

# **HERETAUNGA PLAINS URBAN DEVELOPMENT STUDY**

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## **Phase 1: Data Needs Review Report**

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**Hastings District Council**  
**Hawke's Bay Regional Council**

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**Bill Wasley**

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# HERETAUNGA PLAINS URBAN DEVELOPMENT STUDY

## PHASE 1 – DATA NEEDS REVIEW

### 1.0 Introduction

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The Hastings District Council, Napier City Council and the Hawke's Bay Regional Council are jointly undertaking a strategy to provide for the urban growth needs of the Heretaunga Plains area for a commencing in 2015. Previously planning for this growth has been undertaken independently by both the Hastings District and Napier City Councils. Whilst the 20 year period is proposed in the scoping report it is recommended that this be extended to 30 years to reflect Regional Land Transport Strategy requirements.

The aim of this strategy is to ensure that an integrated implementation plan for growth within the Heretaunga Plains is developed including the infrastructure and social network requirements that are part of the urban fabric.

This report is the first stage of the project and the Project Brief identifies Phase 1 as having the following three main outcomes:

- Review of literature and gap analysis to be carried out within 3 months of the start of the study.
- Recommend what further research is required to fill the gaps in the knowledge and what, if any, additional consultants need to be engaged.
- Make recommendations on scope, and process, including consultation for next phases.

### 2.0 Issues Identification

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A range of issues have been identified for consideration both in Phase 1 and in subsequent phases of the Study, which include:

#### **Study Boundaries and Issues**

1. Consideration of boundaries for the study area. The boundaries have been outlined in the Scope of Services but it is uncertain whether criteria were established for setting this boundary. There has been some suggestion that the boundary should be widened to take into account the economic influence of the workplace and place of residence which may be as wide as Central Hawke's Bay and Wairoa to pick up those people who work on the Heretaunga Plains and live in these areas or vice versa. It is important that this influence be acknowledged but the boundary should be aligned with the Heretaunga Plains Transportation Study which was carefully considered to take into account the relevant lifestyle component of Urban Growth around the two main urban centres and the impact that this sector has on the demand and provision of infrastructure.

2. Cross boundary issues such as development levies and the variable subdivision rules that apply between the two territorial authorities.

### **Infrastructure**

3. The amount of information available between Councils on the 'state of' existing infrastructure is variable. Infill development can highlight the inability of the existing infrastructure to cope with even a small increase in the number of residential units in some specific localities.
4. The recommendations arising out of the Heretaunga Plains Transportation Strategy 2004 which was completed under the principles of the Land Transport Management Act 2003 ("LTMA") are important. The arterial routes recommended in the strategy will have an influence on both where people work and where they will want to live. They may also become logical boundaries for urban development.
5. Stormwater control is now a major issue given that climatic changes results in extreme weather events. Modelling requirements now include the 'weather bomb' scenario. Hastings has identified that there are significant areas in Havelock North and Hastings where further infill development is precluded until major upgrades are undertaken. Hastings is investigating flood detention areas to tie in with northern and southern arterials.
6. Water supply is a major issue particularly for rural and coastal settlements. Hastings is investigating sourcing water on the Heretaunga Plains and pumping it to settlements.
7. The disposal of wastewater is also a significant issue particularly for the smaller settlements and lifestyle blocks where disposal usually takes place on-site.
8. Constraints on energy use are also having an impact on the provision of infrastructure for residential growth. Renewable energy, or energy efficiencies, are important considerations in ensuring sustainability principles are adhered to for urban growth options.

### **Demographics**

9. Establishing the different demographics of the areas and how those will impact on housing needs/demands eg higher retirement demographic at Havelock North and demand for retirement housing.
10. The increasing demands for large areas of land for stand alone retirement villages.

### **Density**

11. The relationship between lifestyle blocks and urban development is significant. There are a large number of lifestyle blocks on the fringe of the Heretaunga Plains in both Napier City and Hastings District. How does this market operate? Do prospective purchasers consider sites across the region? What effect will increasing energy costs have on this market segment?

12. There is a move towards increased intensification through providing for residential development within commercial centres, eg Havelock North. Hastings has previously begun work on a High Density Residential Strategy and further work on the Strategy is now planned to follow the strategic goal setting phase of the Heretaunga Plains Urban Development Study.
13. What is the market for intensive residential development and is there an oversupply/undersupply given the level of apartment development across the region? Who are the purchasers, and how does the market operate?

### **Hazards**

14. A number of the coastal settlements identified within the boundary are affected by an identified coastal erosion hazard and are at risk from potential inundation. There is a considerable amount of data available on the physical effects of the issue. However more information on the demand for permanent and holiday homes in coastal areas would be beneficial to assist in managing retreat in the hazard affected areas.
15. Earthquake and liquefaction risk is high across the entire region. However it should be recognised that there are localities within the study area at more direct risk because of their proximity to fault lines. Faults should influence the direction of where future development should occur.

### **Competing Uses**

16. The protection of the Plains soil resource is becoming a more significant issue with greater pressures being put on it. Data on whether there are any areas that are less valuable than others seems patchy. Identification is done on a case by case basis mainly through the resource consent process which many perceive as 'biased and ad hoc'.
17. Reverse sensitivity issues associated with horticulture and industry need further clarification.
18. Protection of high value soils for productive purposes leads to pressure for development on the hills a number of which have been identified as 'significant landscapes'.

### **Amenity**

19. Landscape issues arise for residential development on the hills particularly on the edge of Havelock North and Napier City.
20. Maintenance of amenity levels with urban consolidation and intensification is a challenge. Design principles linked to more intensive housing developments are needed. Some residential areas have limited ability to be able to assimilate further development.

## **Cultural**

21. Meeting the housing needs of Māori needs to be taken into account. Te Taiwhenua o Heretaunga is developing a housing strategy and seek a partnering role with territorial local authorities.

## **The Environment**

22. The impact of climate change is beginning to effect long term planning and needs to be taken into account when considering the future urban structure of the Heretaunga Plains. Climate change could have a profound effect on coastal communities and for water supply and allocation.
23. The ecological impact of growth also needs to be an integral factor in planning for growth. The impacts of residential development resulting from wastewater and stormwater disposal as well as the direct effect on habitats are now recognised effects. Strategies such as water re-use could assist in mitigating such effects.

### **3.0 Literature Review**

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#### **3.1 Existing Studies**

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The following Studies and Reports are considered to be the principal background documents for the development of the Heretaunga Plains Urban Development Strategy. The latest Annual Plans and Long Term Council Community Plans of the local authorities will be core documentation in the consideration of information needs for the Heretaunga Plains Urban Growth Study along with the District Plans and the Regional Resource Management Plan and Proposed Regional Coastal Environment Plan. These statutory plans which are central components to the Growth Strategy project are not assessed in this section of the report as they are readily accessible documents and their areas of relevance are readily apparent. A small number of other studies which have lesser levels of relevance are also not assessed. These studies do however, provide valuable background information and are included in the bibliography attached to this report.

Each of the following studies are summarised and then an assessment is made on the level of relevance or usefulness for the Heretaunga Plains Growth Study.

##### **3.1.1 Hastings Urban Development Strategy 1993**

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The central goal of the original Hastings Urban Development Strategy ("HUDS") was *"To establish an Urban Development Strategy that will enable the efficient evolution of high density and low density residential areas within Hastings District over the next ten, fifteen and twenty-five year horizons."*

The study concluded that the District would experience slow but steady population increase over the 25 year period, but a more rapid rate of household growth due to decreasing household size.



For the period 1994-2016 it was estimated that 2700 households would be created with 50% being provided in Havelock North, 43% provided in Hastings and the remaining 7% in Clive and Te Awanga.

While part of the goal of the Study was to enable the “*efficient evolution of high density residential areas*”, the residential preference surveys undertaken showed that a relatively narrow market type of detached or semi-detached low and medium density housing would be retained. It further concluded that unless there was to be a significant change in lifestyles that infill development at higher densities cannot be expected to cope with all demand preferences.

The Study promoted infill development, but the majority of housing needs would be met by further greenfield development. The Study identified Lyndhurst as the greenfield priority for Hastings with Irongate York providing supplementary development. Havelock North growth would be met by the development of the Arataki area with other smaller areas of Goddards Lane and Middle/Iona Rd.

### **Relevance**

*This report sets the baseline for the following studies and as such is a useful document in identifying how residential growth in the district has evolved and what issues have been taken into account in planning for that growth. This study does not form part of the ‘gap analysis’.*

#### **3.1.2 Hastings Urban Development Strategy Review 1999**

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The 1999 Review updated the demographics and further investigated demand and housing preferences. The Review confirmed that in most aspects the original strategy continued to be relevant.

However there was one aspect of housing development identified in the review which had altered significantly from the original Hastings Urban Development Strategy Review (“HUDS”) report. The Review identified that there had been a significant shift in growth patterns in rural areas. In the period 1993-1999 approximately 50% of all growth within the Hastings District occurred in rural localities. In particular rural-residential was significant, representing approximately 30% of all dwelling growth.

The outcome of these changes was that the HUDS Review recommended that in planning for future housing growth the proportion of growth provided by the peripheral rural/coastal localities should shift from 10% outlined in the 1993 Study to 25-30%. This would leave urban residential development catering for 70-75% of the dwelling needs.

### **Relevance**

*This report builds on the previous one by updating population and household growth figures and projecting out levels for land needs. This document is useful in that it introduced the importance of the ‘lifestyle block’ component to the residential growth market.*

### 3.1.3 Hastings Urban Development Strategy Demand Review 2005

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The aim of the 2005 Review was to provide the Council with an update on the current levels of housing demand and an indication of anticipated and likely growth for the next 20 years. It would also test the relevance of the original HUDS study to current circumstances.

Using data from the 2001 Census, the 2005 Review confirmed that the population and demographic indicators together with the community profiles remained very similar to that described in the HUDS Review 1999.

However the 2005 review identified that dwelling growth was greater than projected by the HUDS 1999 Review and Statistics New Zealand.

The trend identified in the 1999 Review, that most of the new subdivision and building was occurring in Havelock North and rural 'outer' Hastings has been ongoing.

The preferred growth scenario identified in the 1999 Review of 25-30% rural and 70-75% urban was not achieved in the period 1999-2005. The actual proportion was 45% rural and 55% urban.

The 2005 Review recommended a preferred Growth Scenario of 35-40% rural and 60-65% urban with half of the rural component being accommodated in rural residential development.

#### **Relevance**

*This report has direct relevance to the Heretaunga Plains Study as it identified that the rural component of residential growth was continuing to play a major role. The growth projections were based on 2001 Census information and analysis proved that growth levels were greater than anticipated under the previous study.*

*It would be important to look at subdivision and building data to see if the rural/urban growth split was tracking on the recommended levels in the document and what impact the greater levels of growth has had on the Havelock North and the rural lifestyle resource.*

*It would also be relevant to ascertain what impact the energy cost spike has had on the rural/urban split and what the impact may be in terms of the sustainability of some of the existing outlying settlements and lifestyle areas.*

### 3.1.4 Hastings Urban Development Strategy Low Density Residential Review 2000

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This report forms part of the demand review process for the Hastings Urban Development Strategy.

The Low Density Residential Strategy recognised that there was an emergent market and lifestyle preference for residential development in rural areas. It identified that there were 4 key drivers for this new market.

- Proximity to Napier and/or Hastings (travel time of between 10-15 minutes)

- Rural amenity
- Low maintenance within a rural setting i.e. smaller lot sizes
- Middle to upper-middle housing bracket.

