

21 Richard Harkness

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Please state here if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).	Yes
Please upload any supporting documents here	WqzfYZf'd`Ub`VY`ck —

Q1: Are these the big issues that the Reviewed Strategy needs to tackle?

Generally, the key issues relating to future urban growth that need to be addressed are identified in the HPUDS, however, the strategy does little to address situations where there is a potential concern over servicing cost issues affecting the viability of developing Te Awa in Napier.

It is unacceptable to set overly high restrictive development levies for potential greenfield growth areas, particularly for Te Awa in Napier. The HPUDS should go much further to remedy any such concerns, which would be consistent with Section 3.1 Sequencing of the HPUDS and the reference to development being well supported by infrastructure and 'retaining enough flexibility to ensure that land is not overly restricted.'

In this regard, Durham does not support the direction set out in Section 2.1.5 Amendments to the Settlement Plan where reserve areas are considered as a replacement/back up – instead of addressing the issues relating to those areas already identified, such as Te Awa.

The HPUDS should be amended as appropriate to remove infrastructure restrictions and cost-prohibitive servicing for the identified greenfield growth areas, particularly for Te Awa in Napier.

The HPUDS does highlight how the need for increased retirement housing must be addressed. This is described well in the 2016 Review Findings section (page 4) which identifies how there is an increasing number of older people requiring housing and retirement villages; and also how there is a likely trend toward increasing numbers of retirement villages, supporting compact retirement housing in general, and the need to consider ways to achieve greater densities without compromising the urban living environment.

The HPUDS should develop this aspect further, to ensure where the option of providing retirement villages arises, that such an opportunity is encouraged, rather than face restrictions and cost-prohibitive servicing, given that this is the situation at Te Awa in Napier.

The HPUDS notes how forecasts for the retirement sector housing demand points to a significant shift in age profile over the next 30 years, and even beyond, which sees the 65+, 75+ and 90+ age groups increasing by 94%, 172% and 286%, respectively (page 4).

Q2: Do you think our projections of development demand and capacity are correct?

The report on 'Retirement Sector Housing Market 2015 – 2045' for HPUDS (Phase 2 Technical Analysis) concludes that "future urban planning/development work for the Heretaunga Plains area will need to take into account the projected significant increase in the 65+ population of the area and the associated implications of this change in terms of the range, quality and location of residential accommodation for the retirement population sector." [refer to section 7.5, page 17]. This aspect is further emphasised in section 6.5 (page 15) where details are provided on the expected increase in the 65+ population in

relation to the range of residential accommodation required for housing and the growth in future retirement housing.

Durham concurs that the demand for retirement housing is increasing, and how this supports Durham's efforts in recent years to investigate the option of providing for a retirement village with care facilities at Te Awa in Napier within the greenfield site identified under the HPUDS.

Durham is also concerned with the issues identified in this report on the 'Retirement Sector Housing Market 2015 – 2045' for HPUDS, particularly in section 5 (page 10) relating to the following issues:

- Land availability for new retirement housing developments;
- Ongoing improvements to the existing housing stock;
- Local Government land/zoning/housing policies;
- Housing affordability/income and cost considerations; and
- Lack of a focused development strategy dealing with specific housing needs of the 65+ population of the area.

Durham seeks that the HPUDS develops the strategy to address the increased demand for retirement villages, particularly where high servicing costs and development levies become unnecessarily prohibitive. Durham has land at Te Awa suitable for a retirement village, and has investigated alternative ways to provide more affordable infrastructure making this opportunity more economically viable; and such an approach should be supported through the HPUDS and the associated Implementation Plan.

Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10–30 years?

The Draft HPUDS Implementation Plan sets out key actions, and Action 58 states, "Ensure stormwater catchment management plans are developed before greenfield development is authorised" and refers to NCC (or HDC) as the lead agency supported by HBRC. While such an action appears logical, this approach fails to recognise the particular situation in Te Awa where the present approach adopted by NCC to stormwater management has resulted in such high servicing costs that it has become cost-prohibitive for development proposed on Durham's property. The Durham site is within the Te Awa greenfield growth area identified under HPUDS, and the proposed retirement village supports the overall direction of HPUDS for a compact city, higher density and intensification of the urban area, and it also provides suitable housing for the increasing aging population.

Durham has investigated the options for servicing this site and the proposed retirement village at Te Awa, and identified a much more economical way to provide infrastructure. This development should be fully supported under HPUDS, given how the HPUDS refers to development being well supported by infrastructure and 'retaining enough flexibility to ensure that land is not overly restricted.' [Section 3.1 Sequencing of the HPUDS]

Durham seeks that the HPUDS enables the proposed retirement village at Te Awa to be developed with appropriate servicing, that is not cost prohibitive and restrictive, through consideration of alternative ways to provide servicing in a more economical way.

Earlier this year, Ministry for the Environment (MfE) provided a consultation document on the Proposed National Policy Statement on Urban Development Capacity 2016 (NPSUDC), seeking feedback on the issue of how to make the Resource Management Act 1991 (RMA) work better for housing and business growth. It has a focus on connecting planning decisions with economics, recognising recent trends in increasing house prices and housing shortages. The NPSUDC also requires a more responsive planning approach to manage growth, particularly for local councils to address the issue of providing sufficient land supply for housing and business growth. This new approach to issues of urban development is also influenced by the work undertaken by the Productivity Commission with its 2015 report on land supply and its influence on housing affordability.

The NPSUDC aims to help reduce regulatory barriers to the supply of housing and reduce the cost of housing relative to income; and an overarching theme running through the NPSUDC is "that planning decisions must actively enable growth and development in urban areas, and accommodate that in such a way as to maximise wellbeing now and in the future". The NPSUDC requires plans to provide sufficient development capacity to meet long term demand, and to continue to monitor what is happening on the

ground, and responding to that. The NPSUDC also addresses the need for servicing the development capacity provided for in plans, stating that, “this will necessitate better integration and coordination between land use and infrastructure planning and will require local authorities, infrastructure providers and central government to work co-operatively.” Napier/Hastings is identified in Table 1 ‘High and medium growth urban areas’ of the NPSUDC with a projected population growth rate of 4.9% over the 2013– 2023 period, being of relevance to HBRC, NCC and HDC.

Durham seeks that the HPUDS embraces the direction of the NPSUDC and other national initiatives which seek to address urban growth issues through local authorities planning for growth and change, and providing critical infrastructure.

Q4: Do you support any particular parts of the draft revised Strategy?

The following sections of the HPUDS are supported:

1. Key Message from HBRC, NCC and HDC: creating a strong and sustainable future for the Heretaunga Plains.
2. Strategy Vision, particularly references to thriving communities, quality living environments with high levels of amenity, and where ‘community and physical infrastructure is integrated, sustainable and affordable.’
3. Key aspects of HPUDS, including a focus on ‘compact design’, thereby maintaining the versatile land of the Heretaunga Plains for production purposes; with a focus on increased intensification and higher densities close to the commercial nodes and higher amenity areas in the districts. This acknowledges the benefits of being more efficient and cost effective in terms of infrastructure and servicing.
4. Intensification is supported. The HPUDS recognises how the cost of funding intensification of existing areas may be high, signalling a slow transition to a full compact settlement scenario; however, development of identified greenfield sites such as Te Awa in Napier should be given greater support where higher density can be achieved in a shorter timeframe.
5. Greenfield Growth Areas identified for Napier include Te Awa, which is fully supported. Refer to Maps 1 and 6.
6. The 2016 Review Findings highlight the increasing number of older people that will need suitable housing and an increased demand for retirement villages. Durham supports these findings relating to forecasts for increased housing demand for the retirement sector due to a significant shift in age profile over the next 30 years, and even beyond, which sees the 65+, 75+ and 90+ age groups increasing by 94%, 172% and 286%, respectively (page 4).
7. The HPUDS notes that the average size of existing retirement villages is 6.25ha and sites of this size are only likely to be found on greenfield land. Durham concurs with these findings. The Durham property at the Te Awa greenfield growth site has an area of 9.2ha which can easily accommodate such a retirement village as well as aged care facilities.
8. Durham supports the further comments relating to the likely future trend toward increasing numbers of retirement villages and toward compact retirement housing in general, recognising the need to reflect on future housing density rules and ways in which greater densities can be achieved without compromising (and ideally enhancing) the urban living environment.

The HPUDS should enable the development of retirement villages, particularly for the Te Awa greenfield site owned by Durham, by providing for flexibility in the way servicing and urban design provision is achieved, as opposed to high infrastructure costs and development levies being imposed by NCC.

Q5: Are there any other amendments that you think should be made to the draft revised strategy? If so, why?

In general, Durham seeks that the HPUDS embraces the direction of the NPSUDC and other national initiatives which seek to address urban growth issues through local authorities planning for growth and change, and providing critical infrastructure.

This is necessary because local authorities are in a strong position to help the market address recent trends in increasing house prices and housing shortages through urban zoning and infrastructure

provision. The NPSUDC aims to reduce regulatory barriers, enhance infrastructure provision, and connect planning decisions with economics. Durham own land in Te Awa, being one of the Napier greenfield sites identified in HPUDS, that is suitable for development now, yet requires assistance from NCC with infrastructure provision in a cost effective manner; thereby creating opportunities for a retirement village to be established which also addresses the issue of increasing demand for housing for the aging population, as highlighted in HPUDS as well.

More specifically, Durham seeks that the HPUDS be amended to provide a more enabling approach and flexibility for appropriate servicing for the proposed retirement village at Te Awa, that is not cost prohibitive and restrictive, through consideration of alternative ways to provide servicing in a more economical way.

This includes amendments, as required to the HPUDS Implementation Plan as well; for example, Action 40 refers to further work required in order to 'ground truth' the approach in terms of infrastructure capacity, and financial sources via the District Plan and/or structure planning. This requires further refinement in relation to Te Awa and the land owned by Durham to address servicing for the proposed retirement village in a 'fair and reasonable' manner.

Any other comments that submitters wishes to make or suggested amendments:

The Heretaunga Plains Urban Development Strategy (HPUDS) was adopted by the Hawke's Bay Regional Council (HBRC), Napier City Council (NCC) and Hastings District Council (HDC) in 2010 to set the vision and direction for future urban growth over the next 30 years in the wider Napier and Hastings area; and the first review of the HPUDS is currently under way, with submissions being sought as part of this review process. We have been requested to prepare supporting details on behalf of Durham Property Investments Limited (Durham) who own land at Te Awa in Napier, being one of the greenfield growth areas identified as appropriate for future residential development during the HPUDS' 2015 – 2045 study period.

We are available to attend any HPUDS forum provided by the Working Group where we can present this submission and discuss the matters raised further.

