has been granted after 1 July 2007. Please refer to the Hastings District Council [Development Contributions Policy](#) for further information regarding likely costs.

9A.8.1 NOISE

<p>Activities shall comply with the provisions of Section 14.2 of the District Plan on Noise.</p>	<p><u>Outcome</u> <i>The outcomes of Section 14.2 of the District Plan on Noise will be achieved.</i></p>
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9A.8.2 TRAFFIC SIGHTLINES, PARKING, ACCESS AND LOADING

<p>Activities shall comply with the provisions of Section 14.1 of the District Plan on Traffic Sightlines, Parking, Access and Loading.</p>	<p><u>Outcome</u> <i>The outcomes of Section 14.1 of the District Plan on Traffic Sightlines, Parking, Access and Loading will be achieved.</i></p>
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9A.8.3 LIGHTING AND GLARE	
<p>1) <u>RETAIL PRECINCT AND EMPLOYMENT PRECINCT</u> For sites adjoining or adjacent to Residentially zoned land all external lighting shall be shaded or directed away from any adjoining sites or roads, and shall be less than 8 lux spill measured at a height of 1.5 metres above the ground at the boundary of the site.</p>	<p><u>Outcome</u> <i>Adjoining residential activities will not be adversely affected by glare from lighting associated with commercial activities.</i></p>
<p>2) <u>MIXED USE PRECINCT</u> All external lighting shall be shaded or directed away from any adjoining sites or roads, and shall be less than 8 lux spill measured at the height of 1.5 metres above the ground at the boundary of the site.</p>	<p><u>Outcome</u> <i>Adjoining sites will not be adversely affected by light or glare from adjacent activities. The safety of roads will be maintained by preventing glare and light spill affecting them.</i></p>
<p>3) <u>INDUSTRIAL PRECINCT</u></p> <p>(a) At no time between the hours of 2200 and 0700 shall any outdoor lighting be used in a manner that causes an added illuminance in excess of 125 lux, measured horizontally or vertically at any point 2 metres within the boundary of any adjoining site which is zoned Residential.</p> <p>(b) At no time between the hours of 2200 and 0700 shall any outdoor lighting be used in a manner that the use of such lighting causes:</p> <p style="margin-left: 40px;">(i) An added illuminance in excess of 15 lux measured horizontally or vertically (at a height of 1.5m above the ground) at any window of an adjoining building within a Residential Zone;</p> <p style="margin-left: 40px;">(ii) An added illuminance in excess of 15 lux measured horizontally or vertically (at a height of 1.5m above the ground) at any point along any residentially zoned boundary or site used for residential purposes, except for those in the Industrial Zones.</p> <p>(c) Where measurement of any added illuminance cannot be made because any person refuses to turn off outdoor lighting, measurements may be made in locations of a similar nature which are not affected by such outdoor lighting. Those measurements may be used to determine the added illuminance, if any, of such outdoor lighting.</p> <p>(d) Any outdoor lighting shall be so selected, located, aimed, adjusted and screened as to direct such lighting away from any residential activity, homes for the aged, visitor accommodation, health care services or formed public roads.</p>	<p><u>Outcome</u> <i>Residences and road users will be protected from excessive lighting spill or glare for industrial activities.</i></p>

9A.8.4 HEIGHT

The maximum height of all new buildings or structures within each precinct shall be:

	PRECINCT	Maximum Height	
1	RETAIL PRECINCT	12 metres	<p><i>Outcome</i> The height limits will contribute to maintaining the village character and buildings will not unduly affect the sunlight and outlook of existing residential activities in the vicinity.</p>
2	EMPLOYMENT PRECINCT	11 metres	
3	MIXED USE PRECINCT Note, for Comprehensive Development refer to 9A.9.4.2(e).	10 metres	
4	INDUSTRIAL 1 PRECINCT Provided that on any boundary with a site zoned residential or public open space, buildings shall not project beyond a building envelope constructed by recession planes from points 2.75 metres above the boundary. The angle of such recession planes shall be determined for each site by use of the recession plane indicator in Appendix 9.0-3.	11 metres	

9A.8.5 VISUAL AMENITY AND OUTLOOK OF NEIGHBOURS

<p>1) GENERAL</p> <p>a) Those parts of any site which are or may be, visible from any reserve, public road, public parking space, the Mixed Use Precinct or Residential Zone, shall be maintained in a tidy condition.</p> <p>b) Any outdoor storage or rubbish collection area shall be screened by the erection of a 1.8 metre high fully enclosed fence.</p> <p>2) RETAIL PRECINCT</p> <p>For sites adjoining Residentially zoned land, Side and Rear Yards shall have a 1.8 metre high fully enclosed fence along the boundary of the site, provided that the height may be reduced or waived with the written consent of the adjoining neighbour.</p> <p>3) RETAIL AND MIXED USE PRECINCT</p> <p><u>Site Facilities</u></p> <p>a) Combined rubbish bin enclosures shall be provided for Comprehensive Developments and shall be located adjacent to the road for ease of collection, or where internal to the site, allow for adequate access and turning for rubbish collection vehicles.</p> <p>b) Combined rubbish bin enclosures shall include a tap and sump for cleaning and washing down the area.</p>	<p><i>Outcome</i> Commercial activities fronting public roads, public reserves, parking areas, Mixed Use Precinct or Residential Zones will have a pleasant appearance.</p> <p><i>Outcome</i> Screening will ensure that the amenity of the adjacent Residential Zone is protected.</p> <p><i>Outcome</i> Combined rubbish bin enclosures relating to comprehensive development will ensure that waste disposal does not detract from the amenity of the street.</p>
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9A.8.6 CONTROL OF SCALE													
<p>1) RETAIL PRECINCT The maximum gross floor area for individual ground floor commercial activities shall be 400m² except for the New World Supermarket Development Site which has no limit (and subject to other relevant performance standards and terms). (See Appendix 9A.D for boundaries of Supermarket Development Site).</p> <p>Canopies shall not be included in the calculation of gross floor area.</p>	<p><u>Outcome</u> <i>The scale of commercial activities will be compatible with the character and amenity values of the prevailing small scale and fine grain of buildings within the Retail Precinct.</i></p>												
9A.8.7 BUILDING SETBACK DISTANCES													
<p>1) RETAIL PRECINCT</p> <p>(a) <u>Setback Distances - General</u></p> <p>Buildings shall be built up to the street boundary of the site.</p> <table style="margin-left: 40px;"> <tr> <td>Front Yard</td> <td>Nil</td> </tr> <tr> <td>Side Yard</td> <td>Nil</td> </tr> <tr> <td>Rear Yard</td> <td>Nil</td> </tr> </table> <p>Except where the site adjoins Campbell Street where the setback is a maximum of 2 metres.</p> <p>(b) <u>Setback distances – Adjoining Residential Zones</u></p> <table style="margin-left: 40px;"> <tr> <td>Front Yard</td> <td>Nil</td> </tr> <tr> <td>Side Yard</td> <td>3m</td> </tr> <tr> <td>Rear Yard</td> <td>6m</td> </tr> </table> <p>Except where the site adjoins the eastern boundary with TN SEC 86 HAVELOCK LOTS 29 33 DP 1256 LOTS 1 2 DP 7529 - HAVELOCK NORTH SCHOOL otherwise known as Havelock North Primary School where the setback is a minimum of 7 metres.</p> <p>(c) <u>Building Envelope</u> Buildings adjoining sites used for an existing residential activity (existing prior 24 March 2012) shall be contained within a building envelope constructed by recession planes from points 2.75m above internal boundaries. The angle of recession planes shall be determined by the use of the recession planes indicator in Appendix 9.0-3.</p>	Front Yard	Nil	Side Yard	Nil	Rear Yard	Nil	Front Yard	Nil	Side Yard	3m	Rear Yard	6m	<p><u>Outcome</u> <i>New buildings are built to the street edge to improve street edge definition, the visual continuity of the streetscape and contribute to a lively and active public realm. It will also prevent the frontage being dominated by vehicle entrances, garages and car parking areas.</i></p> <p><u>Outcome</u> <i>A buffer to protect the amenity of residents of the Joll Road Key Development Site and the School from reverse sensitivity effects.</i></p> <p><u>Outcome</u> <i>Buildings will not unduly affect the sunlight and outlook of existing residential activities.</i></p>
Front Yard	Nil												
Side Yard	Nil												
Rear Yard	Nil												
Front Yard	Nil												
Side Yard	3m												
Rear Yard	6m												

<p>2) EMPLOYMENT PRECINCT</p> <p>For sites adjoining Havelock Road, the following standards shall apply:</p> <p>(i) <u>Setback Distances</u> Front Yard 5m Side Yard Nil Rear Yard Nil</p> <p>For all other sites in the Employment Precinct the setbacks are Nil (however landscaping is required in accordance with 9A.8.11).</p>	<p><u>Outcome</u> <i>The safety and efficiency of the roading network will not be compromised by obscured vehicle entrances.</i></p> <p><u>Outcome</u> <i>Employment Precinct Activities will be of a scale and character which are compatible with adjacent Mixed Use Precinct and will not unduly affect the streetscape and outlook of adjacent residences.</i></p>
<p>3) MIXED USE PRECINCT</p> <p>For sites fronting Havelock Road, the following standards shall apply:</p> <p>(i) <u>Setback Distances</u> Front Yard 5m Side Yard 1m Rear Yard 1m</p> <p>(ii) Except where the site adjoins Anderson Park where the setback is 3 metres.</p> <p>(iii) The minimum front yard shall remain clear of accessory buildings.</p> <p>(iv) Buildings within, or adjoining sites used for an existing residential activity (existing prior to adoption of plan change 54) shall be contained within a building envelope constructed by recession places from points 2.75m above internal boundaries. The angle of recession places shall be determined by the use of the recession planes indicator in Appendix 9.0-3.</p>	<p><u>Outcome</u> <i>The safety and efficiency of the roading network will not be compromised by obscured vehicle entrances.</i></p> <p><u>Outcome</u> <i>Buildings will not unduly affect the sunlight and outlook of existing residential activities and the open character of the principle road entrance to Havelock North.</i></p>
<p>4) INDUSTRIAL PRECINCT</p> <p><u>Setback Distances</u> Front Yard Nil Side Yard Nil Rear Yard Nil</p> <p>Except that a yard of 5 metres shall be provided along any boundary adjoining any public open reserve or land zoned Residential.</p>	<p><u>Outcome</u> <i>Flexibility for building placement is provided except in relation to Residential Zone and reserve boundaries where a setback is required to protect the amenity of adjoining land uses.</i></p>

