

Chapter 4**RESIDENTIAL ENVIRONMENTS****4.1 SIGNIFICANT RESOURCE MANAGEMENT ISSUES**

The following resource management issues have been identified as significant throughout Napier's residential environments.

4.1.1 Demographic changes are creating a demand for more diverse housing opportunities and more intensive residential development.

Napier has an ageing population and an increasing number of single person households. In general household occupancy is declining and this trend is expected to continue. In addition, more diverse social, economic and societal profiles have emerged over the last 10 years. (Chapter 1 of this Plan contains a profile of the City's demographics).

These changes are impacting upon the housing market, creating demand for more diverse housing opportunities and flexible development conditions.

In addition, the long term trend towards smaller households and lower maintenance properties is creating a demand for more intensive development, with increased building coverage and paving and less open space. This has the potential to adversely impact on residential amenity. While these changes reflect trends over the longer term, it is important to maintain environmental thresholds in recognition of the semi-permanent nature of the housing stock and potential future demographic shifts. More intensive development also has impacts on the environment such as an increase in stormwater runoff.

4.1.2 Napier's settlement pattern is impacting on the City's versatile land resource, the cost of its social and physical infrastructure, the viability of public transport and the quality of the environment.

Infill development can reduce the pressure on the City's versatile soils, reduce expenditure on social and physical infrastructure at the urban fringe and make more efficient use of the existing infrastructure, and provide increased densities to support public transport and reduce private vehicle use.

However, intensive development can also have an adverse effect on the amenity of an area, including any values it may possess for its landscape significance, and put pressure on existing community facilities and physical infrastructure.

The Heretaunga Plains have been built up by sedimentation from surrounding rivers and provide some of the highest quality soils in New Zealand. Land uses on the Plains are predominantly horticultural (approximately 35% of the land area), with another 33% in pastoral activities, and approximately 18.5% (the combined areas of Napier and Hastings) in urban use. Traditionally there has been debate and concern about the potential cumulative effects of urban sprawl across the versatile Plains land resource. In addition, the rural/urban interface has been identified by Hawke's Bay Regional Council in its State of the Environment Report 1997, as a key issue facing the Hawke's Bay Region.

Efficiency in infrastructural services resources, investment and provision can be maximised by a carefully co-ordinated and integrated expansion of infrastructure to new growth areas. Efficiencies are also gained by utilising surplus capacities within Napier's existing infrastructural assets by way of infill or urban consolidation. However the efficient use of infrastructure is not part of the purpose of the Resource Management Act. The issue for

infrastructure, is the ability of the Council to provide services and the effects on the health and safety of the community where provision cannot be made.

A safe and efficient public transport system enhances urban amenity and access. It can also reduce reliance on less sustainable private motor vehicle transport. Increasing volumes of private traffic on residential roads can generate significant adverse amenity effects. Further urban consolidation and infill development will help to improve the viability of a public transport network and may reduce private travel requirements. At the same time however, a balance must be struck between the City's density and the capacity of its social and engineering infrastructure to cope with infill development. For example, every new dwelling in an existing residential road can be expected to generate up to 7 additional vehicle trips per day. The aim therefore is to achieve density increases without a loss of residential amenity.

Chapter 3.1B of the Hawke's Bay Regional Policy Statement sets out Issues, Objectives and Policies that seek to provide direction to territorial authorities in the integrated management of the built environment. Among these provisions are those that seek to protect rural, productive land from urban development, and provisions that seek to manage urban greenfield development in a co-ordinated and integrated manner.

4.1.3 Site development is impacting on areas of special residential character.

Historically Napier has developed as a distinct series of urban "cells", often separated or bordered by the open drainage network which characterises the City's urban form. As a result of the staged "cell" development of the City, most areas have developed with a distinctive period character. This character derives from a range of factors including building heritage or design, site layout, topography, vegetation and fencing (or lack of it). The period housing stock within each cell largely corresponds with the investment in a new drainage corridor at that time.

This unique situation and the character derived from it can be compromised by site redevelopment, infill development, additions and alterations to existing buildings and the design and location of structures such as fences if these have little regard to the dominant character of the period. In many parts of the City the dominant period character has already been eroded by such redevelopment. However there are several distinctive cells or remnants of cells left which contribute to the special character and sense of place of the City. These include the art deco and early state housing areas of Marewa, the bungalow areas of Napier South and the diverse urban form of Napier Hill. Without special recognition the character of these remnant areas may also be lost.

4.1.4 Site development is impacting on residential amenity.

Increases in site intensity, coverage and development bulk through site redevelopment, infill development or building extensions have the potential to impact on traffic generation, the perception of open space, sunlight admission, visual dominance, privacy, stormwater runoff and infrastructural capacity.

4.1.5 Non-residential activities have the potential to impact on existing residential amenity.

Increasingly, there are a range of activities seeking to establish in traditionally residential areas. This is due to a large extent in changing technology making communication within and outside of the City simpler and removing the necessity to be located in the vicinity of like activities. Some non residential activities can have adverse effects on existing residential amenity and are not compatible with the existing residential character. This potential incompatibility may be due to the volume or nature of traffic they generate, noise, odour, glare, visual appearance or vibration effects, or more simply because the scale of land use and the size or bulk of buildings needed to accommodate that land use is significantly different from typical dwellings and accessory buildings in residential zones.

However, where these potential incompatibilities or effects can be appropriately avoided, remedied, or mitigated, these non-residential activities can add to the amenity, vitality and overall sustainability of the residential areas within the City.

4.1.6 The removal of significant trees and vegetation has the potential to impact on residential amenity.

Trees and vegetation, not only on the Council's reserves or road reserves but also on private property, contribute positively to the amenity and environmental quality of Napier's residential areas. They provide character, screening and shading, and help to offset some of the impacts of urban development (for example, air pollution). The removal of this vegetation is having an adverse impact on the amenity of some areas and on the ability of natural vegetation regrowth to offset some of these impacts of development.

4.1.7 Some residential activities are adversely affected by non-residential activities outside the residential environment.

Where different land uses are located adjacent to each other there is the potential for conflict. Where sensitive activities locate near existing activities like ports, airports and motorways there is the potential for the sensitive activities to be affected by those existing activities and to seek to restrain their operation. Such conflict forms the justification for management of sensitive activities on the basis of reverse sensitivity (e.g. requiring noise insulation as part of a new building).

A different level of amenity can be experienced where a new residential activity is located adjacent to an existing rural, commercial or industrial zone. Similarly a different level of amenity in the residential environment can be experienced adjacent to major regional infrastructure such as the Port, Airport and Hawke's Bay Expressway. In some situations, these non-residential activities must be regarded as permanent, and their effects may increase over time as a result of reasonable future use and growth.