The Low Density Strategy identified a number of key constraints to the development of rural settlements:

- Infrastructure and servicing limits.
- Impact on rural amenity and landscape values.
- Increased reliance on motor vehicles.
- Increased urbanisation of the rural zone.

The Low Density Residential Strategy considered that the establishment of a Larger Lot Residential Zone would be appropriate in limited areas of the district.

### **Relevance**

*This study is particularly relevant to the issue of the expansion of small rural settlements on the fringes of the study area arising from the demand for rural sites. Gaps include the projected growth of these settlements given the changes in the economy and the sustainability principles based on energy use issue and the ability to service them particularly with water.*

#### **3.1.5 Clive Urban Development Strategy 2002**

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The HUDS Review 1999 identified those peripheral areas such as Clive that would face greater development pressures. This was being proven by building consent data and the strategy was commissioned to ascertain whether the future growth needs could be accommodated with infill and existing zoned land or whether additional land needed to be rezoned.

The Study noted that in the ten years to 2002 household occupancy rates in Clive have fallen at a much higher rate than for the district and this was projected to continue and has an influence on housing needs. The Study projected a household demand for 165 dwellings through to 2027, with 124 infill sites being available. Additional areas were recommended for rezoning and these areas could be accommodated with the existing infrastructure.

### **Relevance**

*This study was completed prior to the rise in residential building activity that was witnessed both nationally and in Hawke's Bay over the past 5 years. There has been considerable uptake of the greenfield sites in Clive and it is recommended that an update of the projected needs and availability of sites in Clive be undertaken. Of relevance is the fact that the Northwood and Lyndhurst subdivisions may now supply a price point that was previously only met by the Clive developments.*

### 3.1.6 Hastings District Coastal Environment Strategy 2000- Technical Paper #2- Coastal Residential

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This paper forms part of the Hastings Coastal Environment Strategy which aims to develop a comprehensive strategy that will enable the community to develop an integrated regime to protect, manage and develop the coastal environment. This technical paper deals with the key issue of the sustainable management and growth of the coastal settlements in the district and looks at how the potential conflicts with other important coastal resources and values might be managed.

The Paper identifies that the preferred coastal growth areas should be based around the settlements of Waipatiki, Whirinaki, Te Awanga and Waimarama. The paper also recommended that specific Strategy and Structure Plans be prepared for the preferred growth areas. It also recommended that a monitoring program be introduced for coastal residential housing and subdivisions to get a more accurate assessment of ongoing residential demand and supply. Lastly it recommended that the strategic direction for Haumoana be reviewed if the infrastructure issues can be overcome.

#### **Relevance**

*Coastal Settlements have been placed under considerable pressure with the levels of growth experienced since this study was completed. There was also considerable assessment carried out by the regional council on the coastal hazard in preparation for the review of the Regional Coastal Plan. The preferred growth areas recommended in this study need to be revisited in recognition of the new information that has arisen out of the coastal hazard assessment.*

### 3.1.7 Hastings District - Small Communities Assessment of Water Services - Opus Consultants, August 2005.

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This report was commissioned to assist the Council to identify what measures were needed across 14 small communities to comply with the requirements of the Local Government Act in regard to water services.

The project included an assessment of how each community provided water and disposed of wastewater and stormwater. It also looked at the risks to the community where water was not reticulated, the future demands, and options that could be applied to meet future demand.

The Settlements assessed in the Study that are included within the Growth Strategy Study area are: Haumoana, Te Awanga, Waimarama, Maraekakaho, Waipatiki Beach, Whirinaki, Puketapu, Fernhill, Bridge Pa, Pakipaki and Ocean Beach. A risk matrix was produced for each settlement for water, wastewater and stormwater. From this matrix recommendations were made for a number of settlements with some for immediate action, others within 1-5 years and others within 15-10 years.

#### **Relevance**

*This study has a high degree of relevance for ascertaining what service upgrades are required in what settlements and establishing what has been accomplished in the period since the report was completed..*

### 3.1.8 Hastings District Asset Management Plans – 2005

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These are in draft format but may be available by the time the study proper begins.

#### **Relevance**

*These plans are directly relevant to the consideration of infill availability, and other medium density housing forms and how the greenfield sites in the HUDS Study can be serviced. The report may also provide guidance for where services may be linked for consideration of future greenfield site options.*

### 3.1.9 Hastings District Council Reserves Strategy 2006

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This study was commissioned to look at the existing reserve land resources throughout the district and identify whether additional land needed to be acquired to meet the future needs of the district.

The identification of deficiencies and future needs was undertaken for specific communities with recommendations on how development contributions should be set for future reserves development.

The strategy recommended a total district reserve provision of 10 hectares per 1000 residents. To maintain the current level of provision across the district an additional 1.5 hectares of land will need to be acquired each year. Within specific communities the Hastings City urban area is poorly provided for and Havelock North and Flaxmere are well provided for.

#### **Relevance**

*This report has relevance specifically for considering infill potential and brownfield sites across the Hastings District. This type of development relies on good levels of reserves to maintain amenity levels. It is also relevant for setting development contributions for future growth.*

### 3.1.10 Hastings District & Suburbs-Sewer Capacity Issues – December 2008

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This is a map that is updated at regular intervals by Hastings Engineering Services to identify the areas within Hastings City and Havelock North where there are capacity issues identified as a result of residential infill demand.

#### **Relevance**

*This has direct relevance to the issues faced with infill development and the infrastructure needs of the district with particular relevance to achieving higher residential densities. The problem with particular areas is identified where infill development occurs and there should be some consideration to a study identifying where higher density will not be achievable without significant upgrades.*

### 3.1.11 Hastings District Commercial Zones & Strategy Review – 2003

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This report was commissioned to undertake research into the effectiveness of the then district plan provisions relating to retailing as a result of a number of issues, including:

- “Improved economic conditions and demand for expansion of existing business and the attraction of new ones
- A perception by some that there is a shortage of large lots and undeveloped zone land with the current commercially zoned areas
- The trend towards large format (“big box”) retailing and for such retailers to locate in close proximity to one another
- The impact the large format retailing may have on CBD amenity value and infrastructure such as parking and traffic networks
- The potential for resource consents for greenfields development being applied for”

In the face of these issues, concern had arisen that there were both “needs and opportunities” for extension of commercial zoning beyond the current Central Commercial and Commercial Service Zone boundaries.

The strategy recommended the expansion of the CBD Commercial zone as opposed to any greenfields development on the fringe of the City. More specifically the authors stressed that the retail strategy through to 2023 must be managed in an integrated manner requiring the consolidation of Large Format Retailing (including the Megacentre) in an expanded Central Hastings commercial area, accompanied by the growth of specialist smaller stores in the core CBD and allied leisure and cultural attractions.

### **Relevance**

*An understanding of the strategy behind the commercial development of Hastings will greatly assist in considering future growth issues including considerations for high density strategies and new greenfield sites.*

*This strategy was to make provision for the Large Format Retail development in relatively close proximity to the existing retail core to prevent standalone development between Napier and Hastings. With increased energy costs and the downturn in the economy there is likely to be less incentive for people to travel distances to meet their commercial/retail needs. This is a trend that could well continue given the increasing focus on energy costs.*

#### **3.1.12 Hastings Industrial Expansion Strategy – 2003**

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The Council identified by means of a Site Assessment and Competitive Assessment Report that Hastings District needed an additional 80-120 hectares of industrial zoned land to cater for current and projected industrial growth.

A report entitled the Industrial Site Selection Report was produced that provides a description of all of the sites investigated. Preferred sites were identified in Tomoana, Omahu Road and the Irongate Areas.

The Proposed Industrial Expansion Strategy was produced in 2003. The Robert Pittman Report which provided a regional industry perspective on how to attract industry to the region was an integral part of the background to the Strategy. Submissions on the Strategy were invited and 60 were received. The Council has made provision in the Draft LTCCP for the servicing of the Omahu area in 2012/2013 and for Irongate in 2010/2011. Council have deferred development in the Tomoana area until after 2019 as there is existing capacity for wet industry in the Whakatu industrial area.

Council is currently preparing structure plans and preparing documentation for the formal plan change process to rezone the land.

### **Relevance**

*The industrial growth areas are relevant for the consideration of residential growth for two principal reasons. The first is in relation to the work place and the distance to work and the transport links that would be required to be considered. The second aspect is the consideration of the reverse sensitivity issues that can arise as a result of residential development occurring in close proximity to industrial activities.*

#### **3.1.13 Napier Urban Growth Strategy 1992**

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The 1992 Napier Urban Growth Strategy was an important document in that it was the first of the Council's strategic documents to encapsulate the principle of sustainability asset out in the Resource Management Act 1991. It emphasised encouraging a balance in the distribution and development of new residential areas to avoid concentrating all development in the Taradale area. To this end it looked at satellite development of existing rural settlements such as Bay View, Meeanee and Jervois town. The cost of servicing ruled out further major development in those areas. The Strategy also encouraged infill development and higher densities in Greenfield developments to achieve sustainable land use and a compact city.

The 1992 Study formed the basis for the Council's first Engineering Services Plans which contributed to the production of the Essential Services Plan 1995.

### **Relevance**

*With the exception of rural settlements, new residential development has gone into the areas marked for future growth in the 1992 Study. The servicing problems in the rural settlements remain. This study was important in espousing the need to have a five year reserve of Greenfield sites available at any one time.*

#### **3.1.14 Napier Urban Growth Strategy 1999**

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The 1999 Urban Growth Strategy Review was undertaken in a context of much improved knowledge of the constraints and opportunities of the City's infrastructure and costs associated with the servicing of different areas were better understood.



The goal of the Strategy Review was *“To assess the recommendations of the 1992 Napier Urban Growth Strategy and having regard to population, household formation rates, land uptake rates, land availability and market demand for residential sites including the preferred location for such sites, formulate a revised urban growth strategy for Napier.”*

The 1999 Review resulted in a more comprehensive document, looking at a wider range of criteria, including the rural residential (lifestyle) sector. There was also a more consultative approach to all issues.

The 1999 Urban Growth Strategy Review recommended that the Council continue with a policy of urban consolidation and intensification which relies on infill and limited peripheral expansion. The peripheral expansion should take place on the north west axis and would provide for 20 years of greenfield expansion. Future long term city expansion to the south east was recommended as far as the line of the Cross Country Drain. However work on marketing this area of the city as a desirable residential area would need to be undertaken. The strategy also recommended increasing the density of residential development alongside design initiatives to maintain amenity.

### **Relevance**

*The strategy identified a goal for the level of infill versus greenfield growth in order to achieve a level of residential development that is sustainable for the City. The Napier Urban Growth Strategy does not include a rural versus urban split in the same way that Hastings does. There is a relatively large area of rural ‘lifestyle’ properties on the fringe of the City and it would be appropriate to look at how this component influences the total residential market and also to see if this component was influenced by territorial boundaries.*

#### **3.1.15 Napier Urban Growth Strategy – Situation Review 2008**

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The Council commissioned a study to undertake a ‘situation analysis’ on the existing 1999 Urban Growth Strategy. The Brief was to undertake an assessment process requiring an analysis of the actual urban growth that has taken place within the City in the period since the UGS was completed in 1999. The process was also to identify any gaps that may have become evident in the current strategy while also endorsing any of the predictions that have come to pass.

The Study shows that household growth appears to be tracking along High Projection growth path figures.

