WOODS

MIDDLE ROAD PLANNING OVERVIEW REPORT

PROJECT	Middle Road – Fast-track Referral Application
W-REF	P25-496
FOR	CDL Land New Zealand Limited
DATE	8/04/2026
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Table of Contents

List of Appendices

Acronyms & Terms

The Acronyms & terms included in the **Table 1** below apply to all acronyms and terms used in the Middle Road Referral Application documentation.

Table 1: Acronyms & Terms

Acronym / Term	Definition
AEE	Assessment of Environmental Effects contained in Planning Report
Application	Referral Application under Section 13 of the Fast-Track Approvals Act 2024
AgFirst	AgFirst Consultants HB Ltd
BEP	Bulk Earthworks Plan
Boffa Miskell	Boffa Miskell Limited
CDL	CDL Land New Zealand Limited
CEMP	Construction Environmental Management Plan
CFG Heritage	CFG Heritage Limited
CMW	CMW Geosciences
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
District Council | HDC	Heretaunga Hastings District Council
District Plan | HDP	Hastings District Plan Operative 2024
DMP	Dust Management Plan
DSI	Detailed Site Investigation
EA	Engineering Approval
ECoP	Engineering Code of Practice

Acronym / Term	Definition
Ellis Gould	Ellis Gould Lawyers
EPA	Environmental Protection Authority
ESCP	Erosion and Sediment Control Plan
FDS	Hastings & Napier Future Development Strategy 2024 – 2054
Flow	Flow Transportation Consultants
FMP	Fauna Management Plan
FTAA	Fast-track Approvals Act 2024
GCR	Geotechnical Completion Report
GIR	Geotechnical Investigation Report
HNZPT	Heritage New Zealand Pouhere Taonga
HPUDS	Heretaunga Plains Urban Development Strategy 2017
JOAL	Jointly Owned Access Lot
LMP	Landscape Maintenance / Management Plan
LVA	Landscape Visual Assessment
McKenna Block	80 & 84 Middle Road, Havelock North
MDRS	Medium Density Residential Standards
MDZ	Medium Density Zone
MfE	Ministry for the Environment
Middle Road Project	The subdivision and development of the land at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North

Acronym / Term	Definition
Middle Road Site | Site	92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North
NES	National Environmental Standards
NES-DMRU	National Environmental Standards for Detached Minor Residential Units
NES-F	Resource Management (National Environmental Standards for Freshwater) Amendment Regulations 2025
NES-CS	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health
NKII	Ngāti Kahungunu Iwi Incorporated
NPS	National Policy Statements
NPS-FM	National Policy Statement on Freshwater Management Amendment 2025
NPS-HPL	National Policy Statement on Highly Productive Land Amendment 2025
NPS-IB	National Policy Statement on Indigenous Biodiversity 2025
NPS-I	National Policy Statement for Infrastructure 2025
NPS-NH	National Policy Statement for Natural Hazards 2025
NPS-UD	National Policy Statement on Urban Development 2020
NZCPS	New Zealand Coastal Policy Statement 2025
OIO	Overseas Investment Office
Panel	EPA Expert Consenting Panel
Part 2	Part 2 of the RMA
Planning Report	Planning Report prepared to support the Application, including Assessment of Environmental Effects

Acronym / Term	Definition
Property Economics	Property Economics Limited
RAP	Remediation Action Plan
Regional Council | HBRC	Hawkes Bay Regional Council
Regional Plan | RRMP	Hawkes Bay Regional Resource Management Plan
RMA	Resource Management Act 1991
ROT	Record of Title
RPS	Regional Policy Statement
SMMP	Stormwater Maintenance and Management Plan
SMP	Site Management Plan
SPMP	Spill Management Plan
SVR	Site Validation Report
SWMP	Stormwater Management Plan
TANK Plan Change | TANK	HBRC Tūtaekurī, Ahuriri, Ngaruroro and Karamū Plan Change 9 Decision Version 2022
TPW	Tamatea Pōkai Whenua

Statement of Qualifications & Experience

The following is a statement of the qualifications and experience of the Planners involved in preparing this Substantive Application. The qualifications and experience of the specialists involved are set out in their respective individual reports.

Emma Howie – General Manager, Wood & Partners Consultants Limited

I am a Planner & General Manager of Planning & Urban Design at Wood & Partners Consultants Limited (Woods). Woods is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure, and surveying. I have been employed at Woods in two periods: first, from 2013 to 2016, and again from 2023 to the present.

I hold a Bachelor of Planning (Hons) from the University of Auckland, Waipapa Taumata Rau, which I completed in 2010. I am a Full Member of the New Zealand Planning Institute, Te Kōkiringa Taumata.

I have over 15 years of professional experience in resource management planning, spanning both the public and private sectors. My expertise includes land development and subdivision projects, with a focus on delivering master planned communities in Pōkeno, Long Bay, Hingaia, Paerata Rise, and Milldale in Auckland. I have also led planning for large-scale infrastructure projects, including the Notice of Requirement for Auckland Airport's second runway and the planning of new schools and kura across Aotearoa. My expertise covers the preparation and management of a broad range of planning applications, including district and regional resource consents for bulk earthworks, subdivisions, discharges, and comprehensive residential developments, as well as the preparation of Notices of Requirement and Outline Plans. I have been involved in submissions on planning documents and the preparation and presentation of planning evidence at Council hearings and have participated in Environment Court mediation. More recently, I was a key member of the planning team for the Arataki Project Fast Track application, successfully progressing the application through the EPA approval process.

I confirm that, in my capacity as a reviewer of this Referral Application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Karin Lepoutre – Planning Consultant to Wood & Partners Consultants Limited

I am a self-employed Planning Consultant at KPL Planning Limited. For the purposes of this Project, I have been engaged as a contractor to support the wider Project team led by Woods in the preparation of the planning application.

I hold a Master of Planning (2007) and a Bachelor of Arts (Economics and Geography - 2005) both from the University of Otago | Ōtākou Whakaihu Waka. I am a full member of the New Zealand Planning Institute. I have over 17 years of professional planning experience in both the public and private sectors across New Zealand and Australia.

My planning experience predominantly relates to urban development and infrastructure projects, including the preparation of resource consent applications and Notices of Requirements, private plan changes and plan/policy development. I have acted on behalf of government agencies, developers, network utility services providers and councils and have experience navigating planning matters in a range of contexts. More recently, I was a key member of the planning team for the Arataki Project Fast-track application, successfully progressing the application through the EPA approval process.

I confirm that, in my capacity as author of this Referral Application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Joanne Sunde – Senior Associate Planner – Woods & Partners Consultants Limited

I am a Senior Associate Planning Consultant at Woods. Woods is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure and planning, and surveying. I have been employed at Woods since March 2024.

I hold the qualifications of Bachelor of Planning (Hons) from the University of Auckland | Waipapa Taumata Rau, which I completed in 2006. I am an intermediate member of the New Zealand Planning Institute. I have 15 years experience in the planning and property industry including as a planning consultant at a specialist planning firm, a development manager at Bunnings Limited, and an independent planning consultant.

I have broad experience in the resource management field working on behalf of a range of clients including land developers, commercial entities, Councils, iwi authorities and individual landowners. This has involved preparation of resource consent applications, private plan changes, designations, policy and plan review submissions, and preparation / presentation of planning evidence at Council hearings. More recently, I was a key member of the planning team for the Arataki Project Fast Track application, successfully progressing the application through the EPA approval process.

I confirm that, in my capacity as author of this Referral Application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Executive Summary

The Middle Road Project (**Project**) seeks referral under the Fast-track Approvals Act 2024 (**FTAA**) to enable the coordinated delivery of a residential development located at Middle Road, within the southwestern edge of Havelock North, Hawke's Bay. This Planning Overview Report accompanies the Referral Application and demonstrates that the proposal satisfies the purpose and criteria of the FTAA.

This referral application is lodged by CDL Land New Zealand Limited (**CDL** | **the Applicant**), which is the authorised person for the Middle Road Project.

The application site is located at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North (**site**). The site comprises five separate titles with a combined area of approximately 30.6ha adjacent to the Herehere stream. The Project seeks to enable a comprehensively planned residential development of approximately 300 to 350 dwellings, providing a range of lot sizes and housing typologies supported by integrated transport, three waters infrastructure and open space networks, including the retention and enhancement of the Herehere Stream corridor. A separate but contiguous 3.1ha landholding at 80–84 Middle Road (the McKenna Block) adjoins the site and has been considered at a high level. The referral application therefore includes two alternative development scenarios, which respectively include and exclude the McKenna Block, should CDL obtain control over this landholding in the future.

The Project aligns with the significant regional benefit purpose of the FTAA by contributing to Hawke's Bay's housing and infrastructure capacity, creating employment opportunities, and enabling efficient, resilient and sustainable urban growth in a region affected by recent weather-related events. The Economics Assessment confirms the Project will generate significant regional economic benefits through construction activity, job creation and increased economic output, while supporting a more responsive and competitive housing market through increased development capacity.

Early engagement has been undertaken with Hastings District Council (**HDC**), Hawke's Bay Regional Council (**HBRC**), mana whenua and key agencies identified in accordance with section 11 of the FTAA. This engagement has informed the Project design and supporting technical assessments, and further engagement will continue through the substantive phase should the Project be accepted into the Fast-track process.

The Project will require approvals under the Resource Management Act 1991 (**RMA**) for subdivision, land use and infrastructure works. Consents will be required under the Hastings District Plan (**HDP**) and Hawke's Bay Regional Resource Management Plan (**RRMP**). No prohibited activities are expected to apply to the Project. Additional approvals may be required under the Heritage New Zealand Pouhere Taonga Act 2014 (**HNZPT Act**) for any potential modification or disturbance of archaeological sites identified within the Site. No approvals are required under the Wildlife Act 1953 (**Wildlife Act**).

A comprehensive suite of technical assessments confirms that the Site can be appropriately serviced and that key constraints, including flooding, stormwater management, geotechnical conditions, transport connections, and infrastructure capacity, can be managed effectively through design and standard engineering responses. Stormwater management has been a central consideration, with the conceptual development framework developed to integrate detention treatment and avoid adverse upstream and downstream effects. Opportunities to enhance the adjacent Herehere Stream corridor have also been identified.

The Project will contribute to a well-functioning urban environment by providing a connected, serviced and accessible residential neighbourhood that integrates land use with infrastructure, transport and open space, and responds appropriately to site constraints. The proposal aligns with the relevant national and regional policy framework by enabling additional development capacity, supporting housing choice and affordability, and adopting an integrated, effects-based approach to infrastructure and environmental management. While the site is not identified within the current Future Development Strategy (**FDS**), it represents a logical and well-located extension of the existing Havelock North urban area that can be efficiently serviced whilst appropriately avoiding and mitigating environmental effects.

In summary, this Referral Application has been prepared in accordance with sections 11, 13 and 22 of the FTAA. The Middle Road Project represents a well-located, feasible and appropriate development opportunity that will

deliver significant regional benefits, and is considered an appropriate candidate for progression through the Fast-track process.

1.0 Introduction

This Planning Overview Report has been prepared by Woods on behalf of CDL Land New Zealand Limited (**CDL | the Applicant**) in support of a Referral Application for the Middle Road Project under the Fast-track Approvals Act 2024 (**FTAA**) to be lodged with the Ministry for the Environment (**MfE**). This report has been prepared in accordance with section 13 of the FTAA and provides a high-level planning assessment that demonstrates the Project's alignment with the purpose and criteria of the FTAA and its overall suitability for referral.

The Project comprises a comprehensively planned residential development of approximately 300 to 350 lots, supported by integrated transport, three waters infrastructure and open space, including stormwater management designed in accordance with best-practice treatment and attenuation principles.

This report outlines the site and proposal, identifies the relevant statutory framework and approvals, and describes how the proposal gives effect to the relevant provisions of the FTAA. It is supported by a suite of technical assessments addressing key environmental matters, including infrastructure, stormwater, geotechnical, transport, ecology, contamination, productive land, archaeology and urban design. Together, these inform the assessment of effects and confirm that the Project can be delivered in an integrated, sustainable, and well-serviced manner.

2.0 Requirements for Referral Applications under the FTAA

Part 2, Subpart 1 of the FTAA sets out the process for the referral of projects to the fast-track approval process. The Application has addressed these relevant parts of the FTAA as set out below.

The FTAA sets out the requirements for Referral Applications in the following sections:

- Section 11 – Consultation requirements for referral applications
- Section 13 – Referral Application
- Section 22 – Criteria for assessing referral application

2.1 Section 11 – Consultation Requirements for Referral Applications

Section 11 of the FTAA sets out the consultation requirements for a referral application. Consultation must be carried out before a referral application is lodged. The Consultation Report included in **Appendix 4** provides a detailed overview of the consultation carried out prior to lodging this Referral application and how it has informed the Project.

2.2 Section 13 - Referral Application

Section 13 of the FTAA sets out the matters to be addressed through a Referral Application.

This application has been prepared to satisfy the matters to be addressed, and the following confirms what part of this report addresses the relevant sections of the FTAA.

2.2.1 General Requirements

The information provided in this Application satisfies the general requirements for a referral application as set out in section 13(2) of the FTAA.

The general requirements for referral applications are addressed in **Section 3** of this Report.

2.2.2 Information Requirements

The information provided in this Application satisfies the relevant information requirements of Section 13(4) of the FTAA as set out in **Table 2** below.

Table 2: Information included in Referral Application to address Section 13 of FTAA

FTAA Section	Matter	Addressed in this Referral Application Report
s13(4)(a) - (i)	Proposal and effects	Section 4.0
s13(4)(j) – (o)	Persons affected	Section 5.0
s13(4)(p) – (r)	Information relating to activity that may be subject of determination under section 23 or 24	Section 6.0
s13(4)(s) – (t)	What is needed to complete the Project	Section 7.0
s13(4)(u) – (x)	Other matters	Section 8.0
s13(4)(y)	Matters relating to specific proposed approvals	Section 9.0

2.3 Section 22 – Criteria for assessing referral application

Section 22 of the FTAA sets out the criteria for accepting a referral application and the matters that the Minister may consider. Section 13(4)(b) of the FTAA requires the Application to provide an explanation of how the Project meets the criteria in Section 22.

An assessment of the Project against Section 22 of the FTAA is provided in **Section 4.3** of this Report.

3.0 General Requirements

In accordance with section 13(1) of the FTAA, CDL is applying to use the Fast-track approvals process for the Middle Road Project by lodging a referral application.

3.1 The Referral Application

In accordance with section 13(2) of the FTAA, this report has been prepared to support the referral application and is lodged in the form and manner approved by the EPA. Together with the supporting appendices, the application includes all relevant information required under section 13(4) of the FTAA.

3.2 Authorised Person for the Project

In accordance with Section 13(2) of the FTAA, the referral application is lodged by CDL Land New Zealand Limited, which is the authorised person for the Middle Road Project.

CDL is a wholly owned and directly operated subsidiary of CDL Investments New Zealand Limited. This arm of the business is focused on land-based investment and development with extensive land holdings in areas throughout New Zealand.

CDL Land New Zealand Limited is an experienced residential land development company with a strong track record of delivering master planned communities and housing-led developments throughout New Zealand (**Table 3**). CDL strives to produce high-quality residential sections that create an excellent quality of life with minimal impact on the environment and community. They believe in innovative design and sustainable development.

As an overseas investment company, CDL Investments New Zealand Limited is subject to the requirements of the Overseas Investment Act 2005 and associated requirements managed by the Overseas Investment Office (**OIO**). The development of the Middle Road Site is being progressed in accordance with CDL's OIO conditions, which include obligations around timely and active development of the land. These requirements highlight CDL's commitment to delivering high-quality residential outcomes that contribute positively to regional housing supply and local economic activity.

In addition to the Middle Road Site, CDL has significant land interests in the Hawke's Bay region. This includes completed residential subdivisions such as Northwood in Hastings, Brookfields in Havelock North, and the Iona residential subdivision currently under construction in Havelock North.

CDL's Arataki development is also located within the eastern edge of Havelock North and has obtained approval under the FTAA in March 2026 [FTAA-2506-1083]. The Arataki Project will facilitate the development of 171 dwellings across an 11ha development site. A local road network, pedestrian and cycling connections, and required infrastructure will also be developed to support the development. CDL is intending to commence on-site works mid-late 2026.

Table 3: List of CDL New Zealand Developments

Development Name	Region	Residential Lots	Status
Iona - Stages 1-4	Havelock North, Hawkes Bay	341 Lots	Under Construction
Arakaki	Havelock North, Hawkes Bay	171 Lots	Fast Track Consent Approved - Construction to commence Q3 2026
Northwood	Hastings, Hawkes Bay	226 Lots	Complete
Brookfield	Havelock, Hawkes Bay	62 Lots	Complete
Preston's Park	Christchurch, Canterbury	1020 Lots	Complete
Stonebrook	Rolleston, Canterbury	470 Lots	Complete
Magellan Heights, Ashmore	Rototuna, Hamilton	1160 Lots	Complete
R2 Hamilton	Puketaha, Hamilton	1250 Lots	Fast Track Consent to be lodged Q2 2026
Greville Road	Albany, Auckland	131 Lots	Complete
Kewa Road	Albany, Auckland	92 Lots	Complete
Dominion Road	Papakura, Auckland	91 Lots	Complete

3.3 Proposed Approvals

In accordance with Section 13(2)(d), approvals to deliver the Middle Road Project will be required under the:

- Resource Management Act 1991 (**RMA**)
- Heritage New Zealand Pouhere Taonga Act 2024 (**NZHPT Act**)[1]

3.3.1 Resource Management Act 1991 Approvals

Resource consents that would otherwise be applied for under Section 104 of the RMA will be required to enable the Middle Road Project to proceed.

In accordance with Section 13(4)(i) of the FTAA, it is confirmed that there are no activities associated with the Middle Road Project that would be prohibited activities under the RMA.

A list of possible reasons for consent under the relevant Plans is set out below and in the appended Indicative Compliance Table (**Appendix 16**). These reasons for consent will be finalised through the FTAA Substantive Application process if the Project is referred.

3.3.1.1 Approvals under the Heretaunga Hastings District Plan

Overall, the proposal will require consent as a non-complying activity under the Hasting District Plan (**HDP | District Plan**). Approvals under the HDP are expected to be required for the following activities:

Table 4: Hastings District Plan Required Approvals

Rule/Standard	Detail
PP24	Any permitted or controlled activity not meeting one or more of the terms in Section 6.2.5 and Section 6.2.6 is a **restricted discretionary** activity under PP24. The proposal will not meet the following: • 6.2.5B – Residential activities require front setbacks of 7.5m and 15m to all other boundaries. • 6.2.5H – Shelterbelt trees on boundaries. • 6.2.5J – The maximum building coverage (including hardstand and sealed areas) shall not exceed 35% of the net site area or 1500m2, whichever is the lesser. • 6.2.6B – More than one residential dwelling per 2,500m^2 will be established.
PP39	The proposed activities are not provided for as Permitted, Controlled, Restricted Discretionary or Discretionary within the Plains Production Zone within Table 6.2.4 and are therefore a **non-complying activity**.
PP39	The proposal seeks to enable showhomes to establish on the site. This activity is not provided for in the Plains Production Zone and is a **non-complying activity** under PP39.
PP39	The proposal seeks to enable home occupations to establish on the site. This activity is not provided for in the Plains Production Zone and is a **non-complying activity** under PP39.
SLD25	Any subdivision which is unable to comply with one or more of the relevant Subdivision Site Standards and Terms in section 30.1.6 is **a non-complying** activity (SLD25). The proposal will not meet the following: • 30.1.6A (10A) – The minimum net site area in the Plains Production Zone is 12 hectares. • 30.1.7A - Each lot which is capable of containing a residential dwelling, shall identify at least one stable building platform of 30 metres by 30 metres.