Residents overlooking or near to the Port, Airport or Hawke's Bay Expressway should be aware that the level of effects will not be the same as experienced in other residential areas of the City. Special noise standards are appropriate, permitting these facilities to continue to operate and develop while recognising their adverse effects on nearby noise sensitive activities.

OBJECTIVES, POLICIES AND METHODS

The following objectives, policies and methods apply to all residential zones throughout the City.

Objective 4.2

To enable the diverse housing needs and preferences of the City's residents to be met while ensuring that the adverse effects on the environment of residential land use, development and subdivision are avoided, remedied or mitigated.

This objective relates to Issue 4.1.1.

Policies

To achieve this objective, the Council will:

- 4.2.1 Enable the development of a range of housing types within the urban area and where appropriate, more intensive forms of housing such as papakainga housing and multi unit development.
- 4.2.2 Ensure intensive forms of housing development such as papakainga housing and multi unit development do not adversely affect the surrounding environment. Particular regard will be given to:
- a) protecting the privacy and amenity of surrounding residential properties, residential areas and any nearby rural areas;
 - b) maintaining the character of the surrounding residential areas;
 - c) integrating the development with any adjacent public reserve and road system, ensuring the safe use of these areas;
 - d) integrating the development with the surrounding neighbourhood, and community focal points, so that where possible, they are accessible to pedestrians; and
 - e) designing for visual and aural privacy, sunlight and daylight access, adequate outdoor space (either private or communal), safety, and on-site parking and manoeuvring in a way that is appropriate to and consistent with the more intensive settlement pattern.
 - f) Ensuring multi unit development is only located where the roading network is able to support the additional traffic movements and demand for on street parking generated by the proposal.
- 4.2.3 Manage land uses and subdivision to ensure any adverse effects on outstanding natural features and significant landscapes are avoided, remedied or mitigated.
- 4.2.4 Require specific consideration of the landscape and visual effects of development proposals where they are located on landscapes identified as outstanding or significant in the Napier City Landscape Assessment Study.

Principal Reasons for Adopting Objective and Policies

Changes in demographic profile lead to new demands and preferences in housing stock. Subject to the careful management of environmental effects, there is no reason for the Council to judge between or weight some forms of residential development as being more appropriate than others. The Council's role is not to control or dictate the type or diversity of housing that is available within the City. Rather the emphasis should be on management of the physical features of the diverse housing forms that are provided to maintain 'sense of place' and ensure a high standard of amenity.

The Council's experience has been that intensive development can adversely impact upon the character and quality of the City's residential areas and lead to localised adverse amenity impacts for adjacent residents. If left unchecked such intensification may significantly degrade the City.

Key factors that maintain and enhance amenity include privacy, sunlight and daylight access, open space, accessibility and adequate on-site car parking. When one or more of these factors are absent or inadequate, the potential for adverse impacts increases significantly. Accordingly, careful management of these amenity factors is required within the City.

The protection of outstanding natural features and significant landscapes from inappropriate subdivision, use and development is a matter of national importance (Section 6(b) of the Act). Recognition and provision of such protection is an ingredient to the sustainable management of the City's natural and physical resources.

Methods

(1) District Plan Rules.

In general, the District Plan provides for all forms of housing in the residential zones with the scale, intensity and hence effects of developments being managed principally via development standards.

(2) Other Methods.

The Council may produce a design guide in co-operation with interested groups to encourage innovative housing design that is consistent with the Plan's objectives and policies. This guide may highlight some of the innovative and flexible techniques available to developers to achieve the levels of amenity and environmental quality managed by the District Plan. Once drafted, the design guide would be widely circulated and developers will be encouraged to adopt the guide, with the Council taking a flexible and accommodating attitude to development applications which satisfy the spirit and intent of the guide.

Education and provision of information to the community, in particular, landowners and developers, could assist in the protection of the City's outstanding natural features and significant landscapes.

Principal Reasons for Methods

Method 1 recognises that the simplest and most effective means of managing the environmental effects of a wide range of land uses and housing forms is via the implementation of a concise set of rules which give certainty and are easy to understand, interpret and enforce.

The other methods recognise that regulatory techniques can be a blunt instrument and have limitations, unless they are supported by a range of other positive and interactive non-regulatory mechanisms. Education and provision of information, including the development of a design guide has both an educational and self-regulatory function. By promoting partnerships between the Council and the private sector, more flexibility will be maintained through the consent process and potential exists for more innovative, diverse and interesting urban form.

Objective 4.3

To accommodate growth through residential intensification in appropriate areas and planned development of identified residential greenfield growth areas, and to create a City-wide settlement pattern that maintains the vitality of the City's commercial and community nodes, supports public transport and reduces private vehicle use in accordance with OBJ UD1 of the Hawke's Bay Regional Policy Statement.

This objective relates to Issue 4.1.2.

Policies

To achieve this objective, the Council will:

- 4.3.1 Enable residential intensification where appropriate, primarily around commercial and community nodes, but also in areas which have reasonable access to significant transport corridors.
- 4.3.2 Restrict residential intensification in areas of special character.
- 4.3.3 Manage the intensity of residential settlement in all parts of the City to ensure that any adverse effects on the environment are avoided, remedied or mitigated.
- 4.3.4 Recognise the need for residential growth and positive effects of infill or multi-unit development on appropriate sites where any adverse effects associated with such development are adequately avoided, remedied or mitigated. Sites located within the Port Inner Noise Boundary are not considered to be appropriate sites in terms of this policy.
- 4.3.5 A Structure Planning process must be undertaken where areas for future urban development are identified in District or Regional growth strategies before a plan change is initiated to avoid, remedy or mitigate adverse effects on the environment associated with ad hoc development and infrastructure provision. The Structure Planning process shall be undertaken in accordance with Policy UD10.1 and UD10.3 of the Hawke's Bay Regional Resource Management Plan.
- 4.3.6 New residential greenfield growth outside of those residential greenfield growth areas identified in Appendix 35 will be assessed in accordance with the criteria outlined in Policy UD4.2 of the Hawke's Bay Regional Resource Management Plan.

Principal Reasons for Adopting Objective and Policies

Intensive development in the vicinity of the City's main retail and community areas can enhance the vitality of these areas and their security after hours. In addition, because these nodes are the focus of both public and private transportation networks, increased development around the nodes can lend support to public transport, walking and cycling. This policy proposes intensification of residential areas where appropriate, reducing the pressure for future peripheral expansion.