9A.8.8 PEDESTRIAN SHELTER

<p>1) RETAIL PRECINCT</p> <p>(a) Every building at ground floor shall provide a continuity of verandah coverage over the footpath along the width of the site.</p> <p>Except that this rule shall not apply to Campbell Street frontage.</p>	<p><u>Outcome</u> <i>Continuity of pedestrian shelter will support pedestrian activity by adding visual interest to the street and enhancing the comfort of pedestrians from the weather elements.</i></p>
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<p>(b) Every verandah, awning, canopy or similar structure erected over a public pavement (as required by 9A.8.8.1(a) above), shall have a minimum width of 2.5m, shall be self-supported, shall extend up to a distance of 450mm inside the line of the kerb, and shall have a minimum height of 2.9m above the pavement.</p>	<p><u>Outcome</u> Verandahs will be designed and constructed so they are not a hazard to pedestrians or traffic.</p>
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<p>9A.8.9 RETAIL FRONTAGE</p>	
<p>1) <u>RETAIL PRECINCT</u> Buildings at ground floor level shall be designed in a manner to ensure a continuous retail frontage appearance, by:</p> <ul style="list-style-type: none"> a) building to the front boundaries; b) the provision of display windows fronting the street (at least 50% of the street frontage shall have a clear, glazed window display space); c) under verandah lighting; and having pedestrian entrances to buildings on the street frontage. 	<p><u>Outcome</u> The amenity of the Retail Precinct will be retained by providing an attractive, active and interesting continuous retail frontage.</p>

<p>9A.8.10 FLOOR TO CEILING HEIGHT</p>	
<p>1) <u>RETAIL PRECINCT</u></p> <p><u>Floor to ceiling height</u> Ground floor 3.6m 1st Floor 2.7m 2nd Floor 2.7m</p> <p>2) <u>EMPLOYMENT PRECINCT</u> Ground floor 3.6m 1st Floor 2.7m 2nd Floor 2.7m</p> <p>Except that floor to ceiling heights can be reduced to 2.4m on areas of the building that exclude <i>service areas</i> of a commercial building or principal living areas of a residential unit. Note: Floor to ceiling = floor to the under side of slab height.</p>	<p><u>Outcome</u> Designing for Flexibility - Higher ceiling heights throughout a development for maximum flexibility for future uses.</p>

<p>9A.8.11 LANDSCAPING</p>	
<p>1) <u>EMPLOYMENT PRECINCT</u></p> <ul style="list-style-type: none"> a) <u>Sites fronting onto Havelock Road</u> 50% of the road frontage of the site shall be landscaped to a minimum depth of 3 metres and an average depth of 4 metres. i) The landscaped area shall consist of a mix of ground 	<p><u>Outcome</u> The landscaping will strengthen the street edge definition along Havelock Road and enhance the entrance to the Village Centre.</p>

<p>cover and specimen trees and can include hard landscaping features and/or built elements of appropriate scale and design.</p> <p>ii) Carparking areas shall include 1 specimen tree for every 5 carparks provided. The trees shall have a minimum height of 2 metres at planting.</p> <p>b) <u>Sites fronting Napier Road and Donnelly Street</u></p> <p>Where buildings are setback from the front boundary 50% of the road frontage of the site shall be landscaped to a minimum depth of 1.5 metres and an average depth of 2.5 metres.</p> <p>i) Landscaping shall consist of a mix of ground cover and specimen trees and can include hard landscaping features and/or built elements of appropriate scale and design.</p> <p>ii) Carparking areas shall include 1 specimen trees for every 5 carparks provided. The trees shall have a minimum height of 2 metres at planting.</p>	<p><u>Outcome</u> <i>To enhance the streetscape amenity on key street frontages and add to the Village's sense of place.</i></p>
<p>2) <u>MIXED USE PRECINCT</u></p> <p>a) <u>Sites fronting onto Havelock Road</u></p> <p>60% of the road frontage of the site shall be landscaped to a minimum depth of 2.5 metres and an average depth of 3.5 metres, measured from the road boundary.</p> <p>i) Landscaping shall consist of a mixture of ground cover and specimen trees.</p>	<p><u>Outcome</u> <i>The extensive landscaping will strengthen the street edge definition along Havelock Road and enhance the entrance to the Village Centre.</i></p>
<p>3) <u>INDUSTRIAL PRECINCT</u></p> <p>a) <u>Sites fronting onto Karanema Drive</u></p> <p>20% of the road frontage of the site shall be landscaped to a minimum depth of 1 metre.</p> <p>i) Landscaping shall consist of a mixture of ground cover and specimen trees, sufficient to soften the visual impact of industry and to screen outdoor storage areas from adjacent or opposite activities and motorists.</p> <p>ii) Planting shall be undertaken in accordance with a landscape plan to be submitted to the Council for approval. Planting shall be maintained to the satisfaction of Council.</p> <p>iii) <u>Exception to rule 9A.8.11(3)</u> Service stations shall be exempt from the landscaping requirements in the Industrial Precinct.</p>	<p><u>Outcome</u> <i>The amenity of industrial sites will be maintained without detract from the visual environment.</i></p> <p><u>Outcome</u> <i>To ensure that planting is visually interesting a variety of species will be planted including specimen trees which add to a wider sense of place.</i></p>

9A.9 SPECIFIC PERFORMANCE STANDARDS AND TERMS

9A.9.1 SERVICE STATIONS

Service Stations shall be located on arterials or collector roads as defined in Appendix 2.5-1 and as indicated on the Road Hierarchy Maps in the District Planning Maps.

Outcome
Amenity conflicts with other activities will be avoided and the safety and efficiency of the roading network will be maintained.

9A.9.2 PREMISES USED FOR THE SALE OF LIQUOR

Premises used for the Sale of Liquor shall be located a minimum of 50m from a Residential Zone or Mixed Use Precinct.

Outcome
Amenity conflicts with residential areas will be avoided.

9A.9.3 RESIDENTIAL ACTIVITIES EXCEPT GROUND FLOOR LEVEL

RETAIL PRECINCT AND MIXED USE PRECINCT

- 1) **Minimum floor area for Residential Units**
50m² gross floor area
- 2) **Car parking & Garaging**
Residential carparking, garaging and turning areas shall be screened from view from public streets and roads, either by landscaping of a minimum depth of 2m from street frontages or location away (by more than 5m) from street frontages.
- 3) **Balconies**
 - a) Each Residential Unit shall be provided with a balcony with a minimum area of 7.0m², capable of accommodating a 2.0 metre diameter circle that is accessed directly from a principal living area.
 - b) Residential units shall be oriented so that balconies parallel to and facing each other are no less than 10m apart (measured perpendicular to the building face).
- 4) **Internal Noise Standards**
Activities shall comply with the provisions of Section 14.2 of the District Plan on Noise, in particular Standard 14.2.9.4 Residential Activities in Industrial and Commercial Zones.

Outcome
To ensure adequate living space for the comfort and amenity the occupants of the above-ground level residential units.

Outcome
The street frontage will not be dominated by vehicle entrances and car parking areas and an active street edge will be maintained.

Outcome
Generous dimensions will allow for a flexible range of uses for the enjoyment of the occupiers and to ensure that balconies relate well to the internal layout of the residential unit.

Outcome
To protect the privacy of the occupiers of the residential units.

Outcome
The outcomes of Section 14.2 of the District Plan on Noise will be achieved.

9A.9.4 COMPREHENSIVE DEVELOPMENT

This is a more intensive style of residential-dominant development, with a lesser commercial component. It comprises at least three residential units, and could take the form of semi-detached, duplex, terraced housing and mixed use. It could have private or shared outdoor living spaces.

1) JOLL ROAD DEVELOPMENT SITE (Site)

- a) **Joll Road frontage** – Activities at ground floor level shall limited to Commercial Activities.
- b) The commercial activity component of the comprehensive development shall be subject to the following:
 - i) It shall have either direct frontage to Joll Road, and/or direct frontage to the Vehicle Access Lane (through the site).
 - ii) Any Commercial Activity internal to the Site (that is without frontage to Joll Road), shall be limited to a maximum total gross floor area of 300m².
 - iii) Any Commercial Activity internal to the Site (that is without frontage to Joll Road) shall be located a minimum distance of 30 metres from the boundary with Havelock North Primary School and a minimum of 45 metres from Campbell Street.
 - iv) Visitor Accommodation is exempt from standards i) – iii) above and is permitted throughout the entire Site.

Note 1: The maximum total gross floor area of 300m² of commercial activity internal to the Site can be separated into any number of tenancies.

- c) **Minimum floor area for Residential Units at ground floor level**
80m² gross floor area (excluding garaging). The 80m² can be made up of additional floors where the dwelling has more than one level.
- d) **Visual Outlook and Amenity**
 - a) Residential units shall be orientated so that units parallel to and facing each other are no closer than 10m measured perpendicular to the building face.
 - b) The principal window from any principal living area shall have at least a 10m distance measured perpendicular from the building face. This space should be unoccupied by any other building.

Outcome

The performance standards for comprehensive development sites together with the Site Specific Design Assessment Criteria provide direction to the achievement of the desired urban design outcomes sites. The provisions also provide common ground for designers and developers in generating their proposals, as well as for Council in assessing those proposals.

Outcome

Comprehensive development layouts for the sites will ensure that the new developments will relate to existing development around the site, and with neighbouring buildings within the site.

Outcome

To ensure that the residential component of the development maximises its ability to provide higher density residential housing in close proximity to the Village Centre.

Outcome

The Joll Road Development Site will have a significant amount of higher density residential housing and will not be dominated by commercial activity.

Outcome

To ensure adequate living space for the comfort and amenity the occupants of the residential units.