We would note that the Submission Template for the HPUDS review seeks feedback on a number of key aspects, noted as Questions 1 – 5, with provision for further comments; and we understand that this submission will be provided as further comment. We have provided some summary points in relation to Questions 1 – 5, with more detailed comment thereafter.

Proposed Development of Te Awa greenfield residential site, Napier:

The HPUDS describes in section 4.3.2 'Updated Projections and Forecasts 2015 – 2045' that the population of the region is aging, with a strong increase in the 65+ population, with significant increases in the 65+, 75+ and 90+ age groups expected over the next 30 years. About half of the future forecast retirement units will be middle-to-upper end villages; and the average size of existing villages of this kind is 6.25ha, with sites of this size being only likely to be found on greenfield land. Section 4.3.3 '2016 HPUDS Review Conclusions', highlights the increasing number of older people, especially those over 75, being the usual starting age for entry to a retirement village. The forecasts for retirement sector housing demand point to a significant shift in the age profile over the next 30 years and even beyond, which sees the 65+, 75+ and 90+ age groups increasing by 94%, 172% and 286%, respectively. This will likely increase the demand for retirement villages within the identified greenfield sites. Action 38 of the HPUDS Implementation Plan requires an assessment of the accommodation needs of the elderly, supporting retirement villages with associated support services.

As noted above, Durham own 9.2 ha of land with access to Willowbank Avenue in Te Awa, being one of the Napier greenfield sites identified in HPUDS. This site is suitable for development as a retirement village with opportunity for aged care facilities; however, further assistance is required from NCC regarding

infrastructure being provided in a more cost effective manner. NCC has identified this block of land through their District Plan under the Te Awa Structure Plan 29A–E identifying the Durham property as Stage 5, being a future stage for development, and requiring the earlier stages to be developed first. While provision has been made in the District Plan for Stage 5 to proceed early, using the Discretionary Resource Consent process, this is not a realistic option due to the costly and restrictive development levies set by NCC for servicing the site. Further details on servicing aspects/options for the Durham property at Willowbank Avenue are provided by Strata Group.

Durham seeks that the HPUDS supports a flexible approach for infrastructure provision resulting in a more economical way to service land suitable for urban growth, and more particularly land that is suitable for a retirement village at Willowbank Avenue in Te Awa, to meet the housing demand for increasing numbers of the aging population. The key is that development levies for infrastructure provision should be fair and reasonable, not overly restrictive and cost prohibitive.

The Te Awa greenfield site is recognised positively under HPUDS section 4.3.1 'Trends and Growth (2009 – 2015)', however, under section 2.1.5 'Amendments to the Settlement Pattern', reference is made to servicing costs affecting the viability of completing Te Awa as though the (only) solution is to assess a number of reserve growth areas as back-up. Servicing costs affecting the viability of Te Awa is mentioned again in section 4.3.3 '2016 HPUDS Review Conclusions'. This approach is not supported by Durham given that their block of land is suitable for a retirement village and can be serviced in an economical way using linkages to alternative infrastructure existing in the area. Refer to additional details provided by Strata Group.

Durham notes that Action 13 of the HPUDS Implementation Plan relates to local authority involvement with funding major infrastructure through rating, financial and development contributions, as well as acknowledging alternative methods that also need to be pursued. Actions 14 – 18 provide for further actions relating to infrastructure costs and development contributions. Further work is required under these actions, including Action 40, to determine how local areas such as Te Awa can be serviced with 'fair and reasonable' costs for infrastructure provision. Actions 47 – 49 relating to 'Utilities and Infrastructure Delivery' also need to be reviewed in relation to servicing the proposed retirement village in Te Awa. Other relevant actions of the HPUDS Implementation Plan that need to be reviewed include Action 52 (transport related development contributions), Action 56 (wastewater infrastructure), Action 57 (structure planning and other development planning processes for wastewater), Action 58 (stormwater catchment management for greenfield sites), Actions 59 – 61 (low impact stormwater design for new developments) and Action 63 (low impact urban design and sustainable water use/re-use).

Accordingly, Durham supports the aspects highlighted in the HPUDS relating to higher densities, greater intensification, compact urban settlements, greater provision for the aging population, and flexibility in infrastructure provision.

To conclude, Durham seeks that the HPUDS and associated HPUDS Implementation Plan be amended to provide a more enabling approach and flexibility for appropriate servicing for the proposed retirement village at Willowbank Avenue in Te Awa, that is more economical through consideration of alternative ways to provide for servicing.

Uploaded file(s):

22 Paul Harris

Name *	Paul Harris
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Please state here if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).	Yes
Q1: Are these the big issues that the Reviewed Strategy needs to tackle?	Need to be broadened to cover Development contributions.
Q2: Do you think our projections of development demand and capacity are correct?	NO
Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10–30 years?	Population demographic as it influences housing needs in the Bay.
Q4: Do you support any particular parts of the draft revised Strategy?	Demand in Napier will be higher than that stated.
Q5: Are there any other amendments that you think should be made to the draft revised strategy? If so, why?	Yes. Infill housing needs more consideration, equity on contribution needs addressing etc.
Any other comments that submitters wishes to make or suggested amendments:	To be made verbally.

23 Hawke's Bay Fruitgrowers' Association

Hawke's Bay Fruitgrowers' Association Inc.

Email: office@hbfruitgrowers.co.nz

P O Box 689, Hastings 4156

The Fruitgrowers Association would like to briefly present our submission at the Working Group's meeting.

Submission- Strategy and Implementation Plan

Message

The original strategy was adopted by all of the Councils in 2010 but in only more recently to be implemented in the respective plans. In effect the Strategy has only been in place for a very short time.

The review period appears to be too short for effective implementation.

We ask that the working group consider changing the review period from five years to a longer time frame.

Key Aspects of the Strategy:

The Association fully supports the preferred settlement pattern of compact design.

2016 Review Findings

The Fruitgrowers Assn supports the review reports which state "the 2010 HPUDS assumptions and directions remain sound" and that "growth is able to be accommodated within the current HPUDS settlement pattern."

There is no evidence to support adding any new or reserve greenfield sites to provide for urban development. However, the revised HPUDS Growth Area Maps contain some new areas, additions made to existing areas and other areas outlined as reserve growth areas. All of the additional land is greenfields and currently sits within the Plains Production Zone.

3.2 Process for introducing Additional Greenfield Growth Areas

In the strategy document, the process for introducing new areas clearly states that monitoring would suggest more Greenfield sites are required or an existing greenfield growth area becomes unavailable.

The 2016 review findings do not support adding any more land to the strategy, other than recommending some consideration of replacement land for the Arataki extension.

It is unfortunate that to date no resolution has been found for the 16ha of the Arataki extension site, however this does not preclude a solution being found in the future. The site should not be written out of the planning maps or replaced with any new greenfield sites at this early stage. The 16 hectares of land currently unavailable in this extension will be easily offset when land to the south of Havelock (Middle Rd, Iona and the Havelock Hills) is released.

The public has not had the opportunity to consider adding further sites to the strategy, however Plains production zone sites have been outlined in the strategy review maps and labelled as areas outlined for development and as Hastings "Reserve" Growth Area Locations.

The Review Document Reserve Growth Areas maps include land which has already been considered for urban development, at the time, the applications to rezone were considered and and were declined for very good reasons. None of the reasons to decline have changed.

Current issues impeding the strategy.

The issues are:

Key elements of the settlement pattern are not being achieved: 60% intensification, 35% Greenfield, 5% rural.

Land banking: Lyndhurst and Williams Street are underdeveloped – sections are not available for individual buyers. Industrial land in Omaha and soon Irongate is to be opened up for development and there are no strategies in place to prevent land banking.

Strategy to ensure community needs are provided for is missing:

Developer driven urban planning is stifling the community's ability to provide for the range of homes and facilities needed for affordable, efficient, comfortable and compact urban development to cater for present and long term population requirements.

Clarity: a number of areas of land are indicated by a circle. This does not clearly show the potential land area to be included. The Community needs clarity and the areas need to be defined so the effects of including or excluding can be effectively assessed.

Implementation: Stocktake required to evaluate if District and City Council Objectives, Policies and Rules effectively give their communities the tools to implement the intensification objectives of the settlement strategy.

These big issues need to be dealt with urgently via the strategy or the implementation plan- they are impacting on the effectiveness of the overall strategy.

2.1.5 Amendments to the Settlement Pattern

Opposed to the inclusion of *additional areas and *reserve areas

To be consistent with the 2016 review findings, we ask that the working group remove the additional areas of land, including extensions to areas mapped in the original strategy and reserve growth areas from the strategy document.

*Additional areas: South Pirimai, Brookvale

*Reserve Growth areas: Romanes Drive (part), Middle Road (part), Murdoch Road, Wall Road.

24 Hawke's Bay Racing (by Andrew Castles)

Sent: Thursday, 18 August 2016 12:34 p.m.
To:
Cc:
Subject: HPUDS Draft 5 year review

To whom it may concern

Thank you for the opportunity to comment on the recommendations made in the 5 year review of HPUDS.

Hawke's Bay Racing is fully supportive of the recommendation that part of Wall Rd as identified by Opus Group and contained in Recommendation 2 be designated a "Reserve Area". We understand the area would become suitable for consideration as a development area in the event that development areas identified in HPUDS are not able to be developed and deliver the required number of new sites to the market.

When looking at the map outlining the area of Wall Road identified it covers the piece of land Hawke's Bay Racing own and operate as a Stable and Training complex. The Wall Road complex is currently a vital part of the operations of Hawke's Bay Racing but that may not be the case into the future. We are comfortable for this piece of land to be designated a "Reserve Area" and support the concept of "Reserve Areas" being included in the plan.

Good luck with your considerations of these proposed changes to HPUDS, a document that will be vital to the long term development of Hawke's Bay.