Residential intensification has the potential to impact on the perception of bulk and spaciousness within the residential environment and on the architectural character of areas. While acknowledging that there is some potential for further residential intensification, careful management in character areas manages the rate and quality of change, taking into account the impact that any such change may have on cultural and amenity values.

Adequate and functioning infrastructure including roading, stormwater and sewerage networks is an important element of the community's social and economic wellbeing, particularly within the urban environment. This policy recognises that infrastructural limitations need to be taken into account in any intensification of settlement to ensure appropriate environmental outcomes and that the health and safety of the community is provided for. Council recognises that where future urban growth areas are identified in the District or Regional Growth Strategy, Structure Planning can be used as a tool to comprehensively coordinate the staging of development over time, and provide a co-ordinated approach to infrastructure provision.

The Heretaunga Plains Urban Development Strategy (HPUDS) identifies a number of residential greenfield growth areas, and these have been mapped in Appendix 35 of the District Plan. Where greenfield residential growth areas are proposed for inclusion within the urban limits outside of these mapped areas, the Hawke's Bay Regional Resource Management Plan sets out criteria for assessing their appropriateness.

Methods

- (1) District Plan Rules.

In general, the District Plan provides for a range of housing in the residential zones, with the scale, type, intensity and effects of developments being managed principally via development standards.

The Council will require financial contributions for subdivisions and when more than one dwelling unit is constructed on a site. These contributions will be applied to, among other things, the purchase and improvement of reserves and to the provision and upgrading of the roading, water, stormwater and sewerage infrastructure. The Council will also monitor development within the residential areas to ensure that the infrastructural capacity of these areas is not exceeded.

The District Plan also identifies a number of character zones within which density limits and design controls apply, in order to maintain the character of these areas

Principal Reasons for Methods

The simplest and most effective means of managing the environmental effects of a wide range of land uses

and housing forms is via the implementation of a concise set of rules which give certainty and are easy to understand, interpret and enforce.

Public reserves provide residents with areas for recreation as well as contributing to the visual amenity of an area, while infrastructure provides for the community's health and wellbeing. It is recognised that urban intensification applies additional pressure on infrastructure and public open space, due to the increase of land uses within the area, and that the cumulative impact of any such intensification may require extension or upgrade to the City's infrastructure. Therefore, for most developments, financial contributions will be required to provide for, (among other things) the provision and upgrading of public reserves and infrastructure.

Special Character areas have been identified on the planning maps. In some of these areas, the development potential of the sites has been reduced relative to the other zones, principally via the use of development standards. The use of these standards provides certainty and clarity.

Objective 4.4

To ensure that all developments and structures within the City's residential character areas maintain, enhance and are sympathetic to the dominant natural and physical features which contribute to the amenity and character of those areas.

This objective relates to Issue 4.1.3.

Policies

To achieve this objective, the Council will,

4.4.1 Along Marine Parade:

- a) Develop land use controls over development that are less restrictive while recognising the area's close proximity to the CBD and the coast, the smaller site sizes and the historically liberal development controls applied to this area.

4.4.2 Within Napier Hill:

- a) Develop land use controls over residential development that recognise the area's diverse building development, the close proximity of many buildings to the road and adjacent sites, and the natural topography and amenity values of the area.
- b) Encourage the retention of vegetation within the valleys and on steep hill faces for visual amenity, stability and ecological purposes.
- c) Recognise the appropriateness of multi-unit development on the former Napier Hospital site, being that site legally described as comprising computer freehold register titles: Lots 1, 6, 9-12, 15-16, DP 3796, Lots 30-41 DP 48, Lots 2 and 3 DP 17052, and part Suburban Section 703 Napier, and acknowledge that the existing built form on that site as at 1

January 2013 provides a relevant context for assessing future resource consent applications which are lodged within 2 years of that date.

4.4.3 Within the art deco areas of Marewa:

- a) Restrict land use and development to maintain the low intensity character, and quality of spaciousness, characteristic of the art deco areas.
- b) Control land use and development to maintain art deco heritage, built character and landscaped areas within front yards.
- c) Control structures such as fences and walls within the front yard of sites to ensure a high level of interaction and visibility between the site and the road.
- d) Control new buildings and structures to ensure they are compatible with the art deco form, height, bulk and exterior finish of development in the surrounding area.

4.4.4 Within the state housing areas of Marewa:

- a) Restrict land use and development to maintain the low intensity character, and quality of spaciousness, characteristic of state housing neighbourhoods.
- b) Control land use and development to maintain state housing heritage, built character and landscaped areas within front yards.
- c) Control structures such as fences and walls within the front yard of sites to ensure a high level of interaction and visibility between the site and the road.
- d) Control new buildings and structures to ensure they are compatible with the form, height and bulk of the development in the surrounding area, generally being simple single storey structures with a hip or gable roof.
- e) Recognise and provide for the protection of the character and amenity of the state housing areas of Marewa via education, incentives, design-guides and advice.

4.4.5 Within the bungalow housing areas of Te Awa:

- a) Restrict land use and development to maintain the low intensity character of the bungalow areas.
- b) Control land use and development to maintain bungalow heritage, built character and landscaped areas within front yards.
- c) Control structures such as fences and walls within the front yard of sites to ensure a high level of interaction and visibility between the site and the road.
- d) Control new buildings and structures to ensure they are compatible with the form, height and bulk of the development in the surrounding area, generally being single storey with a low pitch gable roof.

4.4.6 Along Hardinge Road and Waghorne Street:

- a) Develop land use controls over development that are less restrictive while recognising the area's diverse building development, the smaller site sizes and the close proximity of many buildings to roads and adjacent sites.
- b) Restrict land use and development to maintain and enhance the scale and design of the

built environment that contributes to the area's character.

4.4.7 Within the residential areas of Ahuriri and Westshore:

- a) Develop land use controls over development that are less restrictive while recognising the area's diverse building development, the smaller site sizes and the close proximity of many buildings to roads and adjacent sites.
- b) Restrict land use and development to maintain and enhance the scale and design of the built environment that contributes to the area's character.

Principal Reasons for Adopting Objective and Policies

As the City of Napier has developed over time, a number of areas featuring distinctive architectural styles and streetscapes have emerged. Careful management, including the restriction of some land uses is required to ensure that the special character of these areas is maintained. In some instances, this character can be destroyed through modern redevelopment, while in other character areas, the blend of historical and modern architectural forms contributes to the area's special character.

Few of the residential sites fronting Marine Parade have been built to their potential under previous District Plans. However, development along Marine Parade does tend to be dense and intensive. The Council considers that provision for intensive development should be maintained, given the proximity of the area to the CBD and the coast.