The percentage of infill versus greenfield is now approaching what was predicted in the UGS which was 50% of new housing met by infill development and 50% met by greenfield sites.

Based on the household growth figures and greenfield/infill split the greenfield sites identified in the current UGS will be sufficient to cater for the demand for these types of sites through to the end of the period 2021. The Review did highlight the importance of undertaking the structure planning for future greenfield sites well ahead of when the land is required.



## **Relevance**

*The Situation Analysis is useful in benchmarking the 'actual' against the 'predicted' in the 1999 Strategy. It pointed out that the 1999 Growth Strategy remained a robust strategic document even at the high uptake levels that had been experienced. Since this document was completed the uptake levels would have dropped but the report did stress that uptake rates needed to be constantly monitored. It also highlighted the effect that a retirement village proposal could have on availability of greenfield sites due to the physical land areas now required by them.*

### **3.1.16 Napier City Essential Services Development Plan 2000 & Essential Services Reports**

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The Essential Services Development Plan 2000 is the collective summary of reports on the following infrastructure services in the City: water, wastewater, stormwater, roads and transportation, reserves, sports grounds and community services.

The report identifies the level of service currently provided, where the deficiencies are in terms of those services and discusses the servicing requirements for the new housing development areas identified in the Urban Growth Strategy 1999.

The ESDP is integrated with the Annual Plan, Asset Management Plans and the LTCCP to make financial provision for the servicing requirements of the City.

The Essential Services Reports summarise the state of Napier's services, identify options to cater for growth and recommend development strategies. Detailed apportionment of costs of the development of each of the services is given in the Essential Services Development Plan. The Activity Management Plans which are regularly updated for the LTCCP are used to update the Essential Services Reports.

## **Relevance**

*This is the integrated approach to urban development and provides a level of certainty to prospective developers. The ESDP provide the basis of the structure plans which are included in the district plan. Best practice for the development of Structure Plans is that they now encompass a level of detail that was not envisaged when the ESDP Plans were formulated. The Essential Services Reports for each of the infrastructure services provide valuable information on options for these services for catering for future growth.*

### **3.1.17 Retail Strategy for Napier - 2003**

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The purpose of the Retail Strategy was to develop a strategy for managing the future development of retailing in Napier to enable the people and the community of Napier to provide for their social, economic and cultural wellbeing, by enabling an efficient, competitive and innovative retail sector through effective land use planning and local governance and recognising and protecting the Art Deco heritage values of the City.

Napier's Central Business District has a number of constraints to further development, particularly in regard to large format retailing. These include;

- A lack of large sites or groups of sites that can be amalgamated to provide for large format retail development.
- Physical barriers to expanding the CBD, which are the hill, the sea, and the railway.
- A need to preserve the art deco architecture within the CBD.

The Strategy identified a number of means of providing for the future retail needs of the city including, identifying land within close driving distance of the CBD suitable for LFR development, and recommendations to keep the CBD as the commercial heart of the City.

### **Relevance**

*The study identified a way of overcoming the limitations of the CBD and resolving potential conflict between commercial and industrial land use in Pandora and Onekawa, while avoiding the pressure for Greenfield sites to be developed in rural areas. Knowledge of the commercial nature of the city assists in considering future regional growth options.*

*As for the comments on the Hastings Commercial Strategy, Napier's retail strategy of keeping development in close proximity to the existing commercial core is relevant given the increasing cost of energy and the downturn in the economy. These issues mean that there is less incentive for people to travel distances to meet their commercial/retail needs. This is a trend that could well continue given the increasing focus on energy costs.*

#### **3.1.18 Napier Industrial Uptake & Business Park Feasibility Study 2005**

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The Industrial Uptake and Business Park Feasibility Study was undertaken to update previous studies that the Council has undertaken on the availability of the level of existing industrially zoned land. The second was to test the anecdotal evidence that there was a shortage of larger sites within the City in an environment that would offer a higher level of environmental amenity.

The Study showed that the level of uptake of industrial land within the City has almost reached its limit and that undeveloped industrial land is a scarce resource. The level of uptake has started to reduce as there is little resource available and what is currently undeveloped land is being land banked for the future needs of the owners own businesses.

The study recommended that a regional approach needed to be taken to the supply of industrial land with Hastings being in a position to meet the servicing needs of wet industries. It was also recommended that the introduction of a Business Park zone would provide for larger industrial sites for technology type industries that are seeking a quality environment.

### **Relevance**

*The Industrial Uptake Study shows that Napier City does not have sufficient larger sites to meet the demand nor the infrastructure for wet industries. The Awatoto area which could provide for this type of industry does not currently have the infrastructure required to support it.*

*This study has relevance in that it raises the need for a regional response to industrial development. It is recommended that the industrial needs of Napier and Hastings be considered at a regional level integrated with the infrastructure resource available in different parts of the Heretaunga Plains.*

### 3.1.19 Heretaunga Plains Transportation Study 2004

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The aim of this regional traffic study was “to identify the best way to move people and goods within the study area, including movements to and from the Port of Napier, with maximum efficiency and effective use of the roading network and least environmental effects within the study area.”

The Study uses a time horizon of 2026 and covers an area extending from Whirinaki in the north to Paki Paki and Maraekakaho in the south. The study uses a transportation model of the region which simulates travel behaviour by modelling the road network within the study area and using detailed land use activity within the area as a means of predicting trip generation to help determine the long term strategic transport system.

The network deficiencies were identified and possible options were investigated. An initial assessment and comparison of competing options highlighted those that were either economically incapable of proceeding further within the study timeframe or did not achieve a significant gain in network operation through an improved level of service. A list of 32 options was reduced to 11 and these underwent detailed investigation. Of the 11 network options 7 were hierarchical improvements and four were upgrade improvements. The strategy will transfer traffic away from local roads and environmentally sensitive areas onto arterial roads. It will provide for the travel needs through to 2026 generated by ongoing growth in the region.

#### **Relevance**

*This study responds to the growth strategy predictions for the region including commercial, industrial and residential growth. An integrated response to planning for residential growth will encompass existing and planned roading developments. The Study models traffic patterns based on projected household and population growth together with important work destination information. This characteristic of the statistical information has changed with household occupancy rates declining since the study was undertaken and it should be monitored. It is a study that would benefit from the outcomes of the Heretaunga Plains Growth Study. The study is to be reviewed and the outcomes of the review will assist in informing implementation of the growth strategy.*

### 3.1.20 Regional Land Transport Strategy 2008 - 2018

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The Hawke's Bay Regional Council released the revised Regional Land Transport Strategy (RLTS) in February 2008.

The strategy sets out the issues facing the region, including dealing with growth and land use changes and provides a range of options which are then used to develop an overall strategic direction for land transport.

The overall strategy has six key action areas which are;

- i. Travel demand management
- ii. Roothing improvements
- iii. Improved Land Transport Planning & Design
- iv. Rail improvements
- v. Facilitation of alternatives to private passenger transport
- vi. Various strategic options are assessed in order to develop a preferred strategy for regional transport. This is then translated into specific outcomes in section 6 with associated objectives, policies and actions. This sets the general direction for transport in the Hawke's Bay. The outcome areas are grouped under economic development, access and mobility, safety and personal security, public health, environmental sustainability and integration and responsiveness. The key actions under each of these have been prioritised to develop the overall preferred strategy.

The key action area of Improved Land Transport Planning and Design contains the following actions relevant to urban growth;

- i. Ensure that new road provision and design helps reduce traffic congestion and encourages passenger transport operation.
- ii. Territorial authorities to adopt New Zealand Urban Design Protocols.
- iii. Promote the inclusion of provisions to better integrate land use and transport in district and regional planning documents.

### **Relevance**

*The Regional Land Transport Strategy provides the strategic direction for transport in the region. It contains outcomes, policies and actions relating to the integrated development of planning for residential growth. It highlights the importance of the Urban Design Protocols in planning and integrating transport and housing needs. It also highlights the need for alternative transport modes to be considered in dealing with growth issues. The Heretaunga Plains Growth Study and the RLTS will need to be in alignment in order to ensure that there is an integrated approach to land use and transport planning including the RLTS and the RLTP.*

#### **3.1.21 Hastings Cycle Strategy**

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The Hastings Cycle Strategy 'Towards Better Cycling' was produced in 2001 with its vision "To be a safe, convenient and accessible district for cycling".

The strategy sets down 5 objectives for meeting the vision one of which is "To achieve a co-ordinated and integrated approach to cycling in the transport system". Four areas have been identified as the basis for meeting the objectives and the overall vision. These are:

- i. A Cycle Network  
Provision of a cycling network linking the main urban areas and destinations within the district.
- ii. Education  
Preparation and delivery of education programmes designed to support safe and convenient travel by cycle.
- iii. Awareness and Promotion  
Development of programmes to increase community awareness and promotion of cycling.
- iv. Monitoring  
Monitoring of community attitudes and behaviours towards cycling and levels of cyclist demand and safety.

Initially priority was to be given to development of the cycle network and then the other elements would be adopted. It was identified in the strategy that a review would be undertaken by 2006 and this has been completed.

### **Relevance**

*A background document that is an important component in meeting the Regional Land Transport Strategy and New Zealand Transport Agency's goals for promoting alternative means of transport. It will also assist with meeting the targets set by the New Zealand Transport Strategy and the Government Policy Statement. In order to promote integration the Growth Study should incorporate and build on the objectives of the Cycle Strategy.*

#### 3.1.22 "Bike It" – Napier Cycling Strategy

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The aim of "Bike It", Napier's Cycling Strategy, is to make Napier a better city for cycling and involves a partnership between the City Council and the community. The strategy shows Council's commitment to providing for the safe and convenient movement of cyclists throughout the whole of the city, including Bay View and links to the Hastings District Council network.

*Bike It!* recognizes that the provision and implementation of a physical infrastructure for cyclists is one of the key elements in providing a safe and attractive environment for cyclists.

One of the six key engineering methods outlined in the strategy has direct relevance to urban growth considerations. It is "to develop a cycle network that is within 500m of 85% of all houses and workplaces in the urban area".

Three particular goals have been established to assess the success of the strategy. By 2006:

- Census results will show the proportion of the workforce cycling to work has increased to 10%
- The number of bikes in intermediate and secondary school cycle racks will show that 25% of all students bike.
- The number of cycle crashes will average no more than ten per year.

The strategy recommends that a review be undertaken in 2006.

### **Relevance**

*Relevance is the same as for the Hastings Cycle Strategy. From a regional perspective it would also be of interest if there were any significant differences in cycle activity between the two city's and what the reasons were for any differences.*

#### **3.1.23 "Matariki" Affordable Housing Project**

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Matariki is the name given to an area of potential development to the west of Flaxmere on land owned by the Hastings District Council, Ngati Kahungunu and Te Taiwhenua o Heretaunga. Two thirds of land is owned by the Council and the project will be a joint initiative between the parties. The parties have a vision of a compact, blended, and vibrant community.

A consultant architect from Auckland has been engaged to provide advice on the design to the partners in the project and a report has been prepared. The future of the project is yet to be decided.

### **Relevance**

*This Study is of particular relevance and progress should be carefully monitored as it directly links to the aims and directions of the "Building Sustainable Urban Communities" discussion document presided over by the Department of Internal Affairs.*

#### **3.1.24 2004 Hawke's Bay Regional Coastal Hazard Assessment Report**

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The report provides a coastal hazard assessment of the entire Hawke's Bay shoreline although it did specifically focus on existing communities. Its purpose was to map erosion and inundation hazards taking into account the relevant physical processes.