[1] Noting that this approval is included as a precautionary measure only, in the event that an archaeological authority is required under the HNZPTA.

3.3.1.2 Approvals under the Hawkes Bay Regional Resource Management Plan

Overall, the proposal will require consent as a discretionary activity under the Hawke's Bay Regional Resource Management Plan (**RRMP | Regional Plan**). Land use, water and discharge approvals under the RRMP are expected to be required for the following activities:

Table 5: Regional Resource Management Plan Required Approvals

Rule/Standard	Detail
RRMP – Rule 8 (s9 land use)	A **restricted discretionary** resource consent is required under Rule 8 for vegetation and soil disturbance.
RRMP – Rule 55 (s9 water)	A **discretionary** resource consent is required under Rule 55 for a surface water take (impounded water during construction) that does not comply with the requirements of Rule 54.
RRMP – Rule 59 (s14 water)	A **discretionary** resource consent is required under Rule 59 for the diversion of open drains.
RRMP – Rule 71 (s9 land use)	A **discretionary** resource consent is required under Rule 71 for structures and land disturbance within 6m of the bed of a stream within a land drainage or flood control scheme area. • Revegetation planting works are proposed within 6m of the stream bed. • A potential footbridge structure is proposed over the Herehere Stream. • Stormwater outlet structures are required to the Herehere Stream and Gilpin Drain. • Potential stream stabilization works (including HBRC / HDC required works) alongside the Herehere Stream which may include deposition of stabilization material. • Reclamation of the current alignment of artificial watercourses (drains) through the site and integrating these into the new stormwater conveyance system.
TANK 8 – Removal of Vegetation (s9 land use)	A **restricted discretionary** consent is required under TANK 8 for the removal of native vegetation within 10m of a stream not meeting the requirements of TANK 7.
TANK 15 - Take and use from a dam or water impoundment (s14 water)	A **restricted discretionary** consent is required under TANK 15 for the use of surface water (from the stormwater pond) during the construction period and not meeting the requirements of TANK 6.
TANK 21-22 - Small scale stormwater diversion and discharge (s15 Discharge)	A **restricted discretionary** resource consent is required under TANK 22 for the diversion and discharge of stormwater into water or onto land which does not meet the permitted activity standards (the site is greater than 1000 square metres) of TANK 21.
TANK 23 – stormwater diversion and discharge from	A **controlled** resource consent is required under TANK 23 for the diversion and discharge of stormwater from an existing or new local authority managed stormwater network into water, or onto land where it may enter water. An application must include an integrated CMP in accordance

Rule/Standard	Detail
local authority network. (s15 discharge)	with Schedule 33 of the RRMP which includes an assessment of the activity against the target attribute states of Schedule 26 of the RRMP.
TANK 25 – Stormwater activities (s15 discharge)	A **restricted discretionary** activity is required for proposed stormwater discharge which does not comply with the requirements of TANK 22.

3.3.1.3 Approvals under the NES-CS

Approvals under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**NES-CS**) are expected to be required for the following activities:

- Subdivision, land use change (to residential), and soil disturbance on land that meets the definition of "Land Covered";
- Remediation of identified contaminated soil, including excavation, soil mixing, encapsulation and offsite disposal; and
- Earthworks associated with development where contaminant concentrations exceed Soil Contaminant Standards.

Based on the identified extent of contamination and proposed remediation approach, the works are anticipated to require consent as a **Restricted Discretionary** Activity under Regulation 10 of the NES-CS.

3.3.2 Heritage New Zealand Pouhere Taonga Act 2014

An Archaeological Authority may be required under the HNZPTA where works have the potential to modify or destroy an archaeological site.

The archaeological assessment identifies that any potential historic archaeological features are associated with the adjoining McKenna Block expansion area, which is outside the Middle Road Project site but has been considered due to its proximity to the development area. Within the Middle Road Project site area itself, there are no recorded archaeological sites and the overall potential for archaeological remains is low.

Notwithstanding this, an Archaeological Authority is anticipated to be sought at the substantive application stage as a precautionary measure.

3.3.3 Wildlife Act 1953

No Wildlife Authority is required under the Wildlife Act 1953. The Ecology Report (**Appendix 9**) confirms that indigenous biodiversity values are low and no protected wildlife species, including lizards, were identified on site or through surveys.

4.0 Proposal and Effects

In accordance with section 13(4) of the FTAA, the following sets out a summary of the proposal and the anticipated and known effects as required under subsections (a) – (i).

4.1 Description of the Project Area

In accordance with Section 13(4)(d) of the FTAA, this section provides a description of the Middle Road Project area and surrounds. A supporting site extent map has been included in Appendix 1.

The site is located at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North (site). The site comprises five titles with a combined area of approximately 30.6 hectares and is relatively flat. It is currently used for rural residential and grazing purposes and contains three existing dwellings. Figure 1 shows the location of the site within the context of Havelock North.

The site is on the southwestern edge of Havelock North, approximately 900m south of the town centre, which contains a range of retail and commercial uses. The wider land uses to the north, east and west of the site are predominantly suburban residential in character, with a retirement village to the northwest and larger rural landholdings to the southwest.

A separate 3.1ha landholding at 80 and 84 Middle Road is located immediately to the east of the site, adjacent to the Herehere Stream. This landholding, referred to as the McKenna Block, is currently in separate ownership. At the time of lodgement, the McKenna Block will not necessarily form part of the proposed development. However, given its proximity and relationship to the site, the landholding has been considered at a high level within the indicative concept planning and supporting technical assessments to enable an integrated understanding of outcomes across the wider Middle Road landholdings given the McKenna Block's central position within this growth cell. Where referenced, this broader conceptual area is described as the Middle Road Extension and is shown for context in Figure 1. In the circumstances, this application seeks referral of two alternative forms of the proposal which respectively include and exclude urban development on the McKenna Block.

The following sections provide a broad description of the site, its receiving environment and its surroundings. This is to be read in conjunction with the detailed site information in the technical reports and plans appended to this Application.

4.1.1 Site Map & Images

A map of the site is included in Appendix 1 and Figure 1 below, which is supported by imagery of the site, which is included in Figures 2 to 7 below.

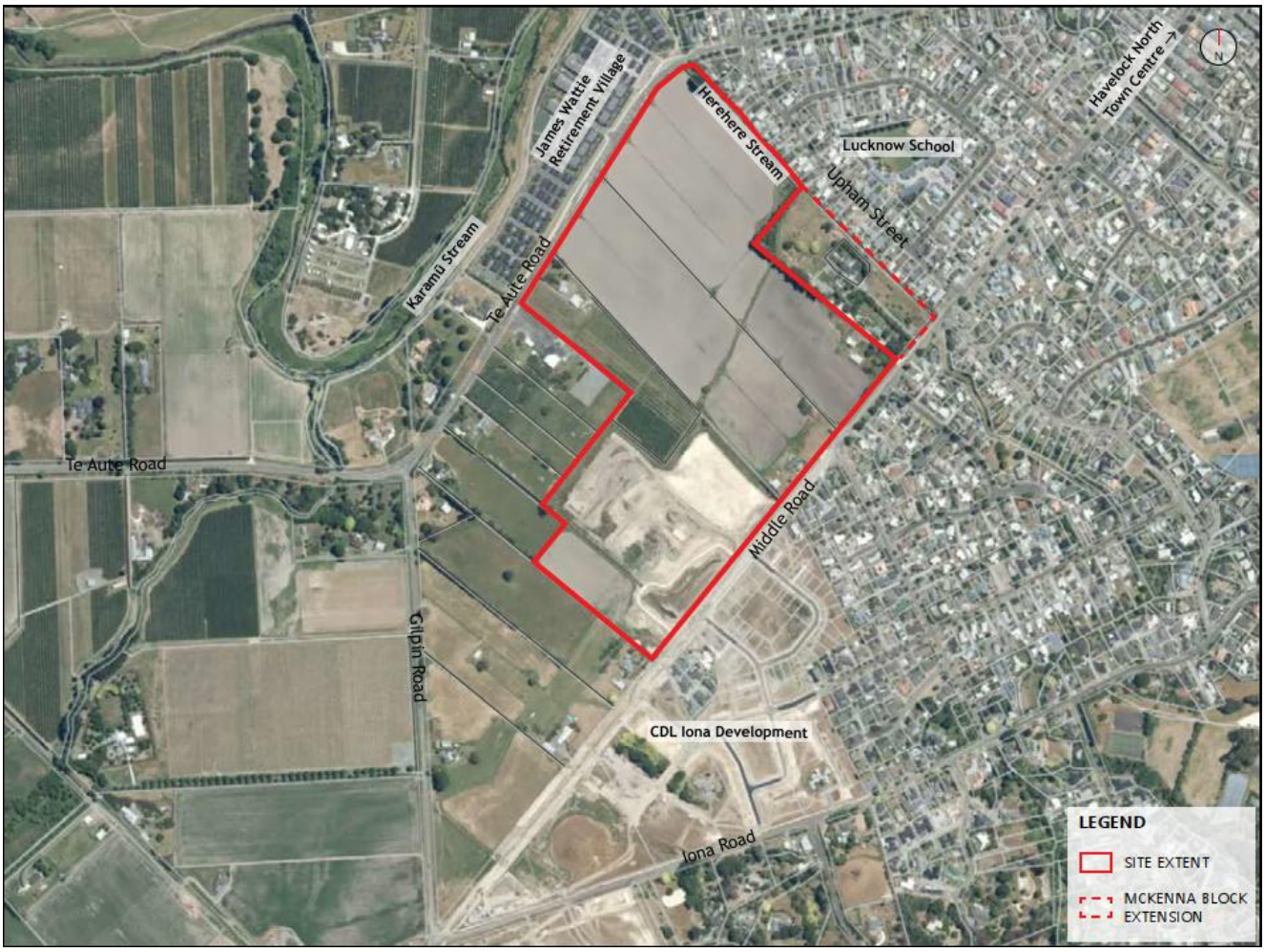


Figure 1: Middle Road Site (shown in red outline)

Figure 2: 92 Middle Road looking southwest

Figure 3: 92 Middle Road looking southeast, Pomeroy Drain in foreground

Figure 4: 148 Middle Road looking northwest, Iona stormwater pond in foreground

Figure 5: 148 Middle Road looking north, newly urbanised Middle Road frontage in foreground

Figure 6: Te Aute Road Bridge looking south, Herehere Stream in foreground

Figure 7: Te Aute Road looking southeast

4.1.2 Records of Title and Land Ownership

CDL is the owner or has a sale and purchase agreement in place for the five titles comprising the Middle Road site. A & J McKenna are the owners of the two titles comprising the McKenna Block. **Table 6** below identifies the site Records of Title (**ROT**) that are relevant to this Application. Copies of the ROT are included in **Appendix 2**.

Table 6: Middle Road Site Details

Address	Legal Description	Reference	Area (ha)	Interests
92 Middle Road	Part Lot 2 DP 10118	HB200/46	10.0034	606304.1 Gazette Notice aquiring part within land (227m²) for road and vesting the same in The HDC Subject to a right (in gross) to drain water over part in favour of HBRC created by Gazette Notice 622345.1
108 Middle Road	Lot 1 DP 10118	HB199/54	8.0937	n/a
148 Middle Road	Lot 1 DP 600024	1169351	9.1304	Part Suburban Section 19 drainage rights created by Conveyance 43479 Lot 5 and Lot 6 Deeds Plan 323 drainage rights created by Conveyance 31711 Part Suburban Section 19 drainage rights created by Conveyance 43477 Drainage rights over Lot 6 Deeds Plan 323 created by Conveyance 43477 Right (in gross) to drain water over part marked E on DP 600024 in favour of HDC created by Easement Instrument 13289328.6
139 Te Aute Road[2]	Lot 2 DP 600024	1201550	3.0966	13238195.1 CAVEAT BY CDL LAND NEW ZEALAND LIMITED
Herehere Stream Margin[3]	Lot 179 DP 10453	HBD3/1535	0.3617	n/a
Total CDL Landholdings (approx.)			30.6 ha	
80 Middle Road[4]	Lot 2 DP626608	1276670	2.8425	Right (in gross) to drain water over part marked B DP 626608 in favour of the Hawke's Bay Regional Council created by Gazette Notice 622345.1 8438565.4 Consent Notice[5]
84 Middle Road[6]	Lot 1 DP626608	1276669	0.3025	8438565.4 Consent Notice

[2] This site is subject to an unconditional Sale and Purchase Agreement with CDL, with OIO approval already obtained. Settlement is deferred for approximately two years, at which point title will transfer to CDL.
[3] This site is currently under contract for purchase by CDL. Approval from the OIO is being sought and is currently in progress.
[4] Property owned by A & J McKenna and not under the control of CDL.
[5] "The gate located next to the Herehere Stream shall not be used unless it associated with the maintenance of the Herehere Stream."
[6] Property owned by A & J McKenna and not under the control of CDL.

Address	Legal Description	Reference	Area (ha)	Interests
Total McKenna Block Landholdings (approx.)			3.1ha	

A review of the ROTs for the site identifies a number of existing interests, including drainage rights and rights to drain water (in gross), in favour of Councils or neighbouring properties.

The proposed stormwater management approach has been developed to maintain and provide for the continued conveyance of stormwater through the site, including servicing of upstream and adjacent properties. Existing drainage functions will be incorporated into the overall stormwater management framework, with the proposed system designed to ensure no loss of service to benefiting properties.

The detailed treatment of these interests, including any required relocation, modification or formalisation of easements, will be addressed as part of the future scheme plan and substantive application process. Overall, none of the existing interests identified on the ROTs preclude the development of the site.

4.1.3 Existing Consents

The site has several existing resource consents associated with the site. A summary of these consents is provided Table 7 below.

In reviewing the previously granted resource consents for the Middle Road site, it is confirmed that there are no existing approvals that constrain the proposed development. Further, as confirmed in the Council issued Section 30 letters (Appendix 3) there are no current applications before HBRC or HDC awaiting determination.

Table 7: Middle Road Site Consent History Summary

Site	Consent Ref	Date	Comment
CDL Landholdings			
92 Middle Road	ABA10049 ABA208 RMA20220131	1983 1972 19-04-2022	Alteration to dwelling Erect shed Earthworks to remediate contaminated soil on sites in the Iona and Plains Production zones as part of the Iona development.
108 Middle Road	P3555 CH:MAL RMA920306 RMA20220131	1991 1990 06-04-1999 19-04-2022	Erect a dwelling Erect accessory building To operate a produce stall and erect a sign. Earthworks to remediate contaminated soil on sites in the Iona and plains production zones as part of the Iona development.
148 Middle Road	RMA20250129 RMA20220188	06-06-2025 29-04-2022	Earthworks to deposit material to form two fill platforms exceeding the permitted volumes (Iona development stockpiles). Establishment of the Iona Structure Plan stormwater pond.

Site	Consent Ref	Date	Comment
139 Te Aute Road	NPA546	1987	Operate a rabbit farm
	ABA190	1970 & 1972	Erect a dwelling and second dwelling
	RMA332	1972	Operate a produce stall
	ABA4349, ABA4448, ABA13021	1977 & 1987	Erect sheds
McKenna Block Landholdings			
80 Middle Road	RMA20100203	24/06/2010	Construction of dwelling in side yard
	RMA20170452	20/11/2017	Deemed permitted boundary
	RMA20200027	18/02/2020	Deemed permitted boundary
	RMA20240073	04/04/2024	Subdivision - Adjust the boundaries between the two existing titles and waive the minimum yard setback
	RMA202550427	13/11/2025	Subdivision - Boundary adjustment to change the common boundary between two sites
84 Middle Road	RMA	09/12/2004	Operate a produce stall
	RMA20060624	21/11/2006	Subdivision of the site to create two lots
	RMA20090118	30/04/2009	Subdivision - boundary adjustment

4.1.4 Statutory Context

The Middle Road site is located within the jurisdiction of the HBRC and the HDC. Further details of the statutory planning context are set out below.

4.1.4.1 District Plan

Under the operative HDP, the site is zoned Plains Production. The following overlays or interests are identified in the District Plan:

- High Liquefaction Severity
- Within a Statutory Acknowledgement Area

There are no other mapped features or layers on the site under the District Plan.

4.1.4.2 Regional Plan

Under the RRMP, the site is within the following mapped areas:

- Predominantly within the confined aquifer system of the Heretaunga – Ruataniwha Aquifer System. This system is also identified as a productive Aquifer System within Schedule IV Productive Aquifer Systems and within Schedule XXV as an outstanding water body: Aquifer system.
- Partly (the southern side of 122 Middle Road) within the unconfined aquifer system of the Heretaunga – Ruataniwha Aquifer System.
- Contains both Primary Horticulture land and Primary Pastoral land as per the Land Cover 1995-1996
- Entirely within the 'Horticulture' category of the Sustainable Land Use Capability

- Within the Heretaunga Plains Contaminated Vulnerability category 1-6
- Within Groundwater and Surface Water management zones of schedules VI and Via
- Within Schedule X Rule 7 as an area that is excluded from Condition (c)
- Within Schedule XIII Airshed Napier (Gazetted Airshed and Airzone 2)
- Within Schedule XIV Heretaunga Plains Sub-Region

The Site is within the following mapped areas of TANK Plan Change 9 (Decision – September 2022) (**TANK**):

- Schedule 26 Surface Water Quality – Karamu
- Map 5 Ahuriri Estuary and Waitangi Estuary
- Schedule 27 Priority catchments:
- Long-term priority for sediment yield
- High priority for Ahuriri Phosphorus yield and low priority for phosphorus
- Low priority for nitrogen yield.
- Priority dissolved oxygen risk area
- Schedule 30:
- Map 4 - Water Quantity: Karamu Water Quantity
- Map 5 - Groundwater Quantity: Heretaunga Plains Quantity

4.1.4.3 Land Use Capability Classification

The Land Use Capability (**LUC**) system categorises land according to its long-term capability to sustain productive uses and ranges from LUC Class 1 (most versatile/productive) to LUC Class 8 (least versatile/productive).

The site has been categorised as LUC 2 and therefore, by definition, contains:

- 'Highly productive land' under the NPS-HPL; and
- 'Versatile land' under the RRMP.

4.1.5 Built Form and Archaeology

The site comprises three existing rural residential dwellings and associated farm buildings reflecting its current use for grazing and lifestyle purposes.

An archaeological assessment (CFG Heritage, **Appendix 15**) identifies a low likelihood of archaeological material across the application site, with a higher potential confined to the adjacent McKenna Block, which houses an older villa and associated outbuildings.

4.1.6 Transport Network & Roading

The site is bordered by Middle Road to the south and Te Aute Road to the northwest, both of which function as primary collector roads within the Havelock North transport network. These roads provide connectivity to the wider urban area, including access to the town centre and surrounding residential neighbourhoods.

The existing roading environment reflects a mix of rural and urban characteristics, with sections of upgraded frontage associated with nearby residential development. Further detail on the existing transport environment is provided in the Transport Overview Report prepared by Flow Transportation Specialists Ltd (**Appendix 14**).