<p>e) Connection to Campbell Street and Joll Road a) A principal living area shall face the street with a clear visual connection provided (non-tinted glazing).</p> <p>f) Outdoor living space The comprehensive development shall provide one or a combination of the following types of outdoor living space:</p> <p>a) <u>Private open space</u> Each Residential Units at ground level shall have 30sqm of private open space with a minimum 2.5m dimension and the ability to contain a 4m diameter circle and it should be directly accessible from a principal living area.</p> <p>b) <u>Balcony</u> Each above ground floor residential unit shall have a balcony in accordance with 9A.9.3(3).</p> <p>c) <u>Shared outdoor living space</u> When shared outdoor living space is provided Residential Units at ground level shall be exempt from compliance with 9A.9.4(1)(f)(a) above, but shall include a small, private outdoor area with a minimum area of 7m² and capable of accommodating a 2.0 metre diameter circle that is accessed directly from a principal living area.</p> <p>g) Vehicle Access Lane The Site shall have a single vehicle access lane that is accessed from Campbell St and extends through the Site and connects with Joll Road.</p> <p>h) On-site Car Parking Residential carparking, garaging and vehicle turning areas shall be internal to the Site and shall not be directly accessed from Campbell Street or Joll Road.</p> <p>i) Deliveries and Servicing Each Residential Unit shall be provided with a lockable external store of waterproof and durable construction. This shall have a minimum volume of 6m³. Where a lockable garage is provided this standard is not an additional requirement and shall be deemed to be met.</p> <p>j) Fences a) There shall be no fences or walls fronting Joll Road and fences or walls fronting Campbell St shall have a maximum height of 500mm. b) Fences or walls on other external Site boundaries shall have a maximum height of 1.8m.</p>	<p><u>Outcome</u> <i>Ensures private outdoor areas and safe environments for children, good amenity for residents and safety through passive surveillance.</i></p> <p><u>Outcome</u> <i>The Vehicle Access Lane will create a well-connected development with efficient vehicle access and having car parking internal to the Site will minimise the number of vehicle crossing and promotes safe pedestrian movement across and around the Site.</i></p> <p><u>Outcome</u> <i>Residents are assured of having storage for bicycles etc. and have clothes drying facilities.</i></p> <p><u>Outcome</u> <i>Fencing limitations on these frontages will enhance the amenity of the street and reduce the opportunity for graffiti.</i></p>
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<p>2) MIXED USE PRECINCT</p> <p>a) Havelock Road frontage Fringe Commercial Service Activities shall be limited to the site frontage with Havelock Road.</p> <p>b) Anderson Park frontage A principal living area of each Residential Unit shall face Anderson Park.</p> <p>c) Minimum floor area for Residential Units at ground floor level 80m² gross floor area (excluding garaging) The 80m² can be made up of additional floors where the dwelling has more than one level.</p> <p>d) Building Setback Distances</p> <p>i) <u>Setback from Havelock Road</u> Sites that front Havelock Road shall be setback between 5-7m from the front boundary. Except that bay windows and front porches may encroach up to 1.5m into the front yard.</p> <p>ii) <u>Setback from Anderson Park</u> - Sites that front Anderson Park shall be setback between 2-3m from the adjoining boundary.</p> <p>iii) <u>Side boundaries</u>: 1m from existing adjoining property boundaries.</p> <p>e) Height The maximum height of buildings within a comprehensive development shall be 12 metres. Subject to Urban Design Assessment Criteria particularly, 9A.10.1(c) <i>Height, Bulk, Form & Scale</i>.</p> <p>f) Building Envelope Buildings shall be contained within a building envelope constructed by recession planes from points 2.75m above site boundaries. The angle of such recession planes shall be determined for each site by use of the recession plane indicator in Appendix 9.0-3. (This does not apply to any boundaries internal to the Comprehensive Development).</p> <p>g) Visual Outlook and Amenity</p> <p>a) Residential units shall be orientated so that units parallel to and facing each other are no closer than 10m measured perpendicular to the building face.</p> <p>b) The principal window from any principal living area shall have at least a 10m distance measured perpendicular from the building face. This space should be unoccupied by any other building.</p>	<p><u>Outcome</u> <i>To ensure that the residential component of the development maximises its ability to provide higher density residential housing in close proximity to the Village Centre.</i></p> <p><u>Outcome</u> <i>To ensure that the frontage with Anderson Park is exclusively for higher density residential housing or general residential activity and that the Park is overlooked by the Residential Units.</i></p> <p><u>Outcome</u> <i>To ensure adequate living space for the comfort and amenity the occupants of the residential units.</i></p> <p><u>Outcome</u> <i>Buildings will reflect the existing pattern of development and integrate with the surrounding environment.</i></p> <p><u>Outcome</u> <i>Buildings will integrate with the surrounding environment and respect the surrounding scale of development.</i></p> <p><u>Outcome</u> <i>The amenity of the residential area will be maintained by preventing tall, obtrusive buildings and access to daylight on adjoining properties will be protected.</i></p>
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<p>h) Fronts and Backs Private outdoor living space shall not locate between a residential unit and the street;</p> <p>i) Connection to the Street a) Each ground level outdoor living space shall be located to the side or rear of the residential unit; b) A principal living area shall face the street with a clear visual connection provided (non-tinted glazing), except where the residential unit fronts Anderson Park.</p> <p>j) Outdoor living space The comprehensive development shall provide one or a combination of the following types of outdoor living space:</p> <p>i) <u>Private outdoor living space</u> Each Residential Units at ground level shall have 30m² of private outdoor living space with a minimum 2.5m dimension and the ability to contain a 4m diameter circle and it should be directly accessible from a principal living area.</p> <p>ii) <u>Balconies</u> Each above ground floor Residential Unit shall have a balcony in accordance with 9A.9.3(3).</p> <p>iii) <u>Shared outdoor living space</u> When shared outdoor living space is provided Residential Units at ground level should include a small, private outdoor living space with a minimum area of 7m² and capable of accommodating a 2.0 metre diameter circle that is accessed directly from a principal living area.</p> <p>k) On-site Car Parking Garages and carports shall be set back a minimum of 1 metre behind the main front face of the unit.</p> <p>l) Bulk, mass and repetition a) Continuous building length of 12 metres or more shall include regular recesses of at least 1 metre deep by 3 metres wide; b) Residential units shall be orientated so that units parallel to and facing each other are no closer than 10 metres measured perpendicular to the building face. c) The main visual outlook from any principal living room shall have at least a 10 metre distance measured perpendicular from the building face. This space should be unoccupied by any other building.</p> <p>m) Deliveries and Servicing a) Each dwelling shall be provided with a lockable external store of waterproof and durable construction. This shall have a minimum volume of 6m³.</p>	<p><u>Outcome</u> <i>Ensures outdoor areas and safe environments for children, good amenity for residents and safety through passive surveillance.</i></p> <p><u>Outcome</u> <i>To ensure attractive street frontages where garages and carports do not dominate.</i></p> <p><u>Outcome</u> <i>To ensure that higher density developments do not result in a larger single-building form or large 'clusters' of smaller buildings. and that the building bulk is broken into smaller components to achieve an appropriate scale relationship to the surrounding environment.</i></p> <p><u>Outcome</u> <i>Residents are assured of having storage for bicycles etc. and have clothes drying facilities.</i></p>
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<p>n) Outdoor Living Space</p> <p>a) <u>Private outdoor living space</u> Residential units at ground level shall have 30m² of private outdoor living space with a minimum 2.5m dimension and the ability to contain a 4m diameter circle and it should be directly accessible from a principal living room.</p> <p>b) <u>Communal outdoor living space</u> Where shared outdoor living space is provided residential units at ground level should include a small, private outdoor area with a minimum area of 16m² and minimum width of 3 metres.</p> <p>o) Landscaping Sites fronting Havelock Road – 60% of the road frontage of the site shall be landscaped to a minimum depth of 2.5 metres and an average depth of 3.5 metres, measured from the road boundary.</p> <p>i) Landscaping shall consist of a mixture of ground cover and specimen trees.</p> <p>p) Fences Fences fronting or within 3m of Havelock Road or Anderson park boundaries shall have be of an open style for a minimum of 50% of its distance and have a maximum height of 1.5 metres.</p> <p>Note: For guidance on fencing refer to the Hastings District Council Fencing Guide.</p>	<p><u>Outcome</u> <i>To ensure that residents have adequate outdoor open space for their comfort and amenity.</i></p> <p><u>Outcome</u> <i>Landscaping will strengthen the street edge definition along Havelock Road and visually enhance the entrance the Village Centre.</i></p> <p><u>Outcome</u> <i>Open fencing enhances the amenity of the street and Park frontages and reduces the opportunity for graffiti and crime by ensuring good visual contact through natural surveillance between residents and the park.</i></p>
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<p>9A.9.5 SITE SPECIFIC PERFORMANCE STANDARDS AND TERMS FOR KEY DEVELOPMENT SITES</p> <p>Refer also to Appendices 9A-(A) to (D) for the definition of each of the Key Development Sites, Legal descriptions and Site boundaries.</p> <p>9A.9.5(1) Joll Road Development Site The Joll Road Development Site is subject to the Retail Precinct Standards and Terms 9A.8 and 9A.9 and Section 9A.10.4: Site Specific Assessment Criteria for Key Development Sites.</p> <p>9A.9.5(2) ‘Tav’ Development Site The ‘Tav’ Development Site is subject to the Retail Precinct Standards and Terms 9A.8 and 9A.9 and Section 9A.10.4: Site Specific Assessment Criteria for Key Development Sites.</p> <p>a) Buildings shall be setback a minimum of 8 metres from the northern boundary (to allow for the developments of a convenient and safe vehicle access/servicing lane).</p> <p>The site and adjacent car park shall have a single,</p>	<p><u>Outcome</u> <i>The specific performance standards for key development sites together with the Site Specific Design Assessment Criteria provide direction to the achievement of the desired urban design outcomes for the Sites. The provisions provide common ground for designers and developers in generating their proposals, as well as for Council in assessing those proposals.</i></p> <p><u>Outcome</u> <i>The required setback will allow for the development of a convenient and safe vehicle access/servicing lane.</i></p> <p><u>Outcome</u></p>
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<p>one-way vehicle access/service lane that is accessed from Te Aute Road and extends around the northern boundary of the site to connect with Havelock road via the existing vehicle crossing.</p> <p>9A.9.5(3) St Columbas Church Site St Columbas Church Development Site is subject to the Retail Precinct Standards and Terms 9A.8 and 9A.9 and Section 9A.10.1: Urban Design Assessment Criteria.</p> <p>9A.9.5(4) New World Supermarket Site The New World Supermarket Site is subject to the Retail Precinct Standards and Terms 9A.8 and 9A.9 and Section 9A.10.1: Urban Design Assessment Criteria.</p>	<p><i>A location of the vehicle access and service lane will ensure safe access, efficient use of the site, and assist in achieving desired site specific urban design outcomes.</i></p>
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9A.10 ASSESSMENT CRITERIA FOR RESTRICTED DISCRETIONARY AND DISCRETIONARY ACTIVITIES

This part of the Plan sets out the assessment criteria for different types of Restricted Discretionary and Discretionary Activities. The criteria are designed to be flexible and provide opportunities for site responsive designs, while ensuring that developments provide a positive contribution to the character and amenity of both residential and/or commercial areas.

9A.10.1 URBAN DESIGN ASSESSMENT CRITERIA

Hastings District Council is a signatory to the New Zealand Urban Design Protocol. As such, this criteria is based on principles of good urban design. It is applicable to all new development throughout the Havelock North Village Centre Zone which incorporates all four Precincts.

