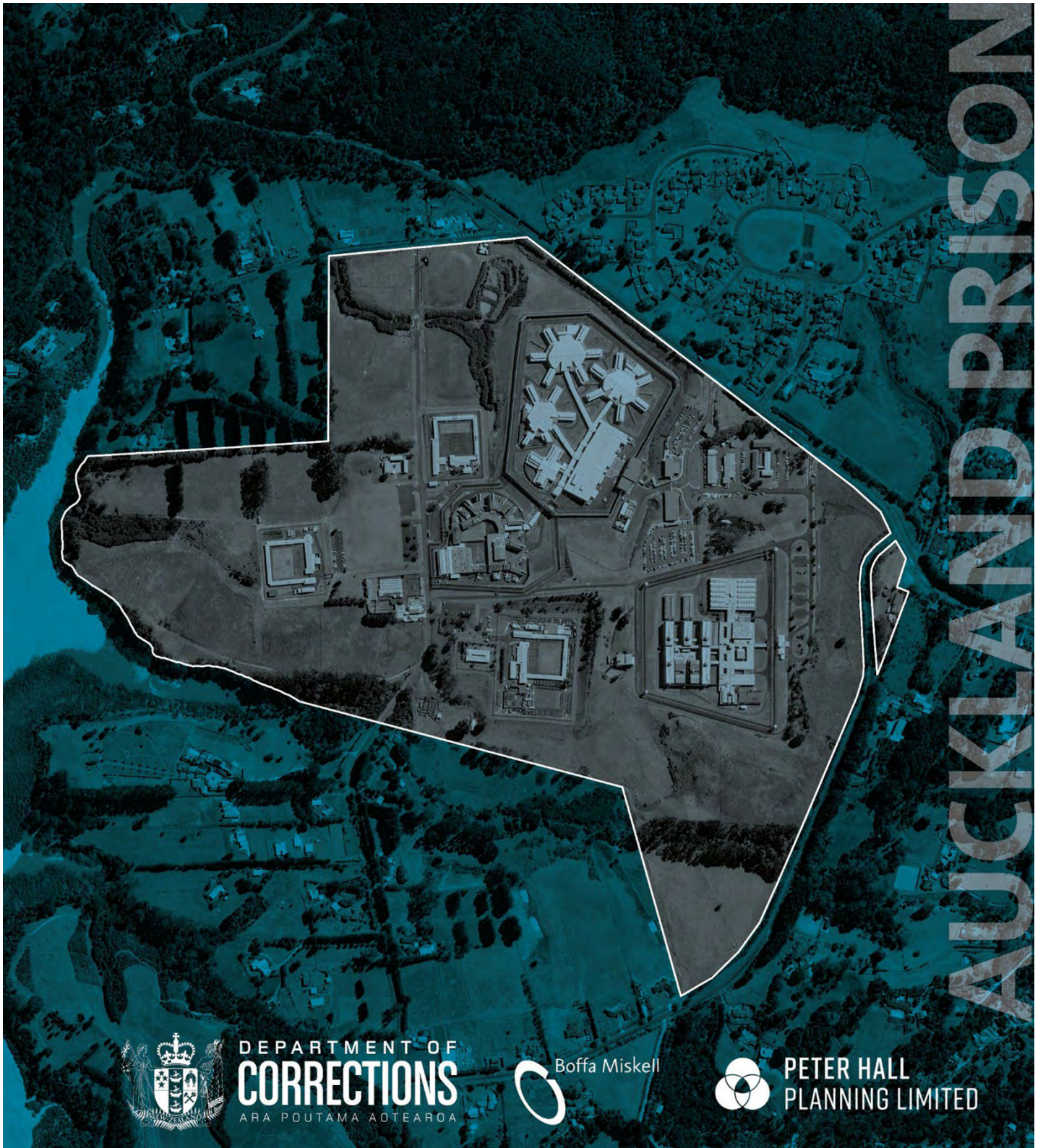


Auckland Prison Capacity Increase

Volume 2 – Appendix 2C
Alternatives Assessment



DEPARTMENT OF
CORRECTIONS
ARA POUTAMA AOTEAROA