Napier Hill is remarkably diverse in comparison with other areas in the City with many newer homes standing harmoniously alongside housing styles from distinctive eras. Development tends to be close. Many houses are located close to the road, in some cases directly on the road boundary, and garages, carports and parking decks immediately adjacent to the road boundary are common. Some houses also tend to be built right up to the side boundaries. In addition to the above, houses tend to be taller with a smaller footprint. These features have allowed homes of an appropriate scale to be constructed without having to build down the steeply sloping sections in many areas of the Hill. The vegetation in the valleys on the Hill is an important characteristic of the Hill. This vegetation offers visual amenity, helps to minimise the effects of soil erosion and is important for bird life in the City.

The Council wishes to promote the survival of the historic form and pattern of subdivision, buildings and streetscape in Napier's principal art deco residential neighbourhoods. Particular features of the art deco form are single storey development, with a flat roof, stucco finish and, in many cases, simple geometric detailing on the front facade. Sites tend to be substantial with large front yards and low concrete walls along the front boundary. Garages are typically located to the rear of sites.

The Council wishes to promote the survival of the historic form and pattern of subdivision, buildings and streetscape in a selection of Napier's early state housing residential neighbourhoods. State housing was a 'Godsend' to many New Zealanders in the aftermath of the Great Depression and Second World War and has become an integral part of New Zealand's history and culture. In many respects, state housing is an icon of the welfare state era. State houses were born of a desire to build well but not extravagantly. As such they tend to be simple but well-designed houses, typically with a horizontal weather board finish and a hip tile roof. They were built with family and community in mind on substantial sites with large open front yards.

The Council wishes to promote the survival of the historic form and pattern of subdivision, buildings and streetscape in Napier's early bungalow housing neighbourhoods. The bungalow was a key building form prior to the Napier earthquake. Many were based on plan books and periodicals imported from America. These publications gave New Zealand house buyers unprecedented freedom to choose a plan tailored to their needs and their finances. In some areas, dwellings along whole roads were built by just one or two builders in the same external design. The Napier bungalow was generally single storey, with a low pitched gable roof, usually with a dominant single span at right angles to the road and often with a secondary roof covering a porch or bay window. The secondary roof was generally offset on the gable end wall, appearing as an extension of the main roof. The bungalows tended to be constructed with timber weather boards and a corrugated iron roof. The buildings were positioned close to the road and typically had a low picket fence along the road boundary.

The Council wishes to recognise both the historical styles of development as well as modern demands for the Hardinge Road and Waghorne Street residential area. The Hardinge Road area has experienced significant change over the last decade. Remaining historic buildings tend to be concentrated along Waghorne Street, but pressure for redevelopment and opportunities exist which may threaten the character of the area. The demand for waterfront locations has tended towards intensive modern developments on the small sites. This has created close-knit buildings with very small setbacks from the road and adjacent properties. Future development should recognise the scale and historic styles of buildings in the Hardinge Road and Waghorne Street area.

The Council wishes to promote the sympathetic development and subdivision of the Westshore and Ahuriri

residential areas while also recognising modern demands for new development styles. Parts of the northern residential areas have been identified as having special character in the Port Ahuriri Heritage Study (1994). This character draws upon historical building and development styles. These styles are reflected in the smaller site sizes and diversity of buildings. Recent development pressures in these areas have also contributed to the great variety of buildings. This recent development continues to be intensive in bulk and form, maximising the small site sizes and proximity to the coast.

Methods

(1) District Plan Rules.

The District Plan identifies six residential character zones. The Plan identifies the features that contribute to the special character of these zones and applies a series of development standards intended to maintain and protect these features. In the case of the Marewa Art Deco, Marewa State Housing and Te Awa Bungalow character zones, the District Plan requires a resource consent for all new buildings within the zone.

The District Plan identifies a number of "Advocacy Areas" (refer to descriptions in Chapter 4.10). The character of these areas has been compromised by infill and development. However, they still possess many fine examples of art deco, state, bungalow, railway and cottage housing. In these areas, recognition is made to this character and the assessment criteria to waive development standards require the Council to have regard to the consistency of character in the surrounding area and the impact of the proposal on that character.

(2) Other Methods.

The Council will undertake amenity improvement work including road-side planting and traffic management schemes where appropriate within the residential character zones. The Council's above ground infrastructural design and construction will have regard to the character and amenity of the residential character zones.

A set of architectural guidelines for development within the Northern Residential and Hardinge Road Residential Zones and the Marewa Art Deco, Marewa State Housing, Napier Hill, and Te Awa Bungalow character zones will be prepared and promoted in conjunction with the planning and architecture professions and other interested parties (for example, the Art Deco Trust). In addition, the Council will work with property owners, developers and architects through the resource consent process to achieve modifications to development proposals where it is considered that they may impact adversely on the values that characterise the relevant zone.

A number of annual award schemes could be initiated in conjunction with the planning and architecture professions to be presented to property owners, developers and architects for projects that are considered to be of particular merit. Further, the Council will investigate mechanisms available to property owners in the Marewa Art Deco, Marewa State Housing and Te Awa Bungalow Character Zones to offset the restrictions placed on the development of these sites and to assist in the conservation of the original developments on the site.

Support such as architectural advice or financial assistance for projects of particular merit will be provided to property owners in the Northern Residential and Hardinge Road Residential Zones and the Marewa Art Deco, Marewa State Housing, Napier Hill, and Te Awa Bungalow character zones. This will assist in the restoration and maintenance of buildings where those buildings are representative of the character being protected and the proposed works will be in sympathy with that character.

Principal Reasons for Methods

The residential character zones provide a clear demarcation between the areas that are considered to have

special character and the rest of the City. The use of zoning coupled with development standards provides clarity and certainty and will ensure that the character of these areas is protected from unsympathetic and inappropriate development.

With regard to the advocacy areas, it is considered that proposals to establish non-residential activities or to infringe the development standards have the potential to significantly adversely impact on residential character, due to the increased bulk and location, decreased private open space or increased activity and traffic generation on these sites. Accordingly, in considering such proposals, the Council will have specific regard to the architectural and landscape setting of these areas, encouraging development that is consistent with or sympathetic to that character.

The non-regulatory methods will raise the profile of the character areas and provide positive support to property owners and property professionals in the maintenance and enhancement of that character.

Objective 4.5

To maintain and enhance those qualities and characteristics that contribute to the wellbeing of the City's residents and the amenity of the residential zones.

This objective relates to Issue 4.1.4.