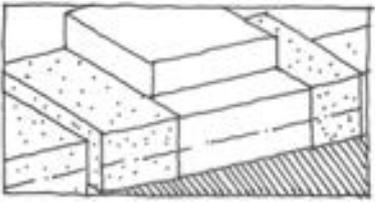
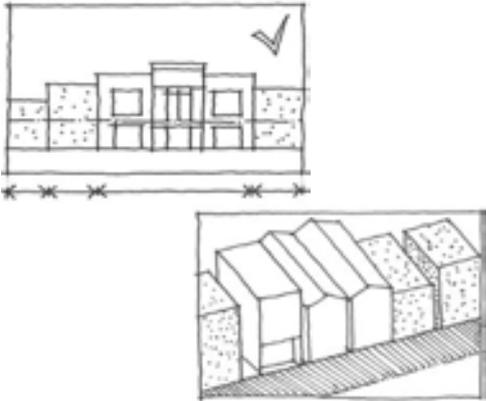
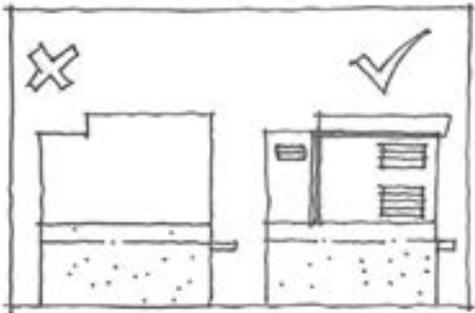
In assessing resource consent applications for developments within the Havelock North Village Centre the Council will restrict the exercise of its discretion to the following assessment criteria under section 9A.10. The assessment criteria shall be read in conjunction with the explanations below. Note that the images to follow support the criteria and guides.

Council reserves the right to engage the Aesthetic Design Panel prior to lodgement of building plans and for resource consent applications for developments within the Retail Precinct, the Havelock Road, Karanema Drive and Napier Road frontages of the Employment Precinct and Comprehensive Developments throughout the Havelock North Village Centre Zone.

The Joll Road Key Development site and the 'Tav' Key Development Site are exempt from 9A.10.1 Urban Design Assessment Criteria because they are subject to Site Specific Assessment Criteria under 9A.10.4 (1) and 9A.10.4 (2) respectively.

Urban Design Assessment Criteria	Explanation / Guide
<p>DESIGN AND EXTERNAL APPEARANCE</p> <p>(a) Relationship to Surrounding</p> <p>i) The extent to which the development enhances the quality</p>	<p>a1) New developments should relate positively to the neighbouring buildings, to achieve this consider the following:</p> <ul style="list-style-type: none"> • Provide visual links to the adjacent building frontages e.g. respond to the proportions, visual rhythm and façade composition of

<p>of its surroundings and contributes to the quality of the collective streetscape.</p> <p>ii) Comprehensive developments shall be designed in accordance with CPTED safety principles.</p>	<p>adjacent buildings, continue window and /or parapet lines); and</p> <ul style="list-style-type: none"> • Complement established streetscape features (e.g. continuity of street edge definition, typical building frontage width and the existing scale of development). <p>a2) Integration of CPTED principles will ensure that the new development will contribute to the safety of surrounding public spaces and streets.</p>
<p>(b) Building Location</p> <p>The extent to which the development defines the street edge and creates positive public spaces and appropriately enhances important street corners.</p>  <p><i>Above: An example of a building which appropriately defines the street corner.</i></p>	<p>b1) New developments should be aligned with and built to the street boundary to create visual continuity and clearly define the street edge, except;</p> <ul style="list-style-type: none"> • New buildings along Havelock Road are setback 5 metres from the front boundary, therefore street edge definition should be established by other means such as planting, hard landscaping features and or built elements of appropriate design and scale. Width of landscape strips should be generous (3m plus) to provide effective street edge definition. <p>b2) New buildings on sites with dual street frontages should aim to define the boundary of their 'main' street frontage, e.g. Havelock Road and Karanema Drive compared to Cooper Street.</p> <p>b3) New buildings on corner sites should acknowledge their unique position on the street and emphasise the shape of the street corner with a building of appropriate scale, form and design.</p> <p>Features such as 'nil' frontage setback, enhanced building height, vertical building proportions, interesting roof forms and verandahs that wrap around the corner, can help effectively 'mark' a street corner. Consideration will be given to the exceedence of height limits for this purpose.</p>
<p>(c) Height, Bulk, Form & Scale</p> <p>The extent to which the development achieves a positive scale relationship to surrounding buildings and public spaces and manages the visual impact of the bulk and/or height of new development, particularly on larger and/or amalgamated sites.</p>  <p><i>Above: A variation in height/width and roof form can help to break down the building bulk.</i></p>	<p>c1) The massing and exterior treatment of new buildings should relate to the form, scale and external treatment of adjacent buildings. Visual subdivision of building facades and their three-dimensional modelling can be used to:</p> <ul style="list-style-type: none"> - relate the scale of larger buildings to their smaller neighbours and; - provide visual interest and sense of human scale. <p>c2) The visual impact of a building which appears larger than its neighbours should be mitigated. The aim is to reduce the visual dominance of larger buildings and assist their integration to the surrounding streetscape. This can be achieved by applying some of the following design techniques:</p> <ul style="list-style-type: none"> • 'break down' the building bulk into smaller distinctive façade modules. These modules should relate to the scale of the neighbouring buildings and reflect established/predominant patterns of frontage width: and

 <p>Above: Boundary setbacks at the upper level of buildings can assist the height/scale relationship between old and new.</p>  <p>Above: Reduce the visual impact of building bulk by breaking it down into smaller facade modules.</p>	<ul style="list-style-type: none"> the differentiation between the modules can be effectively enhanced through physical gaps; variation in height/width and/ or roof form; projecting/recessive elements that create strong shadow lines; and/or by varying design detail and surface treatment (e.g. using contrasting materials, colours and textures). <p>C3) Where a new three storey building is positioned next to an existing single storey building, the height of the new building may be moderated along the street edge to provide a height/scale transition between new and old. This will assist the scale relationship between new and existing buildings. Effective scale transition can be achieved through:</p> <ul style="list-style-type: none"> physical separation between the new and old; introducing boundary setbacks at the upper level/s; and creating secondary forms with dimensions that mediate between the height/scale of new and old. 
<p>(d) Building Design and Façade Treatment</p> <p>The extent to which the development is legible, has a coherent architectural style that integrates well into the streetscape and contributes to its quality. Specific regard will be given to the proposed colour scheme to ensure that it is complementary to the surrounding streetscape.</p> 	<p>d1 The design of new buildings should be based on a clear integrating architectural concept. The internal planning of the building, its formal composition and exterior design treatment are considered in an integrated way and in relation to its particular place within the Village Centre.</p> <p>d2 Side and rear elevations that are visible from the street or any other public space should be designed as an integral part of the overall architectural concept. Design attention should be given to the quality of spaces created at the rear or side of the building where pedestrians will be passing through. Large portions of featureless or plain wall surfaces ('blank walls') should be minimised.</p> <p>Where some 'blank wall' surface may be required a sufficient level of architectural detail should be used to mitigate its visual impact (e.g. three-dimensional relief using recessed or projecting elements; variation of textures, materials and colours).</p> <p>d3 Use physically robust and readily maintained materials and detail in areas that are prone to vandalism. Use glazing systems that maintain visual connections between public spaces/streets and building interiors. Highly reflective cladding materials are not encouraged to avoid creating glare conditions in surrounding spaces.</p>

<p>(e) Relationship to the street & building frontages</p> <p>j) The extent to which the development has 'active street edges' that supports pedestrian activity, adds visual interest and enhances the safety and comfort of the Village Centre.</p>  <p>ii) The extent to which each residential unit is provided with direct pedestrian access to the street frontage.</p>	<p>e1 Place publicly relevant activities at the ground floor level of new buildings to create 'active frontages' (frontages that face onto the street and show signs of activity inside and/or generate activity on the pavement).</p> <p>e2 Provide openings such as windows and entrances over a proportion of the ground floor frontage that is consistent with the character of the adjoining street and its importance as a pedestrian route.</p> <p>e3 Floor-to-ceiling height at ground floor level of new buildings should be generous. This is to enhance the 'public' character of ground level activities and allow for a wide range of uses. Design all other floors to have minimum floor-to-ceiling heights of 2.7m to allow for both commercial and residential use. Designing for higher ceiling heights throughout a development allows for maximum flexibility with respect to future use.</p> <p>e4 Street frontages of new buildings should be visually interesting, provide richness of detail and integrate human scale elements. In the Retail Precinct, the existing pattern of small shop frontages with personalised display windows facing the street should be enhanced - this is to emphasise the individual presence of each tenancy and enhance street activity.</p> <p>e5 New buildings in the Retail Precinct should provide verandahs along the full length of their street frontage to enhance existing continuity of pedestrian shelter. The height of a verandah should relate to the level of one of the verandahs on adjoining buildings. Incorporating under-verandah lighting will help to create an attractive effect after dark and contribute lighting to the footpath.</p> <p>e6 Continuity of verandahs is not a typical feature of the Mixed Use or Employment Precincts. However, new buildings may incorporate verandahs where appropriate or introduce canopy elements around their main entrances.</p> <p>e7 Pedestrian entrances that directly access street frontages will assist in achieving 'active street edges', support pedestrian activity and enhance the safety of the Village Centre.</p>
<p>(f) Access and Carparking</p> <p>i) The extent to which the development provides adequate and safe access to both vehicles and pedestrians and whether the vehicle access and car parking areas dominate the street frontage.</p> <p>ii) The extent to which garages dominate the street frontage.</p>	<p>f1 In designing access to new developments the following should be considered:</p> <ul style="list-style-type: none"> • keep vehicle access points to a minimum by combining car/truck access to the site; • pedestrian and vehicle routes should be clearly differentiated; • where practical access to public and private areas should be kept separate to allow each area to function independently and provide greater security; and • create entrances that are well integrated into the building design and which are clearly defined and well lit at night, have a strong street presence and are visually enhanced (through