Kind Regards

Andrew (Butch) Castles
General Manager

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25 Pat Heavey

Name *	Pat Heavey
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Phone Number *	[REDACTED]
Address	[REDACTED] Napier Road Havelock North
Please state here if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).	Yes
Please upload any supporting documents here	Yes, refer below.
Q1: Are these the big issues that the Reviewed Strategy needs to tackle?	<p>Yes . The only other area for concern in Havelock North is an extra area for shops as the village is fast running out of carparks and is very congested.</p> <p>Also the need of land for retirement villages . People who currently live in Havelock North will want to stay in their community and want to reside in a retirement village in Havelock North .</p>
Q2: Do you think our projections of development demand and capacity are correct?	Yes . More land now detailed to meet demand.
Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10-30 years?	A major concern in pushing development in the Te Aute , Middle and Iona roads will be the massive increase in traffic on already congested roads . The Intermediate and High school are at the other end of the village and there is no main road by-passing the village so everyone has to drive through it . Not only to the schools but also to get to Napier / Hastings.
Q4: Do you support any particular parts of the draft revised Strategy?	We fully support Romanes portion of the revised strategy but would like the committee to consider the below amendment.
Q5: Are there any other amendments that you think should be made to the draft revised strategy? If so, why?	<p>In the probable event ? that the North / Eastern side of Davidson Road on Brookvale Road is deemed to be " unavailable " as what has happened to the Arataki Extension due to the odour from the Mushroom Farm (as this area is extremely close).</p> <p>We would request that the "Romanes Reserve Area " be brought in to substitute .</p> <p>We understand everything hinges around the Brookvale strip between Romanes Drive and Davidson Road being approved .</p> <p>This area of land has already had a significant amount of work already done from when John O Sullivan tried to get a zoning change in 2007 for the Brookvale Retirement Village .</p> <p>I am unsure if all the files have been uploaded with this submission but all the Drainage Engineering , Geotech , Soil testing ,Roading and Traffic , reports have already been done.</p>

It is also interesting that they have flagged our area as High Liquifaction . The Geotech report done by John O Sullivan suggests that our area may get mild liquifaction in the event of a large earthquake. Further to support this I have a copy of our Bore Report which is centered in the middle of The Romanes Reserve Area. The make up of the gravels as detailed in the report fully supports those findings .

Any other comments that submitters wishes to make or suggested amendments:

I would also like to challenge " Table 8 " Scoring and Ranking of Alternatives " on how they scored Romanes . Romanes has a park directly across the road , schools are in walking distance up Woodlands Drive , there is a Cafe 200 meters down the road with a Dairy 400 meters away . The block is only 1500 meters from the centre of Havelock North village and is closer to more services than the people residing at the bottom of Russel Robertson Drive.

Sewerage and water run down Romanes Drive so there is limited capital expenditure for the council to be made available as they are already there . The roading is significantly better than the other end of Havelock North to facilitate a free flow of traffic.

I struggle as to how they came to a score of 60 (should be 61 as they have not added it up properly)

We would also like to put a suggestion to the council .

The Crombie Drain at the back of our prperty would no doubt be required to be upgraded to cope with the increase with storm water etc if the proposed developements proceed. As our boundary goes right up to the edge of the stream the council may be wanting to purchase some land from us to do the upgrade.

The council already owns a 1295sqm piece of land on the other side of the drain known as "Drainage Reserve" Lot 2 DP 339158 .

The council also own a triangular piece of land (around 4000 sqm) behind the pumping station beside us (158 Napier Road).

We would like to put the suggestion forward that the 4000 odd square meters there be swapped for 4000 square meters running beside the drain so we dont lose any land and the council dont have any capital expenditure in having to purchase any land.

Uploaded file(s):

Woodgrove Lifestyle Village

Havelock North, Hawke's Bay

UPDATED
TRANSPORTATION
ASSESSMENT


TRAFFIC DESIGN GROUP

P O Box 788
Napier
Phone : +64 6 834 4210
New Zealand

May 2007

WOODGROVE
LIFESTYLE VILLAGE
HAVELOCK NORTH,
HAWKE'S BAY
QUALITY ASSURANCE
STATEMENT

Prepared by:

Steve James
Senior Traffic Engineer



Reviewed by:

Mark Georgeson
Director



Approved for Issue by:

Andrew Prosser
Senior Associate



Status:

Final

Date:

25 May 2007

TABLE OF CONTENTS

1. INTRODUCTION	1
2. EXISTING TRANSPORTATION NETWORK	1
2.1 Road Network	1
2.2 Road Layout	3
2.3 Traffic Flows	5
2.4 Road Safety	5
3. FUTURE BASE TRAFFIC FLOWS	7
3.1 Committed Development	7
4. PROPOSED DEVELOPMENT	7
5. DISTRICT PLAN PROVISIONS	11
5.1 Parking and Loading	11
5.2 Access	11
6. TRAFFIC GENERATION AND DISTRIBUTION	12
7. PROPOSED SITE ACCESS	14
7.1 Construction Access Provisions	17
8. SERVICING PROVISIONS	17
9. PUBLIC TRANSPORT & RIDE SHARING	18
10. PEDESTRIAN PROVISION	18
11. ASSESSMENT OF TRAFFIC EFFECTS	18
12.1 Brookvale Road/Russell Robertson Drive	19
12.2 Brookvale Road/St Hill Lane	20
12.3 Brookvale Road/Romanes Drive	22
12.4 Romanes Drive/Napier Road	23
12. CONCLUSIONS	23

Woodgrove Lifestyle Village, Havelock North, Hawke's Bay Updated Transportation Assessment Report

1

1. INTRODUCTION

Amnico Holdings Limited (the Applicant) is seeking a private plan change to allow the establishment of a lifestyle village on land facing Brookvale Road and Romanes Drive, Havelock North. This updated report accordingly assesses the traffic effects relating to the proposed development.

The traffic planning issues relevant to the proposed development include:

- i) the level of vehicular traffic likely to be generated by the development and the adequacy and efficiency of the access provisions
- ii) the ability to integrate the proposed development into the existing traffic environment without significant adverse effects
- iii) the ability of the proposed parking supply to meet the actual demands expected to be generated by the proposed development
- iv) the internal layout of the development and its ability to comply with relevant controls as set out in the Hastings District Plan

These and other matters are addressed in the detail of this report. By way of a summary, it can be stated that the proposed development can be established in a way that its effects on the function, capacity and safety of the surrounding road network are less than minor.

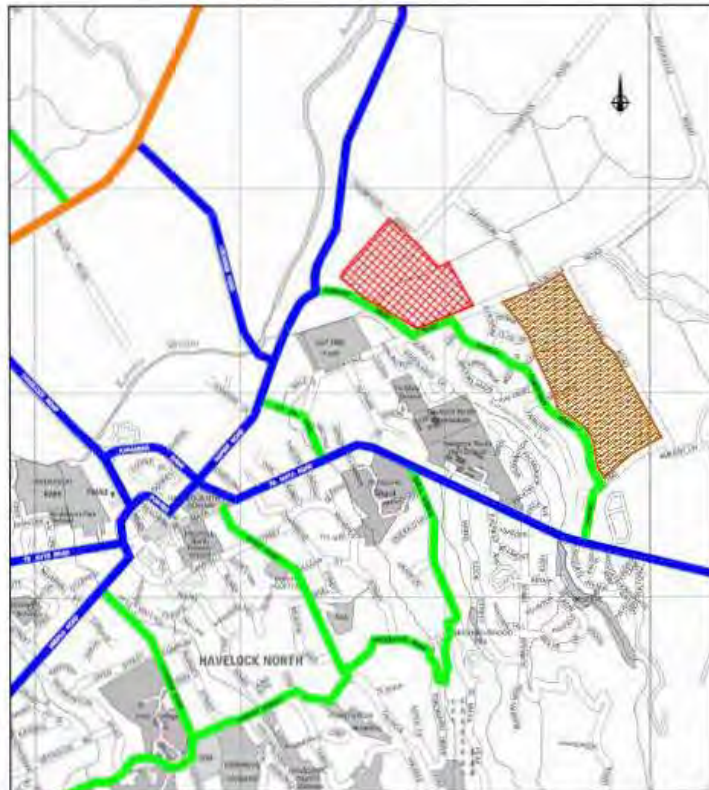
2. EXISTING TRANSPORTATION NETWORK

2.1 Road Network

Figure 1 shows the location of the site within the road network hierarchy as defined in the Hastings District Council's District Plan. As shown, the proposed development is located on Brookvale Road, Havelock North near the corner with Romanes Drive. The site is currently zoned Plains Zone as defined in the District Plan and currently contains several residential lifestyle properties and an orchard.

Brookvale Road runs east-west between Thompson Road and St Hill Lane. The section of Brookvale Road between Romanes Drive and Russell Robertson Drive is classified as a Collector Road within the District Plan while the remaining length is classified as a local road. Romanes Drive is classified as a Collector Road and forms part of the secondary road network while Thompson Road is classified as a local road. Romanes Drive links Brookvale Road with Napier Road and was built by Hastings District Council to support the residential development at Arataki and further east on the outer fringe of Havelock North. Napier Road is an arterial road and provides the main route between Napier and Havelock North.

ACAD:9014W1/1



- REGIONAL ARTERIAL
- DISTRICT ARTERIAL
- DISTRICT COLLECTOR
- ▨ PROPOSED SITE
- ▨ BROOKVALE NEW DEVELOPMENT AREA

LOCATION IN ROAD NETWORK 1

Russell Robertson Drive is a recently constructed through road that provides access to the bulk of the staged Arataki subdivision. Construction work is still progressing in the locality and further subdivision is anticipated in the area to the north between the existing residential subdivision and Arataki Road. This area is shown shaded as the Brookvale New Development Area in Figure 1.

2.2 Road Layout

Brookvale Road in the vicinity of the subject site has a carriageway width of 12.0m including two traffic lanes of 3.5m and 2.5m wide sealed shoulders on both sides. To the east of the site, Brookvale Road narrows by 1m with an 8.5m carriageway and 2.5m sealed shoulder on the southern side only. The following photographs illustrate the layout of Brookvale Road.



Photo 1: Brookvale Road, looking west towards Romanes Drive



Photo 2: Brookvale Road, looking east

Romanes Drive is marked with two traffic lanes, one for each direction of travel. This road intersects with Brookvale Road at its eastern end via a four-leg roundabout and connects with Napier Road at its western end via a three-leg roundabout. Romanes Drive is designated as a limited access road and no

on-street parking is permitted over its entire length. It also contains sealed shoulders that incorporate cycle provisions as also illustrated in the following photograph.



Photo 3: Romanes Drive, looking north

Access to the proposed development site is provided at three locations, with two of them being for emergency purposes only. The primary access to the site will be via a new leg on the Brookvale Road/Russell Robertson Drive roundabout. An emergency access will be provided via Thompson Road and Romanes Drive. The following photograph illustrates the proposed primary access position from Brookvale Road.



Photo 4: Access via Brookvale Road, with a new entrance proposed as a fourth leg (in foreground)

Both Brookvale Road and Romanes Drive have a posted 50km/h speed limit while Thompson Road has a 100 km/h restriction. Napier Road is subject to a posted 60 km/h speed limit also and this changes to 100 km/h 100 metres north of the Romanes Drive/Napier Road intersection.

2.3 Traffic Flows

Hastings District Council records show that Brookvale Road has an Annual Average Daily Traffic (AADT) volume of 2,512 vehicles per day (vpd) between Woodlands Drive and Davidson Road as recorded in late 2005. The weekday afternoon peak hour flows at this location were recorded as an average volume of 326 vpd. The Council records also show that Romanes Drive has a very similar AADT of 2,417 vpd as recorded in late 2005 with a weekday morning peak hour flow of 357 vehicles per hour (vph).