4.1.7 Landform & Geology

The site is located on the Heretaunga Plains and is characterised by generally flat topography with a slight fall toward Te Aute Road.

Published soil mapping indicates that the underlying soils are poorly to imperfectly drained, with site-specific investigations confirming groundwater levels typically between 1–3 m below ground level (CMW Geological Assessment, Appendix 10).

The site has been used for rural residential and horticultural activities, which are recognised as potentially contaminating activities under the NES-CS. Site investigations have identified localised areas of contamination associated with historical land use, including agrichemical application. Further detail is provided in the Contamination Memo prepared by AgFirst at Appendix 8.

4.1.8 Civil Infrastructure

The Civil and Infrastructure aspects of the site are discussed in the Woods' Infrastructure Report appended to the application (Appendix 11). The site is not currently serviced for urban development and is used for rural residential purposes. Reticulated infrastructure is present within the surrounding road network, including water supply, wastewater and stormwater services. As confirmed by the Infrastructure Report, the site can be serviced for urban development.

The site itself contains limited formal infrastructure, with existing drainage primarily provided by open land drains which are managed by HBRC.

Electricity and telecommunications services are available within the adjoining road corridors.

4.1.9 Stormwater & Drainage

As outlined in the Stormwater Assessment prepared by Woods (Appendix 13), the site sits within a wider catchment that drains to the Herehere Stream to the north and the Karamū Stream via the Gilpin Drain to the south. Existing drainage across the site is characterised by a network of open land drains, including the Bake and Pomeroy drain which discharge to the Herehere Stream, and the Gilpin Drain, which conveys flows from the south toward the Karamū Stream.

These drains also receive flows from upstream areas, including adjacent rural land and existing urban development on the southern side of Middle Road. An existing stormwater pond is located on 148 Middle Road and services the CDL Iona development to the south. The Herehere Stream forms the northern boundary of the site and ultimately discharges to the Karamū River.

Flood mapping identifies areas of the site as being subject to flood risk. Exiting localised flooding is also noted in the surrounding area, including along Upham Street to the north of the Herehere Stream and on the rural properties to the south.

4.1.10 Ecology

The site is predominantly modified pasture associated with rural residential use, with limited indigenous vegetation present. Vegetation cover is generally confined to grazed grassland, shelterbelts and scattered exotic trees, reflecting the site's long history of agricultural use. As a result, terrestrial ecological values within the application site are generally low.

The Herehere Stream (Figure 6) forms the northern boundary of the site and is the primary ecological and freshwater feature within the local environment. The stream has been subject to erosion and has limited riparian vegetation, but does support freshwater fauna species. It is noted that areas of mature vegetation, including larger established trees, are primarily located within the adjacent McKenna Block rather than within the application site itself.

Overall, ecological values within the site are limited, with higher values associated with the Herehere Stream corridor. Further detail is provided in the Boffa Miskell Ecology Report (Appendix 9).

4.1.11 Surrounding Environment

The site is located on the southwestern edge of Havelock North and sits within a transitional area between established urban and emerging residential development and rural land (map and site images at **Appendix 17**).

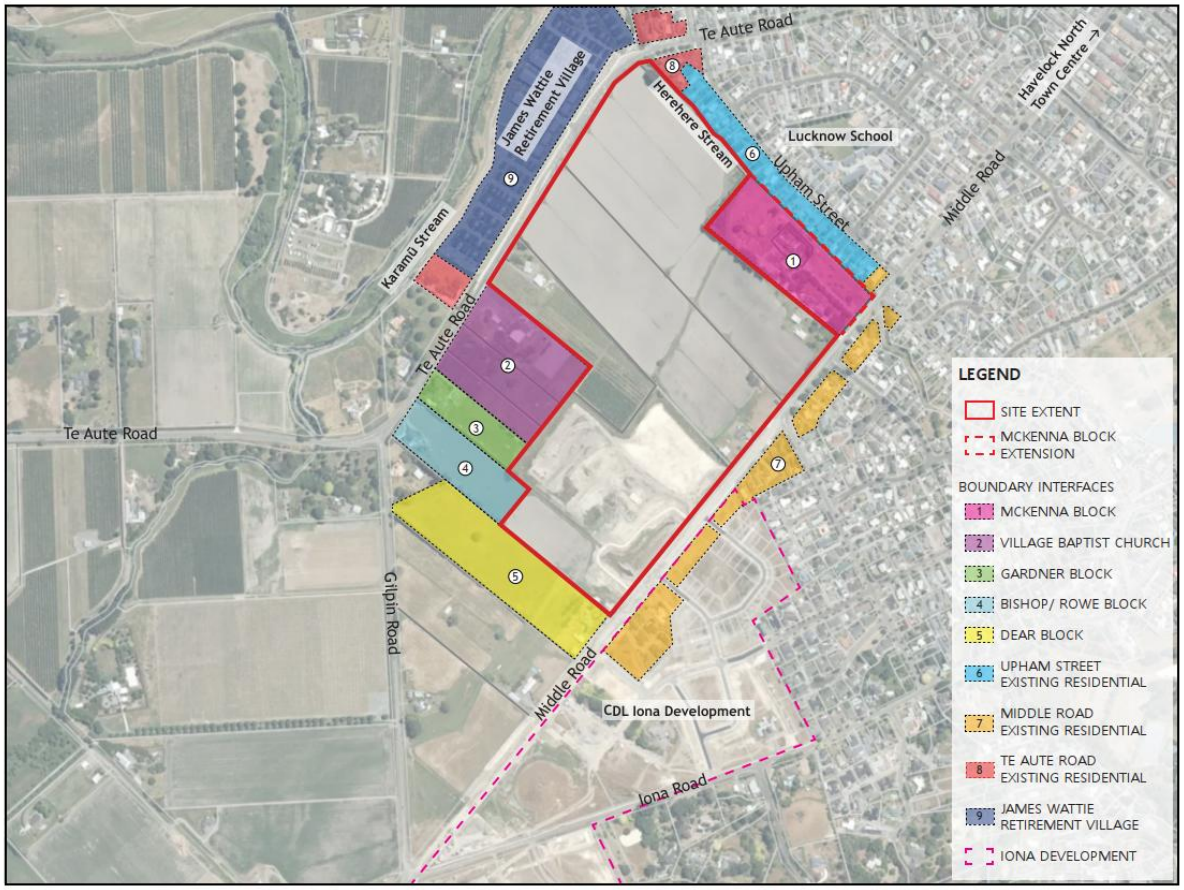


Figure 8: Adjacent Landholdings

With reference to the map at **Appendix 17** and **Figure 8** above, the surrounding environment can be described as follows:

- **1: McKenna Block**: Located immediately east of the CDL landholdings at 80 & 84 Middle Road, this 3.1ha rural residential landholding has multiple dwellings and ancillary buildings and is discussed further in Section 4.1.12.
- **2: Village Baptist Church**: Located immediately west of the site is the Village Baptist Church property which encompasses three titles. The lot located immediately adjacent to the shared boundary is occupied by the commercial church buildings and expansive at grade parking area. The remaining two lots are unoccupied and covered in scrub and pasture.
- **3: Gardner Block:** Rural residential 1.2ha property located west of the Church site at 167 Te Aute Road. Three dwellings located towards the Te Aute Road frontage and singular large paddock to the rear.
- **4: Bishop / Rowe Block:** Rural residential 2ha property located west of the Gardner Block at 169 Te Aute Road. A single dwelling located towards the Te Aute Road frontage, with livestock paddock to the rear.
- **5: Dear Block:** Rural residential 2ha property located southwest of the site at 150 Middle Road. A single dwelling and outbuildings located towards the Middle Road frontage, with livestock paddock to the rear.
- **6: Upham Street Residential:** Established residential neighbourhood located northeast of the site and McKenna Block with frontage to Upham Street. Dwellings generally single level, standalone, with rear yards

adjoining the Herehere Stream true righthand bank. Rear yards include outdoor areas, ancillary buildings, landscaping and stream erosion protection.

- 7: Middle Road Residential: The southeastern side of Middle Road encompasses the existing residential neighbourhood and the emerging Iona residential subdivision. The existing residential neighbourhood encompasses predominately single level detached dwellings with rear outdoor living spaces, and established landscaping. The Iona subdivision (CDL development) is under construction, with new residential housing underway and urbanisation of the Middle Road corridor.
- 8: Te Aute Road Residential: This section of properties includes the large lot residential site at 150 Te Aute Road, opposite the Church, and the cluster of suburban dwellings adjacent to the Te Aute Road bridge and Herehere Stream, north of the site.
- 9: James Wattie Retirement Village: Comprising 6ha, this property is located north of the site on the opposite side of Te Aute Road. Consented in 2019, the Ryman operated James Wattie Retirement Village comprises two-level terraced housing, single level units, and community buildings and amenities. Vehicle access to the village is obtained via a single crossing point, midway along the site frontage.
- Local amenities: Havelock North town centre is located approximately 900m northeast of the site. Lucknow School (east), a kindergarten and kōhanga reo (north), a local dairy at the corner of Middle Road and Upham Street, and nearby secondary schools including Iona College and Woodford House (further east). The adjoining Iona subdivision will further enhance local amenity, including Bull Hill open space and neighbourhood-scale retail.
- Transport and connectivity: Public transport is available via a bus route along Upham Street. The area is also supported by active transport infrastructure, including a cycleway along Middle Road and walking paths along sections of the Herehere and Karamū Stream corridors.

Overall, the surrounding environment comprises a mix of existing residential, emerging residential development, rural properties, and commercial activities, reflecting the site's position at the interface of the existing Havelock North urban area (refer to map Figure 8 and site photos at Appendix 17). Importantly, it is noted that the site is already urbanised on three sides to the north, northeast and south. This is demonstrated visually on Figure 10 in Section 4.8.2 below.

4.1.12 McKenna Block

The McKenna Block is a rural residential landholding held in two titles at 80 & 84 Middle Road (Lot 1 & 2 DP 626608) located immediately east of the application site, adjoining the Herehere Stream corridor. The land is held in separate ownership (refer to Section 4.1.2 above). As noted above, this application seeks referral of two alternative forms of the proposal which respectively include and exclude urban development on the McKenna Block.

The block comprises a lifestyle property with existing dwellings, associated outbuildings, and established vegetation, including a number of mature trees. Part of the existing Bake land drain traverses the north section of this property. Given its location and interface with the application site, the McKenna Block has been considered in the preparation of the technical assessments appended to this application to ensure an integrated understanding of the wider landholding and surrounding environment. Existing consents are set out in Section 4.1.3 above).

4.2 Description of the Project and the activities it involves

In accordance with section 13(4)(a) of the FTAA, the following sections provide an overview of the Middle Road Project and the activities it involves.

4.2.1 Overview of the Proposal

The Middle Road Project will facilitate the development of approximately 300 to 350 dwellings, providing additional housing capacity for Havelock North and the wider Hawke's Bay region. The intended subdivision layout will provide for a range of lot sizes to enable conventional residential development, along with medium density development opportunities. A local road network, pedestrian and cycling connections, an open space network,

and supporting three waters infrastructure will be integrated throughout the development to ensure a connected and well-serviced neighbourhood. The indicative Concept Plan prepared by Urban Acumen for proposed development is at Figure 9 and Appendix 5.

Figure 9: Indicative Concept Plan (Urban Acumen)

The Project seeks to provide additional land for housing, contributing to capacity of residential land supply within the Hastings District and wider Hawke's Bay region. The development represents a significant addition to the region's annual housing delivery and will assist in improving market responsiveness to demand, supporting housing choice and affordability. It will also generate substantial economic benefits through construction activity, employment generation and increased economic activity across the region.

4.2.2 Development Design Objectives

Delivering a well-functioning urban environment has been a core objective of the Middle Road Project. The development has been informed by a comprehensive assessment of site opportunities and constraints (**Appendix 6** – pages 15 & 17), and shaped through a collaborative design process to respond to its edge-of-urban context.

The indicative concept plan (**Figure 9**) reflects a balanced response to the site's characteristics, surrounding land uses, and development opportunities and constraints. Urban Acumen has undertaken a high-level Urban Design Statement (**Appendix 6**) to support this referral application. Principle findings and design responses are discussed below.

Key site constraints and opportunities influencing the design include:

- Integration with adjoining landholdings – managing interfaces and potential reverse sensitivity effects, particularly with adjoining Plains Production zoned land. The existing land use pattern already creates compatibility challenges, with the site surrounded on three sides by established residential and commercial activities, resulting in an extensive and fragmented rural–residential interface. This presents an opportunity for coordinated urban development and future connectivity across the wider Middle Road block.
- Flood risk and drainage patterns – responding to the site's flood risk and location at the lower end of the catchment adjacent to the Herehere Stream, while providing an opportunity to incorporate integrated stormwater management and onsite flood storage within extensive open space areas.
- The Herehere Stream corridor – recognising the need to respond to riparian conditions and flood events, while providing opportunities for ecological enhancement, riparian planting and the creation of a high-quality open space corridor.
- Topography and earthworks – The relatively flat landform and need for bulk earthworks to achieve drainage create constraints, while also providing an opportunity to shape landform to support urban structure, streets and open space.
- Interfaces with Middle Road and Te Aute Road – addressing transport and access constraints, while enabling opportunities for improved connectivity, legibility and integration with the surrounding transport network, including extension of the public transport network.
- Existing infrastructure and stormwater assets – acknowledging existing wastewater network limitations and the presence of the Iona stormwater pond within the site extent, while providing opportunities to integrate and rationalise infrastructure and support efficient servicing of the wider area.

Key design responses include:

- Rural interface design response – Recognising the existing urban-rural interface is already well established, with the site surrounded on three sides by urban activities, the proposal consolidates and rationalises this interface, significantly reducing its overall rural-urban interface length and associated potential for conflict. Where rural interfaces remain, the subdivision layout incorporates stormwater reserves and open space along key boundaries to provide physical separation should this be required. Larger and deeper residential lots are also provided where development adjoins rural land, enabling flexibility for setbacks, landscaping and other interface treatments where required.
- The proposal responds by consolidating and rationalising this interface, significantly reducing its overall rural-urban interface length and associated potential for conflict, while enabling opportunities for coordinated urban development and future connectivity across the wider Middle Road block.
- Urban design and amenity – providing well oriented lots that maximise solar access and support active frontages, passive surveillance, and a safe, legible and attractive neighbourhood.
- Urban integration – responding to the site's location at the edge of the urban area and integrating with surrounding development including both existing neighbourhoods, interface with rural properties, and potential expansion of the urban area to the southwest.
- Movement and connectivity – providing a legible street network with connections across all transport modes.

- Integration of open space and stormwater management – recognising the role of the Herehere Stream and incorporating multifunctional open spaces into the design of stormwater management areas.
- Landscape and identity – incorporating street trees and planting to enhance amenity and contribute to a strong sense of place
- Housing choice – enabling a range of lot sizes to support housing choice and a well-functioning urban environment.

Further detail on the urban design objectives and design responses is provided in the Urban Design Statement prepared by Urban Acumen (Appendix 6), including an assessment of the proposal against the HDP Subdivision Best Practice Guidelines.

4.2.3 Subdivision

The Middle Road site will be subdivided to create approximately 300 to 350 lots to accommodate the proposed development. A Scheme Plan will be prepared for the subdivision for the substantive application confirming the land parcels to be created. The Scheme Plan will be in general accordance with the Indicative Concept Plan (Appendix 5).

It is anticipated that the subdivision will provide a range of lot sizes, between 300m² and 900m². The majority of lots will likely be in the medium size range (approximately 400–600m²), with smaller lots (down to approximately 300m²) located internally within the development to support a variety of housing options and price points. Larger lots will be generally located along key interfaces, including adjoining arterial roads and rural boundaries, to provide for appropriate urban transition, setbacks, landscaping, and amenity if required.

Overall, the Middle Road Project is expected to create the following:

- 300 to 350 Residential Freehold Lots
- Local Purpose (Drainage) Reserves
- Esplanade Reserve
- Jointly Owned Access Lots (JOAL)
- Public Roads
- Public Accessways

The Middle Road subdivision will be staged, enabling the progressive construction of the development. Further details of the planned staging of the Project are provided in Section 4.6 below.

4.2.4 Residential Development

Following the creation of the residential freehold lots, the subsequent phase of development will involve house construction on individual lots and include minor earthworks, vehicle access, parking, landscaping, and fencing. The residential lots will likely contain standalone dwellings at a density of one dwelling per lot.

As the land is currently zoned Plains Production zone in the District Plan, this does not provide for urban residential development. To provide certainty for future owners and developers of the proposed lots, the Middle Road Project substantive application will seek approval for built form on the residential lots. Consent notices will be sought for the residential lots which will confirm the built form standards that must be complied with. This will likely involve the application of the existing zoning provisions of the District Plan directly to the site.

4.2.5 Landscaping Design

It is anticipated that most of the existing vegetation across the site will be removed as part of the site establishment works. There are no notable trees that have been identified across the site.

The future landscape design for the Middle Road Project will be developed at the substantive phase with a focus on creating an attractive, family-friendly neighbourhood with trees, planting and play spaces that integrate with the existing neighbourhood. It is also proposed to enhance and revitalise the Herehere Stream corridor, including

potential stream bank modification, stabilisation and planting, in line with HDC's Karanema Havelock North Streams Planting Guide.

The Project team will work directly with HDC, HBRC and mana whenua to undertake detailed design of the Herehere Stream corridor, and stormwater management and open space areas, as part of the future substantive application.

4.2.6 Engineering Design for Roading, Infrastructure & Utilities

A full suite of Civil Engineering Drawings will be prepared to support the future substantive application should the Project be referred to the Fast-track process. In the interim, preliminary design work has been carried out to confirm that the site can be adequately serviced and connected with the existing roads, infrastructure and utilities.

The Infrastructure Report and Civil Engineering Drawings are included in Appendix 11. This work confirms that the site can be appropriately serviced for transport, water supply, wastewater, and power and telecom utilities, and that connections to the surrounding network are feasible at a conceptual level.

4.2.7 Transport Network & Roading

Access to the development will be via new connections off Middle Road and Te Aute Road. The layout provides for integration with the surrounding transport network, including provision for public transport connectivity (bus route), and incorporates walking and cycling connections to support active modes of transport. A new footbridge may be constructed over the Herehere Stream (southern side of Te Aute Road bridge) as part of detailed design discussions with Councils at the future substantive phase.

The high level roading layout and hierarchy of roads are detailed on the Civil Engineering Drawings in Appendix 11, and discussed in the Transport Overview Report in Appendix 14, and the Urban Design Statement in Appendix 6.

4.2.8 Stormwater Management

Stormwater management has been a key design consideration for the Project. A comprehensive assessment has been undertaken by Woods (Appendix 13) to understand the site's drainage patterns, flood risk and receiving environments, and to inform an appropriate servicing approach. The assessment has been informed by data received from HDC and new modelling work undertaken by Woods.

A conceptual stormwater management framework has been developed based on an integrated network of piped systems, overland flow paths and dry basin detention areas, with discharge to the Herehere Stream and Karamū Stream (via the Gilpin Drain). This approach includes treatment of stormwater prior to discharge and responds to the existing hydrological patterns and catchment characteristics. A key design principle has been to ensure that post-development runoff does not exceed pre-development conditions, such that flooding effects are not exacerbated upstream or downstream of the site.

