

## GRZ-APP1 – Waipukurau South Precinct (WSP) Plan

### Purpose

This Precinct Plan relates to the Waipukurau South Precinct (WSP) identified on the Planning Maps and in Figure X below. The Precinct overlies land that is within the General Residential Zone.

**Figure X – Waipukurau South Precinct Plan**



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While the WSP area has been residentially zoned for a number of years, the ability to develop the land within it has been significantly hindered by servicing constraints, particularly in relation to 3-waters infrastructure (most notably stormwater and wastewater) and through land parcels being held in multiple ownership. There are also a number of active faults within the area.

The purpose of the Precinct Plan is to identify outcomes to be achieved for the subdivision and development of the WSP area in relation to infrastructure for 3-waters, roading and open spaces. These are intended to provide for appropriately serviced and well-integrated, lower density residential subdivision and development within the WSP area with a high standard of urban amenity that optimises the development potential of the residentially zoned land, and is able to accommodate much of the household growth in Waipukurau township over the next 30 years. It is intended that the Precinct Plan provide direction and certainty for landowners and Central Hawke's Bay District Council while retaining flexibility for individual subdivision development to address specific on-site opportunities and constraints in innovative and sustainable ways.

### Precinct Plan Outcomes

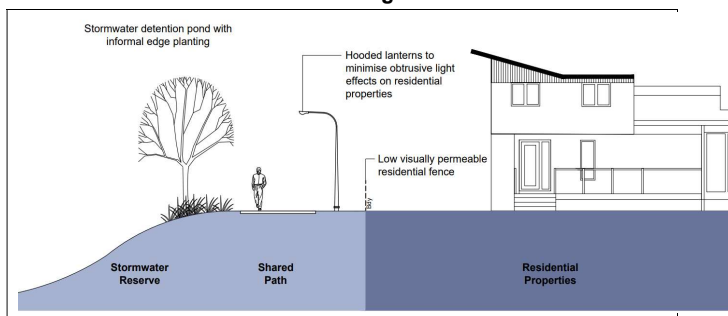
The following outcomes are to be achieved for subdivision and/or development within the WSP.

#### **GRZ-APP1-OT1WSP-SPO1 Stormwater Infrastructure Design**

1. At the time of any subdivision of land within the WSP, a 'Stormwater Management Plan' (SMP) is to be provided which identifies how stormwater will be managed within the subdivision site and in relation to the balance of the WSP area. Stormwater will be appropriately managed, both within the subdivision site and in relation to the balance of the WSP area. A 'Stormwater Management Plan' (SMP) is to be provided at the time of any subdivision of land within the WSP and will identify how this will be achieved. The SMP will specify the mix of measures to be employed to achieve the outcomes in WSP-SPO1, including but not necessarily limited to:
  - a. Any individual onsite measures, including calculations for storage/detention and release of stormwater, and how these are to be implemented and enforced.
  - b. Any communal measures and their capacity, design, management and ownership.
  - c. Land and/or wetlands (including but not restricted to that within the proposed stormwater catchment-detention pond area shown on the Precinct Plan in Figure X) that is not required for stormwater management purposes and other purposes in WSP-SPO1 (such as including access for maintenance, public safety, amenity landscaping, wetland enhancement, and public access for recreation).
2. Consideration is to be given to the nature and extent of stormwater infrastructure and take into account the stormwater infrastructure requirements of the WSP in its entirety. Stormwater infrastructure within any development is to be designed to take into account the nature, extent and the requirements of stormwater infrastructure within the WSP in its entirety.

3. It is anticipated that the predevelopment Peak Flow of stormwater discharge at the WSP boundary in the 100-year Annual Recurrent Interval (ARI) is 1.6m<sup>3</sup>/s. However, modelling is to be provided to support the subdivision stormwater design. Further provision to achieve stormwater discharge at the WSP boundary will achieve hydraulic neutrality for a range of return periods and storm durations up to and including the 100 year Annual Recurrent Interval (ARI) peak flow, with modelling provided to support the subdivision stormwater design. Stormwater neutrality is to be achieved through a range of measures and may incorporate a mix of individual onsite controls and community-based larger communal attenuation devices, having regard to the principles of low impact design.
4. Consideration is to be given for control of overland flow in a 1 in 50 year ARI rainfall (or greater) event.
5. Any proposals that include adjustments to the location and/or extent of the stormwater detention pond shown in Figure WSP 1, or any other aspects of stormwater management are to be accompanied supported by a stormwater assessment and design prepared by a suitably qualified and experienced person.
6. Where possible, low impact stormwater features, such as ponds/wetlands are to be integrated into the on-site stormwater management system to improve stormwater outcomes or as part of a comprehensive development to enable variations in density of development.
7. The exact location and size of the ponds/streams/drains/wetlands constructed and/or utilised within the indicative stormwater management areas shown in Figure 1, or any other area or areas utilised in lieu of part or all of the detention area, are to be confirmed during subdivision. Remaining land in these areas that is not required for stormwater management purposes (including access for maintenance and for public safety) can be utilised in accordance with the underlying zoning.
8. The above-ground stormwater management features are to be, wherever possible, integrated into an accessible open space network that integrates with roads to optimise available benefits associated with amenity and local sense of 'place'. An indication of how this could be achieved around the stormwater detention pond (and wetlands) is shown in Figure XX (below).