To assist with the preparation of this assessment, Traffic Design Group completed a series of traffic counts which included weekday morning and late afternoon peak periods. Surveys were completed at the following intersections:

- i) Brookvale Road/Russell Robertson Drive
- ii) Brookvale Road/Romanes Drive
- iii) Napier Road/Romanes Drive
- iv) St. Hill Lane/Brookvale Road

These intersections were identified as being the most likely affected by the traffic flows generated by the proposed development. The periods were also chosen to coincide with the times when the traffic movements associated with the proposed development and those on the local road network itself would be at their highest combined levels.

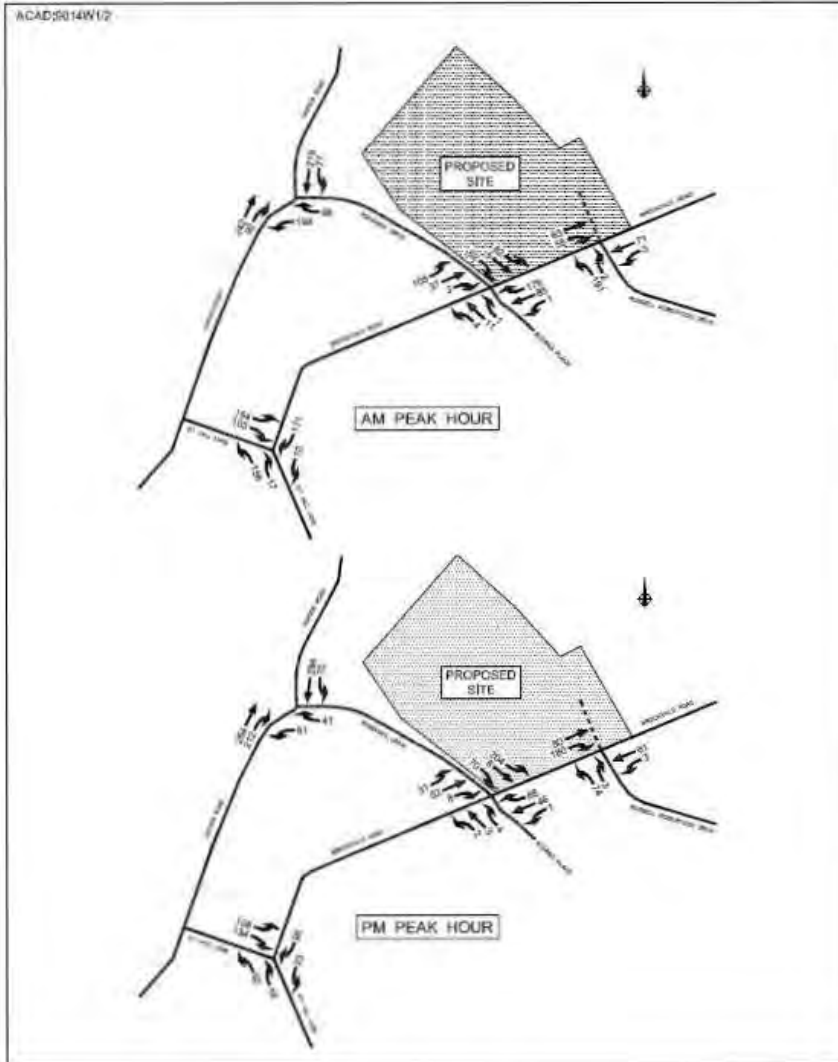
The detailed turning counts were undertaken on Wednesday, 14 March 2007, and Monday 30 April 2007, for which the weekday morning and late afternoon peak hour turning movements were obtained. These volumes are illustrated in Figure 2 of this report.

2.4 Road Safety

A search has been made of the Land Transport New Zealand Crash Database for all reported crashes occurring along the site frontage roads during the five-year period to December 2006.

These records show only two accidents have occurred within this time period, although it is to be noted that Romanes Drive was only opened to traffic in mid 2003. Both accidents occurred at the intersection of Napier Road/Thompson Road and involved turning vehicles being struck by another vehicle. One of these accidents resulted in a minor injury.

From this evaluation, it is concluded that there is no apparent road safety concerns resulting from the existing use of the site or the operation of the roads near to the site. In addition, and as detailed later in this report, the design of the access has been arranged to ensure minimal impact on the operation of the local road.



EXISTING PEAK HOUR TRAFFIC VOLUMES

2

3. FUTURE BASE TRAFFIC FLOWS

Daily traffic growth rates in the Hastings District have been reported around a level of 1.5% per annum over the most recent five-year period. In order to assess the future performance of the road network, it has been assumed that the undeveloped land along Arataki Road will be fully subdivided with residential lots by 2012. Additionally this analysis assumes that the underlying traffic growth is at a rate of 1.5% per annum to 2012.

3.1 Committed Development

It is assumed that for the purposes of this study, the future traffic flows include an allowance for around 260 residential lots that are still to be developed on the area of land known as the Brookvale New Development Area. This land is currently zoned Deferred Residential and Hastings District Council intends to rezone this area as General Residential by December 2007.

In this regard, the average daily traffic volume to be generated by the future residential area has been assessed to be in the order of 2,080 vpd, based on an average daily traffic volume of eight vehicles per lot/dwelling. This rate matches the average generation rate adopted by Council for residential activities.

Traffic Design Group has also separately determined that the peak hour traffic volume generated by the committed residential area will be in the order of 350 vph. This is based on an average rate of 1.35 vehicle movements per hour per lot/dwelling.

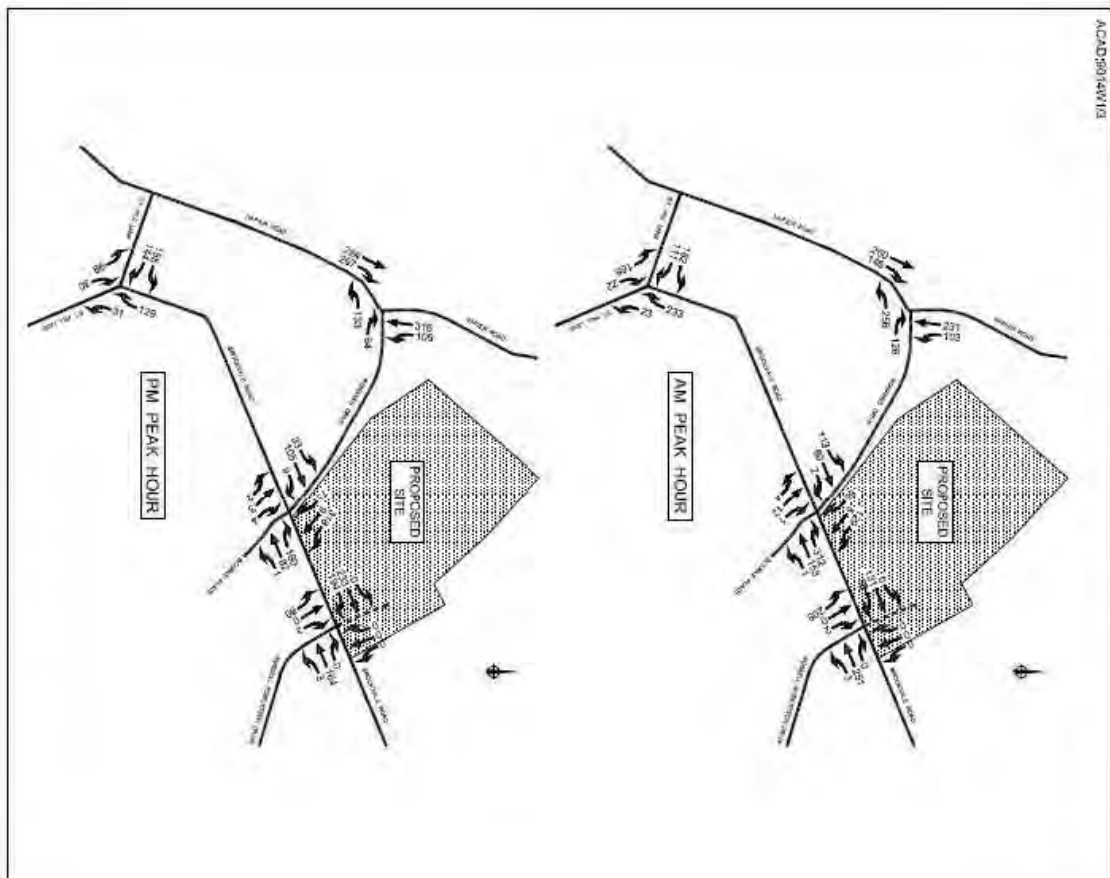
The projected future "base" traffic peak hour flows are shown in Figure 3 for further reference. These traffic flows have been used in assessing the performance of the local road network as set out in Section 11 of this report.

4. PROPOSED DEVELOPMENT

The proposed development involves the rezoning of land to provide for the establishment of a lifestyle village on a 19 hectare site on Brookvale Road, Havelock North. A copy of a concept plan showing the proposed development layout and land use activities is included in this report as Figure 4.

The lifestyle village is proposed with the following components:

- 251 one storey villas
- eight two storey townhouses
- 50 ground floor apartments
- 60 serviced apartments
- a three unit motel (2 studio units and 1 family unit)
- various ancillary buildings such as garages, workshops and sheds
- recreational centre with pool, bowls green, tennis court
- childcare centre for 170 children
- a deferred residential subdivision of up to 11 lots (on land containing three existing dwellings)



B

2012 + COMMITTED DEVELOPMENT PEAK HOUR TRAFFIC VOLUMES

3



B

PROPOSED DEVELOPMENT

4

The independent apartments, villas and townhouses are intended for the elderly who do not require regular medical care and who are capable of living independently. The serviced apartments are for the elderly who are sick or disabled and who require regular care and/or medical attention.

All of the buildings and units will be accessed via a series of internal loop roads and a main, two-way road which intersects with Brookvale Road at the roundabout control with Russell Robertson Drive. A secondary, emergency only access is proposed via Thompson Road and a third emergency only access via Romanes Drive. These internal roads will be sealed and constructed on a meandering alignment with the main spine road having a carriageway width of 7m. This treatment will usefully control vehicle speeds within the site while also providing sufficient width to enable two cars to pass in a safe and controlled manner.

A private driveway off Brookvale Road will be provided for the deferred 11 lot residential subdivision and will provide access to up to eight lots. The three existing dwellings will retain three existing driveway accesses. It is important to note that there will be no vehicular through connection between the deferred residential lots and the retirement village portion of the site.