	<p>design features/detail).</p> <p>f2 Vehicle access for sites with dual street frontages should be off the 'secondary'/rear street frontage of the respective site (e.g. Cooper Street is the secondary/rear frontage of sites that also face Havelock Road or Karanema Drive).</p> <p>f3 Servicing and carparking and garages areas should not dominate the street frontage of new development - rather they should be located underground or to the rear of the development site. Large carparking areas should be visually articulated through the use of planting or hard landscape features.</p> <p>Stacked parking with one car behind the other in the same garage is an option for double garages. Having two separate doors for conventional double garages can also help.</p>
<p>g) Signage</p> <p>The extent to which the signage on building facade relates to the scale and character of the building and fits with the surrounding streetscape.</p>	<p>g1 New signage should not dominate the appearance of the building's street frontage. The form and scale of new signs should respect the scale of the building frontage and its main elements. Signage should be carefully positioned so that it does not obscure any architectural features on the building façade.</p> <p>g2 New signs should be assessed in relation to both the character of the building they are attached to as well as in relation to other signage in the vicinity. Where a number of signs are to be arranged along the length of the same verandah.</p>
<p>h) Compatibility of Uses for Mixed Use Development</p> <p>The extent to which the mixed use development is compatible and limits the effects of any disturbance producing activities.</p>	<p>h1 Wherever possible disturbance producing activities should be located as far as possible within the development from residential and public areas. In mixed use developments where this is not practical (e.g. apartment located directly above restaurants, cafes or bars), the following techniques may help minimise the adverse effects:</p> <p>Buffers - devices that may be used to protect a building or part of a building from disturbance produced in another part of the development. Examples of buffers include:</p> <p>physical distance - e.g. courtyard can help to separate uses;</p> <p>building element as a buffer e.g. separating floor of offices between lower commercial floors and upper residential floors; or a well-insulated exterior may help minimise noise transmission noise between buildings;</p> <p>landscape features - landscape features can be effective at shielding residential areas from street noise along with ground level changes/stepping across the development site and planting to create screens; and</p> <p>specialised building methods and materials - these can help to reduce or eliminate sources of disturbance (dust, odour, noise, vibrations).</p> <p>Address noise control at the early stages of a project.</p> <p>In designing building layouts, the following may be considered:</p>

	<ul style="list-style-type: none"> - locate noise tolerant areas (kitchens, bathrooms, storage, laundries) towards noise sources and noise sensitive areas to quiet areas; - locate vehicle/pedestrian entrances and exits, roller doors and lifts as far away as possible from bedrooms; - in residential spaces, locate living rooms of one apartment adjacent to the living rooms of another, and bedrooms next to bedrooms.
<p>i) Sustainable Low Impact Design and Development</p> <p>The extent to which appropriate sustainable stormwater design methods have been adopted for all stormwater runoff from all impermeable surfaces, prior to entering the public stormwater system.</p> <p>Note: Refer to the Subdivision and Infrastructure Development in the Hastings District Best Practice Design Guide 2010.</p>	<p>J1 Stormwater solutions incorporating natural features offer opportunities to add value to developments enhance local amenity and ecology and provide infrastructure services.</p>  <p>✓ The example above shows a flush kerb which allows stormwater to runoff into the adjacent swale / rain garden system. The flush kerb provides a visually pleasant edge detail.</p>
<p>9A.10.2 ASSESSMENT CRITERIA - COMPREHENSIVE DEVELOPMENT FOR SITES OTHER THAN THE KEY DEVELOPMENT SITES: JOLL ROAD AND THE 'TAV'.</p>	

For guidance on site layout and subdivision design refer to the Subdivision and Infrastructure Development in the Hastings District Best Practice Design Guide 2010.

1) **Neighbourhood Character**

The extent to which the comprehensive development fits in with the surrounding area. Integrating comprehensive development into existing lower density areas can be achieved by careful attention to the relationship with neighbouring properties and the streetscape. Important aspects to consider include:

- a) the character of the streetscape and adjacent sites including buildings and fencing,
- b) how new development can use building form, detailing and landscape treatment to enhance that character.
- c) Where residential units front onto an open space an increase to the height of the building could be considered.

2) **Site Layout for Comprehensive Development**

- a) Arrange the development to minimise overlooking of outdoor space, both within the site and the adjoining sites.
- a) Residential units should be oriented to obtain winter sun in principal living areas.

3) **Building Location**

- b) The design and location of buildings should ensure no significant loss of amenity to adjoining site which are not part of the comprehensive development. Overlooking should be avoided.
- c) Residential Buildings are encouraged to be linked to allow efficient use of the site.
- d) Building form and site layout design should ensure minimal impermeable surfaces

with the assistance of Low Impact Design solutions.

4) Fronts and backs

- a) North-fronting lots should be wider / shorter to accommodate good unit frontage and a setback and fenced outdoor living to the side; and
- b) South-fronting lots should be narrower / longer to accommodate a good residential unit frontage at the south with private outdoor living space behind the unit facing north.

5) Connection to street

- a) The front door should be emphasised in the design to stand out from the street and should have a canopy or other over; and
- b) A direct path of connection between the front door and the street should be provided (if shared with a driveway a different colour, texture or material should be used to clearly delineate the pedestrian route).

6) Bulk, mass and repetition

- a) Comprehensive developments should be provided on sites that have a minimum site proportion of 1.5:1 with the widest dimension facing the street.
- b) Densities of 1:250sqm should not generally be exceeded.
- c) Designs and residential units types should vary so that excessive repetition of uniform shapes is avoided.

7) Visual Quality

- a) Use a variety of colours and materials in the front façade of residential units.
- b) Respond to the local character in the design and use of materials, tree species, roof form etc.
- c) Seek to use eaves and recesses to create shadow lines and more visual interest.

8) Balconies

- a) Balconies should be designed so that they can be used in a range of weather conditions; and
- b) Ballustrades should be made of high quality materials and contain screening that maintains privacy;

9) Deliveries and Servicing

- a) Provide dedicated, secure and well-screened waste storage/collection areas for residents. These should not interfere with main visitor footpaths or movement patterns;
- b) Site design and layout should include rubbish collection areas that are accessible to rubbish collection vehicles;
- c) Other facilities such as mail boxes, service meters should be easily accessible to users.
- d) Use different colours and materials (including low impact material) for visitor parking spaces to help minimise the combined effect of carriageway, manoeuvring space and parking bays;
- e) Avoid repetition of garage doors;
- f) Ensure that space is provided to avoid vehicle 'nosing' (where the front of a car overhangs a footpath and reduces its usability); and
- g) For pedestrian safety, avoid solutions that require frequent 3 or more point turns.

10) Outdoor living space

Private

- a) Outdoor living space should be adjacent to the principal living areas and positioned to maximise sun admission; and
- b) Outdoor living space should be designed to achieve an adequate level of visual privacy. Where unavoidable, appropriate screening should be used.

Communal outdoor living space

- c) For communal outdoor living space use prominent, useable land for open space, not steep or unusable edges or 'left overs';
- d) Located where it is highly visible and directly accessible to the maximum number of

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- Residential Units;
- e) Face residential units to ensure good visual contact for safety and ease of access for residents;
 - f) Designed with an integral role in the site, with uses such as circulation, BBQ or play areas or passive amenity;
 - g) At least one edge of a communal outdoor living space should adjoin a road or vehicle driveway, and where appropriate located adjacent to surrounding public open spaces such as reserves and public through site links; and
 - h) Appropriate management and maintenance systems such as a body-corporate should be in place where necessary.

11) Landscaping

- a) Major existing trees should be retained and protected from damage where possible;
- b) The landscaping should assist with integrating the new development into the surrounding area;
- c) Landscaping should assist with privacy between Residential Units; and
- d) Large areas of impermeable surfaces should be avoided to minimise loading on the stormwater system.

12) Transportation - Car park areas, vehicle access and sustainable transport modes

- a) A transport assessment by a suitably qualified person all shall be submitted as part of the resource consent application for comprehensive developments. The following considerations shall be included:

Car Parking spaces should be:

- a) close and convenient to Residential Units
- b) secure
- c) well ventilated if enclosed
- d) well-lit and have well-lit pedestrian links to Residential Units
- e) separate from bedroom windows to minimise noise and fumes.

Car parking areas and accesses should:

- f) allow safe and efficient vehicle movements
- g) minimise access points and ensure vehicle egress in a forward direction.
- h) Not dominate the view of the development from the road.
- i) Be planted with shade trees and screening vegetation where practicable.
- j) Vehicle crossings should be as operationally narrow as possible, as this helps to slow vehicles and reduce the risks of pedestrian accidents;

Manoeuvring and visitor spaces (off the main driveway) can be constructed of low impact materials and provided next to a driveway or side of a residential unit.

Sustainable Transport Modes

- k) Travel Demand Management measures should be considered in conjunction with the proposed development to help with the reduction in private vehicle use.

13) Stormwater Management

Stormwater effects should be mitigated within the site through the use of sustainable stormwater design methods. Refer to the current Subdivision and Infrastructure Development in Hastings District Best Practice Design Guide 2010.

14) Criteria Specific to the Mixed Use Precinct

- a) Residential Units should front either Anderson Park or existing or proposed roads or driveways.
- b) Integrate vehicle access / vehicle lane(s) into the site layout which will connect Havelock Road with Anderson Park.
- c) Limit the number of vehicle crossings off Havelock Road through the use of shared vehicle access lanes between adjacent sites; and/or by creating a new vehicle access lane through the comprehensive development site.
- d) Avoid high solid fences onto the road and onto Anderson Park or consider

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- 'permeable' treatments such as planting, or lattices to give privacy without creating a solid barrier to enhance the safety through informal surveillance by neighbours.
 - e) Vary alignment of driveways to avoid a tunnel effect.

9A.10.3 ASSESSMENT CRITERIA FOR RESTRICTED DISCRETIONARY AND DISCRETIONARY ACTIVITIES
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1) Economic Functioning of Village Centre

- a) The extent to which the activity provides high value industry.
- b) The extent to which the activity provides optimum and efficient use of the Employment Precinct land resource and supports the vitality of the Village Centre.

2) Traffic and Linkages

- a) The extent to which the new or expanded activity will be integrated (where appropriate) with activities in the same area, including site and building design integration, and pedestrian and road linkages.

3) Premises Used for the Sale of Liquor

In assessing resource applications for premises used for the sale of liquor the Council will restrict its exercise its discretion to the matters set out in Section 9.10.2 *Premises Used for the Sale of Liquor*.

4) Retailing and/or Sale Of Food

The following criteria shall only apply to those activities involving retail sales and sale of food activities:

- a) The extent to which the development is consistent with the objectives and policies of the Plan.
- b) The extent to which the retail and/or sale of food activity, or any cumulative effects arising from these activities, may affect the vibrancy and vitality of the Retail Precinct.
- c) The extent to which there are opportunities within the existing Retail Precinct to establish the proposed retail or sale of food activity (in the same or different format as that proposed). If there are opportunities, whether the community would be better served by those opportunities rather than the location of these activities outside the Retail Precinct (having regard to the policies and explanation of policies in the Plan.)
- d) The extent to which the site is of adequate size to accommodate the proposed development, together with car parking and landscape treatment.
- e) The extent to which the site can be developed in keeping with the character of the area in which it is to be located.
- f) The extent to which retailing or food and beverage sales may create a 'reverse sensitivity' issue with neighbouring commercial service or industrial activities.