**Figure XX – Open space treatment of stormwater detention ponds and related infrastructure shown in Figure WSP 1.**



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9. The stormwater system is to meet any and all relevant stormwater attenuation and treatment guidelines adopted by the Hawke's Bay Regional Council and is to achieve best practice from source through to discharge at the boundary so as to mitigate the effects of urban development on stormwater quality and quantity.
10. The stormwater system (communal and/or individual onsite system) is to generally comply with any applicable Central Hawke's Bay District Council Bylaws, including the relevant provisions of the Stormwater Bylaw 2021 and the Water Supply Bylaw 2021, or their successors insofar as they respectively relate to stormwater or rain water.
11. All common stormwater management infrastructure (e.g. pipes) and facilities (including but not limited to all detention ponds/wetlands/drains/streams and access lots/areas) are to be vested in Central Hawke's Bay District Council and/or all necessary easements created upon subdivision.
12. Any proposals for use of individual onsite water or stormwater storage devices, including but not restricted to rain water tanks, are to [demonstrate how they will contribute to the on-site management of stormwater on the site and any stormwater discharges from any allotment. How this is to be achieved is to be demonstrated at the time of subdivision or development.](#) Any rain water tanks are to be buried underground.
13. Unless otherwise specified as part of the SMP (refer to Outcome WSP-SPO1(1)) any proposed individual onsite stormwater measures are to comply with the Hastings District Council Engineering Code of Practice and, where practicable, promote voluntary measures for low impact design solution and/or onsite stormwater disposal.

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#### **GRZ-APP1-OT2WSP-SPO2 Water Supply**

1. A water supply for the WSP is to be provided via connection to the existing watermains at the boundary of the WSP area. The existing watermains will need to be extended and upgraded by Central Hawke's Bay District Council prior to connection to the WSP (Note: the timing of this work will be dependent on the relevant programme of works in the Central Hawke's Bay District Council Long Term Plan).
2. Watermains within the WSP may be positioned within the development area to suit road layouts and meet firefighting requirements.
3. New watermain connections are to be constructed by the developer through the development and connecting to adjacent development land parcels within the WSP.
4. The water supply network within the WSP is to be constructed by the subdivider/developer in accordance with the Hastings District Council Engineering Code of Practice.
5. All necessary easements or other arrangements to provide for conveyance of water supply services within the WSP are to be demonstrated at the time of any application for subdivision. This includes consideration of existing easements over land within the WSP area and ensuring that connections to water services for these properties are maintained through appropriate mechanisms as part of any subdivision consent approval.



### **GRZ-APP1-OT3WSP-SPO3 Wastewater**

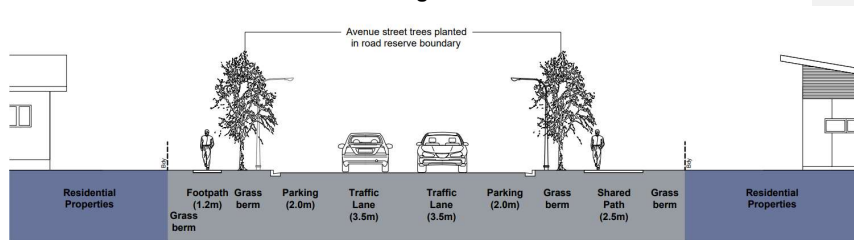
1. Wastewater services for the WSP are to be provided via connection to the existing wastewater services network at the boundary of the WSP area. The existing wastewater services network will need to be extended and upgraded through the WSP area and along adjacent or nearby roads by Central Hawke's Bay District Council prior to connection to subdivision/development within the WSP (Note: the timing of this work will be dependent on the relevant programme of works in the Central Hawke's Bay District Council Long Term Plan).
2. The wastewater services network within the WSP is to be constructed by the subdivider/developer in accordance with the Hastings District Council Engineering Code of Practice.
3. A new wastewater pump station is to be constructed and located within the WSP area or as otherwise agreed with Central Hawke's Bay District Council, and a new gravity or rising main is to be provided in the vicinity of Central Hawke's Bay College. The pump station is to have all equipment located below ground level except for an equipment box which is to be screened by landscaping on all sides except road frontage (in order to retain access for maintenance purposes). A generator must not be located with the pump station on this site.
4. All necessary easements or other arrangements to provide for conveyance of wastewater services within the WSP are to be demonstrated at the time of any application for subdivision. All necessary easements to enable the Central Hawke's Bay District Council to access wastewater infrastructure (for maintenance, upgrading and replacement purposes) within the WSP are to be created unless the infrastructure is located within road reserve vested with the Council. It is encouraged that wastewater infrastructure in the WSP be contained within vested public road.