It is understood that the lifestyle village will be served by up to 11 fulltime staff with a further six staff being part time for up to two days per week. The Applicant has also confirmed that the childcare centre will be served by up to 31 staff, in accordance with guidelines set by the Ministry of Education.

In terms of provisions for parking, the village as a whole is proposed in a manner that provides for a total of 380 residential units with each villa having an internal garage and all townhouses having a double garage. The three existing dwellings on Brookvale Road each have a double garage while the remaining eight of the deferred residential lots will also have a single, double garage. The remaining apartments and serviced apartments will also be provided with parking spaces within the car park adjoining the main building or at least in close proximity. The main village centre building will have a car park area of 64 spaces to cater for staff, visitors and residents alike.

Table 1 summarises the intended parking provision associated with the development. As shown, an overall total of 716 spaces will be provided throughout the site.

Housing Type/Activity	Spaces per Unit	Total Spaces	Comment
Villas	2	502	Single garage plus driveway
Townhouses	4	32	Double garage plus driveway
Village Centre		64	Includes 10 spaces for staff & apartment parking
General Residential		43	Spaces through village for apartment residents and visitors
Deferred Residential	4	44	Includes existing and proposed dwellings
Motel		4	
Childcare Centre		27	Includes 16 spaces for staff
Total		716	

Table 1 : Summary of Intended Parking

In addition, an area has also been set aside to accommodate parking for up to 20 mobile homes. With the advent of increased popularity and advances in motor home vehicle design, it has been found an increasing percentage of people living in retirement villages choose to travel around the country for long periods of time.

5. DISTRICT PLAN PROVISIONS

As previously reported, the proposed development site is zoned Plains in the Hastings District Council District Plan where residential type activities are a permitted activity subject to a suite of conditions. In this instance, the proposal for the lifestyle village would require it to be considered as a restricted discretionary activity. As an alternative, the Applicant has opted to pursue a private plan change.

In terms of traffic related considerations, the level of compliance of the proposed development with the Plan's provisions for traffic sightlines, parking, loading and access have been reviewed and are separately detailed as follows:

5.1 Parking and Loading

The parking and loading related development controls are included in Section 14.1 of the District Plan and can be summarised below:

- for homes for the aged, parking is required at a rate of one space per ten residents the facility is designed to accommodate, plus one space per two staff
- for residential activities, such as retirement villages, a minimum of one space per household unit must be provided (can include spaces within garages or carports)
- for a day-care centre, parking is required at a rate of one space per two staff
- for visitor accommodation, such as a motel, a minimum of one space per bedroom or unit must be provided plus one space per two staff
- parking spaces for people with disabilities to be provided in accordance with the requirements contained in Appendix 14.1-2
- minimum dimensions for individual parking spaces in a residential zone of 3m wide by 5m long (14.1.8.4 (4)(b))
- where two or more parking spaces are side by side, compliance is required with Appendix 14.1-2 or 90 percentile design car method
- for all activities except residential, the owner or occupier shall provide a loading space for the suitable loading of vehicles which are likely to arise from the use of any building or activity carried out on site

Application of the parking provisions of the District Plan requires nine spaces for up to 17 staff members associated with the village centre and 16 spaces for up to 31 staff associated with the childcare centre. The parking requirements for the apartments, villas/townhouses and deferred residential area amounts to one space per unit while the motels require three spaces. This amounts to a requirement to provide a total of 405 car park spaces within the development. The proposed provision of 716 car parks spaces as summarised earlier in Table 1 readily achieves and exceeds the District Plan requirement.

A loading space will be provided adjacent to the main village centre building and will cater for all future service needs. This space will be designed to facilitate large truck deliveries and will easily manage the more frequent needs of mid-sized vans.

5.2 Access

As detailed earlier, all vehicular access to the main part of the development (except for emergency purposes) is to be via Brookvale Road. Accordingly, access will be via the existing Brookvale Road/Russell Robertson Drive roundabout intersection, with a new leg constructed onto the roundabout

to serve the development. A private driveway on Brookvale Road is also proposed to service the deferred residential lots, with the three existing driveways to remain to serve the existing dwellings. This new driveway is located mid-way between Russell Robertson Drive and Romanes Drive.

The District Plan requires safe sightline distances be provided in accordance with Section 2.1 in Guidelines for Visibility at Driveways, RTS6. These guidelines confirm that the minimum sight distance on a Collector road with an operating speed of 50 km/h for a high volume driveway (i.e. above 200 vpd) requires 90 metres. For a Local road, the required sight distance is 40 metres. Investigations confirm the overall sight line provisions available at the proposed site access and the new driveway meets the minimum standards.

It is intended that the internal private access arrangements, including vehicle crossings and internal road layouts, will be designed to an appropriate standard for villages such as this, in accordance with good engineering practice.

An important component of the access to the lifestyle village is the provision of a secure, safe environment for which a single access onto a low-speed, residential street as proposed, is the most appropriate.

The internal roads within the village are similarly designed to provide a slow-speed driving environment, with mountable kerb and channel on all roads throughout the site, with landscaped and grassed medians, and a local roundabout at the main traffic junction within the site.

In summary, it is the findings of this assessment that the proposed internal access arrangements are properly matched to the requirements of the residents, visitors and occasional larger service or emergency vehicles.

6. TRAFFIC GENERATION AND DISTRIBUTION

Surveys of households reported by Land Transport New Zealand in Research Report No's 209 and 210, show trip generation rates for residential units of the kind proposed as being around 2.7 vpd per dwelling. More detailed recent surveys of a closely similar village undertaken by Traffic Design Group indicate that townhouse type independent villas generate around 4 vpd per unit (inclusive of residents, visitors and servicing), and studio type apartments typically generate between 1.5 and 2.0 vpd per unit. For the purpose of this assessment, generation rates of 4 vpd for the villas and townhouses and 2 vpd for the apartments and serviced apartments are assessed as being appropriate, with peak hour development flows being in the region of 15% of the daily flow. These generation rates also include staff movements and service deliveries.

Peak travel demands at retirement villages typically occur between 10:00 and 11:00am and 2:00 and 3:00pm, and not in the usual morning and evening peak commuter periods. On this basis and from studies recently completed at other retirement type villages, this portion of the development is expected to generate only 40% of the peak hour demand during the 8:00 to 9:00am and 4:30 to 5:30pm peaks.

As previously described, the childcare centre is planned to provide for a maximum of 170 children and 31 staff. The exact opening times and operating details are yet to be finalised, but it is expected that two sessions will be operated, one in the morning and one in the afternoon. This effectively provides

for a total of 340 possible children attending in any one day with up to 70% of children staying all day. Typically the traffic demands associated with staff occur at separate times to those of children being 'dropped off and picked up' with the peak traffic generation likely to occur immediately before and after any session. Based on the trip generation rates contained in Research Reports 209 and 210, typical peak hour rates of 1.5 trips per child are suitable for the size of the proposed child care centre.

The predicted daily vehicle trip generation for the childcare centre equates to 880 vehicles per day, assuming each child is dropped off and picked up separately (i.e. a vehicle arrives, drops off child, then departs; the vehicle returns later to pick up child; this constitutes four trips) and 70% of children remaining through the day.

The average daily traffic volume to be generated by the deferred residential lots has been assessed to be in the order of 88 vpd. Three dwellings currently exist generating some 24 vpd. Therefore, the additional demand generated on to the roading network is 64 vpd. The equivalent peak hour traffic volume is 11 vph.

The table below summarises the daily traffic volumes for the whole development.

Activity	No.	Daily trip rate	Daily traffic flow
Villas/Townhouses	259	4	1,036
Apartments	110	2	220
Childcare Centre	170	N/A	880
Deferred Residential	8	8	64
Total			2,200

Table 2: Daily Traffic Flows

As can be seen, the total trip generation for the Village is expected to be around 2,200 vpd inclusive of all residents, visitors and staff movements. The three unit motel is intended to only serve the residents of the Village and their families who may want to stay overnight and these numbers are considered minimal.

During the 8:00 to 9:00am and 4:30 to 5:30pm peak hour periods, the childcare centre will be at its busiest. From previous investigations undertaken by Traffic Design Group at other child care centres, it is usual that 10-20% of children at the centre will have a sibling who also attends. It should be noted that the adjacent residential areas have a large population of young families who could also potentially send their future children to this facility, so it can be reasonably expected that 10-15% of children could walk to the centre with their parent/caregiver.

Incorporating these percentages, the following peak hour traffic volumes can be derived for the retirement and child care portion of the proposal.

Activity	Predicted Peak Hour Volumes		
	Arrivals	Departures	Total
Retirement Village (peak hour of development)	94	94	188
Retirement Village (peak hour of road network) = 40% of peak flow	38	38	76
Child Care Centre (peak hour)	128	128	256
Reduction of 10% to allow for siblings	115	115	230
Reduction of 15% to allow for walking	98	98	196
Combined Peak Hour Total Volumes	136	136	272

Table 3: Predicted Peak Hour Volumes

As shown, a total peak hour volume of 272 vph is predicted for the AM and PM peak periods. The deferred residential lots will add another 11 trips in the peak period theoretically totalling some 283 vph.

All of the retirement/child care predicted traffic would use the primary access via Brookvale. The deferred residential predicted traffic will use the new driveway also on Brookvale Road.

The likely distribution of these trips within the immediate roading network for both the morning and evening peak periods is identified in Figure 5. When compared with existing volumes, there is a measurable increase as would be expected. Even so, the volumes are still small for the type of existing roads and intersections. Accordingly, the projected future traffic volumes are unlikely to have any measurable effect on the operation of the main access intersection or on the surrounding road environment on the whole.