Stormwater outfall structures will be required within the receiving environment (Herehere Stream and Gilpin Drain). Associated works within the Herehere Stream corridor are anticipated, including earthworks, bank stabilisation, erosion protection, and riparian planting. Detailed design of these works will be progressed at the substantive stage.

As the site is not covered by the existing HDC Network Discharge Consent, a new discharge consent will be required from HBRC for stormwater discharges from the development.

4.2.9 Waste Management

Waste management will be via kerbside collection from either public roads or within the JOALs where collection trucks can be accommodated. A waste collection strategy will be prepared to support the future substantive application should the Project be referred.

4.2.10 Site Works & Bulk Earthworks

As set out in the Infrastructure Report (**Appendix 11**), siteworks and bulk earthworks will be carried out across the site to establish a suitable land contour for the proposed residential lots and associated roads and infrastructure. The site works will include:

- Site clearing – removal of existing vegetation, drains, buildings and other structures
- Bulk earthworks – cut and fill earthworks to achieve a suitable ground contour for the development
- Basin construction – lining of the basins to protect ground water
- Geotechnical remediation – geotechnical remediation works to mitigate any site stability hazards
- Contamination land remediation – remediation of any contaminated soil across the site.
- Archaeological Monitoring and Investigations – accidental discovery protocols

A Construction Environmental Management Plan (**CEMP**) will be developed as part of the future substantive application which will outline strategies to mitigate environmental impacts and ensure compliance with relevant regulations during the construction phase of the Project. The CEMP will likely incorporate a number of sub-plans including a Bulk earthworks Plan, Construction Traffic Management Plan, Erosion & Sediment Control Plan, Dust Management Plan, Chemical Treatment Management Plan, Spill Management Plan, and Fauna Management Plan.

4.2.11 Management Plans to be Prepared

A range of methods will be adopted to manage any actual and/or potential effects associated with the Project. In some cases, this will include preparing management plans that detail how particular activities, such as construction, will be undertaken. In other cases, mitigation will be achieved through detailed engineering design or via conditions of consent that provide for ongoing compliance and monitoring.

Table 8 below provides a high-level overview of the key assessments, management plans and/or monitoring that will be proposed through the substantive application, or where mitigation will be embedded into the Project through design and construction phases.

Table 8: Middle Road Management Plans & Monitoring

Area	Approach to Management & Monitoring
Archaeology	• **Assessment:** Archaeological assessment of the Site • **Monitoring during construction**: Accidental monitoring to be implemented during works, including site induction, oversight during earthworks, and reporting if discovery occurs
Contamination	• **Assessment**: Contamination Detailed Site Investigation (**DSI**) assessment and risk identification • **Management and monitoring during construction**: Remedial Action Plan (**RAP**) to be implemented during works • **Reporting**: Site Validation Report (**SVR**) confirming site remediation has been completed
Ecology	• **Assessment**: Ecological assessment of the Site • **Management and monitoring during construction**: Fauna Management Plan (**FMP**) implemented to check for native birds, lizards and bats prior to works commencing
Economics	• **Assessment**: Economic assessment undertaken to evaluate market demand and contribution to housing supply, ensuring development mix is appropriate.
Engineering / Infrastructure	• **Assessment:** Engineering site assessment and infrastructure capacity analysis.

Area	Approach to Management & Monitoring
	• **Mitigation:** Mitigation of site constraints through engineering design and further refined through Engineering Plan approvals stage. • **Monitoring during construction:** Construction phase inspections and monitoring. • **Reporting:** 224C certification confirming all works carried out in accordance with the conditions of consent
Earthworks / Civil Construction Works	• **Assessment:** Engineering site assessment to determine site constraints for earthworks and civil design • **Mitigation:** Mitigation of site constraints through bulk earthworks design, staging and proposed management plans. • **Management and monitoring during construction:** Implementation of Construction Environmental Management Plan (**CEMP**), which will include a Bulk Earthworks Plan (**BEP**), Erosion & Sediment Control Plan (**ESCP**), Dust Management Plan (**DMP**), Chemical Treatment management Plan (**ChTMP**), Spill Management Plan (**SPMP**), and ongoing monitoring of works during construction.
Geotechnical	• **Assessment**: Geotechnical site assessment and risk identification • **Mitigation**: Mitigation of site constraints through civil design • **Monitoring during construction**: Conducting regular inspections and monitoring during the construction phase. • **Reporting:** Geotechnical Completion Report (**GCR**)
Landscape Design	• **Assessment**: Site assessment to determine appropriate planting strategy for development • **Mitigation**: Landscape Concept Design for development including reserves, roads and JOALS. • **Management**: Landscape Management Plan (**LMP**) (design and implementation) • **Monitoring**: Ongoing monitoring and management of landscaping before it is vested with the Council in reserves and Roads or passed on to future lot owners who will be responsible for management and maintenance.
Noise	• **Assessment**: Assessment of proposed construction to ensure appropriate levels and compliance with HDP. • **Mitigation:** Construction methodology selected to avoid high noise/vibration equipment • **Management**: Noise management during construction to be covered under a Construction Noise Vibration Management Plan (**CNVMP**) • **Monitoring:** Complaints register and spot monitoring during works
Soils / Land Use Capability	• **Assessment:** Land use capability assessment to confirm suitability of land for residential development.
Stormwater	• **Assessment**: Infrastructure capacity assessment and flooding assessment to inform design. • **Mitigation:** Stormwater design integrated into civil engineering plans to manage water quality and runoff, including treatment devices and attenuation • **Management:** Stormwater Management & Maintenance Plan (**SMMP**) for stormwater devices • **Monitoring:** Ongoing maintenance inspections and performance monitoring in accordance with the SMMP and Stormwater Monitoring Strategy (**SMS**).

Area	Approach to Management & Monitoring
Traffic / Transport	• **Assessment**: Assessment of existing roading network to inform design. • **Mitigation**: Design led approach to roading layout and pedestrian / cycling connectivity. • **Management**: CTMP (part of CEMP) to be implemented during construction.
Urban Design	• **Assessment**: Assessment of site opportunities and constraints to inform overall concept development plan, deliver appropriate extension of urban environment, and ensure appropriate interface between rural and urban environment. • **Mitigation**: Site-wide design outcomes incorporated into subdivision layout and design. Built form outcomes provided for by HDP residential zoning and bespoke consent notices. • **Management**: Compliance review at Building Consent stage to ensure design outcomes in built form.

4.3 Explanation of how the Project meets the Criteria in Section 22

In accordance with section 13(4)(b) of the FTAA, the following provides an explanation of how the Middle Road Project meets the Criteria in section 22 of the FTAA.

4.3.1 Development with significant regional or national benefits

In accordance with section 22(1)(a) of the FTAA, the Middle Road Project is a development project that will contribute to significant regional or national benefits.

For the purposes of section 22(1)(a) of the FTAA, section 22(2)(a)(i) – (x) set out the matters that may be considered in confirming whether a project would have significant regional or national benefits. An assessment against the relevant criteria in section 22 is provided below.

4.3.1.1 Identified Priority Project

In response to section 22(2)(a)(i), the Middle Road Project has not been identified as a priority project.

4.3.1.2 Enable the continued functioning of existing regionally or nationally significant infrastructure

In response to section 22(2)(a)(ii), the Middle Road Project will not deliver any new regionally or nationally significant infrastructure, however, it will enable the continued functioning and optimisation of the efficient use of existing regionally significant infrastructure given the site's proximity to the existing Havelock North town centre (900m) and supporting physical infrastructure.

4.3.1.3 Increase the supply of housing and addressing housing needs and contributing to a well-functioning urban environment

In response to section 22(2)(a)(iii), the Middle Road Project will increase the supply of housing and address housing needs within the Havelock North and Hawkes Bay region, contributing to a well-functioning urban environment:

- The Project will deliver approximately 300 to 350 new dwellings over an anticipated 7–10 year development timeframe, representing a meaningful contribution to housing supply and market choice within the Hastings District.

- The site is well located adjacent to existing urban development and infrastructure, enabling efficient servicing and integration with the established urban area. Located approximately 900m from the Havelock North town centre, the site is well connected to established employment, services and amenities.
- The development will provide for a range of lot sizes and housing typologies ranging in the order of 300m^2 to 900m^2 in area, supporting housing choice and affordability within the local market.
- The proposal incorporates a connected street network, provision for active modes, and integration with surrounding transport infrastructure, supporting accessibility and connectivity.
- The scale and consolidated nature of the site enables a coordinated and efficient form of urban expansion, as opposed to more fragmented or constrained development opportunities elsewhere in the catchment.
- Supporting technical assessments, including the Urban Design Statement, Civil Infrastructure Report, Transport Memo, Economics Assessment and Productive Land Capability Assessment appended to the application confirm that the site can achieve appropriate urban outcomes.

An assessment of the Middle Road Project in relation to the NPS-UD has been provided in Section 9.1.1 below, concluding that the Project will contribute to a well-functioning urban environment.

4.3.1.4 Will deliver significant economic benefits

In response to section 22(2)(a)(iv), the Project will deliver significant economic benefits:

- The Economics Memo prepared by Property Economics (Appendix 7) confirms that the Project will generate substantial economic activity within the Hawke's Bay region.
- The development is estimated to generate approximately $256.7 million in direct expenditure over the construction period which represents a significant injection into the regional economy.
- The Project will support employment generation, with an estimated 1,310 full-time equivalent (FTE) years of employment over the development period, including both direct and indirect effects. This represents a meaningful contribution to regional employment levels.
- The scale of development (approximately 7 to 10 years) will contribute to increased economic activity across a range of sectors, including construction, materials supply, and supporting services, with flow-on benefits to the wider regional economy.
- The Project will contribute to improving the efficiency and competitiveness of the local housing market by increasing supply in a well-located and serviceable area, supporting more responsive market outcomes.
- The appended expert reporting confirms that the Project will support a well-functioning urban environment particularly with respect to urban design, transportation, and engineering outcomes.
- The development will also generate wider economic benefits through increased local spending, improved utilisation of existing infrastructure and services, and support for the viability of local businesses and community facilities.

Overall, the scale of capital investment, employment generation, and contribution to housing supply and market efficiency demonstrates that the Middle Road Project will deliver significant economic benefits in a regional context, consistent with the purpose and intent of the Fast-track Approvals Act.

4.3.1.5 Will support climate change mitigation including the reduction or removal of greenhouse gas emissions

In response to section 22(2)(a)(vii), the Project will support climate change mitigation by enabling a more compact and well-connected residential subdivision that is contiguous with the existing Havelock North urban area.

The site's proximity to the Havelock North town centre (approximately 900 metres) and its integration with the existing urban area support reduced travel distances and increased opportunities for walking, cycling and public transport use and the efficient use of existing infrastructure, all of which contribute to reductions in greenhouse gas emissions over time. Early discussions with HBRC and HDC indicate that the site is well suited to support the extension of the existing public transport network through the site.

4.3.1.6 Will support climate change adaptation and reduce risks arising from natural hazards

In response to section 22(2)(a)(viii), the Middle Road Project will support climate change adaptation and reduce risks arising from natural hazards through a planned, risk-based approach to subdivision design and infrastructure provision.

Preliminary geotechnical investigations have been undertaken to assess ground conditions and natural hazard risks, including seismic considerations. These assessments confirm that the site can be developed for residential land use subject to standard engineering design and construction practices.

The site is located at the lower end of the catchment and adjacent to the Herehere Stream, and is therefore a known flood management area. In recognition of this, a stormwater assessment has been undertaken to understand the site's hydrology and inform the design, providing confidence that flood risk can be appropriately managed. The stormwater strategy is based on an integrated approach, with flood modelling (including climate change allowances) underpinning the design and providing for on-site flood storage and attenuation to manage runoff and avoid or mitigate adverse upstream and downstream effects.

In summary, natural hazard risks have been appropriately identified and assessed through the supporting technical investigations. These assessments confirm that, while the site is subject to known geotechnical and flood related constraints, these can be effectively managed through design and standard engineering responses at the substantive phase of the Project. Accordingly, natural hazards do not preclude the development of the site for urban landuse.

4.3.1.7 Consistent with local or regional planning documents, including spatial strategies

In response to section 22(2)(a)(x), the Middle Road Project is considered to be strongly aligned with regional planning documents and spatial strategies. The relevant documents and strategies to the Middle Road Project include:

- Hawkes Bay Regional Policy Statement
- Hawkes Bay Regional Resource Management Plan
- Hastings District Plan
- Urban Development Strategies
- Iwi Management Plans

An assessment of the Project against these documents is provided below.

Hawkes Bay Regional Policy Statement

The objectives and policies of the RPS that are relevant to the Middle Road Project are contained in the following sections:

- 3.1A Integrated Land Use and Freshwater Management
- 3.1B Managing the Built Environment
- 3.3 Loss and Degradation of Soil
- 3.5 Effects of Conflicting Land Use Activities

The Middle Road Project is generally consistent with the relevant objectives and policies of these sections of the RPS, particularly those relating to managing the built environment, protecting soil resources, and managing the effects of conflicting land use activities. These matters are of particular relevance given the site's current rural zoning, its LUC2 classification, its constrained productive capacity, and the surrounding urban uses. However, given the limited productive potential of the land, utilising it for urban development is considered to be appropriate.

Hawkes Bay Regional Resource Management Plan

The objectives and policies of the RRMP that are relevant to the Middle Road Project are contained in the following sections:

- 3.1A Integrated Land Use & Freshwater Management
- 3.1B Managing the Built Environment
- 3.5 Effects of Conflicting Land Use Activities
- 3.14 Recognition of Matters of Significance to Iwi
- 5.1 Environmental Objectives and Policies
- 5.2 Land
- 5.4 Surface Water Quality
- 5.8 Beds of Rivers and Lakes

The strategic provisions in Sections 3.1A and 3.1B promote an integrated approach to land use and freshwater management, and the efficient development of the built environment, while Sections 3.5 and 3.14 require the management of potential land use conflicts and the recognition of matters of significance to iwi. The Project responds to these provisions through an integrated design approach to stormwater and land use, careful management of urban–rural interfaces, and ongoing engagement with mana whenua to inform development outcomes.

The provisions in Chapter 5 focus broadly relate to the need to manage earthworks, stormwater and land use change in a manner that avoids degradation of soil and water resources. The Project responds to these provisions through an integrated stormwater management approach, erosion and sediment control, and design measures that protect and enhance the Herehere Stream and its receiving environment.

Overall, it is considered that the Project is consistent with the relevant objectives and policies of the RRMP. Appropriate design, mitigation measures and management plans will be put in place for the Middle Road development, ensuring alignment with these relevant objectives and policies.

Hastings District Plan

The objectives and policies of the HDP that are relevant to the Middle Road Project are contained in the following chapters:

- Section 2.4 – Urban Strategy
- Section 2.5 – Transport Strategy
- Section 2.8 – Rural Resource Strategy
- Section 3.1 – Tangata Whenua and Mana Whenua
- Section 6.2 – Plains Production Zone
- Section 15.1 – Natural Hazards
- Section 25.1 – Noise;
- Section 26.1 – Transport and Parking;
- Section 30.1 – Subdivision and Land Development; and
- Section 27.1 – Earthworks.

The Project has been considered within the context of the directives within these chapters. At a high level it is considered that the Project aligns well with the directives and outcomes of those provisions. Specifically:

- The Project will enable urban growth in a planned and coordinated manner, responds to anticipated population demand, provide for an efficient use of land and infrastructure. This is consistent with the directives of Section 2.4.
- In relation to Section 2.8 Rural Resource Strategy and Section 6.2 Plains Production Zone, the Project results in the development of land currently used for rural production and therefore represents a transition from

rural to urban land use. Potential reverse sensitivity effects can be managed through the design and layout of the subdivision to enable ongoing rural activities on the adjoining land to the southwest. Additional considerations in relation to the interface effects are provided in Section 4.8.2 of this report.

Overall, the proposal gives effect to the relevant objectives and policies of the HDP and achieves the anticipated environmental outcomes sought across the relevant chapters.

Heretaunga Plains Urban Development Strategies

There are three Urban/Future Development Strategies that have been prepared for the Heretaunga Plains and Napier/Hastings (2010, 2017 and 2025). Broadly, the strategies all seek to provide a long-term, coordinated approach to managing urban growth by directing development to defined locations, promoting compact and efficient urban form, integrating land use with infrastructure provision and recognising the importance of productive land and freshwater resources.

Across the three iterations of the growth strategies, the Middle Road site has consistently been considered as a potential location for future residential development, albeit treated differently over time in response to changing growth assumptions, legislative settings and capacity requirements. The 2010 Strategy considered the site but did not include it for development at that time, largely because of its scale relative to projected demand and the desire to prioritise intensification within Havelock North, rather than due to any specific finding that the land was unsuitable for urban use. The 2017 Strategy (HPUDS) continued to recognise the site by identifying part of it as reserve land, reflecting its suitability as a logical future growth option should other areas not be able to deliver anticipated capacity. The 2025 Strategy (FDS) excluded the site on the basis that it was not required to meet sufficient development capacity at that time, following a political decision during the strategy process, notwithstanding its earlier inclusion in the draft strategy.

The final FDS adopted by the Partner Councils in July 2025 did not include the Middle Road site on the basis that it was not required to meet sufficient development capacity at that time, and the highly productive nature of the soils (LUC 1–2). Through the FDS process, Council reporting acknowledged the site's development potential, and its inclusion was supported by the Independent Hearings Panel. However, concerns expressed by several elected members regarding further expansion onto highly productive land resulted in the site being excluded by a narrow Council vote of 7–6. The summary of decisions notes that the review of the FDS in 3 years' time (2028) will provide the opportunity to address any imbalance that may become apparent in capacity assessments.

Taken together, it is considered that the Site has long been acknowledged as a realistic option for residential development, with its exclusion at various points driven by timing, scale and capacity considerations rather than physical suitability.

HDC noted in their early engagement feedback on the Project, that the site was only partially identified within earlier growth area investigations and that adjoining land is not confirmed for development within the short to medium term. HDC has also identified that the inclusion of this land within the FDS is not supported by both HDC and HBRC, and that there remains uncertainty as to the timing and extent of any future urbanisation of adjacent land. In our view, the Project is considered to respond directly to the strategic intent of the HPUDS and FDS, which anticipates the consolidation of urban form and the efficient use of land and infrastructure over time. While the timing and feasibility of development on adjoining land to the south is uncertain, the CDL site is contiguous with existing urban development (three sides of the site are already urbanised) and represents a logical extension of the urban area as depicted on Figure 10 below.