Policies

To achieve this objective, the Council will:

- 4.5.1 Control land uses that generate noise, odour, dust or vibration to ensure it is undertaken in a way that does not cause a nuisance, or otherwise have an adverse effect on the health, safety or comfort of residents of surrounding areas.
- 4.5.2 Ensure land uses and any associated artificial lighting of roads, driveways, signs, sites and the exterior of buildings do not significantly detract from the ability of residents of surrounding areas to achieve uninterrupted and adequate levels of sleep.
- 4.5.3 Control the location of buildings on front and corner sites to maintain a degree of consistency of setback from the road.
- 4.5.4 Control building height and bulk to ensure it is compatible with the height and bulk of the surrounding residential area.
- 4.5.5 Control buildings so they are designed and located in a manner to ensure that adequate levels of sunlight and daylight reach adjacent residential properties throughout the year.
- 4.5.6 Ensure storage and parking areas are designed, located and/or screened in a way that maintains the on-site amenity and privacy of adjacent residential properties and visual amenity when viewed from the road.
- 4.5.7 Control residential development so it is designed and located in a way that takes into account the type of development, likely occupants and provides:
 - a) sufficient outdoor space for the anticipated number of occupants of the dwelling;
 - b) outdoor space which is of a useable shape for recreation;
 - c) sunlight access to the outdoor space area;
 - d) privacy of outdoor space.
- 4.5.8 Ensure residential development that increases the density of buildings and/or population within an area, provide for or contribute to, the provision of public reserves and/or the

establishment of appropriate community facilities, sufficient to maintain the health, safety and wellbeing of local residents.

- 4.5.9 Avoid, remedy or mitigate the adverse effects of residential and rural activities on one another by requiring a separation distance between the residential and main rural zones where any new greenfield residential subdivision occurs.

Principal Reasons for Adopting Objective and Policies

Noise, odour, dust and vibration can impact on the amenity of an area and the health and comfort of its residents. Napier's residents expect a reasonable level of amenity in the City's residential areas. They also expect activities in residential areas to operate in a way that minimises any adverse impact on the health, safety and comfort of the residents. Any land use locating in a residential area must be able to operate in a way that will meet those standards.

The primary function of the City's residential areas is to provide a reasonable level of amenity for residential activities. A key component of that amenity is an adequate level of darkness at night for sleeping. Inappropriately positioned or designed artificial lighting can reduce people's ability to sleep, which in serious cases, can have an impact on people's health. It is therefore important that artificial lighting is appropriately controlled.

Variation in building setback can add interest to the urban form. However, the positioning of a building significantly forward of the general line of buildings in a road increases its prominence and can have an adverse impact on the visual amenity of the road.

Whilst variation in building height is often desirable insofar as it adds interest to the urban form, it is important to ensure that buildings in residential areas are not so large that they physically dominate the surrounding sites. Napier's residents expect a reasonable level of protection from the shading effects of development on adjacent sites.

Storage and parking areas, particularly for non-residential activities and large-scale residential developments, can have a significant adverse impact on residential amenity. It is therefore important that the design, location and screening of such areas take this impact into account.

The provision of on-site outdoor space contributes to the health and wellbeing of residents and reduces pressure on areas of public reserves. The provision of on-site outdoor space also helps to offset the visual impact of building development. In some cases, however, on-site provision may not be practical or desired. In such cases, developers will be required to mitigate any increases in pressure on public facilities or any detracting from the amenity of the area.

As a general principle, developments that increase the demand for public open space and community facilities must remedy or mitigate the adverse effects of that demand. One means is by contributing to the costs of satisfying that demand, allowing provision of adequate reserves, open spaces and other community facilities.

Separation distances at the interface of urban and rural boundaries is an accepted practice to avoid remedy or mitigate the effects of rural activity on residential activities and overcome issues of reverse sensitivity on existing rural operations. These will be required for any new greenfield residential subdivision and will be included by means of the structure plan process or as a condition to any Plan Change Request for a residential zoning.

Methods

- (1) District Plan Rules.

The District Plan sets out performance standards for noise, vibration and lighting when measured from surrounding residential properties.

The District Plan also sets out development standards relating to height, height in relation to boundary, building coverage, yards and private open space. At the same time, the District Plan provides for the relaxation of those standards where the proposal will not significantly adversely affect the residential environment.

A number of assessment criteria for non-residential activities are identified in the District Plan. These criteria include requirements for parking and storage areas to be screened from the road and from adjacent properties in order to maintain the amenity and/or privacy

of these areas.

The District Plan requires financial contributions for certain developments that among other things can be applied to the purchase and upgrading of public reserves. The Council will explore the use of financial contributions as a means of compensating for the waiver of development standards, in particular the private open space standard.

(2) Other Methods.

The Council will utilise its powers under the Act to issue abatement notices and enforcement orders for land uses creating a nuisance or otherwise having an adverse effect on the environment that may be avoided, remedied or mitigated.

The Council will liaise with the Regional Council to provide information and advice to landowners regarding odour and dust.

Principal Reasons for Methods

Method 1 recognises that the simplest and most effective means of managing the environmental effects of a wide range of developments is via the implementation of a concise set of rules which give certainty, are easy to understand, interpret and enforce. District plan rules target those land uses that are most likely to require significant areas for parking or storage. The Plan takes a performance based approach to the protection of amenity in regard to such uses.

The Council intends, over the life of this Plan, to explore the use of economic instruments to influence development and offset environmental impacts.

Provisions under the RMA are available to manage nuisances such as odour, for which there are presently few objective standards, and generally to enforce the development standards in the District Plan.

The Council recognises that the Hawke's Bay Regional Council is responsible for discharges to air.

Objective 4.6

To ensure new non-residential activities locating in residential environments do not have adverse effects on the residential character and amenity of those environments.

This objective relates to Issue 4.1.5.

Policies

To achieve this objective, the Council will:

- 4.6.1 Ensure that non-residential activities locating in residential areas are of a scale and visual character that does not have an adverse effect on the amenity and character of the residential environment.
- 4.6.2 Ensure that non-residential activities locating in residential areas do not give rise to a level of traffic movements that are out of character with the residential environment.
- 4.6.3 Avoid the cumulative adverse effects, including those effects on infrastructure of non-residential activities in residential environments.
- 4.6.4 Restrict the location of any business of prostitution to ensure that any adverse effects on the character and amenity of the residential environment are avoided.

Principal Reasons for Adopting Objective and Policies

The above objectives and policies deal only with those aspects of non-residential activities that are particular to

such land uses and must be read in conjunction with the objectives and policies for residential activities.

Non-residential activities can have positive effects on the residential environment, reducing vehicle trips through the City and providing for a diverse and vibrant residential environment. However, they can also have adverse effects. In particular, non-residential activities often generate higher vehicle trips than residential activities. Careful management is therefore required to ensure that the effects (including cumulative effects and any impacts on infrastructure) of such land uses are taken into account. Individually assessed, the effects of some non-residential activities may not be significant. However, the Council will pay particular attention to the level of non-residential activities already in an area and how the addition of another non-residential activity will impact on the residential character when combined with the effects of those existing activities.