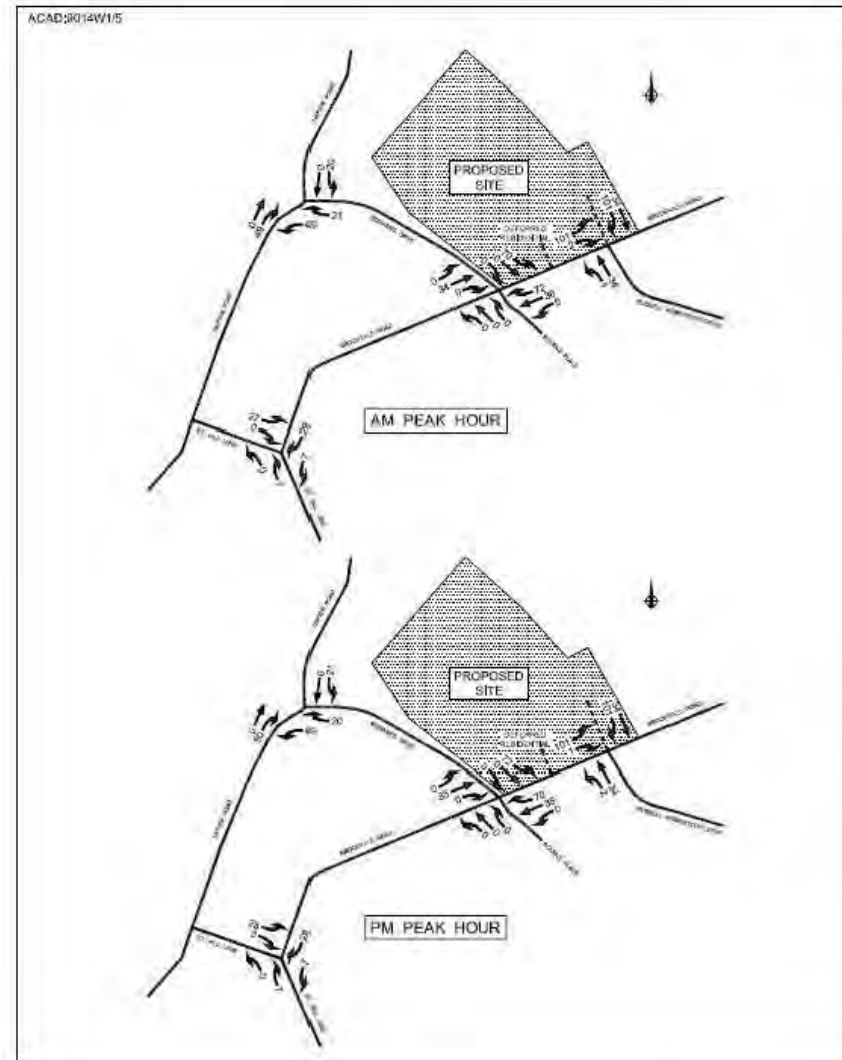
The resulting pattern of future traffic flows (2012 + Committed Development + Proposed Development) is illustrated in Figure 6 and are the combination of traffic flows represented in Figures 3 and 5.

7. PROPOSED SITE ACCESS

As illustrated previously within the detail of Figure 4, vehicle access is proposed from Brookvale Road. The main vehicular and pedestrian access will be via a fourth leg constructed on the existing roundabout intersection of Brookvale Road and Russell Robertson Drive. The access will have a single lane entry and exit driveway designed at a width of 7 metres which will then be flared on the approach to the roundabout. This leg will be designed in accordance with good engineering practice and in accordance with Hastings District Council requirements.

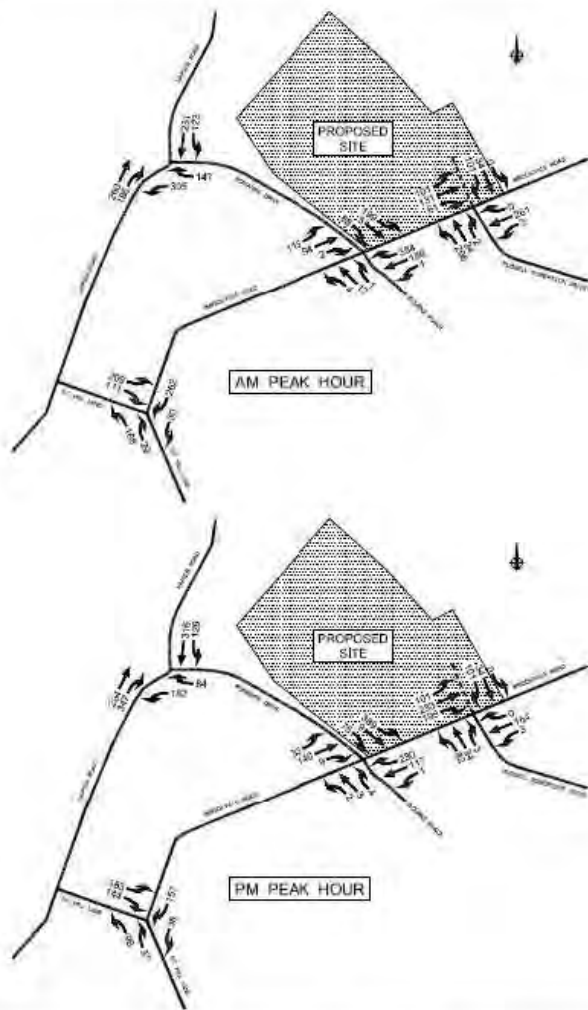
A new driveway will also be constructed to provide access to the deferred residential lots. The location of this access will be midway between the intersections of Russell Robertson Drive and Romanes Drive/Brookvale Road. It is assessed that this new entranceway will provide suitable accessibility and sight line provisions. A further access, positioned opposite, will not cause any adverse effects to the efficiency or safety at this location.

The two "emergency only" accesses provided at Thompson Road and Romanes Drive will have locked gates to control vehicle movements, but will allow free flowing pedestrian movements.



PROPOSED DEVELOPMENT PREDICTED PEAK HOUR TRAFFIC VOLUMES 5

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**2012 + COMMITTED DEVELOPMENT
+ PROPOSED DEVELOPMENT
PEAK HOUR TRAFFIC VOLUMES**

6

Overall, it is expected that the access provisions on Brookvale Road will provide a very good level of amenity and convenience for patrons and visitors to the proposed development and can be safely and suitably integrated with the existing roundabout.

7.1 Construction Access Provisions

The proposed development will be constructed in several distinct stages, and each of these will be dependent on market demands.

As the proposed site is ideally located in terms of available access provisions, the following measures are proposed to mitigate any adverse effects caused by construction traffic during the establishment of the site;

- Construction traffic will predominantly access the site from Romanes Drive, using the existing residential access way located on this Limited Access Road.
- For the greater part of the construction, egress from the site will be off Napier Road. At times it will however be necessary to use Thompson Road, to limit the internal effects of construction traffic as the site becomes occupied.
- At these locations all construction traffic will be prohibited from turning right onto Napier Road, and all vehicles will be directed south towards Crosses Road.
- All traffic generated by residents and staff associated with the other planned activities, will use the main access off Brookvale Road.

It is considered these planned access arrangements will ensure all construction traffic is appropriately distributed from the site, mitigating any potential adverse effects to existing residents and road users.

Based on the size and scale of the planned development, it is considered the highest volume of construction traffic will amount to 20-30% of the daily traffic flows to be generated by the fully developed site. It is the findings of this assessment that the construction traffic will be easily accommodated onto the local roading network and will not unduly effect other motorists or local residents.

To further safeguard the potential effects of construction traffic, it is recommended that a Construction Traffic Management Plan (CTMP) be implemented to alleviate the full extent of traffic related effects created by construction vehicles. Such planning measures can also form part of the contractors contract documentation, to ensure all construction traffic access and egress the site in a controlled and managed manner.

8. SERVICING PROVISIONS

It is anticipated that demands for servicing for this proposed development will be relatively low, with the day-to-day deliveries to the central facilities building typically being able to be carried out by at most, mid-sized vans (e.g. for tradesmen), and for the most part cars for visiting hairdressers, cleaners, medical practitioners and the like.

It is anticipated that all meals will be cooked off-site and delivered in the morning and/or afternoon. Linen will also be washed off-site.

On occasion larger vehicles may require access, such as those associated with rubbish collection, furniture deliveries or removals, and emergencies. From details of the planned internal roading system, it is considered the roads will be well designed and will accordingly be able to handle these additional demands.

9. PUBLIC TRANSPORT & RIDE SHARING

Nimon & Sons Ltd, under contract to Hawke's Bay Regional Council, operates a bus service for Havelock North with a bus route that runs from Hastings along Havelock Road, Te Mata Road, Everest Avenue, Te Aute Road and Middle Road.

The proposed Village is not well sited for this route and it is recommended that further investigation be carried out with a view to extending this route to incorporate the areas adjacent to the proposed Village including the new residential area fronting Russell Robertson Drive.

Additionally, this type of Village development is ideally suited for possible ride sharing initiatives such as a community van which can further reduce the trip generating aspects of this proposal. As such, it is anticipated that up to four community vans will be made available to residents of the village.

Overall, it is considered that this type of development enables good management of travel demands and reduces the larger volume of vehicle activity that might otherwise be generated by this site.

10. PEDESTRIAN PROVISION

Pedestrian access to the site will be provided with a new 1.4 metre wide footpath connecting the site with the existing footpath provisions on Brookvale Road. The existing roundabout has crossing points on all approach legs within the islands and this will be replicated on the new leg. The series of footpaths around the roundabout also cater for cyclists so that they can bypass the roundabout.

Within the site, a series of pathways provide linkages between residential enclaves and the central facilities area, as well as to Romanes Drive and Thompson Road.

The pedestrian access onto Romanes Drive will be utilised as a public footpath/walkway and it will meander through the site and connect to Thompson Road. A pedestrian crossing point will be installed along Romanes Drive to aid pedestrians crossing over to the proposed new leisure area, known as "Club Zone", on the west side of Romanes Drive.

11. ASSESSMENT OF TRAFFIC EFFECTS

In order to enable a comparison between the existing and future performance of the localised intersections to be made, the industry-recognised intersection modelling software "SIDRA Intersection" has been used to assess the performance of the local roading network at the following intersections:

- i) Brookvale Road/Russell Robertson Drive/Site Access
- ii) St Hill Lane/Brookvale Road
- iii) Romanes Drive/Brookvale Road
- iv) Romanes Drive/Napier Road

The following scenarios were evaluated for each intersection where appropriate:

- i) existing 2007 weekday morning and evening peak hours
- ii) 2012 weekday morning and evening peak hours with committed development and proposed development traffic, allowing for 1.5% per annum background traffic growth across the local road network

The existing and future expected levels of performance for the intersections are summarised below.

12.1 Brookvale Road/Russell Robertson Drive

The existing intersection is a roundabout arrangement with three legs and single lane approaches on all legs. The existing performance of the intersection during the 2007 peak periods is summarised in Table 4.

	Degree of Saturation	Average Delay (sec/veh)	95% Queue (vehs)	Level of Service
Existing 2007 AM Peak Hour				
Russell Robertson Drive	0.153	6	1	A
Brookvale Road (E)	0.060	4	0	A
Brookvale Road (W)	0.076	6	0	A
Intersection	0.154	6	-	A
Existing 2007 PM Peak Hour				
Russell Robertson Drive	0.064	6	0	A
Brookvale Road (E)	0.058	5	0	A
Brookvale Road (W)	0.163	8	1	A
Intersection	0.163	7	-	A

Table 4: Brookvale Road/Russell Robertson Drive 2007 Existing Intersection Performance

As can be seen from the above analysis, the existing intersection operates very well with no adverse queues or delays. The overall level of service of the existing intersection is "A" confirming uninterrupted flows and minor delays. This intersection is to become the location of the main site access for the development and will require the construction of a fourth leg on the roundabout. The performance of this amended intersection with the development traffic, combined with future growth through to 2012, is summarised in Table 5.