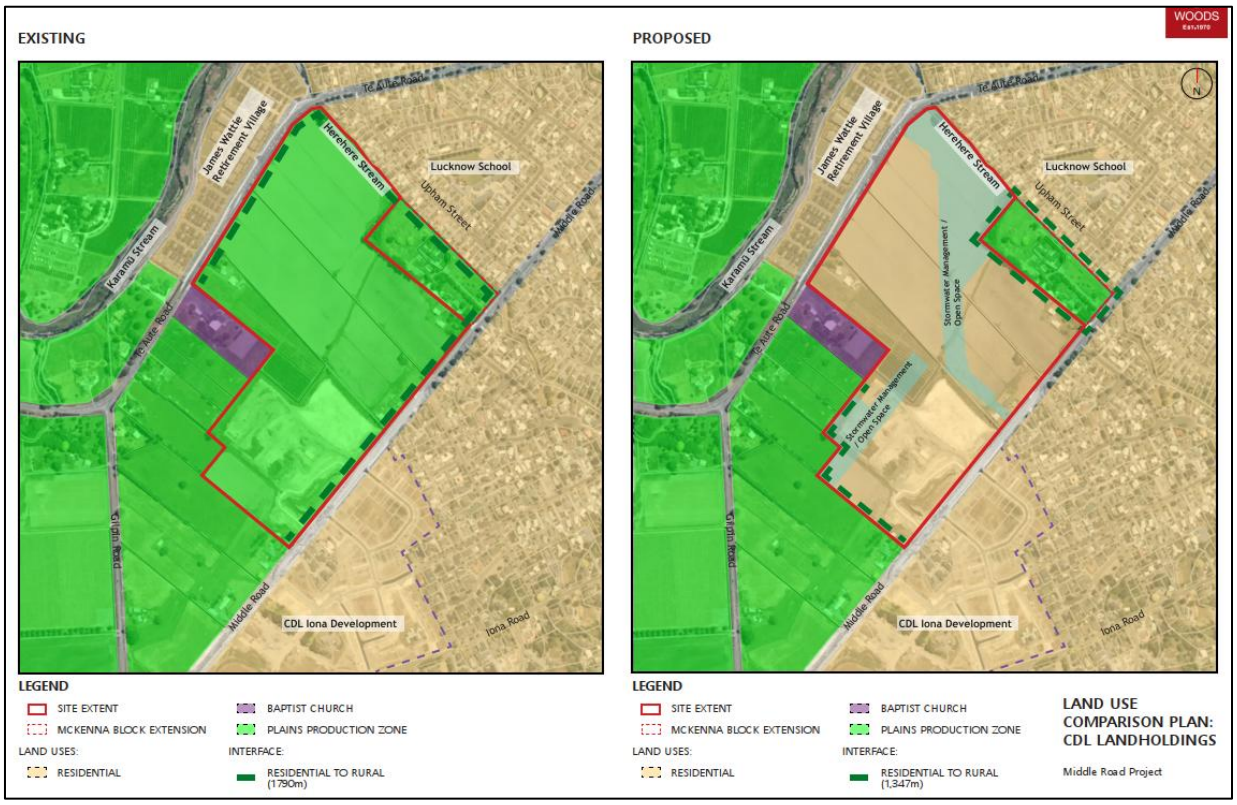


Figure 10: Land Use Comparison Map

The Economics Memo (Appendix 7) further supports this position, identifying that the Project will contribute to improved housing supply, market responsiveness and affordability within the Havelock North and wider Hastings market, where supply has been constrained and uptake of existing greenfield areas has been relatively slow. In this context, the Project provides a well-located and deliverable opportunity to support housing demand and broader economic growth in the region.

Iwi Management Plans

Relevant iwi planning documents have been considered in the development of the Middle Road proposal, including Kahungunu ki Uta, Kahungunu ki Tai – the Regional Resource Management Plan for Ngāti Kahungunu Iwi Incorporated, Mana Ake – Ngā Hapū o Heretaunga Environmental Management Plan, and the Ngāti Hori Freshwater Resources Management Plan. These documents provide a framework for recognising cultural values, kaitiakitanga, and the integrated management of land, water, and natural resources within the Heretaunga Plains.

The proposal responds to these documents by recognising the cultural significance of freshwater systems, including the Herehere Stream and Karamū Stream, and adopting an approach that supports the protection and enhancement of water quality, ecological values, and the mauri of the environment. The integration of stormwater management with open space, opportunities for riparian enhancement, and ongoing engagement with mana whenua are consistent with the objectives and outcomes sought in these iwi management plans.

4.3.2 Facilitating the project by enabling a more timely and cost-efficient process

In accordance with Section 22(1)(b) of the FTAA, this section outlines the suitability of referring the Middle Road Project to the fast-track approvals process. In assessing an application for referral, consideration must be given to whether referring the Project to the fast-track approvals process would facilitate the Project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes.

The scale of the Middle Road Project within Hawkes Bay, and the complexity of the statutory and policy framework means that the fast-track process provides a materially shorter and more efficient consenting pathway

compared with the standard RMA processes. The FTAA combines early Ministerial referral with a single-stage substantive application considered by an Expert Consenting Panel, removing duplicative council and appeal steps while maintaining a robust assessment framework.

This is demonstrated by CDL's recent Arataki Fast-track Project, which was lodged in July 2025 and granted consent in March 2026 (8 months). This provides a practical example of the efficiency of the FTAA process for a development of comparable scale and complexity within the Hawke's Bay region.

The indicative comparison below (Table 9) demonstrates the expected timeframes for the FTAA pathway relative to standard RMA processes for a development of this nature. These timeframes relate to processing only and exclude the time required to prepare each application.

Table 9: Comparison of processing timeframes under FTAA and RMA

Process	Stage	Indicative Processing Timeframe
Fast-track Approvals Act 2024	Referral Application	3 – 4 months for a decision on Referral
	Substantive Application	6 – 9 months for a decision on Substantive
Resource Management Act 1991	Private Plan Change	18–24 months for a project of this scale; appeals could extend this by a further 12 – 18 months
	Resource Consent Application	8–12 months for a non-notified consent; a notified consent and subsequent hearing and appeals could extend this by a further 12-18 months

The comparison demonstrates that referral under the FTAA could enable the Project to obtain approval within approximately 9 - 13 months, compared with 18 - 36 months through standard RMA processes. This represents a substantial reduction in time, cost, and procedural complexity while maintaining a robust, expert-led assessment. The fast-track pathway would therefore materially facilitate the delivery of the Project.

Accordingly, the Middle Road Project is considered to be a project that can be facilitated through the fast-track process.

4.3.3 Referring the project is unlikely to materially affect the efficient operation of the fast-track approvals process

In accordance with section 22(1)(b)(ii) of the FTAA, the proposal is unlikely to materially affect the efficient operation of the fast-track approvals process. The Project is straightforward in planning terms, located on serviceable land adjoining the existing urban edge of Havelock North. It involves no prohibited activities, presents a clear development framework, and will be supported by a complete suite of technical assessments across all relevant disciplines. These factors will allow the application to be processed efficiently by the EPA Expert Consenting Panel within standard timeframes under the FTAA.

4.4 Ineligible Activities

In accordance with section 13(4)(c) of the FTAA a referral application must demonstrate that the Project does not involve any ineligible activities. Section 5 of the FTAA sets out the meaning of ineligible activity.

We make the following comments to confirm that the proposal does not involve any ineligible activities:

- None of the sites subject to the Application would occur on:
    - Identified Māori land;

- A customary marine title area;
- Māori customary land;
- Land set apart as a Māori reservation as defined in Section 4 of the Te Ture Whenua Māori Act 1993.

- The proposal is not for an aquaculture activity;
- The proposal is not for an activity that would require an access arrangement under Section 61 or 61B of the Crown Minerals Act 1991;
- The proposal is not for an activity that would be prevented under Sections 165J, 165M, 165Q, 165ZC, or 165ZDB of the RMA as the proposal does not involve a coastal permit or relate to the common marine and coastal area;
- The proposal does not involve land that is listed in Schedule 4 and is unrelated to Section 24 of the FTAA;
- The proposal does not involve land on a national reserve held under the Reserves Act 1977 or a reserve held under the Reserves Act 1977 that is vested to someone other than the Crown, the local authority or Department of Conservation;
- The proposal does not involve a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act;
- The proposal does not involve an activity that is described in Section 15B of the RMA and is a prohibited activity under that Act or regulations made under it;
- The proposal does not involve an activity that is prohibited by Section 15C of the RMA;
- The proposal does not involve a decommissioning-related activity (which is an activity described in section 38(3) of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012); and
- The proposal is not for an offshore renewable energy project.

4.5 Commencement and completion dates for construction activities

In accordance with section 13(4)(e) of the FTAA, the Middle Road Project is anticipated to commence immediately following approval of the substantive application. Assuming a successful decision is made on the referral and subsequent substantive application, CDL is working with the following dates for commencement and completion for construction activities:

- Commencement of construction: ~ October 2027 (within approximately 6–12 months following approval of the substantive application).
- Duration of construction: ~ October 2027 to October 2037 (approximately 7 years of active development)
- Completion of construction: ~ October 2037 (within an overall timeframe of approximately 10 years, allowing for staging, market delivery, and programme flexibility)

These timeframes are indicative and will be refined through detailed design and construction planning at the substantive stage.

4.6 Planned staging of the Project

In accordance with section 13(4)(f) of the FTAA, the following information is provided with respect to the planned staging of the Project.

In response to section 13(4)(f)(i), it is likely that the Project will be undertaken as a single development constructed in a series of sub-stages, enabling the progressive release of residential lots and associated infrastructure. The current indicative staging approach (Infrastructure Report, Appendix 11) identifies three primary staging areas across the site, broadly reflecting the northern, central and southern portions of the development. These are supported by approximately 7 sub-stages delivered over a 7 – 10 year development period, generally aligned with logical servicing catchments and infrastructure provision. Further subdivision of these stages may occur to align with construction sequencing and market demand.

In response to section 13(4)(f)(ii), a single substantive application will be lodged for the Middle Road Project seeking approval for the entire development.

In response to section 13(4)(f)(iii), the Project will be delivered as a comprehensive development, with staging proposed to enable an achievable construction programme and ensuring that residential lots can be delivered as soon as possible rather than waiting for the entire development to be completed and delivered in one go. Therefore, whilst the Project will be sub-staged progressively, it can be viewed as a single development, and therefore each stage is considered to meet the criteria in section 22.

4.7 Whether a part of the Project is proposed as an alternative project

In accordance with section 13(4)(g) of the FTAA, it is confirmed that no part of the Middle Road Project is an alternative Project in itself.

4.8 Description of anticipated and known adverse effects of the Project on the environment

In accordance with section 13(4)(h) of the FTAA, the following provides an assessment of the anticipated and known adverse effects of the Project on the environment. These effects have been grouped as follows:

- Economic effects
- Rural land use effects
- Urban design and interface effects
- Transport effects
- Infrastructure and servicing effects
- Stormwater and flooding effects
- Earthworks effects
- Geotechnical and natural hazard effects
- Contaminated land effects
- Ecology effects
- Construction effects
- Heritage & archaeological effects

4.8.1 Economic Effects

An Economics Memo has been prepared by Property Economics and is included in Appendix 7. The assessment evaluates the economic effects of the Middle Road Project on the Hawke's Bay regional economy, based on a conservative development yield of 300 dwellings.

The Project is estimated to generate approximately $256.7 million in direct expenditure over an 8-year development period and support approximately 1,310 full-time equivalent (FTE) employment years, including both direct and indirect employment effects. In addition to these quantified benefits, the Project will contribute to increased housing supply, improved housing choice and affordability, more efficient use of existing infrastructure and services, and support for broader economic growth within the Hawke's Bay region. Further detail on these economic benefits is provided in Section 4.3 of this report.

Overall, the assessment concludes that the Project will deliver significant economic benefits and represents a positive contribution to the regional economy, particularly given that the scale of employment generation is significant in the regional context, thereby supporting its suitability under the FTAA.

4.8.2 Rural Land Use Effects

A Productive Capacity and Rural Land Use assessment was prepared by AgFirst Consultants Hawke's Bay Ltd and is attached at Appendix 12. The assessment considers the productive capacity of the site and its suitability for land-based primary production over the long term, having regard to the physical characteristics of the land, legal and regulatory constraints, and the ability of the land to support economically viable primary production activities.

The assessment identifies that the site is subject to a range of permanent and long-term constraints that materially limit its productive capacity. These include soil wetness and associated waterlogging, shallow groundwater and the absence of any existing or reasonably foreseeable irrigation water allocation. Collectively, these constraints limit the ability of the Site to support sustained land-based primary production.

The assessment notes that addressing the constraints would require significant land modification, drainage intervention, or access to water resources that are not currently available and are subject to regional allocation limits. As a result, the land's productive potential is constrained in a way that is not readily responsive to changes in management practice or incremental investment.

The Site is already subdivided into multiple smaller land parcels, resulting in a fragmented landholding that does not function as a large or geographically cohesive area suitable for land-based primary production. This existing fragmentation further constrains the site's productive capacity and limits its ability to support economically viable primary production activities.

The site is also located at the urban edge of Havelock North and is surrounded on multiple sides by established residential development and urban infrastructure. This context further limits the range and intensity of land-based primary production activities that could be undertaken and constrains the ability to utilise the land in a manner consistent with a productive rural environment.

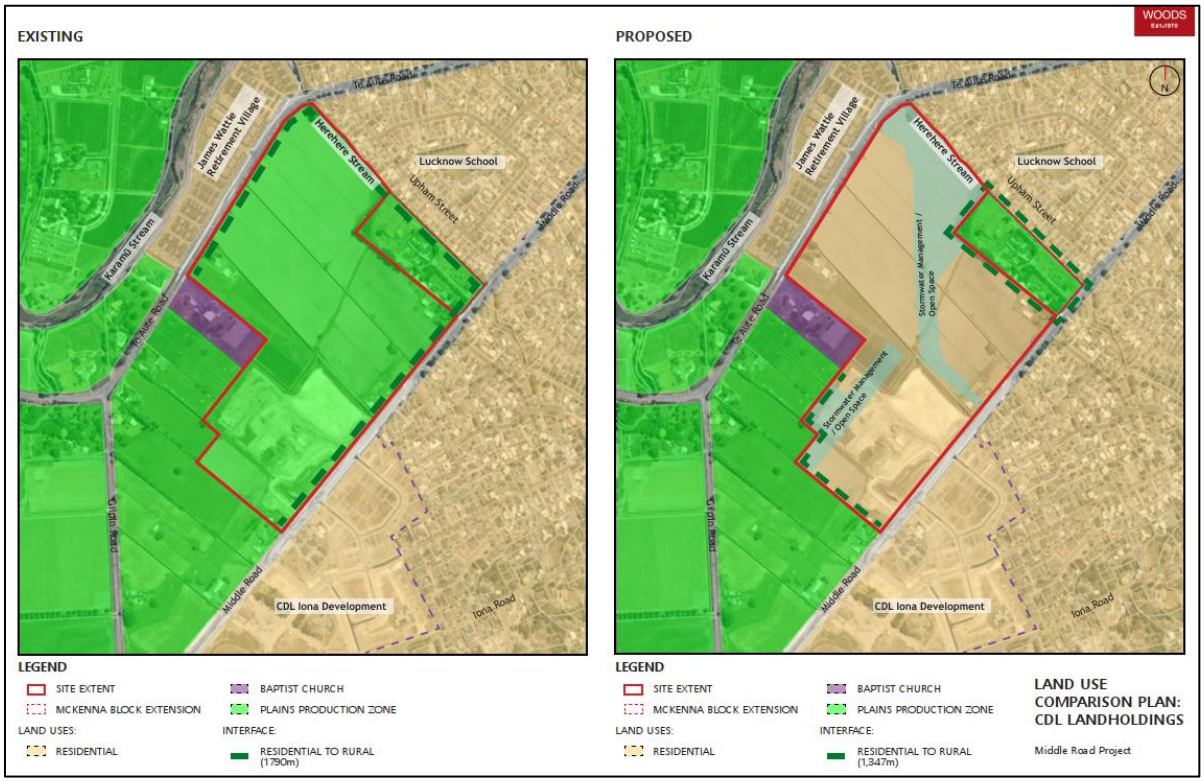
Overall, the AgFirst assessment concludes that the productive capacity of the site is constrained by a combination of enduring physical, hydrological and regulatory factors, and that the land has limited ability to support economically viable land-based primary production over the long term when assessed in its current and foreseeable context.

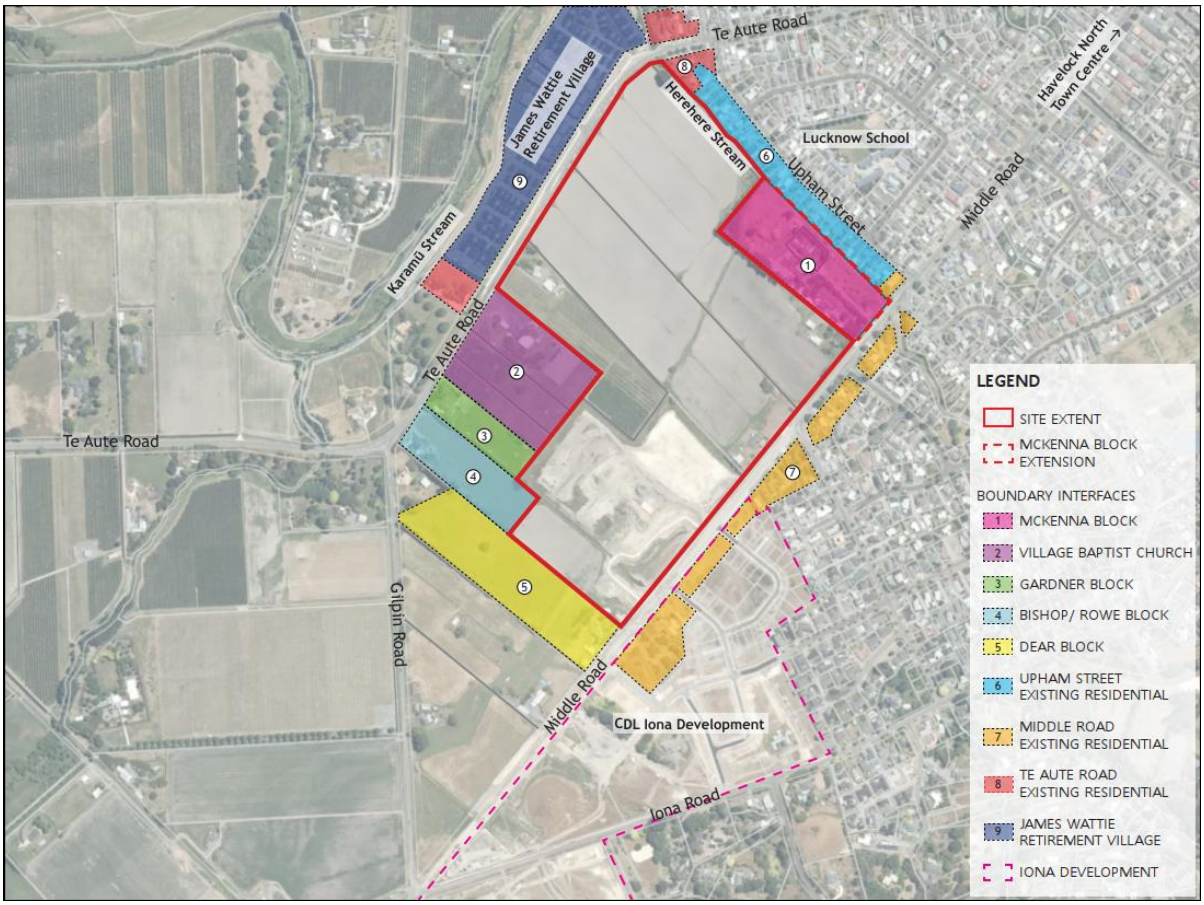
In addition, the surrounding rural properties are generally used for rural residential or lifestyle purposes rather than active land-based primary production. This is reflected in both the current land use patterns and the submissions made by landowners in the wider area on the FDS, which identify constraints on productive use and express support for residential outcomes. These submissions indicate an expectation that the land will transition over time from rural to urban use, rather than continue to function as productive rural land. This broader context reinforces the conclusion that the Site and its surrounding environment do not form part of an actively functioning productive rural area, and that the proposed development will not undermine the ongoing viability of land-based primary production.