Education is required so that people can appreciate that certain areas of the residential environment may be affected by neighbouring non-residential activities. These activities may produce noise, odour, visual or other impacts upon amenity levels. It is envisaged that with greater understanding of the land uses that surround the residential environments, there will be a reduction in conflict about amenity issues.

The Council aims to avoid the location of any business of prostitution in the residential environments of the city in order to preserve the existing residential character and amenity.

Methods

(1) District Plan Rules.

Through the use of zones, the Plan is able to manage land uses and their effects, particularly in relation to residential character and amenity. In recognition of each of the residential zones; rules and conditions can be tailored to control adverse effects associated with residential and non-residential activities.

The District Plan identifies a number of non-residential activities that may be established within residential areas as either permitted, controlled or discretionary activities. Any land use not specifically identified within the relevant zone is considered to be a discretionary activity. The assessment criteria for controlled and discretionary activities require the impacts on the surrounding residential neighbourhood to be considered during the consent process.

The District Plan applies development controls for such matters as parking and traffic generation, noise and vibration standards, screening, signs and building bulk and location.

(2) The use of LIM's and PIM's.

Principal Reasons for Methods

Managing similar or related land uses can be achieved simply and effectively through the use of zoning. Within individual residential zones, specific rules and other development controls can be applied to manage the adverse effects of land uses, and in particular, the adverse effects of non-residential activities on residential character and amenity.

There are many non-residential activities (such as schools and medical facilities) which support residential activities. However, it is recognised that the scale and intensity of many of these land uses differ from residential activities. In this regard, the rules and matters for discretion provide the Council with the means to manage specific elements of non-residential activities while providing users of the Plan with a clear guide as to the nature of non-residential activities and the standards that need to be met within the residential zones.

The development and performance standards are rules that apply to all buildings, structures, activities and development within residential zones to ensure appropriate environmental standards are established within residential areas. The provision of such standards for all land uses within residential areas provides for flexibility in development while ensuring environmental bottom-line standards can be met.

LIM's and PIM's are valuable early warning devices to prospective land owners on the type of effects that are likely to be encountered in the residential environment.

Objective 4.7

To maintain and enhance residential amenity through the retention and planting of trees within the residential environment.

This objective relates to Issue 4.1.6.

Policies

To achieve this objective, the Council will:

- 4.7.1 Encourage land use and development to minimise the need to remove significant stands of trees or native vegetation (particularly on Napier Hill), or significant individual tree specimens.
- 4.7.2 Ensure buildings are designed and located and land uses carried out in a manner that minimises coverage of or damage to the root systems of significant stands of trees or native vegetation, or significant individual tree specimens.
- 4.7.3 Encourage the planting of trees, especially mature trees, within residential areas to mitigate the effects of urban intensification, urban-fringe development and any loss of existing significant vegetation.

Principal Reasons for Adopting Objective and Policies

These policies recognise the contribution that vegetation makes to the amenity of residential areas, to the mitigation of adverse effects such as erosion, and to offsetting some of the impacts of urban development such as air pollution. The retention or introduction of vegetation, especially mature trees can also contribute to mitigating any adverse visual impacts of urban intensification and development of suburbia, at the rural-urban fringe and within rural areas.

Methods

- (1) District Plan Rules.

The District Plan identifies a number of notable trees on publicly-owned land throughout the City. Rules within the Plan are intended to maintain the amenity and scenic values that such trees provide. In addition, the preservation of significant and notable trees is a matter that the Council will have regard to in considering resource consent applications for subdivision and land development.

- (2) Other Methods.

The Council will prepare a brochure explaining the contribution of trees to the residential environment, offering guidance to the public on the planting, maintenance and suitability of tree species and explaining how and why certain activities can cause harm to trees.

The Council will work with local communities to develop road planting and maintenance programmes. In addition, a policy document for work affecting trees adjacent to roads and public places will be prepared by the Council.

Council will also undertake planting within Reserves in accordance with Master Plans.

Principal Reasons for Methods

District Plan rules provide a simple and effective process by which significant trees on publicly-owned land can be retained and maintained to provide continued value in terms of amenity and scenic appreciation.

A brochure will help to raise awareness of the contribution that trees make to the residential environment and the effects of certain activities on the health of trees. It will also offer practical guidance to landowners in the selection of suitable species and maintenance of trees.

Through a policy document on works affecting trees in public places, and the Council working with local communities, the contribution that road trees and trees in public parks make to the residential environment will be recognised.

Objective 4.8

To ensure that all new noise sensitive activities and the addition of a habitable space to existing noise sensitive activities within noise control boundaries are appropriately mitigated against the effects of non-residential activities located outside of the residential environment.

This objective relates to Issue 4.1.7.

Policies

To achieve this objective, the Council will:

- 4.8.1 Ensure that non-residential activities adjacent to residential environments take all reasonable steps to avoid, remedy or mitigate adverse effects, including adverse effects from future growth or expansion, beyond their site boundaries.
- 4.8.2 Ensure that where non-residential activities outside of the residential environment have undertaken all reasonable steps to avoid, remedy or mitigate their effects, new residential activities do not give rise to reverse sensitivity effects.
- 4.8.3 Require acoustic insulation of new noise sensitive activities and the addition of a habitable space to existing noise sensitive activities where they are located within a noise control boundary such as those surrounding the Port, Airport and Hawke's Bay Expressway.
- 4.8.4 Increase public understanding of the effects that occur on amenity levels in the residential environment as a result of non-residential activities such as the Port, Airport and Hawke's Bay Expressway being located outside of the residential environment.

Principal Reasons for Adopting Objective and Policies

Where residential areas are affected by activities of regional significance with particular noise characteristics such as activities associated with the port, airport and Hawke's Bay Expressway, rules are applied to new noise sensitive activities such as dwellings and educational facilities which require mitigation of noise in the receiving environment. This complements rules in the Port Industrial and Airport Zones which control noise generated by land uses within the zones.

The Council is aware that non-residential activities such as the Port, Airport and Hawke's Bay Expressway need certainty to continue to develop in the future. It is important that such development can occur, however, in considering the effects on the environment of any such development, regard must be given to appropriate amenity levels in the surrounding residential zones and how the effects can be avoided, remedied or mitigated where practicable. Residents moving into areas overlooking, or near to the Port, Airport or Hawke's Bay Expressway should be aware that the level of effects will not be the same as in other residential zones.

Methods

- (1) District Plan Rules.