	Degree of Saturation	Average Delay (sec/veh)	95% Queue (vehs)	Level of Service
2012 AM Peak with Committed Development and Development Flows				
Russell Robertson Drive	0.255	7	2	A
Brookvale Road (E)	0.242	5	2	A
Site Access	0.123	8	1	A
Brookvale Road (W)	0.214	5	2	A
Intersection	0.255	6	-	A
2012 PM Peak with Committed Development and Development Flows				
Russell Robertson Drive	0.116	6	1	A
Brookvale Road (E)	0.171	6	1	A
Site Access	0.142	9	1	A
Brookvale Road (W)	0.371	6	3	A
Intersection	0.372	6	-	A

Table 5: Brookvale Road/Russell Robertson Drive 2012 Proposed Intersection Performance

It can be seen from the above analysis that the amended roundabout intersection also performs well for both peak periods in 2012. The overall level of service (LOS) of the intersection will remain at "A" with the predicted development traffic.

12.2 Brookvale Road/St Hill Lane

The existing intersection is Give Way controlled with vehicles on Brookvale Road giving way to vehicles on St. Hill Lane. The performance of the intersection during the peak periods in 2007 and 2012 is summarised in Table 6.

	Degree of Saturation	Average Delay (sec/veh)	95% Queue (vehs)	Level of Service
Existing 2007 AM Peak Hour				
St. Hill Lane (S)	0.096	1	1	A
Brookvale Road	0.279	10	1	A
St. Hill Lane (N)	0.196	4	1	A
Intersection	0.282	5	-	A
Existing 2007 PM Peak Hour				
St. Hill Lane (S)	0.062	2	0	A
Brookvale Road	0.158	9	1	A
St. Hill Lane (N)	0.160	3	1	A
Intersection	0.160	4	-	A
2012 AM Peak with Committed Development and Development Flows				
St. Hill Lane (S)	0.111	1	1	A
Brookvale Road	0.477	12	4	B
St. Hill Lane (N)	0.252	4	2	A
Intersection	0.478	6	-	A
2012 PM Peak with Committed Development and Development Flows				
St. Hill Lane (S)	0.078	2	1	A
Brookvale Road	0.291	10	2	A
St. Hill Lane (N)	0.245	4	2	A
Intersection	0.291	5	-	A

Table 6: Brookvale Road/St. Hill Lane Existing Intersection Performance

It can be seen from the above analysis that the existing "T" intersection performs well to appropriate levels of service (LOS) for both peak periods up to and including 2012, including with the proposed development flows. The overall LOS of the intersection will remain at an average of "A" for both peak periods with development traffic in 2012, with queuing on Brookvale Road predicted to be four vehicles with delays of approximately 12 seconds. These figures are typical of urban intersections of this kind and will not cause undue delay to road users.

12.3 Brookvale Road/Romanes Drive

The existing intersection is controlled by a roundabout with three major legs and one minor leg serving a small residential subdivision that is currently being developed. The performance of the intersection during the peak periods in 2007 and 2012 is summarised in Table 7.

	Degree of Saturation	Average Delay (sec/veh)	95% Queue (vehs)	Level of Service
Existing 2007 AM Peak Hour				
Bourke Place	0.017	6	0	A
Brookvale Road (N)	0.204	8	1	A
Romanes Drive	0.123	7	1	A
Brookvale Road (S)	0.128	5	1	A
Intersection	0.204	7	-	A
Existing 2007 PM Peak Hour				
Bourke Place	0.008	7	0	A
Brookvale Road (N)	0.108	7	1	A
Romanes Drive	0.210	6	2	A
Brookvale Road (S)	0.078	5	1	A
Intersection	0.211	6	-	A
2012 AM Peak with Committed Development and Development Flows				
Bourke Place	0.024	8	0	A
Brookvale Road (N)	0.433	8	4	A
Romanes Drive	0.231	6	2	A
Brookvale Road (S)	0.223	6	2	A
Intersection	0.500	7	-	A
2012 PM Peak with Committed Development and Development Flows				
Bourke Place	0.010	8	0	A
Brookvale Road (N)	0.269	8	2	A
Romanes Drive	0.391	6	3	A
Brookvale Road (S)	0.169	5	1	A
Intersection	0.391	6	-	A

Table 7: Brookvale Road/Romanes Drive Existing Intersection Performance

As can be seen from the above analysis, the existing intersection operates very well with no adverse queues or delays. The overall level of service of the existing intersection operates at an average level of "A" for all peak periods and scenarios, confirming uninterrupted flows and minor delays.

12.4 Romanes Drive/Napier Road

The existing intersection is controlled by a roundabout with three legs. The performance of the intersection during the peak periods in 2007 and 2012 is summarised in Table 8.

	Degree of Saturation	Average Delay (sec/veh)	95% Queue (vehs)	Level of Service
Existing 2007 AM Peak Hour				
Romanes Drive	0.271	7	2	A
Napier Road (N)	0.242	8	2	A
Napier Road (S)	0.265	5	2	A
Intersection	0.271	7	-	A
Existing 2007 PM Peak Hour				
Romanes Drive	0.123	7	1	A
Napier Road (N)	0.327	9	3	A
Napier Road (S)	0.337	6	3	A
Intersection	0.337	7	-	A
2012 AM Peak with Committed Development and Development Flows				
Romanes Drive	0.423	7	4	A
Napier Road (N)	0.335	8	3	A
Napier Road (S)	0.381	6	3	A
Intersection	0.423	7	-	A
2012 PM Peak with Committed Development and Development Flows				
Romanes Drive	0.277	7	2	A
Napier Road (N)	0.459	10	4	A
Napier Road (S)	0.479	7	5	A
Intersection	0.479	8	-	A

Table 8: Romanes Drive/Napier Road Existing Intersection Performance

As can be seen from the above analysis, the existing intersection operates very well with no adverse queues or delays and as such, confirms there will be no interrupted flows and only minor delays.

12. CONCLUSIONS

This report has been prepared to examine and describe the traffic-related features and effects of a proposed Private Plan Change to rezone land for a new lifestyle village development planned to be constructed on a site adjacent to Brookvale Road, Havelock North. The report finds that the key components of vehicle access, car parking and servicing are appropriately designed in a manner that matches the requirements of a Village such as this for safe and convenient access in a relatively slow-speed traffic environment.

It also makes generous provisions for those village residents who wish to retain use of their vehicles, for which garage or parking spaces are provided for all of the independent units. Additional remote garage facilities are available, if needed, along the north-western frontage of the site where parking for mobile homes is provided. The childcare centre is also self-sufficient in terms of parking with a generous amount of parking spaces for staff and for the drop-off and pick up of children.

Overall, from a traffic engineering perspective, the development can be very readily accommodated in this locality, providing a high level of traffic amenity without compromising the level of safety and convenience available to existing road users. The traffic-related impacts both within the village itself and on adjoining local streets are therefore considered to be no more than minor and the access and parking related features of the proposal can be supported accordingly.

Traffic Design Group Ltd

May 2007

26 William & Jocelyn Joseph

Sent: Thursday, 11 August 2016 3:26 p.m.
To:
Subject: Re Development Strategy Review

Under Future Growth.

Having being a resident in Jervoistown Taradale for 61 years we have seen a lot of new houses going up in this area, if they have a title for a quarter acre section or have land of the size of 2,500 square meters.

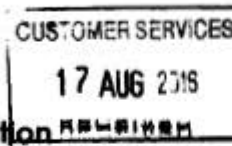
We own land of 1 1/8 acres or (4307 square meters). We are at the back of houses built along Burness Rd & Jervois Rd.

Over the past years we have approached the Napier Council to let us cut out property in half but to no avail. With this area it could even be cut down to 4 1/4 acre sections. In Jervoistown there are quite a few people in the same situation as us. We have been approached many times by people wanting to buy some of our back land when told we cannot sell you would have to buy the whole lot they lose interest.

You talk about no land available to build on we are crying out to sell some.

Also in case you don't know we have had no information as to when the Napier City will bring us into their sewage system. Here we are just over the expressway from Greenmeadows & all on septic tanks. Don't you think that should be looked at in this Urban Plan of yours. Regards from William & Jocelyn Joseph.

58 McElwee st Jervoistown.



Draft HPUDS Revised Strategy 2016 – Submission Information

Here's how to provide feedback on the Review to the joint Council working group.

- ▶ Provide feedback via the website www.hpuds.co.nz/review
- ▶ Email hpuds@hbrc.govt.nz (this form can be used as a model).
- ▶ Write to 'HPUDS Review', HB Regional Council, Private Bag 6006, Napier 4142

All feedback and submissions are **due by 5:00pm Monday 22nd August 2016**.

The Working Group will be meeting in the week commencing 12th September 2016 to hear verbal submissions. The Working Group will then consider all of the verbal and written submissions, plus advice from the Technical Advisory Group, and decide whether or not to go ahead with the amendments to the 'HPUDS Settlement Pattern' proposed by the Strategy Review.

Submitter Information:

Name: ALAN MAGEE
 Email address: walleslingshot.co.nz (lower case)
 Phone number(s): 06 878 5449
 Postal address: 204 MURDOCH ROAD WEST, HASTINGS

- ☐ Please tick this box if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).

Feedback starters

Questions regarding the 'Draft Revised HPUDS Strategy 2016' and the Reviewed HPUDS settlement pattern map.

Q1: Are these the big issues that the Reviewed Strategy needs to tackle?
YES
Q2: Do you think our projections of development demand and capacity are correct?
YES ON THE BASIS THAT PRODUCTIVE LAND AND LAND USE IS CONSIDERED
Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10-30 years?
AS ABOVE REGARDING LAND TYPE
Q4: Do you support any particular parts of the draft revised Strategy?
NOTHING SPECIFIC
Q5: Are there any other amendments that you think should be made to the draft revised

Strategy? If so, why?
Any other comments that submitters wishes to make or suggested amendments:
PLEASE SEE ATTACHED

NOTE: All or part of any written submission (including names and contact details of submitters), may be published online. Unless you clearly specify otherwise in your submission, we will consider that you have consented to website posting of both your submission and your name.

Contents of submissions may be released to the public under the Local Government Official Information & Meetings Act following requests to one of the Partner councils (including via email). Please mention in your submission if you have any objection to the release of any information contained in a submission and, in particular, which parts you consider should be withheld, together with the reason(s) for withholding the information. We will take into account all such objections when responding to requests for copies of, and information on, submissions to this document under the Local Government Official Information & Meetings Act.