4.8.3 Interface Effects and Urban Design

4.8.3.1 Interface Effects

The Site has a range of adjoining land uses and features which are considered below with a focus on the ability of the Project to integrate with each adjoining interface and whether it has the potential to result in reverse sensitivity effects.





Figures 11 & 12: Adjoining Property Interfaces

Existing and emerging urban areas

The existing and emerging urban interfaces to the Site are the James Wattie Retirement Village to the north-west, the Upham Street Residential Area to the north, the established Middle Road residential area, and the emerging Iona development to the south-east (**Figures 11 and 12**). These urban interfaces account for more than half (52%) of the interfaces of the Site). Further, the site shares part of its western boundary with the Village Baptist Church (discussed below). Overall, it is considered that the proposal responds positively to these urban areas for the following reasons:

- In relation to the James Wattie Retirement Village to the north-west, the current environment provides for an urbanised edge on one side of Te Aute Road, with the opposite side remaining non-urban in character. The proposal will establish a consistent urban form on both sides of the road, resulting in a more coherent streetscape. Residents of the retirement village will benefit from the proposed landscaping along the Site frontage, as well as improved connectivity through internal road links and convenient access to open space areas within the development. Overall, this interface is expected to result in a positive urban outcome.
- The Upham Street residential area to the north is separated from the Site by the Herehere Stream. This provides a natural buffer, which is further enhanced through the proposed open space and riparian planting along the stream corridor. As a result, the interface maintains separation while improving amenity and ecological values, and is considered to result in a positive outcome.
- In relation to Middle Road, the Site interfaces with both established residential development and the emerging Iona development. Similar to Te Aute Road, the proposal will result in a consistent urban edge on both sides of the road, reinforcing the residential character of the area. The urbanisation of this frontage will contribute to a more cohesive and legible streetscape, provide active connections through the site to the north, and is considered to result in a positive outcome overall.

Overall, it is considered that the proposal will interface appropriately with the existing and emerging residential areas and will not result in reverse sensitivity effects.

The Village Baptist Church

The Village Baptist Church is located at 147 Te Aute Road and accommodates regular worship services along with a range of community-based activities and gatherings throughout the week. The interface with the Church accounts for approximately 18% of the Site's external boundaries (**Figure 11**). It is considered that the proposed residential subdivision and the church use are compatible, as facilities of this nature are commonly located within and integrate well with urban residential environments.

Opportunities exist to provide connections between the Site and the Church (as shown on the Concept Plan, **Appendix 5**), which will enhance accessibility and integration. While the amenity considerations associated with a church differ from those of residential activities, the generally intermittent and scheduled nature of church-related activities is compatible with surrounding residential uses. Proximity to the Church will also provide a positive amenity for future residents, contributing to community cohesion and social wellbeing.

Rural/Rural-Residential Interfaces

Under a third (30%) of the Site's property boundaries interface with established rural/rural-residential properties (**Figure 11** and **Appendix.17**). Engagement has been undertaken with all adjoining Plains Production zoned landowners (refer to Section 5.1), who have provided high-level support for the urbanisation of the Middle Road site (refer Consultation Report, **Appendix 4**). Notwithstanding this support, the following assessment considers the nature of each rural interface and the potential for reverse sensitivity effects, having regard to the existing land use, zoning, and the design response incorporated into the indicative Concept Plan. Overall, it is considered that the Proposal responds appropriately to these interfaces, without resulting in potential reverse sensitivity effects. Specifically:

- **The McKenna Block** at 80 – 84 Middle Road, is located at the north-eastern corner of the Site and interfaces along both a side and rear boundary. The property is characterised by rural lifestyle use rather than productive rural activities, and already adjoins established residential development to the north (Upham Street). The property includes an established cluster of dwellings and accessory buildings (with some used for visitor accommodation) located toward the south-eastern portion of the site (on 84 Middle Road). This

existing built form is already positioned relatively close to the shared boundary for about 50% of its extent, while the primary dwelling (80 Middle Road) is located more centrally and oriented away from the proposed development to the north.

Along much of the shared southeastern boundary, the proposed development will include residential lots adjoining the McKenna Block, with open space and stormwater reserves interfacing with the McKenna Block's northwestern boundary. Notwithstanding the existing built context on the McKenna Block, the indicative Concept Plan enables flexibility to provide larger or deeper lots along this boundary where required, allowing for potential setbacks, landscaping or other interface treatments within private rear yards if required to address amenity, privacy and reverse sensitivity.

The subdivision layout has also been designed to enable future integration of the McKenna Block, should it be redeveloped, ensuring that the current interface does not constrain longer-term urban outcomes. Further engagement with the landowner will be undertaken at the substantive application stage to inform the detailed design of this interface. Overall, the existing use, established built form and proposed layout mean that potential reverse sensitivity effects are low. Furthermore, the owners have provided their high level support for the urbanisation of the site via a letter in support (**Appendix 4**) and as part of their FDS submission (**Appendix 18**).

- **The Dear Block** at 150 Middle Road comprises approximately 4 hectares and interfaces with the Site along approximately 250 metres of its side boundary. The property contains an existing dwelling and is not used for productive rural purposes. As set out in the landowner's submission on the FDS (**Appendix 18**), the site is not economically viable for primary production and is currently utilised as a rural lifestyle block. The submission also supports residential outcomes in this location. Consistent with this, the existing use of the property does not give rise to potential reverse sensitivity effects associated with farming activities, and the proposed development is therefore considered to be compatible with this interface.

  This boundary represents the primary location where proposed residential lots directly adjoin rural land to the south. In response, the indicative Concept Plan has deliberately provided for either stormwater reserves or larger and deeper residential lots along this interface, enabling sufficient space within sites to accommodate setbacks, landscaping or other buffer treatments within private rear yards if required. The detailed design of this interface will be informed through further engagement with adjoining landowners and other stakeholders at the substantive application stage.
- **The Gardner Block** at 167 Te Aute Road comprises approximately 1.2 hectares and interfaces with the Site along approximately 60 metres of its rear boundary. The property is used for rural residential purposes rather than rural production. Along this interface, the proposed development provides a stormwater reserve, with residential lots set well back from the shared boundary. The nearest dwellings are likely to be located approximately 60m from the shared boundary, resulting in a clear physical separation and reducing the potential for adverse interface effects.
- **The Bishop/Rowe Block** at 169 Te Aute Road interfaces with the Site along approximately 130 metres and similarly reflects rural lifestyle use. The landowners' submission on the FDS (**Appendix 18**) acknowledges the constraints associated with farming this land and supports residential development of the area. Along this interface, a stormwater reserve is proposed, with residential lots set back from the shared boundary. The nearest dwellings are anticipated to be located approximately 35 metres from the boundary, providing physical separation and reducing the potential for adverse interface effects. On this basis, the potential for reverse sensitivity effects on rural production activities is minimal, and the interface is considered to be appropriate.

Overall, while a number of the adjoining properties are zoned for productive rural purposes, they are in practice used for rural residential/lifestyle or other non-productive activities, including the James Wattie Retirement Village and the Village Baptist Church, which is a commercial/community use rather than a farming operation (refer to **Figure 11**). As such, there are no existing productive farming operations that would be adversely affected by the proposed residential subdivision.

The indicative Concept Plan has deliberately located significant areas of stormwater reserve and open space along its external boundaries, including interfaces with the southern rural residential properties and the McKenna Block, to provide physical separation and respond to potential reverse sensitivity effects. This approach recognises HDC's

preference for buffer treatments and has been embedded into the overall site layout as a key design driver. In addition, larger and deeper residential lots are proposed along key interfaces where residential development adjoins rural land, providing further flexibility to incorporate setbacks, landscaping or other interface treatments within private rear yards if required. The detailed design of these interfaces will be informed through further engagement with adjoining landowners and stakeholders at the substantive application stage. On this basis, the proposal will not result in adverse reverse sensitivity effects on productive rural activities, and the interface is considered to be appropriate.

4.8.3.2 Urban Design Effects

The urban design effects of the Project have been assessed in the Urban Design Statement prepared by Urban Acumen, attached at Appendix 6. The assessment is based on the indicative concept plan, which demonstrates a high-level design response to the Site.

At this stage, the proposal provides for positive urban design outcomes, including the opportunity to integrate with the surrounding urban area, establish a connected and legible layout, and provide a network of open space and green infrastructure that contributes to amenity and liveability.

The development will result in a change in visual character from a predominantly rural environment to an urban residential neighbourhood. However, this change is considered appropriate in the context of the Site's location at the edge of the existing urban area, with established residential development to the north and east, and emerging urban development to the south. The Site is relatively flat and, while a substantial amount of earthworks is anticipated, this will generally follow existing contours or involve excavation (such as stormwater basins) rather than significant raising of ground levels. As a result, the overall visual change will be primarily associated with built form, rather than pronounced alteration of the underlying landform.

While the concept plan is indicative, it demonstrates that the Site can be developed in a manner that achieves good urban design outcomes. Detailed design will be progressed at the substantive application stage, including refinement of built form, interfaces and public realm outcomes, and respond to detailed feedback received from HDC through this referral process.

4.8.4 Cultural Effects

Engagement with mana whenua has been initiated for the Middle Road Project through Tamatea Pōkai Whenua Settlement Trust (TPW), with initial contact in October 2025 followed by a site hui with TPW and hapū representatives in December 2025. Ongoing dialogue has continued with TPW since that time, including Project updates and further information sharing. A subsequent update on the Project was provided in March 2026, seeking high-level feedback on the evolving Concept Plan.

Key aspects of engagement and cultural considerations are as follows:

- Early engagement has identified the Herehere Stream as a key cultural feature, with a strong focus on improving the health of the stream and wider catchment.
- Mana whenua representatives have expressed a preference for naturalised design approaches, including water sensitive responses.
- Some concern expressed around use of rural land for urban purposes given that the site is not included in the FDS.
- Further input from kaumātua is required to fully understand the cultural values of the site, including through cultural mapping and the potential preparation of a Cultural Health Inventory and/or Cultural Values Assessment (CVA). Cultural effects are therefore not fully understood at this stage of the Project.
- CDL supports further engagement with mana whenua and is willing to undertake a CVA as part of the substantive application phase.

The Project team will continue to engage with mana whenua in parallel with the referral process, with further consultation to be undertaken at the substantive application stage to ensure cultural values are appropriately identified and reflected in the detailed design of the development.

4.8.5 Stormwater and Flooding Effects

A preliminary Stormwater Assessment was prepared by Woods and is attached at **Appendix 13**. The Middle Road site is located at the lower end of the catchment, adjacent to the Herehere Stream and in proximity to the Karamū Stream receiving environment. Flooding and stormwater management are therefore key site constraints that have informed the development of the proposal. The assessment is supported by high level modelling using HDC boundary conditions to understand existing flood behaviour and confirm the influence of upstream catchment flows conveyed through existing land drains.

The stormwater management approach described below is based on a conceptual design aligned with the indicative Concept Plan, prepared to demonstrate that a feasible stormwater solution can be achieved. Key aspects of the stormwater and flooding response are as follows:

- The site is influenced by existing drainage features, including the Bake, Pomeroy and Gilpin drains, which convey upstream flows to the Herehere Stream and Karamū Stream in the north.
- The proposed stormwater management approach aligns with these natural hydrological patterns, with the site divided into two catchments discharging to the Herehere Stream (northeast) and the Karamū Stream via the Gilpin Drain (northwest).
- Existing drainage features are incorporated and rationalised within the proposed stormwater management design to maintain overall catchment connectivity.
- Stormwater will be managed through an integrated system of dry detention basins, overland flow paths and conveyance via the road network, providing on-site storage and attenuation of runoff.
- The basins are designed to limit post-development peak flows to pre-development levels (and below for larger events), avoiding or mitigating upstream and downstream flooding effects.
- Stormwater quality will be addressed through a treatment train approach, using water sensitive design measures to treat runoff prior to discharge to the receiving environment. The site is not covered by the HDC NDC and a discharge consent will be sought from HBRC.
- The stormwater management approach incorporates climate change allowances within the flood modelling and design, ensuring that the system is resilient to future rainfall intensity and flood risk scenarios.
- Flood modelling demonstrates that the development will not result in adverse flooding effects on surrounding properties, with no increase in flood levels beyond the site and some localised reductions in flood depths, and any minor changes within tolerance able to be addressed through detailed design.
- Further detailed design, including the final configuration, type and sizing of stormwater infrastructure and management devices, will be undertaken as part of the substantive application phase.

Overall, while flooding is an inherent site constraint, the proposed strategy responds to existing drainage behaviour, modelling inputs, landform modification and catchment conditions, and confirms that stormwater and flood effects can be appropriately managed without adverse effects on the wider catchment.

4.8.6 Traffic and Transport Effects

A preliminary Transport Memo was prepared by Flow and is attached at **Appendix 14**. The findings of the assessment conclude:

- The site is well connected to the existing local road network, with frontage to Middle Road and partial frontage to Te Aute Road.
- The proposed development is expected to generate traffic volumes consistent with a residential subdivision of this scale and location.
- Walking, cycling, and public transport opportunities exist within the surrounding network and can be enhanced through subdivision design and infrastructure upgrades.
- With appropriate intersection treatments, internal road layout, and pedestrian and cycle connections, the surrounding transport network can safely and efficiently accommodate the proposed development.

Further detailed transport design and mitigation measures will be developed as part of subsequent consenting and detailed design phases, in consultation with HDC.

4.8.7 Infrastructure Servicing Effects

A preliminary Infrastructure Report was prepared by Woods and is attached at **Appendix 11**. The infrastructure servicing approach is based on a conceptual design aligned with the indicative Concept Plan, prepared to demonstrate that a feasible servicing solution can be achieved. Key aspects of the infrastructure servicing response are as follows:

- **Wastewater** – servicing will be provided via connection to the existing HDC network. Upgrades to the local wastewater network, including pump station capacity and associated infrastructure, will be required to support the development. These upgrades will be progressed in coordination with HDC and confirmed through detailed design.
- **Water supply** – potable water will be supplied via extension of the existing reticulated network, with sufficient capacity confirmed to service the development subject to detailed design. Confirmation has also been obtained that there is sufficient water pressure in the network for firefighting purposes.
- **Power** – electricity supply will be provided through connection to the existing network, with upgrades and extensions undertaken as required in consultation with the network provider.
- **Telecommunications** – telecommunications infrastructure will be extended to service the site, providing modern connectivity consistent with urban development standards.
- Further detailed design, including confirmation of wastewater upgrades and final infrastructure layouts and capacities, will be undertaken as part of the substantive application phase with input from HDC and utility providers.

Overall, the preliminary assessments confirm that infrastructure servicing can be provided to support the development and that the network has sufficient capacity subject to a minor upgrade to the existing wastewater pump station.

4.8.8 Ecological Effects

A preliminary Ecology Report was prepared by Boffa Miskell and is attached at **Appendix 9**. The findings of the assessment conclude:

- The site is highly modified and contains limited indigenous ecological values, with vegetation largely comprising pasture, shelterbelts and scattered exotic trees.
- The primary ecological feature is the Herehere Stream, which provides the main freshwater and ecological corridor within the site.
- Terrestrial ecological values are low, with limited habitat for common bird species and no lizards recorded. Bats are also considered unlikely to be present.
- Potential effects on the Herehere Stream can be managed through erosion and sediment controls and integrated stormwater design.
- The proposal provides opportunities to enhance ecological values, particularly through riparian planting and improved stormwater management.

Overall, ecological effects are low and can be appropriately managed through design and standard mitigation measures which can be established at the next stage of the design process.

4.8.9 Contaminated Land Effects

A preliminary Contamination Memo was prepared by AgFirst and is attached at **Appendix 8**. The findings of the assessment conclude:

- The site has been subject to historical rural and horticultural activities and meets the definition of land covered under the NES-CS.

- Contamination is limited and localised, primarily associated with arsenic and lead in discrete areas of shallow soils. These areas require remediation.
- Overall, contamination does not constrain the development of the site, with potential effects able to be managed and reduced to acceptable levels.

4.8.10 Geotechnical and Natural Hazard Effects

A preliminary geotechnical assessment was prepared by CMW Geosciences and is attached at Appendix 10. The findings of the assessment conclude:

- The site is generally underlain by Holocene alluvial soils, with groundwater present at relatively shallow depths.
- Geotechnical hazards identified for the site include liquefaction susceptibility, settlement, and seismic shaking, which are typical of the wider Heretaunga Plains environment. While these hazards represent known constraints, no active faults traverse the site and the risk of fault rupture is assessed as low.
- With appropriate earthworks design, foundation solutions, and ground improvement where required, the site is considered suitable for residential development.
- Further site-specific geotechnical investigations will be undertaken at detailed design and subdivision stages to confirm foundation requirements, earthworks design, and mitigation measures.

Overall, geotechnical and seismic risks have been appropriately identified and can be effectively managed through standard engineering design, and do not preclude development of the site.

4.8.11 Construction Effects

Construction of the Middle Road Project will involve earthworks, installation of infrastructure, and building activities over a staged development period of 7 to 10 years. These activities have the potential to generate temporary effects, including noise, dust, traffic movements, and erosion and sediment discharge.

These effects are typical of residential development projects of this scale and will be appropriately managed through standard construction management measures. This will include the preparation and implementation of various management plans (refer to Section 4.2.11) addressing erosion and sediment control, dust management, construction traffic, noise, and hours of work.

Overall, construction effects are temporary in nature and can be appropriately avoided, remedied or mitigated through established industry practices and management plans.

4.8.12 Heritage and Archaeological Effects

A preliminary archaeological assessment was prepared by CFG Heritage Ltd and is attached at Appendix 15. The findings of the assessment conclude:

- The site has been subject to long-term rural and rural-residential use, with no recorded archaeological sites located within the development footprint.
- Recorded archaeological sites are present within the wider Havelock North area; however, these are generally associated with known pā, terraces, or waterways outside the site boundaries.
- Based on a desktop assessment and site inspection, the overall archaeological potential of the site is assessed as low.
- No known archaeological features are anticipated to be directly affected by the proposed subdivision and associated infrastructure works.

Overall, the archaeological assessment identifies that any potential historic archaeological features are associated with the adjoining McKenna Block expansion area, which is outside the Middle Road Project site but has been considered due to its proximity to the development area. Within the Middle Road Project site area itself, there are no recorded archaeological sites and the overall potential for archaeological remains is low. Notwithstanding this,

an Archaeological Authority is anticipated to be sought at the substantive application stage as a precautionary measure.

4.9 Statement of prohibited activities

In accordance with section 13(4)(i) of the FTAA, it is confirmed that there are no activities that are prohibited under the RMA which are included or proposed as part of the Middle Road Project.

5.0 Persons Affected

In accordance with section 13(4)(j) of the FTAA, the following provides and overview of the persons likely to be affected by the Project, and the consultation carried out prior to the lodgement of this referral application.