5) Industrial Precinct

The following criteria shall only apply to those activities involving retail sales and sale of food activities:

- a) The extent to which alternative site or locations have been considered.
- b) The extent to which the activity promotes the optimum and efficient use of the light industrial resource.
- c) Whether establishment of the activity would adversely affect the efficient functioning of the industrial precinct or other precincts in the Village Centre or result in significant social or economic impacts.
- d) The impact of the scale and intensity of the use and its compatibility with surrounding activities.

6) Residential Accommodation at Ground Level on Sites within the Retail Precinct, except as Provided for on The Joll Road Key Development Site.

In assessing resource applications to establish residential accommodation at ground floor level Council will restrict its exercise its discretion to the following matters:

- a) The extent to which the residential activity will achieve the Objectives and Policies of the Retail Precinct and the Urban Design Assessment Criteria.
- b) The ability of the building to be able to be used for a commercial activity in the future.

9A.10.4 SITE SPECIFIC ASSESSMENT CRITERIA FOR KEY DEVELOPMENT SITES

In assessing resource consent applications to construct or alter buildings within the Key Development Sites, the Council will restrict the exercise of its discretion to the following matters:

Identified Key Development Sites	Map & legal description
Joll Road Site	Appendix 9A-A
'Happy Tav' Site	Appendix 9A-B
St Columbas Church Site	Appendix 9A-C
Existing New World Supermarket Site	Appendix 9A-D

- a) The extent to which the proposed development achieves the Site Specific Design Guideline objectives for comprehensive development, use and activities, building location, active building edges, site access, carparking and servicing, pedestrian connections and open space, building height, bulk, form and scale and architectural/façade treatment and means for achieving those specified objectives. The above Appendices contain the required assessment criteria for each site.
- b) The extent to which the proposed development achieves the Havelock North Village Centre: Framework for Future Development Design Objectives and Guidelines and the Hastings Urban Issues & Urban Design Framework.

9A.10.4 (1) JOLL ROAD SITE

The assessment criteria that follow set the general parameters for the redevelopment of the key development sites and outline the desired physical outcomes. The intention is to allow for flexibility while ensuring consistency with the site specific urban design outcomes.

a) Urban Design

<p>1) <i>Comprehensive Development</i> - Create a comprehensive development layout for the entire site through the integrated planning of buildings, activities, access and open spaces. A comprehensive proposal should address the relationship of new development to the existing context around the development site, as well as the relationship between neighbouring buildings within the site.</p>	<p><u><i>Outcome</i></u> <i>The redevelopment of the Joll Rd site has been approached in a comprehensive manner.</i></p>
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<p>2) Use and activities - Aim towards a mix of retail tenancies and offices at street level (Joll Rd frontage) and residential accommodation at the upper levels with windows and balconies facing the street.</p> <p>3) Create a high quality higher-density residential environment on the remaining portion of the site to the east of the Joll Rd 'mixed-use/retail' edge. Aim towards a diversity of building types integrated by shared open spaces and pedestrian links that are safe and well designed. Ensure that new residential development on the site measures well against 'best practice' design principles for higher-density housing.</p>	<p><u>Outcome</u> An integrated mix of retail, offices and residential/visitor accommodation along the Joll Rd frontage and higher density housing on the remainder of the site.</p>
<p>4) Building location relative to street boundaries:</p> <ul style="list-style-type: none"> - new building development should be built to the street boundaries of the site, with a special emphasis on the Joll Rd frontage; - new buildings should emphasise the shape of the Joll Rd/Campbell St (through the scale, form and design of the building - e.g. nil setback, enhanced building height; vertical proportions; interesting roof form, and verandah that wraps around the corner); - building setbacks on the Campbell St frontage (if proposed as an integral part of the site planning) could be appropriate, provided the street edge is consistently defined through high quality landscape work. <p>5) Setbacks from the side boundaries:</p> <ul style="list-style-type: none"> - mixed-use development on the Joll Rd frontage should be built to the side/north boundary of the site. - higher density residential development should be setback a min of 7m from both the north ('school) boundary of the site. <p>6) Relative location of buildings within the site:</p> <ul style="list-style-type: none"> - buildings within the site should be located in a way to define positive open spaces, optimise sun exposure and respect the privacy of their neighbours. 	<p><u>Outcome</u> New building development reinforces the existing street edge definition of the site and appropriately enhances the Joll Rd/Campbell St corner.</p> <p><u>Outcome</u> An appropriate separation distance between the new residential development and Havelock North Primary School is achieved.</p>
<p>7) Active building edges/ Joll Road frontage The ground level of new development along the Joll Rd frontage:</p>	<p><u>Outcome</u> Provide activities at ground level (along the Joll Rd frontage of the site) that are</p>

<ul style="list-style-type: none"> - should accommodate retail and offices with shop-front windows and entrances facing Joll Rd. - Entrances to the upper level residential units should be visually enhanced and located on the street frontage - should provide a verandah along the full length of its street frontage. <p>8) Encourage ground level activities that can extend outside (e.g. cafe with outdoor tables) to open both to Joll Rd as well as to the east, facing the on-site residential development.</p>	<p><i>relevant and accessible to the public and support occupation of adjoining streets/open space.</i></p>
<p>9) Site access, car parking and Servicing - Create a main through-site vehicle lane connecting Joll Rd to Campbell St (approximately mid-way on the Campbell St frontage of the site). The through-lane should be designed to reduce vehicle speed and be pedestrian friendly with footpaths of sufficient width (min 2m) and appropriate landscape treatment.</p> <p>10) The number of vehicle crossings, should the total site be redeveloped by the same proposal, should be limited to one on the Joll Rd frontage and no more than four on the Campbell St frontage. Retail units along the Joll Rd frontage should be serviced from the rear.</p> <p>11) For redevelopment proposals that do not cover the total site area, the specific alignment of the main through-lane would be determined by the extent of the proposal. Any such proposals should demonstrate how the remainder of the site, should it be redeveloped at a later stage, could be integrated to the site layout in terms of vehicle access and servicing.</p> <p>12) Carparking associated with retail development on the Joll Rd frontage should be integrated into the site through appropriate landscape work. Garages to the individual residential units should be well integrated into the building layout and should not dominate adjacent spaces. Servicing, including rubbish collection, should be appropriately located and screened.</p>	<p><u>Outcome</u> <i>A well connected development with efficient vehicle access, which minimises the number of vehicle crossings and promotes safe pedestrian movement across the site</i></p> <p><u>Outcome</u> <i>Vehicle access, carparking and servicing are well integrated into the site/building layout and do not detract from the quality of adjacent spaces.</i></p>

<p><i>Pedestrian Connections and Open Space</i></p> <p>13) Provide a series of well-designed and appropriately located open spaces for shared use, in addition to the private open space areas for the individual units. The shared open spaces should be designed as an integral part of the site layout and connected to the main pedestrian routes within the development. The visual treatment of the pedestrian links and the open spaces should be based on an integrated landscape design concept (to be submitted as part of the redevelopment proposals).</p>	<p><u><i>Outcome</i></u> <i>A well connected network of pedestrian links and open space to enhance the amenity of the development and promote its connectivity.</i></p>
<p><i>Building Height, Bulk, Form And Scale</i></p> <p>14) New development can rise to three storeys. An actual or implied height variation (e.g. variation of roof form treatment) could be considered to visually enhance the Joll Rd/Campbell St corner and/or help to articulate the building bulk.</p> <p>15) Break the building bulk into smaller components to achieve an appropriate scale relationship to the surrounding environment. Such elements can be effectively expressed through off-sets, projections and/or recesses within the building facade, and/or height/roof form variation and architectural detail. Integrate human scale elements such as balconies and entrance features to enhance the pedestrian character of the development. These principles apply to both the mixed-use as well as the residential parts of the development.</p> <p>16) Building width (for the mixed-use parts of the development) should be between 10-14m to ensure optimal circulation and ventilation.</p>	<p><u><i>Outcome</i></u> <i>Ensure that new building development relates well to the scale and pedestrian character of the Village Centre and successfully mediates between the existing low-density residential areas to the south, and the fine grain of the retail precinct to the north.</i></p>
<p><i>Architectural/Facade Treatment</i></p> <p>17) The design of all buildings within the development site should be based on a coherent architectural concept. To ensure a positive relationship between the development and adjacent streets and between neighbouring buildings within the site all visible elevations should be considered in an integrated manner.</p>	<p><u><i>Outcome</i></u> <i>The new development is of high architectural quality, makes a positive contribution to the use, legibility and safety of adjacent spaces and does not raise residential amenity issues.</i></p>

<p>18) Facade treatment, including materials, details and position of windows should respect the privacy of neighbouring residential units and enhance their visual amenity. Design attention should be given to the contribution of buildings to the quality of adjacent spaces (particularly at the rear or sides of buildings) where pedestrian movement is expected.</p>	
<p>b) Transportation</p> <p>A full transport assessment by a suitably qualified person all shall be submitted as part of the resource consent application. The following considerations shall be included:</p> <ul style="list-style-type: none"> • The extent to which the development proposal achieves safe pedestrian, cyclist and vehicular access to and from the Site and whether it will have a significant effect on the safety or efficient operation of the local roading network. • Vehicle slowing devices may be desirable to reduce vehicle speeds and discourage vehicles from using the route through the Site as a ‘rat run’ for vehicles to the village centre. • Consideration will need to be given as to how the site will be serviced by delivery trucks and rubbish collection vehicles. • Travel Demand Management measures shall be considered in conjunction with the commercial activity component of the proposed development to help with the reduction in private vehicle use. 	