The Privacy Act 1993 applies certain principles about the collection, use and disclosure of information about individuals by various agencies, including local councils. It governs access by individuals to information about themselves held by agencies. Any personal information you supply to the councils in the course of making a submission will be used by the councils only in relation to the matters covered by this document. Please clearly indicate in your submission if you do not wish your name to be included in any summary of submissions that the HPUDS Partner councils may publish.

Addendum to HPUDS Submission:

(Alan Magee, 204, Murdoch Road West, Hastings)

With reference to the attached Submission, we, as landowners, wish to oppose any strategy to include our property in any proposed urban re-zoning, as we have no intention of changing the current arable and pastoral use of the land. If re-zoned urban this would have an instant and sizeable impact on our property valuation by QV which in turn would have a direct correlation to the level of rates levied and would have undoubtable sizeable impact on our rates.

We would point out that subsequent to your original letter on this matter dated 1st April, 2010 from Mr. Oosterkamp and his email to us dated 3rd May, 2010, despite our protests, there was a considerable increase in our land value resulting in a 40 (forty) percent increase in our rates which we found unacceptable but were obliged to pay. Our immediate neighbour, similarly zoned, received seemingly only a 3 percent increase.

Our argument that the current and still existing land usage was completely pastoral and arable and did not warrant such increase in value and rating appeared not be taken into account. According to the QV officer I spoke to land usage was not an issue in their findings but immediately pointed out that given our proximity to Hastings City future land use was taken into account. I politely pointed out that his rational was indeed then flawed at which point they discontinued the discussion referring me back to your goodselves.

We therefore oppose any strategy that might include us in urban re-zoning.

28 Mark Mahoney

Name *	Mark Mahoney
Email *	
Phone Number *	
Address	Simla Terrace Hospital Hill, NAPIER
Please state here if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).	Yes
Please upload any supporting documents here	Yes, refer to submission from Clifton Bay Ltd
Q1: Are these the big issues that the Reviewed Strategy needs to tackle?	Yes
Q2: Do you think our projections of development demand and capacity are correct?	No
Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10–30 years?	Yes
Q4: Do you support any particular parts of the draft revised Strategy?	Some with amendments
Q5: Are there any other amendments that you think should be made to the draft revised strategy? If so, why?	Landowner inputs

Uploaded file(s):

29 Peter Mair

Name *	Peter Mair
Email *	[REDACTED]
Phone Number *	[REDACTED]
Address	[REDACTED] Brookvale Rd, Havelock North
Please state here if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).	
<div>No</div>	
Q1: Are these the big issues that the Reviewed Strategy needs to tackle?	<p>We need to plan ahead for the population growth in the area, an benefit from the additional people in the area</p> <p>The big issue is that there is an extreme lack of sections available in Havelock North.</p>
Q2: Do you think our projections of development demand and capacity are correct?	<p>No i dont.</p> <p>The uptake of land is greater than you have planned for.</p> <p>HPUDS does not take into consideration the Regional Economic Development Scheme, which is looking for 5000 more people in the area.</p>
Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10–30 years?	<p>As in Q2 the REDS needs to be considered</p> <p>With the baby boomers as well, they are the ones looking to come to Hawkes Bay for all the benefits it offers (or should i say.. potentially offer).</p> <p>As well as these, is the flow on effect to retirement Villages, that also need to be catered for.</p>
Q4: Do you support any particular parts of the draft revised Strategy?	<p>Yes</p> <p>Brookvale Road option should be included and rezoned for development now.</p>
Q5: Are there any other amendments that you think should be made to the draft revised strategy? If so, why?	<p>That the mushroom odour is not of concern at the Brookvale Road area marked.</p> <p>I used to live there, and now live in the Croft off Russell Robertson Drive.</p> <p>The smell is not noticeable at Brookvale Rd, yet when i drive back to the Croft you can smell it.</p> <p>The Council should be making the mushroom farm meet its Resource Consent – "zero odour across the boundary"</p> <p>Because it clearly is NOT...!!.</p>
Any other comments that submitters wishes to make or suggested amendments:	
<p>I wish to have our submission reviewed now, that we meet all the requirements of HPUD's and the District Plan, and want to be rezoned for residential now.</p> <p>As in Q5, the Opus Greenfields Report should be ignored in regards to the mushroom farm odour</p> <p>It is NOT meeting its consent.....!!!!!!.</p> <p>I am willing absentee land owner who is ready to subdivide my 6 acres NOW...!!!.</p> <p>I have road front sections that could be put into sections and connected to existing infrastructure</p>	

immediately..!!!.

We have a MOU with all neighbours up to Davidson Rd to allow development of the land and look at a service corridor along the back of our properties.

Brookvale Road is the best Option

- Flat land
- close to schools (and proposed schools)
- low liquefaction to the "rock" hard pan
- it can be connected to existing infrastructure and services already in Brookvale Road, making it a lower development cost than other areas
- it is on the side of town where transport links are closest, saving on congestion in the "Village"
- it also has natural buffers that separate it from the arable rural areas, stream and "Drop Off".

30 Gillian Mangin

Name *	Gillian Mangin
Email *	
Phone Number *	
Address	Lyndhurst Road Frimley, Hastings
Please state here if you would like to briefly present your submission verbally at the Working Group's meeting (date to be confirmed in week commencing 12th September).	No

Q1: Are these the big issues that the Reviewed Strategy needs to tackle?

HPUDS must continue to hold the line against urban expansion (residential, commercial and industrial) onto the versatile soils of the Heretaunga Plains. These are some of the most productive soils in NZ and must be kept available for primary production to ensure the future economic prosperity of the region. Already this has been somewhat compromised by many relatively small plots; however, while it is possible to amalgamate land with the right market conditions, it is hard to reverse some forms of development and land removed from productive use seldom returns.

I support the purpose of HPUDS to plan and manage growth, the preference for a compact settlement pattern and a transitional period to "gradually restrict urban development boundaries allowing for proper planning and design work" (p ii).

In the transitional period we are in, there will be a lot of pressure from developers wanting more greenfields land to develop. This makes it particularly important to hold the line on urban boundaries and reinforce the compact development strategy so that the market will begin to favour urban brownfields redevelopment as the best economic option.

The councils need to consider how to facilitate and incentivise brownfields development or urban renewal for residential use. It is important that this redevelopment has excellent urban design with compact lots, variations in more intensive housing types for mixed types of living, common open areas: pathways/reserves etc. There are some exciting examples of new ways of living in other cities. Such as group housing projects. Improved inner city retirement and apartment housing options need to be explored in this transitional period. We don't want to see retirement villages only being established around the perimeter of town on greenfields sites. We want to provide people with desirable living spaces within walking distance to the city centres if we are to encourage the commercial areas to thrive with an aging demographic.

Q2: Do you think our projections of development demand and capacity are correct?

Although mention of 'a significant population increase' is made e.g. on p 4 and p 13, this is a very relative statement and a comparison only to the 2010 projections. On page 16, this is clarified by a reference to a 'slow but steady population increase' to 2045 even using a medium to high growth scenario. This is consistent with other commentary I have heard in relation to national and regional population growth estimates. We don't need to be planning for a massive influx of people. So it is good to note that the 2016 review 'confirms that growth is able to be accommodated within the current HPUDS settlement pattern'. There is also comment that the aging profile will see one third of all new build housing being retirement units – this supports the compact development option for the urban area because these people are unlikely to want large houses and large individual lots. It is important that we don't encourage this all to be in retirement villages on the edge of urban areas. We need to redevelop inner city areas in an attractive way.

Q3: Are there other assumptions and issues that we need to be aware of that will influence urban development over the next 10–30 years?

Climate change will result in different primary production scenarios in the future and we need to ensure that the strategy enables a flexible response to changing productive land use by not limiting future options for our versatile plains soils. New Zealand and Hawke's Bay could be in a position to be an important contributor to future food security.

Electric-powered transport options will likely result in new ways of making short journeys that could encourage a new way of city living not based just on conventional cars.

People are likely to be interested in more community garden initiatives, and providing for this along with compact and mixed residential living can make for exciting urban renewal options.

Q4: Do you support any particular parts of the draft revised Strategy?

I support the guiding principles on pp 9–10 especially those that recognise and seek to protect the versatile soils for productive purposes; and those that encourage more intensive urban redevelopment and a range of densities, that continue to meet 'amenity values' with 'good urban design'.

I support para 2 on p 13 – particularly consolidating growth around existing settlements, defined urban limits, and avoiding encroachment onto the plains.

I note on page 34 and elsewhere that the 2016 review findings support the 2010 assumptions and directions around urban growth and that growth can be accommodated within the current HPUDS settlement pattern. Specifically I note that there is sufficient business land (p 36) and that the current approach is reaffirmed. I trust that will put an end to any more applications like that of Bunnings for greenfields development on the Plains.

The indicative yield of the greenfield areas (p18) shows that they could generate more than the number of dwellings required. It should be strongly signalled that any further growth will be off the plains, and no future 'reserve' areas on the plains will be considered.

Q5: Are there any other amendments that you think should be made to the draft revised strategy? If so, why?

Reserve greenfield growth areas should only be available to substitute for other identified areas not found to be suitable for development prior to the next review. Those other areas should then be moved to the 'reserve areas'. It should not be possible to advance reserve areas unless another greenfield area is removed.

My concern is that the 'reserve' greenfield growth areas 'may also be advanced if there is a rapid and significant change in growth demand' (p17). I see this as something of a slippery slope – developers will no doubt try and show that this is the case and I expect we will see these 'reserve' areas gradually slip into the urban area. It should not be possible to make such a case ahead of the next review.

This will not help Councils maintain the defined urban boundary or incentivise brownfields intensification. It should be strongly signalled that any further growth will be on land off the Heretaunga Plains, and no future 'reserve' areas on the plains will be considered.

I do not support section 3.2 whereby additional greenfield growth areas can be introduced. Having now introduced the concept of 'reserve areas' I see no need to also be able to add further areas – this waters down the Strategy for containing the urban area.

An alternative could be that additional 'reserve areas' can be proposed for the next 5 year review to then be substituted for areas not being progressed. I see no need to add land within a five year window. Doing so undermines HPUDS itself.

Any other comments that submitters wish to make or suggested amendments:

Note incorrect references to Section 3.2.2. on page 25. In terms of Commercial areas, I think Hastings District Council needs to make better provision for off-street parking in the CBD by purchasing land to redevelop as parking. I sense the need for a strategic approach to improving occupation rates in CBD in general by removing poorer stock and providing more parking nearer other buildings that do not have currently have nearby off street parking limiting their attractiveness for business activity.