Zone widths are based on cumulative addition expected erosion rates, episodic storm induced erosion and climatic change effects. A 100 year planning horizon was considered.

Three erosion zones were delineated for soft shore areas and two for cliff areas.

The report identifies a range of potential management responses which could be included in the Coastal Plan.

### **Relevance**

*The report is directly relevant to understanding the rules that have been included in the Proposed Regional Coastal Environment Plan applying to the coast and the level of development that can be achieved.*

### 3.1.25 Additional Advice on Erosion Risk Zones – April 2008

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This report addresses some issues for which advice was requested by the Hawke's Bay Regional Council arising out of submissions on the Regional Coastal Plan Review. The advice requested included a review of location specific coastal hazard assessments at a number of coastal settlements including Ocean Beach, Haumoana and Te Awanga. It also requested that matters which may improve the level of certainty with the existing data be outlined, and that a review be undertaken of the Erosion Risk Zone based on the additional data and information.

#### **Relevance**

*This report provides additional coastal hazard assessment for these three communities which are part of the growth study area.*

### 3.1.26 On Site Wastewater Treatment Risk Assessment – 2004

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The study determines constraints and risks posed by the use of on-site wastewater treatment systems across the Hawke's Bay Region. It involved identifying and reviewing factors influencing the performance of on-site wastewater systems. These factors were applied to 13 Hawke's Bay coastal communities to assess their ranking in terms of potential health risks. Field data was collected from 3 of the 13 coastal settlements.

#### **Relevance**

*The study is useful for determining the factors associated with non-serviced communities that could lead to health risks. It could provide insight into the location of high risk areas. It also highlights where more investigation could be useful as there is large variation in soil properties within and between communities.*

### 3.1.27 Strategic Integration of Infrastructure with Land Use – Scoping Report for the Hawke's Bay Regional Council – May 2007

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This report arose from the new role for Regional Council under section 30 of the Resource Management Act to consider how infrastructure as a physical resource is integrated with land use in the regions looked at whether intervention was needed by the Hawke's Bay Regional Council through objectives and policies relating to the strategic integration of infrastructure. The report concluded that the only area where intervention is possibly warranted is in terms of climate change.

The report identified that in terms of urban growth issues relating to infrastructure that the Strategies undertaken by the territorial authorities have led to plan changes and structure plans to guide development appropriately. The report concluded that the drivers that dictated the need for regional level growth strategies in Auckland, Christchurch, and Bay of Plenty are not present in Hawke's Bay, but that there is a good case for undertaking such a strategy based on the Heretaunga Plains.



## **Relevance**

*The report identifies the statutory responsibilities for urban growth at a regional level, highlights what has been done to date and why it would be valuable for a Heretaunga Based study to be undertaken. The report also highlights a number of growth questions that may be usefully addressed in such a study.*

### **3.1.28 Hawke's Bay Industry Projections Report – 2009**

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This report which has been undertaken by the Regional Council evaluates the performance of the Hawke's Bay regional economy using GDP and employment data as primary indicators. An input-output model of the regional economy has been used to review in detail selected industries. An economic forecast provides GDP and employment growth for 2011, 2016 and 2026.

The report clearly shows that the Manufacturing and Agricultural sectors dominate the GDP profile for the Hawke's Bay economy. Within the manufacturing sector food processing is a particularly significant contributor. Other major employment sectors are retail trade, health, property and business services, and construction.

Long term forecasts anticipate employment growth in the region to be slower than for the national economy but the GDP forecast for the region is expected to be better than the figure for New Zealand. With its natural resources and the weakening dollar it is expected that export industries and tourism will benefit.

## **Relevance**

*This report is very relevant for establishing the likely growth patterns for industry within the area. This can significantly influence migration levels and housing demand.*

### **3.1.29 Sustainable Housing**

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The Government released a discussion document in September 2008 entitled *Building Sustainable Urban Communities* which has prompted further discussion and awareness of sustainable urban development in local government future planning.

Hastings Council supports a place based approach to the provision of sustainable urban development projects based on medium to high density development in a planned, comprehensive and integrated way. They see the challenges and funding requirements as very significant and assert new regulatory and non-regulatory tools will be needed to commence these developments.

Hastings District Council considers those challenges are different and more challenging in provincial urban New Zealand than those which exist in metropolitan regions. This point needs to be recognised by Government. The Hastings District Council wishes to be a leader in this area for provincial urban New Zealand, and would be keen to be involved in a pilot demonstration project in Hastings.



This concept would need to be examined further and integrated into any further sub-region growth strategy.

### 3.2 Government Policy/Legislation

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A sub-regional growth strategy should provide a consistent knowledge base and vision for contributing agencies to plan for and sustainably manage growth in an integrated manner.

The primary mandate for long term strategic planning is provided under the Local Government Act 2002. Section 14(1)(h) states the principles relating to local authorities for sustainable development and includes taking into account social, economic and cultural wellbeing, quality of the environment and the foreseeable needs of future generations.

The Resource Management Act 1991 also provides a mandate for long term planning. However, this is on a narrower base of sustainable management of natural and physical resources. Amendments to the Act in 2005 resulted in a requirement that district plans must give effect to a Regional Policy Statement and extended responsibilities of a regional council (Section 30(1)(gb)) regarding the strategic integration of infrastructure with land use).

The Land Transport Management Act 2003 addresses the funding and management of land transport. It includes integration between spheres of government engaged in the planning and funding of transport infrastructure.

Land transport and land use outcomes should be identified as part of the sub-regional strategy to contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system.

To be effective, the Regional Land Transport Strategy and the Sub-regional Growth Strategy must inform one another. This means that it is very important to recognise the need for rigorous analysis of transport issues as part of strategy development.

A sub-regional growth strategy does not provide a substitute for mandatory plans prepared under the Local Government Act (LTCCP), the Resource Management Act (District and Regional Plans), and the Land Transport Management Act (Regional Land Transport Programme).

However, the strategy does provide a tool that can significantly reduce the long term risks associated with these shorter term planning instruments. The information base underlying the development of the strategy should be no less robust than that used to support decision-making under the RMA and LGA Plans. The research, analysis, option assessment, and consultation carried out in the preparation of a strategy should support and inform preparation of other plans. There may be significant efficiencies gained in identifying common information needs across agencies and plans and combining resources to provide this.

Documents prepared under the various legislations will provide important implementation mechanisms for the sub-regional growth strategy. Appendix 1 outlines legislative and non-statutory mechanisms for strategy implementation.

## 4.0 Gap Analysis

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The principal issues identified through the review of the existing studies are that many of them are in need of monitoring against the latest information available. Perhaps the greatest area of need is to obtain the most up to date household projections. A number of the strategic studies are based on projections using data from the previous census. The Heretaunga Plains Transportation Study is one study that relies on such data and on the location of the projected residential growth areas. The economic highs of the last 7 years together with the economic conditions that we now face means that many of the projections that have been made now warrant review. However this does not mean that there is a fundamental flaw in the strategies, but what it allows is the ability to monitor the projections in the studies against the latest trends, thereby identifying opportunities to adjust policies in the shorter term without affecting the longer term projections and outcomes. Ideally the strategies should all have the same time horizons.

### 4.1 Future Demographics

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It is important that any growth strategy uses the most up to date information available. It should be noted that both Napier and Hastings are using household projections in the latest LTCCP based on the 2006 Census. The household growth information in most of the current studies is not based on the latest census material and it would be worthwhile investigating whether Statistics New Zealand or the University of Waikato (Population Studies Unit) can tailor household growth projections based on the latest economic information. It will be important to recognize that the constrained economic conditions will not last forever and that projections for household growth should acknowledge that upturn.

Future Growth levels and especially household growth levels and projections and labour force projections will be needed for the 20 year period from 2015. This is important information for the basis of many of the existing strategic studies including

- Urban Growth Studies
- Retirement Demand
- Transportation Studies
- Infrastructure Planning

Retirement housing is becoming more of an issue, with the latest retirement complexes demanding large tracts of land. There should be a specific study done on this sector of the community and how in the future this demographic may influence housing needs. Household formation rates should also be a key focus on the demographic work undertaken. The number of people in a household has reduced over time and is likely to continue to do so. Migration rates will also require careful attention. There also appears to be a demand for coastal holiday properties that needs to be quantified.

The latest demographic information is also vital for transportation studies and the modelling that is required to undertake the evaluation of options for future urban development. It is noted that Hastings

District Council has commissioned the development of an urban traffic model based on the regional model data to deal with more localised transport planning.

#### 4.2 Economic Data

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Establishing the economic base for the region, identifying the basis for future economic growth and consequently where jobs are likely to be created. This assists in identifying the physical location of employment across the region. This information has already been gathered for the Industrial Growth Strategies carried out by both Napier and Hastings and these have identified demand for land and the ability of the territorial authorities to supply the land resource. These studies need to be updated and this could be achieved by means of the data available in the Regional Council's "Hawke's Bay Industry Projections Report". The industrial land requirements outlined in the two studies recognised the regional perspective. It is anticipated that further gains will be made in this regard on the next full review of these studies.

#### 4.3 Physical Considerations

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It is important to identify any physical limitations to urban growth. In relation to the Heretaunga Plains Study Area this will include:

- The identification of hazard areas e.g. fault lines, flooding, and coastal erosion hazards. This information is readily available through the Hawke's Bay Regional Council.
- Culturally significant areas. This information is identified in the district plans.
- Significant landscape areas. Significant landscape character areas have been identified on the hills around Hastings and are identified in the District Plan. Investigation into landscape assessment of hill areas that could accommodate development would be a useful exercise given the need to protect versatile soils from further encroachment.
- Areas with particular characteristics suited to other activities such as vineyards, industrial development etc. This information is largely available.
- Soil surveys and land capability assessment. A study identifying the areas where there are soil capability limitations would be useful as at the present time the Council has to react to each individual site.

#### 4.4 Infrastructure Issues

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One area where further investigation is required is in relation to the potential for shared infrastructure across territorial boundaries. This could be achieved for instance in the case of Whirinaki which is just north of BayView where both settlements are in different territorial areas.

The Hastings District Council is developing a district water strategy and this will be an integral part of the growth considerations for the district. This may involve securing new sources of water and this should be integrated into any growth considerations so that sustainable communities can be achieved.

There appears to be a significant amount of information being collected within Council's on their infrastructure needs.

#### 4.5 District Plans

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The Councils need to consider the differences in the district plan objectives, policies and rules that apply to properties which are only divided by a territorial boundary. The desired outcomes and objectives and policies are the same for both Napier and Hastings and it is only in the rules where a small number of differences are apparent.

#### 4.6 Tāngata Whenua

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It would be helpful to have information on tāngata whenua issues and concerns relating to development and their own development aspirations. This may include some commentary on the status and timing of any Treaty settlements.

#### 4.7 Development Community

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Understanding the development community's perception of the key drivers and trends for future development as well as any perceived inhibitions to the operation of the sub-regional land market is valuable source data. The development community should be considered in terms that are wider than property developers and the real estate industry. Consultation should include all those professionals involved in the land market from surveyors through to architects.

#### 4.8 Strategic Issues

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The need for more compact urban development necessitates good design for it to be successful. In order to allow for integrated design larger tracts of land are required. A study should be undertaken identifying possible brownfield sites and a set of design principles should be established. Along with this study investigation into the current reserves policy of the Council's should be undertaken to see if the policy is encouraging of an increase in the density of residential development. There should be a good base understanding of the capacity of existing infrastructure and what new infrastructure will be required over time. Infrastructure includes water, wastewater, stormwater, transport, and community infrastructure. An increase in the density of developments must be tested against the sustainability principles of the Act.