Through the use of zones, the Plan is able to manage land uses and their effects, particularly in relation to residential character and amenity. In recognition of each of the residential zones; rules and conditions can be tailored to control adverse effects associated with residential and non-residential activities.

With regards to major regional infrastructure such as the port, airport and Hawke's Bay Expressway special noise standards are appropriate to allow for their continued operation

and future development. Land use controls will complement this approach by managing noise effects on residential activities in close proximity to the port, airport and Hawke's Bay Expressway by requiring acoustic insulation of noise sensitive activities where these are located within noise control boundaries.

- (2) The use of LIM's and PIM's.

Principal Reasons for Methods

Method 1 recognises that the most effective means of managing environmental effects of non-residential activities outside the residential environment is via the implementation of a concise set of rules which provide certainty and are easy to understand, interpret and enforce.

It is recognised that the scale and intensity of non-residential land uses differ significantly from residential activities. In this regard, the rules and matters for discretion provide the Council with the means to manage specific elements of non-residential activities while providing users of the Plan with a clear guide as to the nature of non-residential activities and the standards that need to be met within the residential zones.

LIM's and PIM's are valuable early warning devices to prospective land owners on the type of effects that are likely to be encountered in the residential environment.

4.8 ANTICIPATED ENVIRONMENTAL RESULTS

- (1) An increase within identified areas of the City, in the relative number of intensive or innovative housing developments, such as papakainga housing and multi unit developments which are consistent with the changing demographic profile of Napier's residents and changing lifestyle preferences.
- (2) An increase in residential intensity in a pattern which reflects characteristics and amenity values in the residential environment.
- (3) The availability of alternative and desirable options for accommodating Napier City's predicted residential growth needs.
- (4) The protection of outstanding natural areas and significant landscapes from inappropriate subdivision, use and development.
- (5) The maintenance of rural character and rural amenity values at the rural-urban fringe and where residential development occurs within the rural areas of the City.
- (6) Adequate infrastructure and linked reserves for residential activities throughout the City.
- (7) The maintenance of the special character for each of the character areas.
- (8) An increase in the profile of the special character areas amongst Napier's residents.
- (9) An environment where over time noise sensitive activities are protected from port noise through appropriate levels of acoustic insulation.
- (10) Vibrant, diverse residential areas that provide for a range of residential and non-residential activities.
- (11) Retention of those trees and vegetation that make a significant contribution to the amenity of the surrounding area and/or to the avoidance of adverse effects such as erosion.
- (12) Planting of appropriate species of trees in appropriate locations to compensate for the removal of existing trees, where such removal is necessary for the reasonable use of

a site.

- (13) Planting of additional appropriate trees along roads and in public places.
- (14) Greater understanding by residents of the operational requirement of non-residential activities and a consequential reduction in conflict between these activities.
- (15) A residential environment where the nuisance effects of businesses of prostitution are avoided.
- (16) Planned coordinated residential growth that is consistent with the District and Regional Growth Strategies.

4.9 ZONE DESCRIPTIONS

4.9.1 Introduction

There are nine residential zones: Main Residential, Napier Hill Character, Northern Residential, Hardinge Road Residential, Marewa Art Deco Character, Marewa State Housing Character, Te Awa Bungalow Character, Marine Parade Character and Western Hills Residential. These zones are described in more detail below.

In addition to the above zones, there are five “Advocacy Areas” (refer to Chapter 4.10). All advocacy areas have an underlying residential zoning. However, their notation on the planning maps as advocacy areas recognises that they possess many fine examples of art deco, state housing, bungalow, villa and railway housing. Although these areas are subject to the same land use controls and development standards as other areas in the relevant residential zone, the architectural and landscape design characteristics of these environments is recognised in the assessment criteria for discretionary activities (both for non-residential activities and for the waiver of development standards). Hence, their character is provided with a measure of recognition and protection.

4.9.2 Main Residential Zone

The Main Residential zone applies to broad residential areas covering most of the City where there are no significant environmental constraints that may otherwise indicate intensified residential development should not occur. This zone also includes residential growth areas including the Te Awa Development area.

The Main Residential zone allows for a degree of consolidation and intensification of residential development consistent with the maintenance and enhancement of residential amenity values by way of development standards.



Figure 4.9.2: Main Residential

4.9.3 Marine Parade Character Zone

The Marine Parade Character Zone applies to those properties fronting Marine Parade between Sale Street and Ellison Street in Napier South. These properties tend to be smaller than average and more intensively developed. This is an indication of the more liberal development standards (in particular, the coverage and yard standards) that have been applied in this area in the past. The Council considers that provision for intensive development should be maintained, given the proximity of the area to the CBD and the coast. This zone is not typical of a residential environment. Residents should be aware that the Marine Parade is a principal route to the Port of Napier and noise levels from heavy vehicles will be significant at varying times throughout the year.



Figure 4.9.3: Marine Parade

4.9.4 Napier Hill Character Zone

Napier Hill was originally an island, separated from the rest of Napier by the lagoon at the mouth of the Tutaekuri River. Residential activities on 'The Hill' have established from 1854 onwards and the result is a diverse mix of residential forms, with modern architectural dwellings standing harmoniously alongside period housing.



Figure 4.9.4: Napier Hill

Napier Hill is a memorable area with a landmark status and a strong sense of place. It is a prominent element of the city's urban landscape and a valued residential environment with high amenity value. This, plus the history of the area and the presence of large public open spaces, determines its collective identity and citywide significance."

The area exhibits a range of distinctive physical attributes and development patterns that collectively make up its expressive character. These include:

- Varying topography which affects subdivision/development patterns and creates a variety of streetscape conditions
- Street network constrained by topography and irregular block structure
- Identifiable pattern/texture of development based on individual dwellings on single lots
- Predominance of small to medium size lots
- Separation distances accentuating the individual scale of existing buildings
- Predominance of buildings with pitched roof forms
- Presence of mature vegetation clustered within rear yards and along steeper banks
- Mixture of one and two storey buildings
- Perception of lower building density based on predominant site coverage of 30% or less
- A range of buildings from the 19th century and early 20th century historical significance in Napier's development
- Diversity of building types and architectural styles

- Building frontages with an identifiable 'public face'
- Groupings of buildings with consistent character and special streetscape significance

A small area of this zone fronts onto Marine Parade. Residents should be aware that Marine Parade is a principal route to the Port of Napier and noise levels from heavy vehicles will be significant at varying times throughout the year. Similarly part of the zone looks out over the Port of Napier area. Some of this area can be affected by noise greater than what could be expected in other residential zones of the City.