### **GRZ-APP1-OT4WSP-SPO4 Rooding**

1. Several road intersections and on-road or roadside walkway-cycleway (pathways) will need to be upgraded by Central Hawke's Bay District Council prior to the WSP development commencing to ensure traffic safety and levels of service of the rooding network are maintained. The timing of this work will need to be aligned with other proposed transport or walkway and cycleway initiatives along Porangahau and Tavistock Roads.
2. The main connector roads and associated pathways within the WSP, between Porangahau Tavistock Roads, are to be aligned in general accordance with the 'Proposed Roads' shown on the WSP Precinct Plan in Figure X. The main connector road alignments will determine the general layout of individual neighbourhood areas within the WSP and are important for the appropriate siting of key infrastructure, particularly where the benefits of co-location can be realised. The alignments indicated on the WSP Precinct Plan in Figure X have been determined as the best option as they:
  - a. assist to unlock land parcels in differing ownerships across the WSP by connecting streets and providing corridors for other infrastructure such as 3-waters, power, gas and telecommunications;

- b. retain considerable flexibility for differing street patterns and layouts within individual land parcels while ensuring key connections are protected and logical;
  - c. enable suitable falls for gravity infrastructure servicing;
  - d. contribute to improved urban connectivity and pathways;
  - e. can be easily integrated with stormwater infrastructure and open space around that infrastructure, including optimising open space road frontage for improved amenity and access; and
  - f. optimise the value of higher amenity of longer-views to the hills east of the WSP.
3. The main connector roads within the WSP should be designed to be well integrated into the sections of Porangahau and Tavistock Roads that they connect to, including any existing or proposed pathway infrastructure, so they include the following characteristics:
- a. a larger berm to accommodate any swales or stormwater conveyance devices, street trees and pathway;
  - b. continue any existing shoulder strips along Porangahau or Tavistock Roads;
  - c. incorporate any proposed and/or continue any existing footpath/pathway on the eastern side of Porangahau Road or western side of Tavistock Road, including any landscaping or buffer strips;
    - i. urban standard street lighting; and
    - ii. gateway/threshold landscaping for the purposes of amenity and traffic calming at any new intersection with Porangahau Road or Tavistock Road.
4. The main connector roads within the WSP are to be designed to optimise the extent of road frontage available to the 'Proposed Stormwater Catchment' area shown on the WSP Precinct Plan in Figure X.
5. Local streets within the WSP connecting neighbourhood areas to the main connector roads within the WSP should be designed to incorporate pathways and contribute to urban character and connected green spaces by adopting a standard street character indicated in Figure XXX (below).

**Figure XXX – Character of local street connecting 'Proposed Roads' shown on the WSP Precinct Plan in Figure X.**



#### **GRZ-APP1-OT5WSP-SPO5 Open Space Linkages and Neighborhood Character**

1. The main connector roads are to be designed to include green linkages to open green spaces as part of stormwater infrastructure provided alongside the roads.
2. The extent of road frontage available to stormwater detention pond(s) or low impact stormwater infrastructure is to be optimised [for enhanced access and visual connection, to the extent appropriate and having regard to ecological values of natural wetlands](#).
3. The minimum lot size of 500m<sup>2</sup> in combination with the roading connectors, stormwater infrastructure and open space is likely to deliver a relatively low-density pattern of residential development with connected areas of open space that integrate well with surrounding residential areas of Waipukurau. Where clusters of higher density development are able to be accommodated by infrastructure, these should be located in close proximity to areas of open space and connector roads.

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#### **GRZ-APP1-OT6WSP-SPO6 Other Infrastructure Services**

1. New residential development within the WSP is to be serviced for power, gas and telecommunications utilities.

#### **GRZ-APP1-OT7WSP-SPO7 Density of Development and Minimum Lot Size**

1. Developments in the WSP proposing a mixture of lot sizes, including lots with a minimum net site area less than 500m<sup>2</sup>, are to demonstrate that:
  - a. the average level of density across the development remains the same as for the development achieving Standard SUB-S1(b) which requires a minimum net site area of 500m<sup>2</sup> for all lots within the WSP; and
  - b. all proposed lots can be serviced so there is no greater impact on stormwater infrastructure beyond the development site when compared to a development that achieves Standard SUB-S1(b) which requires a minimum net site area of 500m<sup>2</sup> for all lots within the WSP; and
  - c. the ability of other land in the WSP to be developed to its 500m<sup>2</sup> minimum net site area potential is not negatively impacted by the proposed development; and
  - d. the development achieves all other WSP Precinct Plan Outcomes and any other relevant provisions of the District Plan.

#### **GRZ-APP1-OT8WSP-SPO8 NZS 4404:2010 "Land Development and Subdivision Infrastructure**

1. For clarity, unless specifically identified, all subdivision development should demonstrate compliance or consistency, as relevant, with the applicable provisions of NZS 4404:2010 "Land Development and Subdivision Infrastructure".