A separate analysis of transport infrastructure and services should be conducted as background to the development of the growth study. The reason for this is that transport will influence residential and business land locations, and vice versa. It is important to identify early on what the transport issues are for the sub-region, what areas are well serviced by transport, and what the sub-region's transport needs are into the future. The 2004 Heretaunga Plains Transportation Study provides the necessary information in this regard.

An integrated planning approach is recommended with clear direction that land use, infrastructure and funding be integrated and that this approach becomes an underlying principle for strategy development.

Consideration should be given to the historic pattern of alternating growth spurts in Napier and Hastings. Is this the optimum or an acceptable pattern, or should the pattern be modified or managed to encourage more even growth?

#### 4.9 Summary: Gaps and Recommendations

The following table summarises the gaps that have emerged in undertaking the Phase 1 work and associated recommendations are provided.

Issues	Available Data	Gaps/Recommendations
<b>1. Demographics</b> The social and cultural make up of the area	<ul style="list-style-type: none"> <li>a. LTCCP documents – Population Projections 2006-2021</li> <li>b. HUDS 2005 Review</li> <li>c. Napier Urban Growth Strategy – Review 2008</li> </ul>	<ul style="list-style-type: none"> <li>i. Latest Household Growth Projections based on Statistics NZ 2006 Census information.</li> <li>ii. Revisit Rural /Urban split from HUDS 2005 Review and Infill/Greenfields split in Napier Growth Strategy to ascertain their relevance.</li> <li>iii. Establish retirement component of demographic and projections for the future and impact on housing demand.</li> </ul>
<b>2. Economic Data</b>	<ul style="list-style-type: none"> <li>a. Industrial Growth Strategies</li> <li>b. Hawke's Bay Industry Projections Report</li> </ul>	<ul style="list-style-type: none"> <li>i. Update information contained in the industrial Growth Strategies</li> <li>ii. Obtain latest Labour Force Projections from Statistics NZ.</li> </ul>
<b>3. Increasing Density of Residential Development</b>	<ul style="list-style-type: none"> <li>a. Sustainable Urban Communities</li> <li>b. Infill Study</li> <li>c. Draft Flaxmere Town Centre Urban Design Framework</li> <li>d. Draft Havelock North Village Centre – Framework for Future Development</li> </ul>	<ul style="list-style-type: none"> <li>i. Brownfield Sites Study</li> <li>ii. Design Principles for Compact Urban Development</li> <li>iii. Undertake a Demand/Supply Study of Hawke's Bay Apartment Market</li> </ul>
<b>4. Competing Land Uses- High Value Soils vs greenfield development.</b>	<ul style="list-style-type: none"> <li>a. Outcomes of Community Consultation on LTCCP.</li> <li>b. District Plans</li> </ul>	<ul style="list-style-type: none"> <li>i. Identification of areas around the urban areas to ascertain where there may be areas where limitations on productivity of the soils are apparent.</li> <li>ii. Investigate differences in district plan provisions for development/subdivision on the Plains areas.</li> </ul>
<b>5. Infrastructure Constraints</b> - Water Supply for Outlying Settlements - Ability of existing services to cope with infill development.	<ul style="list-style-type: none"> <li>a. Hastings District Asset Management Plans 2005 (under review)</li> <li>b. Hastings District Small Communities Assessment of Water Services.</li> <li>c. Hastings District &amp; Suburbs Sewer capacity Issues</li> <li>d. Napier City Essential Services Development Plan &amp; Reports.</li> <li>e. Napier Activity Management Plans</li> <li>f. Heretaunga Plains Transportation Study</li> <li>g. Strategic Integration of Infrastructure with Land Use.</li> </ul>	<ul style="list-style-type: none"> <li>i. Identify the impacts that climate change may have on the ability to meet the infrastructure needs of future urban growth.</li> <li>ii. Investigate the potential to share infrastructure across boundaries.</li> </ul>
<b>6. Amenity Issues</b>	<ul style="list-style-type: none"> <li>a. Landscape Provisions in District Plans</li> <li>b. Hastings Reserves Strategy 2006</li> <li>c. Napier Essential Services Report – Reserves</li> </ul>	<ul style="list-style-type: none"> <li>i. Establish design principles for compact urban development. Is current reserves policy sustainable?</li> <li>ii. Identify hill areas where landscape values will not be affected by residential development.</li> </ul>
<b>7. Cultural Issues</b>	<ul style="list-style-type: none"> <li>a. Report on the Social and Cultural Wellbeing of Hawke's Bay.</li> <li>b. Hawke's Bay Community Outcomes</li> <li>c. Te Aranga Maori Cultural Landscape Strategy</li> <li>d. Matariki Affordable Housing Project</li> </ul>	<ul style="list-style-type: none"> <li>i. Establishing relationship with Tai Whenua as party to the Growth Strategy Project.</li> <li>ii. Itinerant labour force housing stock drivers</li> </ul>

<b>8. Understanding the Market</b> Who wants what and where?	a. Some information available from current Growth Strategy Documents	i. Establishing market demands, which should be wider than the developers' perspective. Consult with property owners, surveyors architects etc. Analysis should include demand for coastal, lifestyle and compact urban living.
<b>9. Strategic Issues</b>		i. Implement an integrated planning approach with relation to land use, infrastructure and funding as an underlying principle for strategy development ii. Undertake analysis of transport infrastructure and services. iii. Commission a study to identify possible brownfield sites and establish a set of design principles.

## 5.0 Commissioning of Additional Work and Information Provision

In respect of commissioning further work the following process is proposed. It is also proposed that existing Council staff resources be utilised if available to undertake and write up additional research required. This approach can be extended to development of the draft strategy, where the study consultants would provide the overview and co-ordination role with staff writing allocated sections of the draft. It is envisioned that the TMG through the Project Manager would manage the process with consultant input.

It is also considered appropriate to have different consultants involved (if consultants are engaged) to undertake the additional research. This is particularly important given the Phase 1 consultants are likely to be preparing research briefs and separates out any perception of conflict between those undertaking research and then consideration and testing of how it is utilised and incorporated into strategy development. Briefs should be prepared and managed on the same basis as work briefed out to consultants

Work Scope	Responsibility	Timing
Commission Phase 1 consultants to develop briefs for further research and information provision.	TMG	2 June 2009
Development of briefs for further research and information provision	Phase 1 Consultants	16 June 2009
Work briefs approved by Technical Management Group and circulated to agreed list of consultants if work cannot be undertaken by Council staff	TMG/Project Manager	23 June 2009
Receipt of proposals for short listing and assessment	Project Manager	10 July 2009
Appointment of consultant(s) and/or designated Council staff and signing of short form contract/ agreements	TMG	22 July 2009
Completion of research	Research Consultants/ Partner Council Staff	14 October 2009

It is recommended that the consultants responsible for Phase 1 of the study be responsible for developing and recommending the briefs to the Technical Management Group to allow timely progress to be made on meeting of timeframes and to maintain project momentum.

It will also assist in ensuring that the briefs align with the information and research requirements for the study and ensuring that information is appropriately integrated into the strategy. The Technical Management Group would then sign off on the briefs.

It is recommended that a representative of the Technical Management Group (Project Manager) will be responsible for managing the consultants/council staff undertaking the work but with necessary input from the Phase 2 to 5 consultants as required.

Priority should be given to the research that is an input into the scenario development in the first instance to assist with the meeting of Phase 3 deadlines.

The appointment of consultants for Phases 2-5 should also be undertaken as soon as possible to enable time frames to be met. It is recommended that this occur by 22 July 2009 for Phase 2 and 30 June 2009 for Phases 3 to 5.

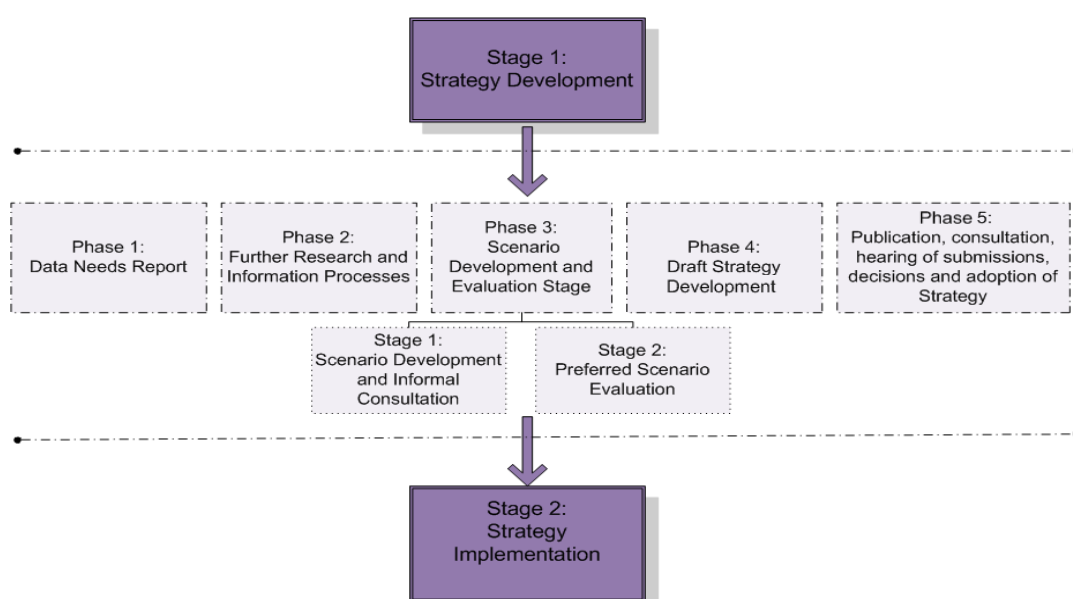
## 6.0 Proposed Project Phases

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It is recommended that the project comprise of five phases inclusive of the current Phase 1 work.

Phase 2 would include undertaking of further research and receipt of such information, with Phase 3 being comprised of two stages. These involve scenario development and informal consultation, then moving onto an evaluation of scenarios.