9A.10.4 (2) THE ‘TAV’ SITE

a) Urban Design

<p>1) <i>Comprehensive Development</i> Create a comprehensive development layout for the site and adjacent public carpark through the integrated planning of buildings, activities, access and open spaces. A comprehensive proposal should:</p> <ul style="list-style-type: none"> - address the relationship of new development to the existing context with a special emphasis on the integration of the building edges into the surrounding street environment and/or adjacent access lanes; - consider possibilities for providing public carparks as part of the site’s redevelopment through a joint public/private initiative. 	<p><u>Outcome</u> <i>Redevelopment of the Tav site and adjacent public carpark achieved in a comprehensive and integrated manner.</i></p>
<p><i>Use and Activities</i></p> <p>2) Aim towards a mix of retail tenancies and offices at ground level with entrances and display windows opening to the adjacent streets.</p>	<p><u>Outcome</u> <i>An integrated a mix of retail and office space office at ground level and residential accommodation on the upper levels.</i></p>

<p>3) Develop high quality residential accommodation (whether transient or permanent) on the upper levels with windows and balconies facing the surrounding streets and spaces.</p>	
<p>Building location</p> <p>4) Building location relative to street boundaries:</p> <ul style="list-style-type: none"> - new building development should be built to the street boundaries of the site. Frontage setbacks (at ground level) for parts of the Havelock Rd frontage of the development could be explored to help integrate the building's ground level to existing footpath levels - new buildings should emphasise the shape of the Havelock Rd/Te Aute Rd corner through the scale, form and design of the building (e.g. nil setback, enhanced building height; vertical proportions; differentiated roof form) - possibilities of projecting parts of the building (above ground level) over the Te Aute Rd footpath could be explored to strengthen the spatial enclosure of the street. <p>5) Relationship to the side boundaries:</p> <ul style="list-style-type: none"> - new development should be sufficiently setback from the northern boundary of the site to allow for the development of a convenient and safe access/servicing lane. A setback of a min 8m should be taken as a general guidance (this can accommodate 3m loading area, 3m vehicle lane and 2m footpath) - new development can be built to the west boundary of the site. Possibilities for extending the west side of the development partly over the area of the adjacent carpark could be explored. Any such possibility would involve reducing the width of the existing carpark, and would need to be considered 'through the eyes' of an integrated public/private initiative. 	<p><u>Outcome</u> New building development improves the street edge definition of the site and appropriately enhanced the Havelock Rd/Te Aute Rd corner.</p> <p><u>Outcome</u> Building/s located in a way to define positive open spaces; facilitate informal surveillance; and allow for developing an access lane along the north/west boundaries of the site.</p>
<p>Active Building Edges</p> <p>6) The ground level of new development along the Havelock Rd and Te Aute Rd frontages of the site:</p> <ul style="list-style-type: none"> - should accommodate retail and possibly offices with shop-front windows and entrances facing the streets and wrapping around the north/east and south/west corners of the site. Ground level activities that can extend outside 	<p><u>Outcome</u> Ground level activities provided (along the Havelock Rd and Te Aute Rd frontages of the site) that are relevant and accessible to the public and support occupation of adjoining streets/open space.</p>

<p>will be negotiated between the developer and the Council as part of the total site's redevelopment.</p> <p>11) The basement carpark should be designed with the following objectives in mind:</p> <ul style="list-style-type: none"> - integrate the basement carpark into the development by utilising the topography of the site to reduce its impact along the northern boundary; - ensure that the relative position of entry/exit points to the carpark and any designated service/loading areas facilitates the safe and effective functioning of the lane for both vehicles and pedestrians; - address potential safety and security issues typically associated with basement carparks through the application of relevant CPTED principles (e.g. considered internal layout; careful treatment of the building edge and entry/exit points; lighting, including allowing some natural light into the carpark through a possible atrium on the upper levels). <p><u>Adjacent public carpark to the west</u></p> <p>12) Integrate the adjacent public carpark into the redevelopment of the site but retain access to it via the existing vehicle crossing off Te Aute Rd. This would involve rearrangement of the existing parking layout (currently double bay parking) and possibly reducing it to a single parking bay. Such an option would 'free' some space and allow extending the building development beyond the west boundary of the site.</p> <p><u>Screening of service areas</u></p> <p>13) Servicing, including rubbish collection, should be appropriately located and screened.</p>	
<p><i>Pedestrian Connections</i></p> <p>14) Create well-designed and appropriately located pedestrian links through the site, including:</p> <ul style="list-style-type: none"> - pedestrian link along the northern boundary of the site to promote mid-block connection between the Village Core and the area to the west (with the possibility of Council extending the link across Porter Dr towards Anderson Park); - pedestrian link along the west edge of the development; - internal publicly accessible link to provide a sheltered through-site pedestrian route. 	<p><u><i>Outcome</i></u> <i>A well connected development that improves the permeability of the area by creating well designed and appropriately located cross-block pedestrian links.</i></p>

<p>15) Integrate the new shop fronts along the main street frontages to adjacent footpaths by carefully addressing any level changes arising from the site's topography.</p> <p>16) The visual treatment of all pedestrian links should be based on an overall landscape design concept developed and submitted as an integral part of any development proposal.</p>	
<p><i>Building Height, Bulk, Form and Scale</i></p> <p>17) The Happy Tav site can accommodate a large building footprint which can rise up to three storeys (12m) thus creating a development of significant bulk. To address this issue:</p> <ul style="list-style-type: none"> - break the building bulk into smaller components to achieve an appropriate scale relationship to the surrounding environment. Such components can be effectively expressed through off-sets, projections and/or recesses within the building facade, and/or height/roof form variation and architectural detail; - integrate human scale elements such as entrance features, colonnades and upper level balconies to strengthen the pedestrian character of the development; - apply these principles to all building elevations - however, creating building frontages that closely reflect the fine grain of the retail precinct is particularly relevant for the Havelock Rd and Te Aute Rd sides of the development. <p>18) Consider an actual or implied height variation (e.g. variation of roof form and treatment) to visually enhance the Havelock Rd/Te Aute Rd corner. This will also help to further articulate the building bulk along the main street frontages of the site.</p> <p>19) To ensure optimal circulation and ventilation building width needs to be carefully addressed. Options of providing natural light to the central parts of the development and particularly to any internal pedestrian lane (e.g. through an atrium) should be explored.</p>	<p><u><i>Outcome</i></u> <i>New building development relates well to the scale of the surrounding buildings and enhances the fine grain and pedestrian character of the retail precinct.</i></p>

<p>Architectural/Facade Treatment</p> <p>20) The design of the total development should be based on a coherent architectural concept. The development will be a large free-standing building surrounded by important streets on the east and south sides and access/service areas on the north and west sides. To ensure a positive relationship between the development and adjacent streets/spaces all building elevations should be carefully considered - the aim is to appropriately address the variable context issues around the development site. To this end:</p> <ul style="list-style-type: none"> - as a general principle facade treatment (including materials, details and position of windows) should add to the visual quality of the development and enhance the safety of the surrounding areas; - the main street frontages (Havelock Rd and Te Aute Rd) should provide the highest level of visual richness and architectural detail - this is to enhance their prominence and retail character; - the treatment of the north and west elevations should include some opening and entrances to provide a sense of activity and enhance safety of the adjacent access lane through informal surveillance. In addition, sufficient degree of design detail should be integrated to avoid any large 'blank wall' surfaces; - the north and west elevations should be designed as an integral part of the access lane and its landscape treatment; and - Appropriate lighting that would be required for the safe operation of the access lane could be either integrated into the building design (north and west elevations) or alternatively provided as part of the landscape treatment of the access lane. 	<p><u>Outcome</u></p> <p><i>New development is of high architectural quality and makes a positive contribution to the use, legibility and safety of adjacent spaces.</i></p>
<p>Joint Public/Private Initiative</p> <p>21) Integrating the adjacent carpark as well as providing public carparks as part of the total redevelopment of the site can be effectively achieved through a joint public/private initiative. Any such initiative would require that both the Council and the developer work alongside each other and identify shared outcomes, particularly in relation to parking arrangements and any possible encroachments over public land, upfront at the very start of the project.</p>	<p><u>Outcome</u></p> <p><i>Opportunities explored for joint venture public/private carparking solutions as an integral part of the Tav site redevelopment.</i></p>

<p>Note: Regular pre-application meetings involving both parties are a good way of following up the progress of the project and addressing any issues that might arise during the more detailed design phases of the development.</p>	
<p>b) Transportation</p> <p>i) A full transport assessment by a suitably qualified person all shall be submitted as part of the resource consent application. The following considerations shall be included:</p> <ul style="list-style-type: none"> • The existing access from Te Aute Road is situated in close proximity to the Porter Drive roundabout. An increase in vehicle movements will likely result in safety and operational issues at this access and intersection. If vehicles are restricted from turning right into the development then this will increase the number of u-turns performed at the roundabout which will impact on Havelock North Plan its operation. Consideration should therefore be given to relocating the access further east along Te Aute Road or from an alternative frontage. A right turn bay may be required to protect vehicles waiting to right left into the site. • There may be safety and operational benefits in reducing the angle of the proposed public parking from 90 degrees to 60 degrees if the aisle is to be one way. Manoeuvring in and out of angled parking spaces is easier than parking angled at ninety degrees. • Vehicle slowing devices (such as speed tables etc) may be desirable to reduce vehicle speeds and discourage vehicles from using the route through the Site as a rat run to avoid the village centre. • Consideration will need to be given as to how the site will be serviced by delivery trucks and rubbish collection vehicles. • Travel Demand Management measures shall be considered in conjunction with the proposed development to help with the reduction in private vehicle use. <p>ii) The extent to which the development proposal achieves safe pedestrian, cyclist and vehicular access to and from the Site and whether it will have a significant effect on the safety or efficient operation of the local roading network.</p>	

9A.10.4 (3) ST COLUMBAS CHURCH SITE

<p>a) Urban Design</p> <ul style="list-style-type: none"> • Any new development shall respect and complement the adjacent St Columbus Church with regard to site layout and building design. • The extent to which the development achieves the objectives of Appendix 9A.10.1 Urban Design Assessment Criteria; and <p>b) Transportation</p> <p>A full transport assessment by a suitably qualified person all shall be submitted as part of the resource consent application. The following considerations shall be included:</p> <ul style="list-style-type: none"> • That the main entry to the site is not accessed from Columba Way (to avoid the potential issue of increasing traffic through the adjacent priority controlled intersection). • Travel Demand Management measures shall be considered in conjunction with a proposed development to help with the reduction in private vehicle use. Examples
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may include cycle parking and other facilities such as showers to encourage employees to cycle or walk to work.

- Any new development of this site shall include opportunities to increase pedestrian connections between the Village Centre and The Domain and adjoining streets. The application will be assessed as to the degree that the development provides safe pedestrian connections between the Village Centre and The Domain.
- The extent to which the development proposal achieves safe pedestrian, cyclist and vehicular access to and from the Site and whether it will have a significant effect on the safety or efficient operation of the local roading network.