Boffa Miskell



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PLANNING LIMITED

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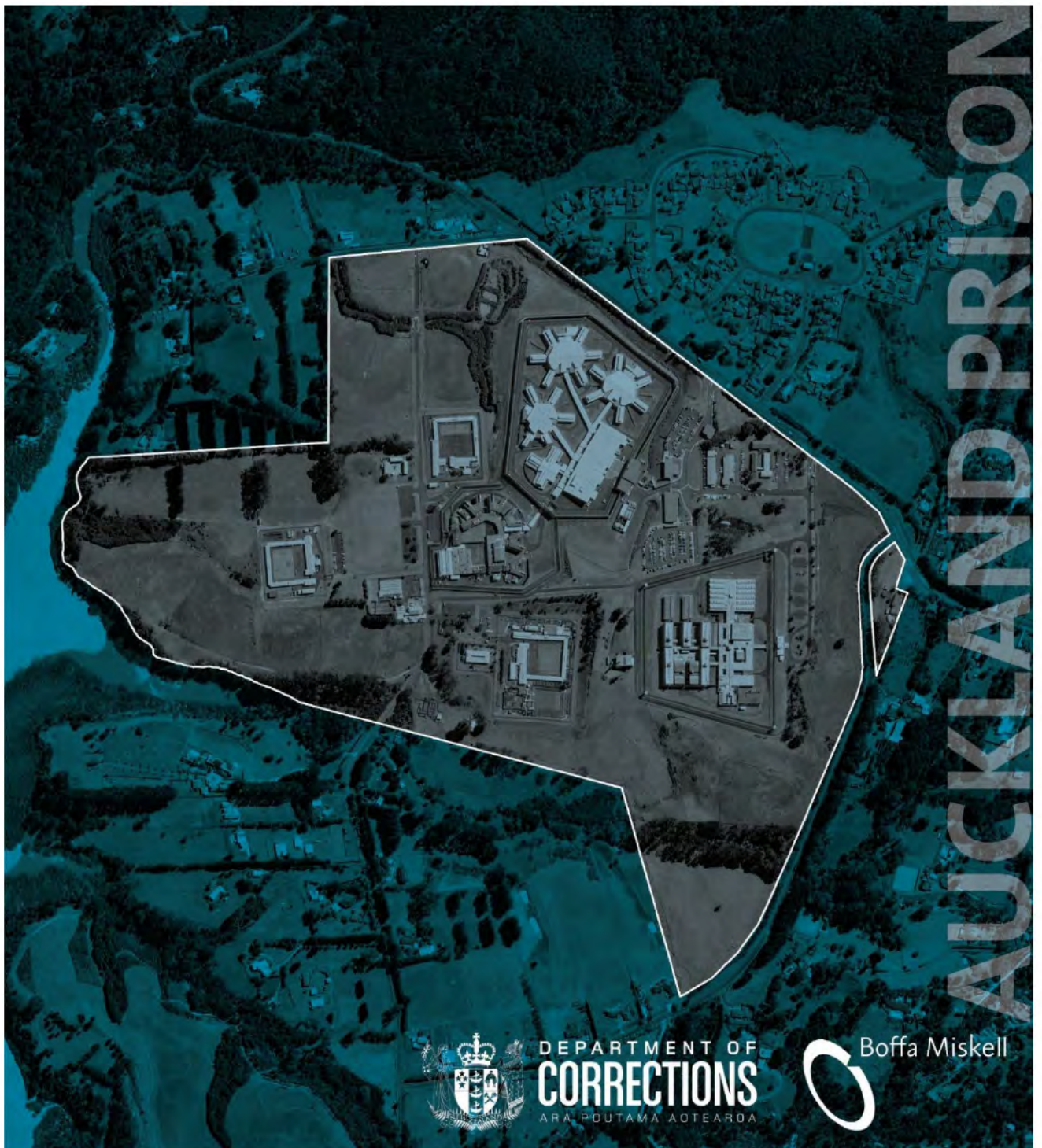