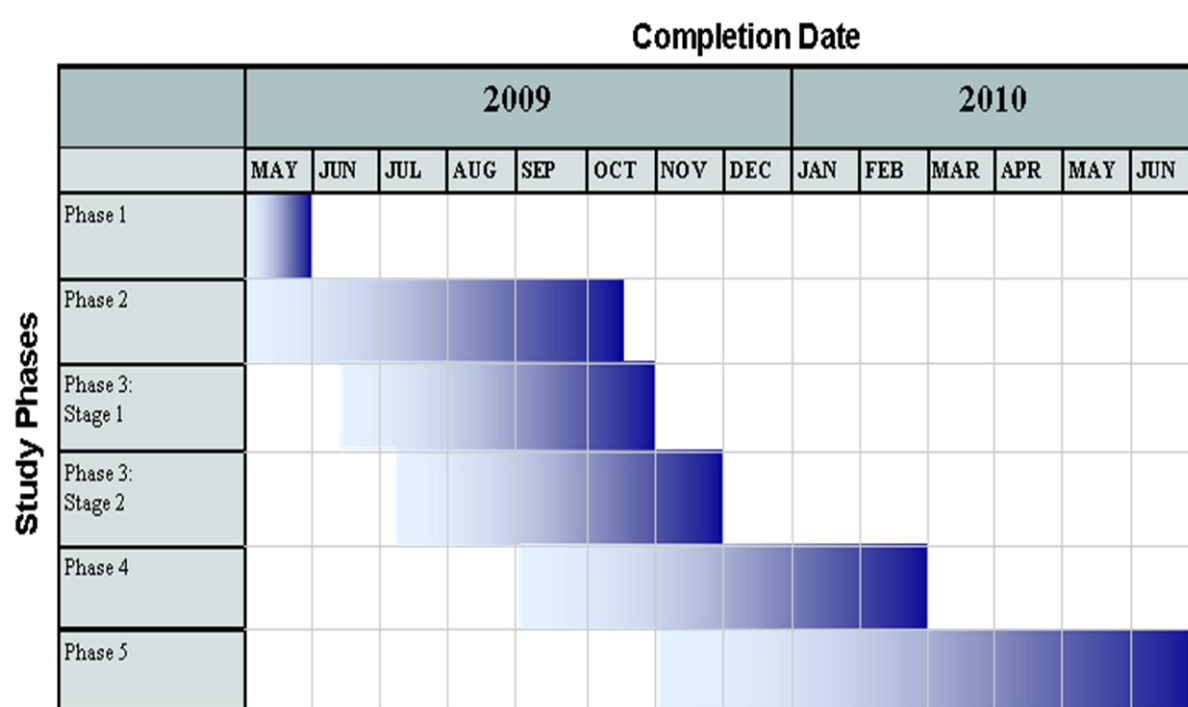
Phase 4 would involve development of a draft strategy, with the final phase being the formal consultation, hearing of submissions and adoption of the strategy.



It is also proposed that many of the tasks in each phase and between phases would be undertaken in parallel. This would mean that various aspects of the phases could be commenced prior to the previous phase being completed. This allows for a more timely approach to completing aspects of each phase.

It is envisaged that an essential element of the strategy will include an implementation plan defining actions, who is to lead them, support agencies, priority and timing. It is proposed that the strategy would be completed and adopted by 30 June 2010.

The completion dates for the phases are outlined as follows. The timeline also shows that the phases will commence prior to the completion of the previous phase. As previously noted, this is essential to ensure that the Strategy is adopted by June 2010.



## 6.1 Phase 1: Data Needs Review (Current)

### 6.1.1 Key Tasks

- Identification of expectations and stock take/base case
- Gap Analysis and issue identification
- Assessment of Benefits of a sub-regional growth strategy
- Scope project to complete

⇒ Project phases



- ⇒ Project outputs
- ⇒ Implementation tools
- ⇒ Resource requirements
- ⇒ Research requirements

- Development of a project timeframe following the data needs review
- Development of a detailed project budget following the data needs review
- Development of communications strategy covering internal and external communication.

#### 6.1.2 Task Outcomes

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- Completed data needs report (this report) for presentation to and sign-off by the partner councils.
- An agreed timeframe for the studies to be completed.
- An agreed communications strategy for implementation.

### 6.2 Phase 2: Further Research and Information Provision

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#### 6.2.1 Key Tasks

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- Using existing work as a base, agree, scope, and collate key population and household data (including population forecasts , net migration component and household formation) for the sub-region over the strategy time-horizon. Examine and use as appropriate population projections for sub-region.
- Using existing work as a base, agree, scope, and collate key economic drivers and trends , including employment forecasts, likely to shape the sub-regional and regional economy over the strategy time-horizon.
- Convert demographic base data and economic drivers and trends base data into likely demand for residential (including future housing patterns) and business land over the strategy time-horizon. Identify existing residential and business land capacity, including land needs for retail, office and industrial development.
- Using existing work as a base (particularly for LTCCPs) identify existing and planned capacity of all infrastructure (transport, network infrastructure, community infrastructure (including open space)) over at least the next 10 years.
- Using existing work as a base identify constraints (including environmental, landscape, hazard, heritage, etc.) on future development including no-go areas.

- Agree, scope, and commission research/paper into tangata whenua concerns (or have appropriate advice provided to the consultants and Technical Management Group) relating to development and their own development plans and aspirations.
- Agree, scope, and commission a paper on the development community's perception of the key drivers and trends for future development, as well as any perceived inhibitors to the operation of the sub-regional land market. An alternative to this approach would be to conduct some forums by an independent person, to obtain the required information.
- Partner councils to agree and confirm Heretaunga Plains Urban Development Study governance and management arrangements including the establishment of a joint committee under the provisions of the Local Government Act 2002. The establishment of the joint committee should also include the roles and responsibilities that it will have and at what stages the joint committee will provide recommendations back to the partner councils. It is recommended that the draft strategy be approved by the partner councils for consultation as recommended by the joint committee and that the final strategy will require adoption by the partner councils on the recommendation of the joint committee after the hearing of submissions.

#### 6.2.2 Task Outcomes

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- Population and household database and report agreed to be utilised as the standard by the partner councils. Note that these figures will form the basis for LTCCP's, including development contributions.
- An economic drivers and trends database and report agreed to be utilised as the standard by the partner councils.
- Residential and business land demand over the strategy time-horizon – as well as a broad understanding of the sub-regional land market. To form database and report with land supply and choice material.
- Land supply and choice over the strategy time-horizon. To form database and report with residential and business land demand material.
- Infrastructure and land-use sequencing and funding – to form a database and report and enable “rough order of costs” to be easily calculated for growth options.
- Development of a constraints report.
- Tangata Whenua development perceptions paper and inputs into criteria to develop and evaluate options.
- Development community perceptions paper and inputs into criteria to develop and evaluate options –insight into how the development community thinks in order to reduce risks by aligning strategy development with market perceptions.

### 6.3 Phase 3: Stage 1 – Scenario Development and Informal Consultation

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#### 6.3.1 Key Tasks

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- Define assumptions for current growth locations and for each growth option.
- Develop no more than 3 growth scenarios at a sub-regional spatial level.
- Develop broad-based criteria matrix to evaluate the growth scenarios.
- General consultation with the sub-regional community on which growth scenario or combination of scenario elements it prefers.
- Evaluate and rank scenarios against criteria using technical and community inputs. This includes the use of modelling tools (for example, transport modelling) to assist with assessing the impact of the scenarios and informing scenario assessment and evaluation
- Succinctly record the process and task outcomes from this stage for inclusion in the strategy document.

#### 6.3.2 Task Outcomes

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- Growth scenarios with a sub-regional settlement pattern focus.
- Criteria to evaluate the growth scenarios. A preliminary evaluation of the growth scenarios.
- Identification of a preferred growth scenario.
- Establishment of governance and management structures with defined responsibilities for the joint committee and the stakeholder, management and technical groups.

### 6.4 Phase 3: Stage 2 – Preferred Scenario Evaluation

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#### 6.4.1 Key Tasks

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- Identify future land needs.
- Undertake infrastructural costing exercise to ‘ground truth’ the preferred growth scenario using internal resources.
- Test the preferred scenario to make sure that it is realistic, particularly in terms of any targets required to achieve the settlement pattern (eg. Is the market ready to move in that direction?). Seek further input from key stakeholders, particularly transport planners and funders.
- Frame the preferred growth scenario within available implementation tools – develop a comprehensive implementation framework including staging and timing over the strategy time-horizon.

- Using the outcomes of the infrastructural costing exercises, key stakeholder input and implementation framework preparation, workshop the preferred growth scenario and make any revisions that may be necessary. Assess the preferred growth scenario as revised against the evaluation criteria.
- Succinctly record the process and task outcomes from this stage for inclusion in the strategy document.

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#### 6.4.2 Task Outcomes

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- A 'ground truthed' preferred growth scenario so that partner councils can clearly see the impact of the scenario from a development and development cost perspective.
- Identified feedback from key stakeholders into the preferred growth scenario, particularly from a transport perspective.
- A preferred growth scenario that is able to be successfully implemented according to a clear and comprehensive framework over the strategy time-horizon.
- A robust and comprehensive preferred growth scenario that provides the basis for development of a draft strategy.

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### 6.5 Phase 4: Draft Strategy Preparation

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#### 6.5.1 Key Tasks

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- Preparation of draft strategy including as an integral part, development of an implementation plan. This aspect of the strategy would outline the scope of all actions, lead and support agencies, timeframes, and governance/management/technical arrangements to support implementation. It should also include information on how implementation is to be funded and include proposed funding arrangements

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#### 6.5.2 Task Outcomes

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- Draft strategy document, with an emphasis on an implementation plan.
- Present and seek key stakeholder peer review of strategy document.
- Present to and seek sign-off from the partner councils.

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### 6.6 Phase 5: Publication, Consultation, Hearing of Submissions, Decisions, Amendment and Strategy Adoption

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### 6.6.1 Key Tasks

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- Revise strategy document as a result of signoff, and notify for public consultation – full submission, hearing, and decisions process (Special Consultative Provisions: Local Government Act 2002).
- Hearings to be conducted by the Joint Committee.
- Amendment to draft strategy following decisions on submissions by joint committee.
- Adoption of the draft strategy by the partner councils on the recommendation of the joint committee.
- Public launch of final strategy document by the partner councils.

### 6.6.2 Task Outcomes

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- A strategy document for presentation to the joint committee and partner councils. .
- Final input and full governance support before public notification.
- Final strategy for adoption by partner councils.

## 7.0 Project Consultation

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Consultation in respect of Strategy development is a key factor in the adopted Strategy having credibility and some status particularly in the community and its use in Resource Management Act processes. Therefore it is recommended that there be two phases to the consultation process.

The first phase would involve consultation on the scenarios (Phase 3, Stage 1) and it is proposed that an informal consultation process be undertaken at this stage.

In respect of the draft strategy (Phase 5) it is recommended that a formal consultation process be undertaken. This would involve use of the special consultative procedures (Local Government Act 2002) and a submission period of one month and hearing of submissions by the proposed joint committee.

In respect of the informal consultation (Phase 3) two options are put forward for consideration.

- **Option 1:**

This would include targeted consultation with specified groups and organisations on the growth scenarios. This option would not involve wider community consultation and calling for submissions on the growth scenarios.

**The advantages of this option:**

- Less cost as no need for preparation of material for publication
- Takes less time
- Easier to provide information to groups and organisations
- Less process as no need for request for comments and consideration of such comments.

**The disadvantages of this option:**

- Forgone opportunity for wider community engagement
- Less opportunity for community wide issues to be highlighted
- Places too much emphasis on the consultation in Phase 5 which is essentially at the end of the process.
- Reduces credibility of the process as only opportunity is to respond to what is in draft strategy as opposed to being able to shape strategy development
- Reduces credibility of final strategy due to limited public consultation and therefore it may not be given due regard in other processes.

**▪ Option 2**

This option would involve an informal public comment process on the growth scenarios. It is envisaged that there would be a 3-4 week period for receipt of comments. The proposed joint committee could then invite some or all of those who made comment to attend a meeting to expand on their comments. This option is purely informal and does not use the special consultative procedures.

**The advantages of this option:**

- Enables issues to be highlighted early in the process and therefore adequate time for consideration of them.
- Provides early opportunity for input and therefore results in public having two opportunities for input.
- Assist with credibility and implementation of the Strategy as there is a commitment to some meaningful consultation to shape the strategy.

**The disadvantages of this option:**

- Additional cost in undertaking communication with community.
- Additional cost of communication tools and documentation.
- Community having consultation fatigue.

Notwithstanding that Option 2 will involve some additional cost, it is recommended that Option 2 be adopted as it provides an early opportunity for wider community input and highlighting of issues, together with improved credibility of the strategy development process.