5.1 Persons and groups likely to be affected

In response to section 13(4)(j) of the FTAA, the following persons and groups are likely to be affected by the Middle Road project:

Table 10: FTAA Persons & Groups Likely to be Affected

FTAA Section	List of the persons and groups the applicant considers are likely to be affected by the Project	Persons / Groups
s13(4)(j)(i)	Relevant local authorities	HBRC & HDC
s13(4)(j)(ii)	iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements	No Mana Whakahono ā Rohe or joint management agreements are understood to apply to the site or proposal.
s13(4)(j)(iii)	other relevant iwi authorities	Ngāti Kahungunu Iwi Incorporated
s13(4)(j)(iv)	relevant Treaty settlement entities	Tamatea Pōkai Whenua (includes early engagement with Korongatā Marae & Mihiroa Marae)
s13(4)(j)(v)	relevant protected customary rights groups and customary marine title groups	Not relevant
s13(4)(j)(vi)	ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou	Not relevant
s13(4)(j)(vii)	relevant applicant groups under the Marine and Coastal Area (Takutai Moana) Act 2011	Not relevant
s13(4)(j)(viii)	persons with a registered interest in land that may need to be acquired under the Public Works Act 1981	Not relevant

Consultation has also been undertaken with adjoining rural landowners (refer to **Table 11** and map at **Figure 8**) who are potentially affected by the proposal. These neighbours are generally supportive of the urbanisation of the CDL landholdings and have provided written support, which is attached to the Consultation Report (**Appendix 4**):

Table 11: Adjoining Rural Landholdings

Address	Title	Name
80 & 84 Middle Road	Lot 1 & Lot 2 DP 626608	A & J McKenna
150 Middle Road	Lot 1 DP 12058	K Dear
139 – 147 Te Aute Road	Lot 1 DEEDS 323, Lot 1A DEEDS 323, Lot 2 DEEDS 323	Village Baptist Church
167 Te Aute Road	Part Suburban Section 19 Havelock	N & R Gardener
169 Te Aute Road	Part Suburban Section 19 Havelock	T Bishop & N Rowe

The future substantive application Panel may also decide to invite comment from other adjacent landowners to the Site who may be affected by the Project. A list of these properties and owners is included in *Attachment 10* to the Consultation Report (**Appendix 4**).

5.2 Consultation

In accordance with section 13(4)(k) of FTAA, a summary of the consultation undertaken for the purposes of section 11 has been provided in the Consultation Report included in **Appendix 4**. In response to section 13(4)(k)(ii), the Applicant has undertaken early engagement with a range of parties, including:

- Hastings District Council
- Hawke's Bay Regional Council
- Ministry for the Environment (**MfE**)
- Department of Conservation (**DOC**)
- Heritage New Zealand Pouhere Taonga (**HNZPT**)
- Ngāti Kahungunu Iwi Incorporated (**NKII**)
- Tamatea Pōkai Whenua and representatives of local marae (Korongatā Marae and Mihiroa Marae)
- Adjacent rural landowners identified in **Table 11**.

The Applicant has adopted a proactive and collaborative approach to engagement, undertaking early and ongoing comprehensive discussions with key stakeholders to inform the development of the Project. This has included the provision of draft technical reports to Council officers and the receipt of detailed feedback, which has been used to refine the proposal at the referral stage and will continue to inform the substantive application phase.

A summary of the key themes arising from consultation to date includes:

- **Stormwater and flooding management:** Identified as a primary constraint by both Councils and of interest to adjacent rural neighbours. The Project team has used inputs from HDC to inform flood modelling. Early feedback from both Councils confirms high level support for the stormwater management approach, with detail to be worked through further at the substantive application.
- **Herehere Stream and freshwater values:** HDC, DOC, mana whenua have all indicated a preference for naturalised design approaches, riparian enhancement, erosion management, and improving water quality

and ecological outcomes for the stream corridor. CDL is on board with this approach and will workshop an appropriate design response with both Councils and mana whenua as part of the substantive application.

- **Highly productive land and economic considerations:** HDC and HBRC raised concerns regarding the loss of highly productive land and the need to demonstrate economic justification for urbanisation. In response, technical assessments have been undertaken to address land use capability and confirm the broader economic benefits and development need associated with the Project.
- **Infrastructure capacity and servicing:** HDC identified constraints within the wastewater network and the need for upgrades and coordination with HDC infrastructure planning. Technical reporting confirms that a minor upgrade to the pump station will be required and this will be investigated further at substantive application with HDC.
- **Urban design outcomes**: HDC has provided comprehensive feedback on the Concept Plan. This has been incorporated where appropriate at the conceptual level. Further refinement of detailed design matters, including the use and design of open spaces, will be addressed at the substantive stage alongside HDC.
- **Transport and connectivity**: General support for received from both Councils to proposed road hierarchy and improved walking and cycling connections. Both Councils indicated a preference for a potential future public transport route through the site and provision has been made through the spine road alignment.
- **Rural interface and reverse sensitivity**: HDC has identified the need to manage effects at the urban–rural boundary through setbacks, landscaping and other design responses. The masterplan has considered these interfaces, consulted adjacent neighbours (who are in general support of the proposal), and provides for appropriate treatments to be refined through detailed design.
- **Cultural values and engagement:** Early engagement with mana whenua has identified the Herehere Stream as a significant feature, with a preference for naturalised design approaches and improved environmental outcomes. Potential concern with urbanisation of rural / highly productive land. Ongoing engagement with mana whenua (including input from kaumātua and a potential future CVA) will continue to inform detailed design.
- **Archaeology:** HNZPT advised that a full archaeological assessment and an Archaeological Management Plan will be required at the substantive stage to determine if any potential pre-1900 heritage values are present.

The Consultation Report (**Appendix 4**) provides a comprehensive summary of all engagement undertaken and how feedback has been incorporated into the Project.

5.3 Treaty settlement matters

In response to section 13(4)(l) of the FTAA, it is noted that there is one Treaty settlement that applies in the area covered by the Middle Road project as outlined below.

Heretaunga Tamatea Claims Settlement Act 2018

Heretaunga Tamatea and the Crown signed a Deed of Settlement on 26 February 2015, amendments to the Deed were signed on 16 February 2017 and 13 June 2017. The Heretaunga Tamatea Claims Settlement Act 2018 gives effect to the provisions of the Deed of Settlement.

The Deed acknowledges that Heretaunga Tamatea suffered injustices that impaired the economic, social and cultural development of Heretaunga Tamatea and records the matters required to give effect to a settlement of all the historical claims of Heretaunga Tamatea.

The settlement seeks to provide redress to Heretaunga Tamatea in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, overlay classifications, statutory acknowledgements, statements of association, name changes to certain sites of interest, relationship agreements with government agencies, and an apology from the Crown. Only Crown assets are involved in the property redress offered to Heretaunga Tamatea.

The Heretaunga Tamatea Claims Settlement Act 2018 also provides for a statutory acknowledgement over Karamū Stream and its tributaries. The Project includes proposed treated stormwater discharges to the Herehere

Stream and Karamū Stream (via the Gilpin Drain). Tamatea Pōkai Whenua are holders of the statutory acknowledgement and also have a deed of recognition with relevant Crown agencies over Karamū Stream and its tributaries.

The Project has had regard to these matters through early engagement with mana whenua and a design approach that focuses on best practice stormwater management (including discharges). CDL will continue to work with Tamatea Pōkai Whenua to ensure that the values associated with the Karamū Stream and its tributaries are appropriately recognised and provided for through the detailed design and consenting process.

5.4 Public Works Act processes

In response to section 13(4)(m) of the FTAA, it is confirmed that there have been no processes under the Public Works Act 1981 in relation to the Middle Road Project.

5.5 Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act matters

In response to section 13(4)(n) of the FTAA, there are no Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act matters as the Project is not within or adjacent to Ngā Rohe Moana o Ngā Hapū o Ngāti Porou.

5.6 Māori land, marae, and wāhi tapu matters

In response to section 13(4)(o) of the FTAA, there are no parcels of Māori land, marae or identified wāhi tapu within the Project area.

6.0 Determination under Sections 23 or 24

6.1 Whether determination under section 23 is sought

In response to section 13(4)(p) of the FTAA, determination under section 23 is not sought under this application.

6.2 Whether determination under section 24(2) is sought

In response to section 13(4)(q) of the FTAA, determination under section 24(2) is not sought under this application.

6.3 Whether determination under section 24(4) is sought

In response to section 13(4)(r) of the FTAA, determination under section 24(4) is not sought under this application.

7.0 What is needed to complete the project

In accordance with section 13(4)(s)-(t) of the FTAA, the following provides an overview of what is needed to complete the Project.

7.1 Applicant's legal interest in the land

In response to section 13(4)(s) of the FTAA, it is confirmed that CDL as the Applicant of the Middle Road referral has a legal or conditional equitable interests in all parcels of the Middle Road Project extent.

CDL owns most of the properties within the application site. Lot 179 DP 10453 (Herehere Stream riparian margin) is currently under contract for purchase, with Overseas Investment Office (OIO) approval in progress. 139 Te Aute

Road is also subject to an unconditional Sale and Purchase Agreement, with OIO approval obtained and settlement deferred for two years.

Notwithstanding this, CDL has sufficient legal and equitable interests to undertake the proposed works across the application site. Subject to completion of the relevant acquisitions, CDL will hold legal interest across the full site.

The McKenna Block (80–84 Middle Road) is not owned by CDL but has been considered at a high level within the indicative concept planning and supporting technical assessments to enable an integrated understanding of potential future urban development across the wider Middle Road landholdings. In this context, the referral application includes an alternative development scenario which incorporates the McKenna Block. Should agreement to acquire this land be reached in the future, it is anticipated that the McKenna Block would be included within the substantive application and CDL would have legal interest at that time.

7.2 Required consents and approvals

In response to section 13(4)(t) of the FTAA, approvals required to authorise this Project are required under the RMA and HNZPT Act. A detailed list of the approvals under each legislation is provided in Section 3.3 above. The Project will also require building consents, engineering approvals, and other standard Council approvals.

Other than those described in Section 3.3 above, no other consents, certificates, designations, concessions and other legal authorisations are needed to authorise the Project.

8.0 Other Matters

In accordance with section 13(4)(u)-(x) of the FTAA, the following provides an overview of other matters relevant to the Middle Road Project.

8.1 Any activities in the Project, or similar activities have been subject to a decision under a specified Act

In response to section 13(4)(u) of the FTAA, there are no activities involved in the Middle Road Project, that have been the subject of an application or decision under a specified Act.

8.2 Description of whether and how the project would be affected by climate change and natural hazards

In accordance with section 13(4)(v) of the FTAA, the Project site is potentially affected by climate change and natural hazards in terms of flooding based on the preliminary stormwater modelling that has been carried out, and potential seismic risk based on the preliminary geotechnical assessment. As detailed above in section 4.8.5 and 4.8.10, the Project will be designed to account for the effects of climate change and natural hazards through engineering design and on-site mitigation.

8.3 If the application being lodged by more than one person

In accordance with section 13(4)(w) of the FTAA, it is confirmed that the Application is not being lodged by more than one person. This section is not applicable as the Application has only been lodged by one party.

8.4 Summary of any compliance and enforcement actions

In accordance with section 13(4)(x) of the FTAA, a summary of compliance or enforcement actions (if any) and the outcome of those actions taken against the applicant under a specified Act must be provided.

CDL has advised that across all their projects currently and historically in New Zealand, they have not been subject to any compliance or enforcement actions.

9.0 Matters relating to Specific Proposed Approvals

In accordance with section 13(4)(y)(i) of the FTAA, the Middle Road application will be seeking resource consent approval. This section provides an assessment of the Project seeking resource consent approval against the information specified in Clause 2 of Schedule 5 of the FTAA.

9.1 Assessment against relevant RMA policy documents

In accordance with Schedule 5, Clause 2(1)(a) of the FTAA, the following provides an assessment of the Project against:

- Any relevant national policy statement;
- Any relevant national environmental standard; and,
- The New Zealand Coastal Policy statement.

9.1.1 National Policy Statements

The current National Policy Statements (**NPS**) are listed in **Table 12** below, with a comment provided as to whether the NPS is relevant to the Middle Road Project. An assessment of the Middle Road Project against the relevant NPS is provided below.

Table 12: National Policy Statements

National Policy Statement	Description	Relevance to Middle Road Project
New Zealand Coastal Policy Statement 2010 (**NZCPS**)	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.	Relevant Refer to assessment below (section 9.1.1.1)
National Policy Statement for Electricity Networks 2026	This NPS sets out the objective and policies for managing the electricity transmission network.	Not relevant Middle Road is a residential development project.
National Policy Statement for Freshwater Management 2020 (**NPS-FW**)	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.	Relevant Refer to assessment below (section 9.1.1.2)
National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside the National Environmental Standards for Greenhouse Gases from Industrial Process Heat.	Not Relevant Middle Road is a residential development project.
National Policy Statement for Highly Productive Land 2022 (**NPS-HPL**)	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.	Relevant Refer to assessment below (section 9.1.1.3)

National Policy Statement	Description	Relevance to Middle Road Project
National Policy Statement for Indigenous Biodiversity 2023 (**NPS-IB**)	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity, requiring at least no further reduction in indigenous biodiversity nationally.	Relevant Refer to assessment below (section 9.1.1.4)
National Policy Statement for Infrastructure 2025 (**NPS-I**)	This NPS provides guidance for the development and management of infrastructure.	Relevant Refer to assessment below (section 9.1.1.5)
National Policy Statement for Natural Hazards 2025 (**NPS-NH**)	This NPS provides direction for local authorities to manage the risk of natural hazards on subdivision and development.	Relevant Refer to assessment below (section 9.1.1.6)
National Policy Statement for Renewable Electricity Generation 2011	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.	Not relevant Middle Road is a residential development project.
National Policy Statement on Urban Development 2020 (**NPS-UD**)	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks, and infrastructure.	Relevant Refer to assessment below (section 9.1.1.7)

9.1.1.1 New Zealand Coastal Policy Statement

As the proposed development is not located within close vicinity to the coastal environment, the NZCPS is not considered to be directly relevant to the proposal. Nonetheless, the proposal intends to incorporate best practice stormwater management measures that will contribute positively to the water quality of the receiving environment, aligning with the broader intent of sustainable water management promoted by the NZCPS.

9.1.1.2 National Policy Statement for Freshwater Management 2020 (amended 2025)

The NPS-FM came into force on 3 September 2020 and has an overarching objective to ensure that natural and physical resources are managed in a way that prioritises the health and wellbeing of water bodies and freshwater ecosystems, while providing for the health needs of people and enabling communities to provide for their social, economic and cultural wellbeing, now and in the future. The relevant policies of the NPS-FM broadly seek to:

- Manage freshwater in a way that gives effect to Te Mana o te Wai;
- Maintain or improve freshwater quality and manage land use and discharges to avoid further degradation of rivers, streams, wetlands and receiving environments;
- Protect the extent and values of natural inland wetlands and waterways, while providing for use and development where effects are appropriately avoided, remedied or mitigated; and
- Promote an integrated, catchment-based approach (ki uta ki tai) to freshwater management, recognising the connections between land use, stormwater and downstream environments.

A detailed assessment of proposal against these objectives and policies is included below, which demonstrates that the proposal is in keeping with the NPS-FM. In summary:

- The proposal adopts an integrated stormwater management approach that manages both water quality and quantity, ensuring post-development discharge rates do not exceed pre-development levels and avoiding adverse hydrological effects on receiving environments.
- The approach is consistent with Te Mana o te Wai, recognising the importance of protecting freshwater health through treatment, attenuation and careful management of discharges prior to entering the Herehere Stream and wider Karamū catchment.
- Development responds to the presence of the Herehere Stream, including provision for setbacks, riparian enhancement and integration with open space, supporting improved ecological and amenity outcomes relative to the existing modified environment.
- The stormwater management framework is designed to align with and reflect existing drainage patterns, including the Bake, Pomeroy and Gilpin drains, maintaining existing conveyance.
- Stormwater will be treated prior to discharge using a treatment train approach, and existing drainage features will be incorporated where appropriate to maintain overall catchment function.
- Effects associated with land use change and construction can be appropriately managed through detailed design, including erosion and sediment control and long-term stormwater management, consistent with Council requirements and the NES-Freshwater framework.
- Taken together, the approach adopted reflects an integrated ki uta ki tai framework, recognising the relationship between land use, stormwater infrastructure, the Herehere Stream and downstream receiving environments, while enabling residential development to proceed in a manner that is responsive to freshwater values.

Overall, the proposal is consistent with the objectives and policies of the NPS-FM, as it adopts an integrated, catchment-based approach to freshwater management that avoids adverse hydrological effects and supports the maintenance and enhancement of freshwater values. The assessment demonstrates that effects can be appropriately managed in principle, with detailed design and consenting requirements to be addressed at the substantive application stage.

9.1.1.3 National Policy Statement for Highly Productive Land

The NPS-HPL has an overarching objective to protect highly productive land for use in land-based primary production. As the Site contains LUC 2 class soils (which meet the NPS-HPL definition of 'highly productive land'), the Site is subject to the NPS-HPL.

The relevant policies of the NPS-HPL broadly seek to:

- Avoid the subdivision of highly productive land, except as provided for in the NPSHPL (Policy 7).
- Protect highly productive land from inappropriate use and development (Policy 8).
- Manage reverse sensitivity effects so as not to constrain land-based primary production activities on highly productive land (Policy 9).

Clause 3.10 Exemption Test

Clause 3.10(1) of the NPS-HPL provides an exemption test for highly productive land that is subject to permanent or long-term constraints if:

a. there are permanent or long-term constraints on the land that mean the use of the highly productive land for land-based primary production is not able to be economically viable for at least 30 years; and

b. the subdivision, use, or development:

(i) avoids any significant loss (either individually or cumulatively) of productive capacity of highly productive land in the district; and

(ii) avoids the fragmentation of large and geographically cohesive areas of highly productive land; and

(iii) avoids if possible, or otherwise mitigates, any potential reverse sensitivity effects on surrounding land-based primary production from the subdivision, use, or development; and

c. *the environmental, social, cultural and economic benefits of the subdivision, use, or development outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.*

A productive capacity and rural land use assessment was prepared by AgFirst and is attached at Appendix 12 and identified the following permanent long-term constraints:

- Soil wetness, shallow groundwater and poor drainage conditions - which limit crop choice, seasonal use and productive reliability.
- A fragmented landholding pattern - the site is already subdivided into multiple smaller parcels, limiting scale, operational efficiency and economic viability.
- Limited to no access to irrigation water, with no existing or reasonably foreseeable water allocation available to support high-value horticultural use on the Heretaunga Plains to historic overallocations.
- The proximity of established and emerging residential development and urban infrastructure along multiple site boundaries which constrains rural land uses and gives rise to land use compatibility issues.
- The existing absence of high-value productive use, with the land currently utilised for low-intensity activities rather than intensive primary production which further demonstrate the site's constrains.

The AgFirst report concludes that there are no reasonably practicable options to continue land-based primary production on the site in an economically viable manner at present or for at least 30 years. This conclusion demonstrates that the Project meets the requirements of 1(a) of the 3.10 exemption test.

In relation to 1(bi) of the 3.10 exemption test it is noted that the AgFirst report has highlighted that the Site has limited "productive capacity", as defined in the NPS-HPL and as such, there will be no significant loss of the productive capacity of highly productive land in the district as a result of the proposed subdivision either individually or cumulatively.

In relation to 1(bii) of the 3.10 exemption test, it is noted that the Site is already surround by residential areas to the north, east, south-east and north-west. In addition, historic subdivisions have resulted in a fragmented character of the area. For these reasons, the Site does not form part of a large and geographically cohesive area of highly productive land.