9A.10.4 (4) EXISTING NEW WORLD SUPERMARKET SITE

a) Urban Design

- i) The extent to which the development achieves the Urban Design Assessment Criteria of Appendix 9A.10.1; and
- ii) A landscaping plan by a suitably qualified person all shall be submitted as part of the resource consent application to determine whether the proposed plantings will soften and reduce the scale of hard surfaces and built form. In particular consideration will be given to :
 - The identification and location of the proposed plantings and the quantity of plants
 - The extent to which trees can be retained
 - Methods of ensuring the successful establishment and maintenance of any plantings, including watering requirements
 - The extent to which the landscaping plan has given consideration to any Council initiated street planting strategies for any adjoining streets.

b) Transportation

A full transport assessment by a suitably qualified person all shall be submitted as part of the resource consent application. The following considerations shall be included:

- The extent to which the development proposal achieves safe pedestrian, cyclist and vehicular access to and from the Site and whether it will have a significant effect on the safety or efficient operation of the local roading network.
- An evaluation of the most suitable vehicle access arrangements taking into account the need to minimise traffic travelling through the central Havelock North roundabout, but also consideration of the 'sensitivities' along Campbell Street (such as the Havelock North Primary School).
- The provision of safe pedestrian crossing facilities along the key pedestrian desire lines between the supermarket and the Village Centre and the surrounding residential areas to encourage people to walk instead of taking the car to perform short trips to and from the Village Centre.
- Travel Demand Management measures shall be considered in conjunction with a proposed development to help with the reduction in private vehicle use. Examples may include cycle parking and other facilities such as showers to encourage employees to cycle or walk to work; parking supply for employees be reduced and appropriately managed; incentives travel by sustainable transport modes through subsidising public transport trips for employees.

APPENDIX 9A-A

Joll Road Development Site

Development Site Boundaries

Site includes LOT 1 DP 6947, PT LOT 7 DP 6947, LOT 2 DP 28263 SUBJ TO & INT IN R/W, FLAT 1 DP 21138, FLAT 2 DP 21138, FLAT 3 DP 21138, FLAT 1 AND SHED 1 DP 28498 PNLOT 2 DP 14250 HAVING 1/2 INT IN 913 SQ METRES, FLAT 2 & SHED DP 28498 ON LOT 2 DP 14250 HAVING 1/2 INT IN 913 SQ METRES, LOT 1 DP 9785, LOT 1 DP 28263 SUBJ TO & INT IN R/W, LOT 6 DP 6947, FLAT 1 DP 23702 ON LOT 4 DP 6947 HAVING 1/2 INT IN 849 SQ METRES, FLAT 2 DP 23702 ON LOT 4 DP 6947 HAVING 1/2 INT IN 849 SQ METRES, LOT 18 DP 14837.



APPENDIX 9A-B

The 'Tav' Development Site

Development Site Boundaries

Site includes LOT 5 DP 16182, LOT 2 DP 25626



APPENDIX 9A-C

St Columbas Church Development Site

Development Site Boundaries

Site includes LOT 2 DP7782
But only that within the red line

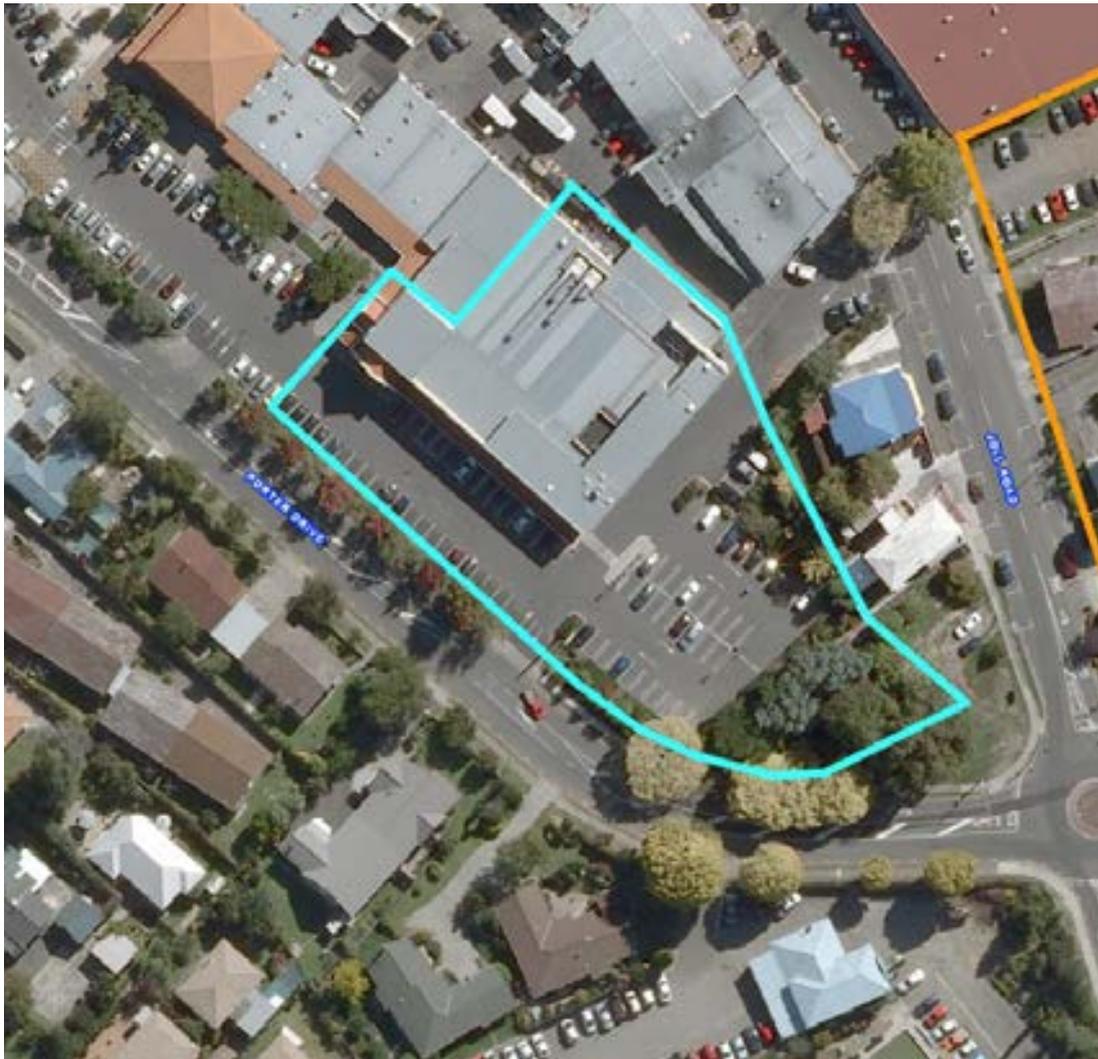


APPENDIX 9A-D

New World Development Site

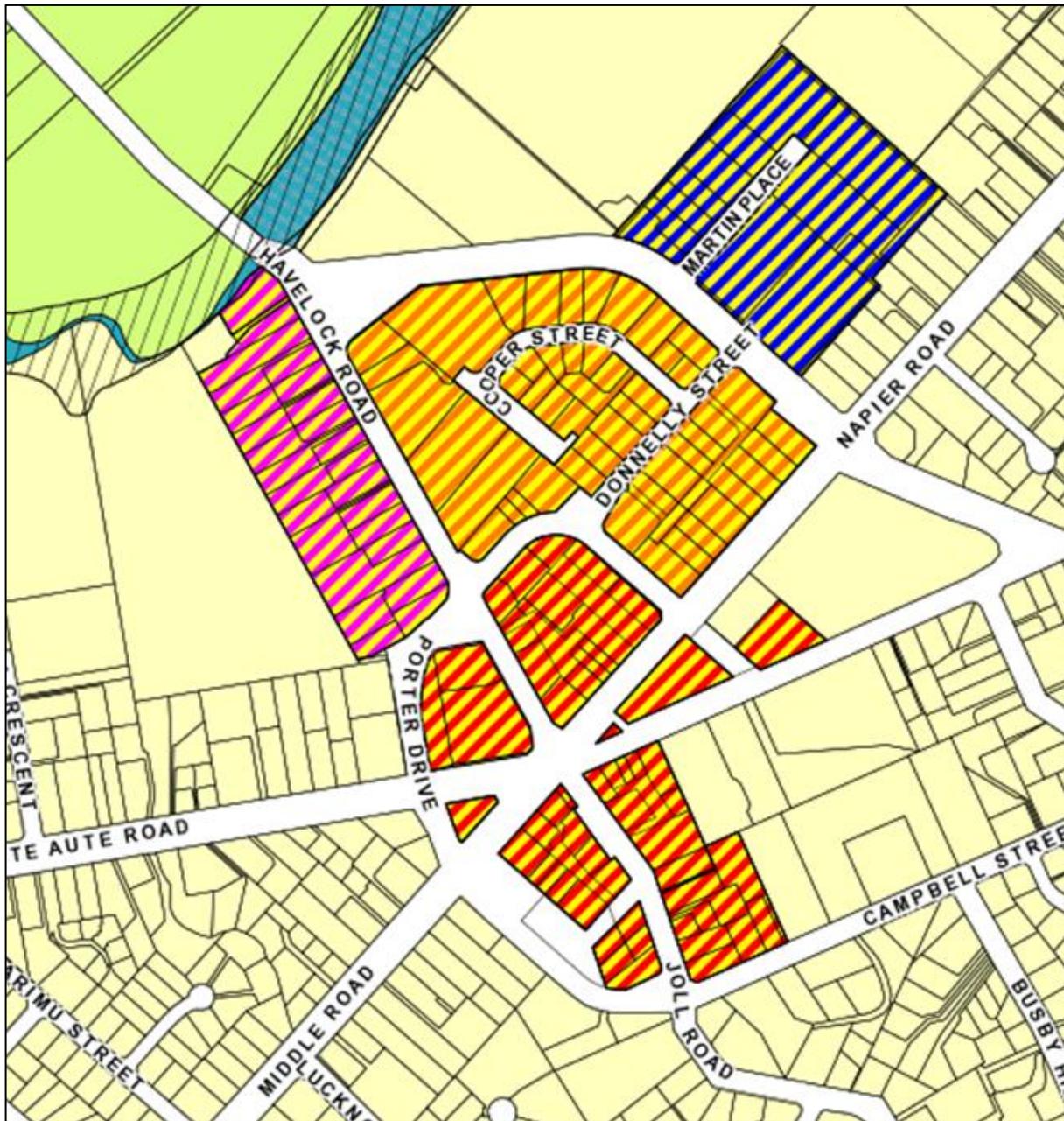
Development Site Boundaries

SEC 1 SO 10937 LOT 9 DP 14637 LOT 3 DP 15498, LOT 2 DP 17991, LOT 2 DP 16744, LOT 13 DP 14837



APPENDIX 9A-E

The Precinct Map



Map Key

-  Retail Precinct
-  Employment Precinct
-  Industrial Precinct
-  Mixed Use Precinct