At the same time there would be targeted communications and consultation with a range of key stakeholders.

## **8.0 Project Governance and Management**

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It is recommended that the partner councils formally approve the establishment of a joint committee (Local Government Act 2002) with defined roles and responsibilities together with the formalisation of the stakeholder/reference groups and project management arrangements. Experience indicates that having the formal arrangements in place provides for a high degree of clarity, reduces misunderstanding and ensures that at appropriate times, there is input from both the joint committee and partner councils.

Roles and responsibilities of the joint committee could include the following:

- Leads and advocates the growth strategy development process;
- Considers and recommends both a draft and a final strategy to each of the partner councils for approval;
- Considers comments and submissions on scenarios and the draft strategy and makes appropriate recommendations to the partner councils.
- Recognises appropriate partnerships;
- Oversees the resolution of all the strategic and policy issues to ensure continuance of the project. This may also involve referral of matters back to the partner Councils for determination;
- Ensures that there are sufficient resources to support the completion of the strategy development and its implementation;
- Approves of any adjustments to the project content, the timetable and the budget but within the scope of the approved data needs report. For matters outside of or beyond the scope of the data needs report, referral back to the partner Councils will be required.
- Ensures that there is community understanding and buy in, in respect of the project and the strategy.

## **9.0 Project Cost Allocation and Timelines**

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### **9.1 Project Cost**

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It is noted that the partner Councils have allocated a total budget of \$300,000.00 (excluding GST) for undertaking the study.

## 9.2 Project Timeline

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It is considered appropriate that the study be completed by 30 June 2010 prior to the local government elections and to allow sufficient time for information and outputs from the study to be used in other strategy and policy development processes including preparation for the 2012 LTCCP's, a review of the RLTS in 2011 and preparation of the second Regional Land Transport Programme in 2012.

Therefore the timeline proposes that a draft strategy be completed by 28 February 2010 to enable the consultation process to run in parallel with the 2010 annual plan process and use of the special consultative procedures.

It should be noted that a range of tasks can be undertaken involving multiple phases at similar times. The meeting of the timeframes in the study is contingent on this approach.

The project timeline (indicative) by phase is as follows:

Phase	Completion Date
Phase 1: Data Needs Report	30 May 2009
Phase 2: Further Research	14 October 2009
Phase 3: Stage 1 – Scenario Development and Informal Consultation	30 October 2009
Phase 3: Stage 2 – Preferred Scenario Evaluation	30 November 2009
Phase 4: Draft strategy	28 February 2010
Phase 5: Publication, consultation, hearing of submissions, decisions and adoption of strategy.	30 June 2010

## 10.0 Recommendations

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### 10.1 Further Research and Information Provision

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- ***That research be undertaken, and information sought in respect of the following matters:***
  - Obtain latest household and labour force projection figures for Napier and Hastings based on 2006 Census information.
  - Revisit the Rural/Urban split from the 2005 HUDS Review, and the Infill/Greenfields split in the Napier Growth Strategy to ascertain their relevance.
  - Establish the retirement component of the regional demographic together with projections for the future and the impact on housing demand.
  - Update information contained in the Napier and Hastings Industrial Growth Strategies
  - Undertake a Brownfields Sites Study for the Study Area.
  - Establish design principles for higher density development.



- Investigate whether the current reserves would be compatible with higher density development and if the reserve strategies need to be altered to provide for such development.
- Establish a partnering relationship with the Tai Whenua on the Growth Strategy.
- Undertake a Market Demand Study consulting widely. This should include demand for higher density (apartment) living and coastal property.
- Investigate differences in district plan objectives, policies and rules for development of the Plains.
- Identify possible hill areas adjacent to the urban boundary where landscape values will not be affected by residential development.
- Undertake analysis of transport infrastructure and services.

#### 10.2 Commissioning of Further Work

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- ***That the process for commissioning additional research and information provision as outlined in Section 5 be adopted.***

#### 10.3 Project Phases

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- ***That the project phasing as outlined in Section 6 be confirmed.***

#### 10.4 Project Budget and Timeline

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- ***That a project budget of \$300,000 be confirmed.***
- ***That the project timeline outlined in Section 9.2 with completion of a draft sub-regional growth strategy and implementation plan by 28 February 2010, be confirmed.***

#### 10.5 Strategy Time Horizon and Approach

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- ***That the strategy be developed on the basis of having an initial 30 year period to meet Land Transport Management Act 2003 requirements, and the planning period would be from 2015-2045.***
- ***That an integrated planning approach in relation to land use, infrastructure and funding be a key principle on which to develop the strategy.***

#### 10.6 Project Consultation

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- ***That Option 2 be undertaken in respect of consultation on scenarios as outlined in Section 7.***

#### 10.7 Project Governance and Management

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- ***That the project governance and management structures as outlined in Appendix 6 be confirmed.***

- ***That a Joint Committee of the partner Councils be established under the provisions of the Local Government Act 2002 to undertake the roles and responsibilities as outlined in Section 8.***

## Appendix 1: Legislative and Non-Statutory Mechanisms for Strategy Implementation

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### Legislative Mechanisms

#### ❖ Resource Management Act 1991

The Act is concerned with the sustainable management of natural and physical resources. In particular managing these resources to provide for the community's social, economic, and cultural wellbeing, and for their health and safety, whilst ensuring the needs of future generations and the life-supporting capacity of air, water, soil and ecosystems are not compromised.

Section 5 of the Act confirms the importance of sustainability in the environmental sense as well as in its broader purpose of social, economic and cultural well being. Consequently, the Act also requires any adverse effects on the environment to be avoided, remedied or mitigated.

To enable sustainable management, the Act provides key implementation tools eg regional policy statements and regional plans at the regional level, and district plans at the local level.

Regional Councils have integrated planning obligations under section 30, such as:

- Section 30(1)(a) relating to integrated management of the natural and physical resources of the region
- Section 30(1)(b) relating to the effects of the use and development of land on matters of regional significance
- Section 30(1)(gb) the strategic integration of infrastructure with land use through objectives, policies and methods.

#### – Regional Policy Statement

The Hawke's Bay Regional Policy Statement ("RPS") which is incorporated in the Regional Resource Management Plan, covers: land, climate, soil, water, coast, air, natural hazards, wastes, hazardous substances, biodiversity, energy, structures (infrastructure), minerals, and heritage. The section on infrastructure covers maintenance of regionally significant infrastructure. At present there is no growth management component to the RPS.

The RPS is viewed as a key implementation mechanism for the Heretaunga Plains Urban Development strategy. The principles of a sub-regional growth strategy and spatial frameworks are matters that require cross boundary consistency and cooperation. The Regional Policy Statement is an appropriate umbrella document for seeking this consistency. The rigours of the background analysis and process of consultation required under the RMA will ensure the RPS provides an effective empirical basis for strategy implementation at a local level.

## – District Plans

The purpose of a district plan is to assist territorial authorities in carrying out their functions under the RMA 1991. District Plans address land use matters at the local level through objectives, policies and rules. Territorial authorities must give effect to a regional policy statement through their district plans.

District Plans are seen as a key implementation mechanism for Heretaunga Plains Urban Development Strategy. The Hawke's Bay RPS could be changed to include growth management objectives, policies and methods, including the Heretaunga Plains Urban Development Strategy. District Plans will then give effect to this approach.

## ❖ Local Government Act 2002

Local government activities are governed by the provisions of the Act. The purpose of local government is to promote social, economic, environmental and cultural well-being of communities in the present and for the future, and to make democratic local decisions on behalf of their communities. Within this framework, sections 11 and 12 of the Act confer wide powers of general competence on regional councils and territorial authorities to give effect to this purpose.

## – Implementation Mechanisms:

The Act provides some useful growth management implementation mechanisms, including:

- Triennial Agreements
- Coordination of partner Council roles and responsibilities
- Long-Term Council Community Plans (LTCCP's)
- Community Outcomes
- Funding and Financial Policies (including Development Contributions Policy)
- Activity and asset management
- Development of policies on incentives for development which meets growth management strategy goals (e.g. development contributions and rating relief)

## – Long Term Council Community Plans

The Act requires the preparation of a plan that records the outcomes a community seeks and details how the activities of the council contribute towards achieving the community outcomes. This plan is the LTCCP.

Coordination of responsibilities of local authorities is facilitated through triennial agreements. The LTCCP can provide a useful framework for integrated sub-regional growth management, provided there

is a high degree of cooperation and agreement between partner councils on the outcomes being sought and the actions to be taken.

The process of strategy formulation should have regard to the procedural requirements of the LGA so as to provide a robust strategy.

#### ❖ Land Transport Management Act 2003

The Act governs the way the New Zealand land transport system is developed, managed and funded. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.

The Land Transport Management Amendment Act became law in 2008. These amendments have involved some significant changes including reserving fuel excise duty for land transport purposes, providing for a 6 year Government policy statement on transport priorities, changing to a 3 year funding cycle, introducing 3-yearly regional land transport programmes, increasing the term of an RLTS to 30 years, and merging Land Transport NZ and Transit NZ into a single Crown entity (the New Zealand Transport Agency).

Central aspects of the Act are the five criteria that permeate through it. These criteria are the Government's five transport objectives as set out in the NZTS.

#### – Government Policy Statement on Transport Funding

The Government Policy Statement on transport funding ("GPS") is a requirement of the LTMA. The GPS covers the period 2009/10 to 2014/15 and indicatively out to 2018/19. The policy statement takes effect from 1 July 2009. It details the government's desired outcomes and funding priorities for the land transport sector. The GPS is intended to guide the National Land Transport Programme.

The seven components described under the NZTS are also a feature of the GPS. The GPS translates the long-term targets of the NZTS into short to medium term targets. These targets represent what the land transport sector is to achieve by 2015.

#### – Regional Land Transport Strategy 2008

The RLTS has a vision for: *"an integrated, safe and affordable land transport system that contributes to the current and future economic, social, environmental and cultural well-being of Hawke's Bay."*

The LTMA 2003 now requires that every regional council, through its Regional Transport Committee, have a 30 year Regional Land Transport Strategy which is reviewed every six years.

#### – Regional Land Transport Programme

Under the amended Act, every region must have a regional land transport programme (RLTP) in place by 1 July 2009. RLTPs are completed every 3 years and have a 10 year planning horizon. An RLTP sets out the region's proposed transport activities for 3 years, an indication of significant activities for a further 3 years, and a 10 year financial forecast.

The RLTP activities and combinations of activities from each region will feed into the National Land Transport Programme (NLTP) for the same period.