4.9.5 Marewa Art Deco Character Zone

Marewa developed from the late 1930's, with two phases of development: private housing which was dominant in the north, and state housing in the south. Although development since the 1930's has seen the modification of many residential dwellings within the area, small pockets are archetypal of art deco housing styles and urban design. This remnant housing stock provides an important historical link to the development of Napier City and as a result, has been defined as a character zone.



Figure 4.9.5: Marewa Art Deco

The Marewa Art Deco Character Zone includes the following residential characteristics:

- Distinctive 'art deco' housing design, including linear and curvilinear building designs, single storey flat roofs, 'ribbon' windows, geometric detailing and stucco exterior;
- Low density housing, with site sizes between 700m² and 1000m²;
- Distinctive road trees; and
- Wide open front yards.

4.9.6 Marewa State Housing Character Zone

Russell Road has been identified within Marewa as a distinctive remnant of state housing stock worthy of protection. The residential area has been defined by the following characteristics:



Figure 4.9.6: Marewa State Housing

- Distinctive 'state' housing design, typically single storey dwellings with a basic geometric floor plan, a timber weather board or fibrous cement exterior cladding and a 35° pitch hip tile roof;
- Low density housing, with site sizes between 700m² and 1000m² and wide open front yards.

4.9.7 Te Awa Bungalow Character Zone

Between 1910 and 1930 areas within Te Awa were reclaimed for residential development, with villas and bungalows dominating. The most consistent remnant of development from this era, fronting Creagh and Ellison Streets, has been identified within the Te Awa Bungalow Character Zone. The following residential characteristics define the zone:



Figure 4.9.7: Te Awa Bungalows

- Distinctive housing stock designed prior to 1930's, being predominantly single storey houses, with a low pitched gable roof (often with a dominant single span at right angles to the road and a secondary roof covering a porch or bay window), wide eaves, exposed rafter ends and casement window; typically constructed from timber weather boards and a corrugated iron roof;
- Consistent front yard setbacks, with buildings generally positioned close to the road, with a low picket fence along the front boundary;
- Larger site sizes (of approximately 900m²).

4.9.8 Hardinge Road Residential Zone

The Hardinge Road Residential Zone applies to those properties fronting Hardinge Road and Waghorne Street. Some of the oldest buildings in the Ahuriri area lie on Hardinge Road, tightly grouped and close to the road. The early cottages are small in scale and simple in form. The traditional character of the Hardinge Road area is low rise, with spaces between small buildings being comparatively small. Many original buildings sit right on the road edge or have very narrow front yards. Traditionally, roof forms were simple gables or hips with lean-to verandas facing the road. In recent times, very intensive new development has begun to replace the historic cottages, resulting in a mix of old and new styles. The Council considers that provision for intensive development should be maintained to enable development to take advantage of the waterfront location while recognising the historic character of the area.



Figure 4.9.7: Hardinge Road's mix of styles

4.9.9 Northern Residential Zone

The Northern Residential Zone applies to the area of Westshore and those properties along and in the immediate vicinity of Battery Road. The character of Westshore has been described as being that of a seaside resort which has been progressively changed to a permanent residential suburb (Port Ahuriri Heritage Study 1994). The generous building sections and extended linear shape of the area gives Westshore an open, low rise character which has only recently begun to change as new larger buildings are being constructed.



Figure 4.9.8: Battery Road

Adjacent to the Westshore area of the Northern Residential Zone is the Hawke's Bay Airport. The airport and its operations are of major significance to the region. Its aircraft operating requirements include an area of the Northern Residential Zone in the vicinity of "The Gap". This area of the zone lies beneath the airport's west/east runway flight path. Nearby and adjoining the Northern Residential Zone, the Port and State Highway network and their operation are of major economic significance and have influenced the character and amenity of the zone.

The Battery Road residential area is compact and linear in character, confined by the cliffs of Bluff Hill behind and the railway to the north. To the east, the area is rich in historic associations and contains some of the oldest surviving houses in Ahuriri. There is a strongly suburban quality to the area with buildings of similar scale dating from the 1850s to the 1930s uniformly sited with respect to the road. Building styles along Battery Road and in Westshore are from distinct periods, including:

- 1850s – 1910 late 19th Century villas and early 20th Century traditional villas.
- 1930s bungalows and moderne (art deco).
- post war modern dwellings and alterations to earlier houses.

The Council considers that provision for intensive development should be maintained, given the historical patterns of development in these areas. However, development should be sympathetic to the character of the Westshore and Battery Road residential areas.

4.10 ADVOCACY AREAS

Within this Plan, the term "advocacy area" refers to an area of land within the City that possesses some distinct and valuable characteristics, but these characteristics are not in such uncompromised or well defined forms as those within the respective character zone.

Advocacy areas are subject to the underlying zone provisions. In terms of historic heritage value and character, the Council will approach the sustainable management of these areas within a non-regulatory framework.

4.10.1 Art Deco Advocacy Area

The Art Deco Advocacy Area comprises an extension of the Art Deco Character Zone in the Logan Avenue/Sanders Avenue area and an additional area in the vicinity of Tom Parker Avenue and Morse Street.

The Art Deco Advocacy Area shares many of the development characteristics of the Art

Deco Character Zone including 'art deco' architectural design, wide open front yards and generous building setbacks, and a low intensity character and quality of spaciousness (for example, garages located at the rear of the site).

4.10.2 State Housing Advocacy Area

The State Housing Advocacy Area extends the State Housing Character Area to the east and south. This Advocacy Area shares many of the same characteristics as the character area including basic single storey dwellings on large sites with large open front yards.

4.10.3 Bungalow Housing Advocacy Area

The Bungalow Housing Advocacy Area extends the Te Awa Bungalow Character Area and shares many of the same characteristics as this character area. The buildings in this advocacy area do not share quite the same level of consistency or finish as those in the adjacent character area, however, they contribute to the amenity of the area and have the potential to be very significant.

4.10.4 Railway Housing Advocacy Area

The railway line has traditionally been an important economic link for Napier City. Residential development adjacent to the railway is characteristic of railway housing of the early 1900's throughout the country. Architectural design includes pitched roof entry porch supported by wooden pillars, eaved front windows and transversely pitched roof. These buildings are generally positioned close to the road, with little side yard provision and low picket fences along the road boundary.

4.10.5 Ahuriri Advocacy Area

The Ahuriri advocacy area covers an area of varied housing styles and other building designs. The advocacy area reflects the architectural appraisal of Ahuriri and its built environment, published as the Port Ahuriri Heritage Study in 1994 by Dr Jeremy Salmond. This advocacy area features a diverse range of housing styles and industrial scale buildings identifiable in the neighbouring and underlying zones.

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