In relation to 1(biii) of the 3.10 exemption test the AgFirst report concludes that the Project would avoid reverse sensitivity effects on surrounding land based primary production on the basis that the sites already contain residential uses. In addition, adjoining rural properties are used for rural lifestyle purposes, rather than primary production purposes. Further consideration relating to the potential for reverse sensitivity effects is contained in Section 4.8.3 interface effects of this report which similarly concludes that potential reverse sensitivity effects can be appropriately managed and therefore meets the requirements of 1(biii) of the 3.10 exemption test.

In relation to 1(c) of the 3.10 exemption test, Sections 4.3 of this report highlights the benefits of the project. Overall, it is considered that these benefits outweigh the long term costs associated with loss of highly productive land for land-based primary production. Specifically:

- The Project will enable the development of a residential area that is contiguous with the existing urban extent of Havelock North, representing a logical and efficient extension of the urban area.
- As identified in the AgFirst report, the site has limited productive capacity and is subject to a range of constraints that significantly limit its ability to support economically viable primary production. Therefore, the loss of highly productive land on this site does not result in a significant loss of productive capacity of the district overall.
- The opportunity cost associated with retaining the land for primary production is low, given its limited viability. The AgFirst report identifies that the current and potential productive use of the land is constrained and would generate relatively low economic return compared to alternative uses.
- The Economics Memo (Appendix 7) identifies that the Project will generate significant economic benefits at a regional scale, including approximately $256.7 million in direct expenditure over the development period and substantial employment generation (including over 1,310 FTE years).

- In addition to the quantified benefits, the Project will contribute to increased housing supply, improved housing choice and affordability, and broader economic growth within the Hastings District and wider Hawke's Bay Region.
- The Project represents an efficient use of land and infrastructure, with the site able to be serviced in a manner that integrates with the existing urban network, thereby avoiding the need for more extensive infrastructure investment in other locations.
- While the loss of highly productive land is acknowledged, in this case the land is subject to permanent and long-term constraints and does not provide significant ongoing productive benefits.
- The potential adverse effects of the Project have been considered at a preliminary level. At this stage, no significant adverse effects have been identified.

For these reasons, it is considered that the environmental, social, cultural and economic benefits of the Project outweigh the long-term costs associated with the loss of highly productive land, and the proposal therefore meets the requirements of Clause 3.10(1)(c) of the NPS-HPL.

9.1.1.4 National Policy Statement for Indigenous Biodiversity 2023 (amended 2025)

The NPS-IB provides national direction for the protection, maintenance and restoration of indigenous biodiversity, with the overarching objective of achieving no further loss of indigenous biodiversity nationally. The relevant policies of the NPS-IB broadly seek to:

- Indigenous biodiversity is managed in a way that gives effect to tikanga and takes into account the principles of Te Tiriti o Waitangi;
- Tangata whenua exercise kaitiakitanga for indigenous biodiversity in their rohe;
- Significant indigenous vegetation and significant habitats of indigenous fauna and identified as Significant Natural Areas (SNA) using a consistent approach; and
- The importance of maintaining indigenous biodiversity outside SNAs is recognised and provided for.

Supported by the findings of the Ecology Report (Appendix 9), it is considered that the Project aligns with the objectives and policies of the NPS-IB for the following reasons:

- Mana whenua has been consulted during the early phases of the Project (Consultation Report, Appendix 4) and signalled the importance of the Herehere Stream and receiving environment and a preference for naturalised development approaches. Ongoing engagement is proposed through the substantive phase to ensure cultural values are appropriately reflected in the development.
- The site does not contain any identified SNA, indigenous vegetation stands, or habitats of indigenous fauna with significant ecological values. The land is predominantly in pasture and has been subject to long-term modification, with no remnant areas of native bush identified within the development footprint.
- While the site is highly modified, the indicative concept plan provides opportunities to maintain and enhance indigenous biodiversity values through a future comprehensive landscape and open space strategy, including riparian margin enhancement along the Herehere Stream, the establishment of specimen trees through the public spaces of the development area, and the creation of intentional ecological linkages within reserves, drainage corridors and streetscapes.
- Particular consideration has been given to the Herehere Stream corridor. The development provides for a setback and integrated open space and stormwater management area adjacent to the stream. Opportunities for stream enhancement, including bank stabilisation and riparian planting, will be explored in collaboration with Council and mana whenua to support ecological function and amenity.
- The integration of open space, stormwater management and natural features supports ecological connectivity and potential habitat enhancement (e.g. shading and improved stream margins), with detailed planting design and species selection to be refined at the substantive application stage.

9.1.1.5 National Policy Statement for Infrastructure 2025

The NPS-I provides national direction for the efficient provision, operation and development of infrastructure, recognising its role in supporting social, economic and environmental wellbeing. Supported by the findings in the Infrastructure Report (Appendix 11), the proposed infrastructure for the Project:

- Provides essential infrastructure services including stormwater, wastewater, water supply, transport and utilities to support the proposed development, with servicing feasibility demonstrated through preliminary engineering assessments.
- Efficiently utilises and extends existing infrastructure networks, with the site located adjacent to established urban services, enabling connection to existing water, wastewater and utility networks rather than requiring wholly new standalone systems.
- Provides for the upgrading of infrastructure where required, particularly in relation to wastewater servicing, with network and pump station upgrades to be undertaken in coordination with HDC to support development capacity.
- Integrates infrastructure with the natural environment, including an integrated stormwater management approach that responds to the Herehere Stream and wider catchment, and incorporates water quality treatment, attenuation and opportunities for stream enhancement.
- Supports infrastructure resilience and management of natural hazards, including stormwater systems designed to manage flood risk, attenuate peak flows and avoid adverse upstream and downstream effects, consistent with climate change considerations.
- Enables urban development in a well-located area, supporting efficient land use outcomes and contributing to the provision of housing within an existing urban catchment, consistent with the role of infrastructure in enabling development.

Overall, the proposed infrastructure is consistent with the NPS-I, enabling efficient and integrated servicing of the development through use of existing networks, provision for upgrades, and design responses that support resilience.

9.1.1.6 National Policy Statement for Natural Hazards 2025

The NPS-NH provides national direction for the management of natural hazard risks in land use planning, with the overarching objective of reducing risk to people, property and the environment, including the effects of climate change. As set out in the Stormwater Assessment (Appendix 13) and Geotechnical Assessment (Appendix 10), the relevant natural hazards that apply to the site include:

- Flooding: due to the site's location at the lower end of the catchment adjacent to the Herehere Stream. This is a key site constraint and has been addressed through preliminary flood modelling (including climate change allowances) and an integrated stormwater management approach incorporating on-site storage and attenuation.
- Geotechnical hazards: including liquefaction vulnerability (noting this is a broader issue present throughout the district), potential lateral spread near the Herehere Stream, and weak near-surface soils. These matters are identified in the CMW Geotechnical Report and will be managed through ground improvement and engineering design measures.
- Seismic hazard: Earthquakes are a natural hazard phenomenon in this region, however the CMW Geotechnical report states there are no known active faults that extend across the site, with the nearest active fault (Te Mata Fault zone) located some 2.3km to the south. The risk of fault rupture to the proposed development is low.

Overall, while there are natural hazard risks, these have been appropriately identified and assessed. The proposed design incorporates a risk based approach to managing these hazards, including responses to flooding and geotechnical conditions. The technical assessments demonstrate that risks can be effectively avoided or mitigated through detailed design at the substantive application stage, such that natural hazards do not preclude development of the site.

9.1.1.7 National Policy Statement on Urban Development 2020

The NPS-UD recognises the national significance of:

- Having well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future;
- Improving housing affordability by supporting competitive land and development markets;
- Providing sufficient development capacity to meet the diverse housing needs of people and communities; and
- Improving how urban areas respond to growth to support housing supply, affordability and community wellbeing.

The NPS-UD contains objectives and policies that require councils to undertake long-term, integrated planning to accommodate urban growth and support well-functioning urban environments. There is a strong emphasis on enabling growth both within existing urban areas and through planned urban expansion, while ensuring that planning provisions do not unnecessarily constrain development. The NPS-UD also directs that higher density development be enabled in locations with good access to employment, infrastructure, services and demand, and, in appropriate circumstances, removes minimum car parking requirements to support efficient urban form and transport outcomes.

Having regard to the findings of the relevant technical reports appended to the application, the Project aligns with the NPS-UD for the following reasons:

- The Project provides significant capacity in the order of 300 to 350 dwellings, contributing to meeting housing demand in Havelock North and the wider Hawke's Bay region, consistent with Objectives 1 and 2 (Economics Memo, Appendix 7).
- The site is located on the edge of the existing Havelock North urban area, directly adjoining established residential development on three sides, enabling logical and efficient urban expansion rather than isolated or ad hoc development.
- The development is supported by integrated infrastructure servicing, with preliminary engineering assessments (Infrastructure Report, Appendix 11) confirming that water, wastewater and stormwater infrastructure can be provided, including upgrades where required, consistent with Policies 3 and 6.
- The proposed urban structure has been informed by the Urban Design Statement (Appendix 6) and provides a well-connected, legible street network, supporting accessibility and ease of movement for all users.
- The development incorporates active transport connections, including walking and cycling linkages within the site and connections to the surrounding network, including provision for a public bus route, supporting reduced reliance on private vehicles over time (Transport Overview Report, Appendix 14).
- The proposal provides for a range of lot sizes and housing typologies, supporting housing choice and contributing to improved affordability and market responsiveness, consistent with Policy 1.
- The masterplan integrates public streetscapes, open space, stormwater management and the Herehere Stream corridor, providing amenity, environmental outcomes and opportunities for recreation, consistent with the characteristics of a well-functioning urban environment.
- The development responds appropriately to site constraints, including flooding and natural hazards, with design solutions integrated into the layout, demonstrating a coordinated and efficient approach to land use and infrastructure planning.
- The scale and comprehensively planned nature of the development enables coordinated greenfield expansion, which is preferable to fragmented development outcomes and supports efficient use of infrastructure and land resources.
- While the site is not identified for development within the operative FDS, the proposal is consistent with Policy 8 of the NPS-UD, which requires planning decisions to be responsive to plan changes and proposals that would add significant development capacity. The Middle Road Project represents a well-located, feasible and comprehensive development opportunity that can be serviced, integrated with the existing

urban area, and delivered within a reasonable timeframe, and therefore warrants consideration as a responsive planning outcome.

Overall, the Middle Road Project is consistent with the objectives and policies of the NPS-UD, including Policy 8, as it represents a responsive and well-located development opportunity that delivers significant development capacity, supports housing choice and affordability, and integrates land use with infrastructure and transport. The proposal will contribute to a well-functioning urban environment and assist in addressing housing needs within the Hastings District and wider Hawke's Bay region.

9.1.2 National Environmental Standards

The current National Environmental Standards (NES) are listed in Table 13 below, with a comment provided as to whether the NES is relevant to the Middle Road Project. An assessment of the Middle Road Project against the relevant NES is provided below.

Table 13: National Environmental Standards

National Environmental Standard	Description	Relevance to Middle Road Project
National Environmental Standards for Air Quality	This NES prohibits discharges from certain activities and sets a guaranteed minimum standard for air quality for people living in New Zealand.	Not relevant
National Environmental Standards for Commercial Forestry	This NES provides nationally consistent regulations to manage the environmental effects of forestry.	Not relevant
National Environmental Standards for Electricity Transmission Activities	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high-voltage electricity transmission lines.	Not relevant
National Environmental Standards for Freshwater	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.	Not relevant
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.	Not relevant
National Environmental Standards for Marine Aquaculture	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms, and changing farmed species. In some instances, they allow regional council rules to remain in force.	Not relevant
National Environmental Standards for Sources of Human Drinking Water	This NES sets requirements to protect sources of human drinking water from becoming contaminated.	Not relevant
National Environmental Standards for Storing Tyres Outdoors	This NES provides nationally consistent rules for the responsible storage of tyres.	Not relevant

National Environmental Standard	Description	Relevance to Middle Road Project
National Environmental Standards for Telecommunication Facilities	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.	Not relevant
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**NES-CS**)	This NES includes requirements for assessing and managing potentially contaminated soil.	Relevant Refer to assessment below (Section 9.1.2.1)
National Environmental Standards for Detached Minor Residential Units (**NES-DMRU**)	This NES enables the development of detached minor residential units up to 70 m² and sets the rules and standards for permitted units.	Relevant Refer to assessment below (Section 9.1.2.2)
National Environmental Standards for Freshwater (**NES-F**)	This NES regulate activities that pose risks to the health of freshwater and freshwater ecosystems.	Relevant Refer to assessment below (Section 9.1.2.3)

9.1.2.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

The NES-CS provides a nationally consistent framework to ensure that land affected by soil contamination is appropriately identified, assessed and, where necessary, remediated to make it safe for human use.

Like almost all of the land in the surrounding rural area, the Middle Road site is considered potentially contaminated under the HAIL (Hazardous Activities and Industries List) due to historic farming land use activities. Preliminary investigations undertaken by AgFirst (**Appendix 8**) have been completed to inform the level of risk.

A Detailed Site Investigation (**DSI**) will be undertaken as part of the substantive application to confirm the presence and extent of any contamination and to determine the relevant consent requirements under the NES-CS. Where required, a Remedial Action Plan (**RAP**) will be prepared to outline remediation measures and site management controls to ensure the land is suitable for residential use.

Overall, any contamination risks can be appropriately managed through the NES-CS framework and do not preclude development of the site.

9.1.2.2 National Environmental Standards for Detached Minor Residential Units

The National Environmental Standards for Detached Minor Residential Units (**NES-DMRU**) applies to rural zoned land which includes the Middle Road site. In that regard:

- The NES-DMRU is relevant to the assessment in the extent the NES-DMRU would enable the establishment of Detached Minor Residential Units (**DMRU**) within the future subdivision of the Site.
- The NES-DMRU sets out permitted activity rules and standards for detached minor residential units of up to 70 square metres. The NES-DMRU requires compliance with Reg 6-9 which, for the Middle Road site:
    - Requires building coverage to comply with the HDP standards of the rural zone (Reg 6 (b)(i)). The maximum building coverage in the Plains Production Zone is 35% (6.2.5J).
    - The building setback of the DMRU must be setback 10m from the front boundary and 5m from side and rear yards (Reg 6 (d)(ii).

- Given the proposed lot sizes, it is unrealistic that any DMRU could establish as a permitted activity on the Middle Road site due to the setback and site coverage requirements.
- The Middle Road Project does not propose to incorporate the permitted activity standard for Supplementary Residential Units that applies within the Havelock North Residential Zone (8.2.4.1 - HNGR2).
- In addition, the Plains Production Zone provides for one supplementary residential building as a permitted activity (PP3 6.2.4), although, within the context of the future urbanised Middle Road site, the constraints relating to maximum building coverage and building setbacks would be too restrictive to realistically establish a DMRU on any of the proposed allotments.

Ultimately, this means that the conclusions relating to sufficient infrastructure capacity from the Planning Report remain unchanged. Similarly, the combination of bulk and location controls (imposed via consent notices and/or covenants) proposed will ensure built form remains sensitive to the surrounding existing and planned suburban character. The NES-DMRU is not considered to change this assessment.

9.1.2.3 National Environmental Standards for Freshwater

The NES-F provides a nationally consistent framework for managing activities that affect freshwater environments, requiring the application of an effects management hierarchy (avoid, minimise, remedy or mitigate) and the protection of freshwater ecosystems and values.

The Middle Road Project interacts with freshwater environments through the Herehere Stream and the wider Karamū Stream catchment. Key aspects of the proposal relevant to the NES-F are as follows:

- The stormwater management approach has been developed to manage both water quality and quantity, ensuring that post-development runoff does not exceed pre-development peak flows, thereby avoiding adverse hydrological effects on the receiving environment.
- The proposal adopts an integrated stormwater management framework, incorporating detention, conveyance and treatment, which aligns with the effects management hierarchy by avoiding or minimising adverse effects on freshwater systems.
- Stormwater discharges to the Herehere Stream and Karamū Stream (via the Gilpin Drain) will be treated prior to discharge, using a treatment train approach to address contaminants associated with urban development.
- Existing drainage patterns and catchment processes are maintained and reflected in the design, supporting natural hydrological function and avoiding disruption to downstream environments.
- Opportunities have been identified to enhance the Herehere Stream corridor, including riparian planting, bank stabilisation and the use of nature-based solutions to address existing erosion and improve ecological and amenity values.
- Detailed design of stormwater infrastructure and any works within or adjacent to freshwater environments will be undertaken at the substantive application stage, including assessment against relevant NES-Freshwater regulations and consent requirements.

Overall, the proposal is consistent with the intent of the NES-Freshwater, as it adopts a risk-based and integrated approach to managing freshwater effects, avoids increases in hydrological effects, and provides opportunities to maintain and enhance freshwater values within the site.

9.2 Existing Resource Consents

In accordance with Schedule 5, Clause 2(1)(b) of the FTAA, CDL confirms that to the best of their knowledge there are no other resource consents of the kind referred to in Section 30(3)(a) that are relevant to the Midde Road Site.

Written notices from the District and Regional Councils are included in Appendix 3, which confirm that they have reviewed their records and do not hold any existing resource consents of that kind.

10.0 Conclusion

This Planning Overview Report and appended documentation has been prepared in support of a Referral Application under the FTAA for the Middle Road Project on behalf of the Applicant, CDL. The assessment demonstrates that the proposal meets the information and consultation requirements of sections 11 and 13 of the FTAA and satisfies the referral criteria set out in section 22.

The Middle Road Project represents a comprehensively planned residential development that will deliver approximately 300 to 350 dwellings in a location contiguous with the existing Havelock North urban area. The proposal will make a meaningful contribution to housing supply and choice within the Hastings District and wider Hawke's Bay region, supporting a well-functioning urban environment consistent with national direction, including the NPS-UD.

The Project will deliver significant regional benefits, including substantial economic investment, employment generation, and efficient use of existing infrastructure. The scale, location and coordinated nature of the development enable a logical urban expansion that integrates with surrounding residential areas and supports long-term growth outcomes for the region.

Early and ongoing consultation has been undertaken with HDC, HBRC, mana whenua, administering agencies and key stakeholders. This engagement has informed the evolution of the masterplan and supporting technical assessments and has established a constructive platform for continued collaboration through the next stages of the project.

The technical assessments prepared to support the Referral Application confirm that the key site constraints, including flooding, stormwater management, geotechnical conditions, ecological features, transport and servicing requirements, can be appropriately addressed through design and standard engineering responses. No constraints have been identified that would preclude development of the site for residential purposes.

While the site is not identified within the current FDS, it is a logical and well-located extension of the existing urban area. Similarly, while the site is identified as highly productive land, the AgFirst assessment confirms that it is no longer economically viable for productive use. The proposal is responsive to the need for additional development capacity and aligns with the intent of national policy to enable well-functioning urban environments.

Overall, the Middle Road Project is considered to be an appropriate and suitable candidate for ministerial referral under the FTAA. The proposal is supported by a robust suite of technical assessments, demonstrates significant regional benefits, and can be delivered in a manner that appropriately manages environmental effects.

The Applicant and Project Team look forward to continuing to work collaboratively with Councils, mana whenua and other stakeholders through the substantive application phase to refine the design and ensure that the development achieves high-quality environmental, community, cultural and design outcomes.