## Non-Statutory Tools

### ❖ Implementation Approaches:

In addition to statutory approaches, there are numerous ways of achieving implementation through non-statutory approaches. These could include;

- Central Government Partnerships
  - Utilising the growth management strategy as an advocacy/engagement tool to highlight issues/raise the region's profile.
  - Using the growth management strategy and the RLTS to engage with Government on transport matters.
  - Public/Private Partnerships
  - Joint ventures between partner councils and developers (e.g. private plan changes and development agreements)
  - Memorandum of Understanding and Agreements
  - New Zealand Transport Agency/Developer/local authority agreements on land use and transport infrastructure funding
  - Urban Design Strategy
  - Urban design initiatives including non-RMA land-use and building design criteria
  - CBD revitalisation and intensification projects
  - Pilot/demonstration development projects
- Sustainable Urban Development

Mechanisms for achieving a more compact urban form, particularly higher densities in key areas, include:

- Local intensification strategies
- A strong focus on consultation (focus groups, interviews, workshops)
- A good understanding of the market
- Developing housing for empty-nesters and seniors

- Community impact studies
- Community improvement programmes
- Feasibility studies
- Targeted investment in infrastructure, services and facilities that support higher density areas
- Land assembly
- Joint ventures between government and iwi or development companies
- Long-term market interventions (eg land assembly, pilot projects, financial incentive programmes)

### Hastings District

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1. Hastings Urban Development Strategy 1993 – Beca Carter
2. Hastings Urban Development Strategy Review 1999- Beca's
3. Hastings Urban Development Strategy Demand Review 2005- Beca's
4. Hastings Urban Development Strategy Low Density Residential Review 2000- Beca's
5. Hastings Urban Development Strategy Greenfield Alternatives Review 2000- Beca's
6. Clive Urban Development Strategy 2002- Opus International Consultants Hastings District Coastal Environment Strategy 2000- Technical Paper#2- Coastal Residential – Beca's
7. Waimarama Wastewater Study & Water Assessment 2004 – GHD & Peer Review
8. Draft Report - Te Awanga – Haumoana Coastal Erosion - Review & Recommendations- March 2009 - prepared for the HBRC & HDC By Environmental Management Services Limited
9. Hastings District – Small Communities Assessment of Water Services – Opus Consultants
10. Various geotechnical & archaeological assessments of the coastal settlements- Hastings District Council
11. Commercial Zone Review & Large Format Retail Strategy 2003-2023- McDermott Miller Ltd
12. Hastings District Council Reserves Strategy 2006 – Prophet Infrastructure Asset Management
13. Hastings District Asset Management Plans – 2005 – Hastings Engineering Services (currently under review)
14. Hastings District & Suburbs-Sewer Capacity Issues – Dec 08- Hastings Engineering Services
15. Hastings Industrial Expansion Strategy 2003- Hastings District Council
16. Hastings District Plan – June 2003
17. Draft Flaxmere Town Centre Urban Design Framework – Hastings District Council
18. Draft Havelock North Village Centre: Framework for Future Development – Hastings District Council

### Napier City

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19. Napier Urban Growth Strategy 1992 - Montgomery, Watson,
20. Napier Urban Growth Strategy 1999 – Montgomery, Watson, Harza
21. Napier Urban Growth Strategy – Situation Review 2008 – Wallis Consultants
22. Napier Infill Study 2006 – Napier City Council Planning
23. Napier City Essential Services Development Plan 2000- Napier Works Asset
24. Napier City Essential Services Development Reports 2000;
  - i. Roads and Transportation
  - ii. Water Supply
  - iii. Wastewater and Stormwater
  - iv. Sportsgrounds
  - v. Reserves
  - vi. Community Services
25. Napier Activity Management Plans 2009- In draft format



26. Napier Industrial Uptake & Business Park Feasibility Study 2005- Opus International Consultants
27. City of Napier District Plan – Oct 2007
28. Retail Strategy for Napier – Connell Wagner, Delta Consulting, & Urban Initiatives – Oct 2003

### **Hawke's Bay Region**

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29. Strategic Integration of Infrastructure with Land Use – Scoping Report for Hawke's Bay Regional Council, May 2007 – Environmental Management Services
30. Hawke's Bay Regional Resource Management Plan 2006
31. Proposed Hawke's Bay Regional Coastal Environment Plan-Aug 2006
32. Hawke's Bay Regional Council – On Site Wastewater Treatment – Risk Assessment Framework Summary Report – Glasson Potts Fowler Ltd , May 2004.
33. Te Karamu Catchment Review & Options for Enhancement 2004
34. Open Space Strategy – Environmental Management Services Ltd
35. Hawke's Bay Regional Coastal Hazard Assessment Report -2004, Tonkin & Taylor
36. Additional Advice on Erosion Risk Zones – April 2008, Tonkin & Taylor.

### **Transport**

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37. Heretaunga Plains Transportation Study 2004- Gabites Porter/Opus Consultants
38. Regional Transport Strategy 2008 – 2018- Hawke's Bay Regional Council
39. Hastings Arterial Sequencing Report 2007 - Gabites Porter
40. Hastings Cycle Strategy- Towards Better Cycling- 2001 Traffic Design Group Ltd
41. Hastings Cycle Strategy- Towards Better Cycling- 2006 Review - Traffic Design Group Ltd
42. Hastings Walking Strategy – 2004
43. "Bike It" – Napier Cycling Strategy 2001- Traffic Design Group Ltd

### **Social/Cultural**

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44. "Matariki" Affordable Housing Project – Hastings District Council
45. Outcomes of Community Consultation Process – LTCCP Hastings District Council
46. Hastings District Census Area Unit Demographic & Floorspace Projections 2006-2021 – Economic Solutions Ltd Nov 2008
47. Te Aranga Maori Cultural Landscape Strategy – Prepared by the National Steering Committee formed for the purpose.
48. Report on the Social and Cultural Wellbeing of Hawke's Bay – April 2008
49. The Napier City, Hastings City and Hawke's Bay Regional Council Long Term Council Community Plans 2006-2016 and Draft LTCCP's 2009-2019.

## Appendix 3: Glossary of Terms

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Term	Description
<b>Governance</b>	Strategy leadership and direction
<b>Governance Group</b>	Group comprising the Mayors and Committee Chairs for the Environment and Asset Management Committees of all partner Councils together with iwi representative.
<b>greenfield</b>	Subdivision and/or housing development of previously undeveloped rural land
<b>growth management</b>	A detailed analysis of all of the physical and environmental factors together with those economic and social factors which directly impact on the physical environment
<b>Infrastructure</b>	All permanent installations of the sub-region and includes pipe, cable/wire, roading, electricity generation, waste management, open space and community facilities contributed to and accessible to the community
<b>Intensification</b>	An increase in the density (of dwellings, activity units, population, employment etc) over the current density of a given area.
<b>Iwi</b>	This term refers to a Māori tribe. Iwi usually contain a number of hapū with a common ancestor.
<b>Partner Councils</b>	Napier City Council, Hastings District Council and Hawke's Bay Regional Council
<b>Reference Group</b>	Group comprising of central government ministries and departments and relevant Hawke's Bay groups.
<b>sustainable development</b>	A series of sub-regional outcomes, which are the result of a process that takes account of all necessary environmental, ecological, economic cultural and community factors: and which uses this information to provide a sustainable future for the Heretaunga Plains and its people.
<b>Tāngata whenua</b>	Describes the direct kinship relationship a Māori person has to a particular area. This will relate to an area where an Iwi and or hapū hold mana whenua over that area. Tāngata whenua have a direct relationship with their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga.
<b>Technical Management Group</b>	Group comprising the infrastructure, planning, strategic or policy managers of the three partner councils.
<b>vision</b>	A statement defining the qualities of the sub-region in the future. An indication of sub-regional values.

#### Appendix 4: Abbreviations

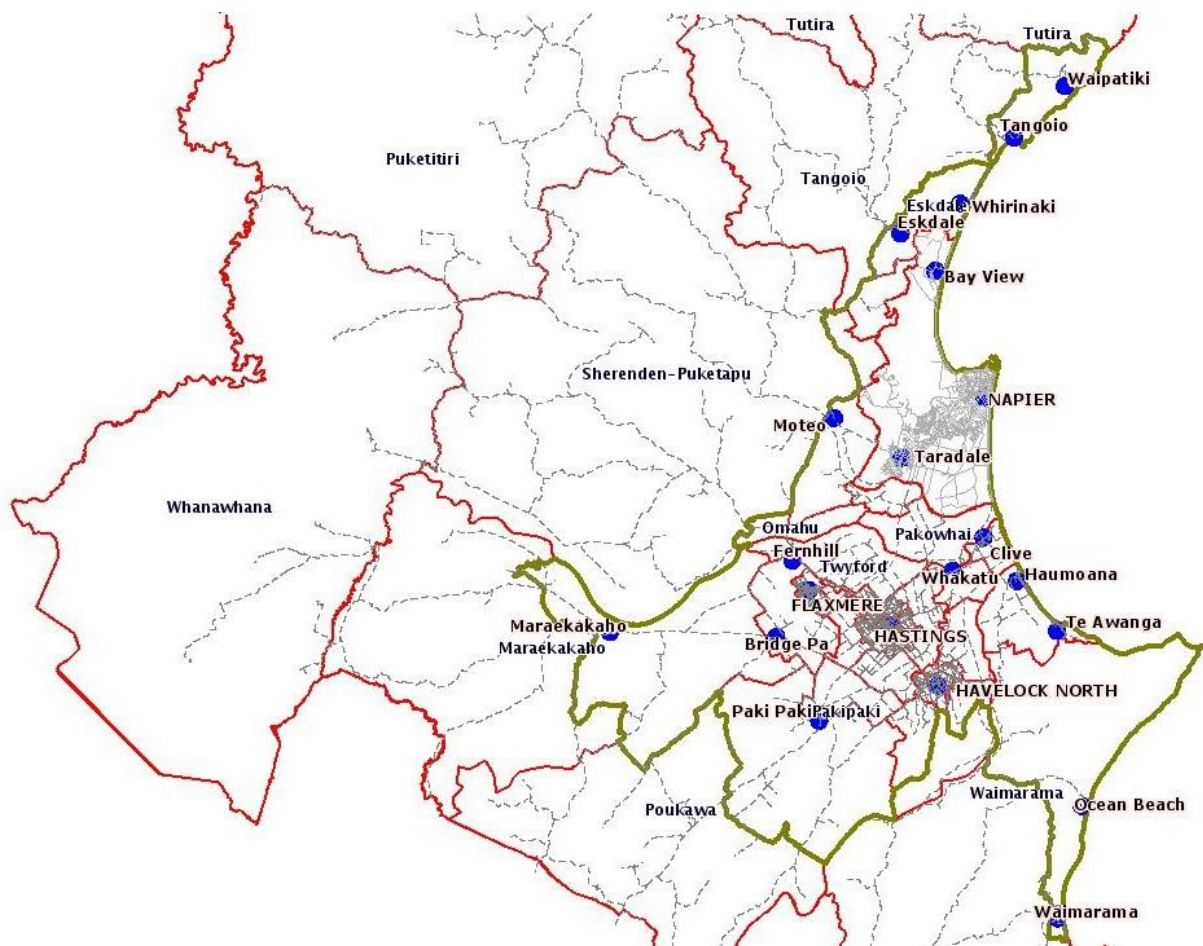
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Abbreviation	Description
CBD	Central Business District
CCD	Cross Country Drain
GPS	Government Policy Statement on Transport Funding
HB	Hawke's Bay
HBRC	Hawke's Bay Regional Council
HDC	Hastings District Council
HP	Heretaunga Plains
LGA	Local Government Act 2002
LTCCP	Long Term Council Community Plan
LTMA	Land Transport Management Act 2003
NCC	Napier City Council
NLTP	National Land Transport Programme
NZTS	New Zealand Transport Strategy
RLTP	Regional Land Transport Programme
RLTS	Regional Land Transport Strategy
RMA	Resource Management Act 1991
RP	Regional Plan
RPS	Regional Policy Statement
TLA	Territorial Local Authority
TMG	Technical Management Group
UDS	Urban Development Strategy

## Appendix 5: Study Area

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All urban centres and villages on the Heretaunga Plains are included in the study and the study area boundary coincides with the Heretaunga Plains Transportation Study area boundary.



## Appendix 6: Heretaunga Plains Urban Development Study: Project Structure