Auckland Prison Capacity Increase

Alternatives Assessment

Prepared for Ara Poutama Aotearoa the Department of Corrections

17 December 2025



DEPARTMENT OF
CORRECTIONS
ARA POUTAMA AOTEAROA



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1.0 Introduction

1. The Department of Corrections – Ara Poutama Aotearoa (Corrections) statutory purpose, as set out in the Corrections Act 2004, is to improve public safety and contribute to the maintenance of a just society. Corrections does this by administering the sentences and orders of the New Zealand criminal courts in a safe, secure, and humane environment and assisting in the rehabilitation of prisoners.
2. Corrections' existing assets in their current configuration are not sufficient to provide the prisoner places required to meet projected future demand. The development of additional prisoner places across the network is necessary to respond to growth in prisoner numbers, with the prisoner population projected to increase significantly (36%) over the next ten years, based on 2025 Justice Sector Projections.¹ This growing demand for beds is coupled with a prison network that contains a number of poor quality beds or facilities that are no longer fit-for-purpose for prisoners to live in.²
3. An optimum prison network requires sufficient good quality capacity of the right type and in the right place to enable Corrections to meet demand, and support rehabilitation and reintegration services, which reduce the risk of reoffending. In addition, it requires operational resilience capacity to manage operational requirements, demand uncertainty and disaster recovery / unexpected events.
4. This report has been co-authored by Sean Grace (Senior Principal Planner, Boffa Miskell) and Niamh Priest (Planner, Boffa Miskell). It has been reviewed by Jaimee Cannon (Senior Principal Planner, Boffa Miskell) and Peter Hall (Director, Peter Hall Planning). Their qualifications and experience are provided in **Appendix 10** along with confirmation that this report has been prepared in accordance with the Environment Court's Code of Conduct for Expert Witnesses.

1.1 The Project

5. One of the responses by Corrections to address the gap in prisoner places is to increase prisoner capacity at the Auckland Prison site. Corrections proposes to alter the designation at Auckland Prison to enable the capacity to be increased from the current designation maximum of 681 to 1,220 prisoners. This increase in capacity will enable new facilities for 960 prisoners to be built, which will operate alongside the existing maximum security facility (which can accommodate 260 maximum security prisoners).
6. The increase in capacity at Auckland Prison is intended to achieve six overall project objectives:
 - A. **CAPACITY:** Provide sufficient prisoner places with the appropriate security classification in the geographical area of need to meet demand.
 - B. **QUALITY:** Enable the development of quality and modern fit-for-purpose prison facilities to support the safety of staff and prisoners and enable better delivery of rehabilitation and reintegration programmes.

¹ Ministry of Justice, *Justice Sector Projections 2025 – 2035*

² Ara Poutama Aotearoa the Department of Corrections, *Long-Term Network Configuration Plan 2025 – 2045*, p. 7

- C. RESILIENCE:** Ensure the prison has the capacity to respond to unexpected events and changing conditions, including operational resilience and disaster reserves and flexibility for future design, operational efficiencies and innovation.
 - D. EFFICIENCY:** Enable the efficient use and development of land held for prison purposes and associated assets.
 - E. CONNECTION:** Locate the prison facility capacity sufficiently close and connected to:
 1. the culture, community and whānau of prisoners;
 2. a workforce of prison staff to support a safe, secure and effective prison accommodation; and
 3. health services and service providers to rehabilitate and reintegrate prisoners
 - F. ENVIRONMENTAL EFFECTS:** Significant adverse environmental effects of the development of the site are appropriately avoided, remedied or mitigated.
7. To alter the Auckland Prison designation to accommodate the additional prisoners, a Notice of Requirement (**NoR**) is being prepared. Altering the Auckland Prison designation is a Schedule 2 Listed project under the Fast-track Approvals Act 2024 (**FTAA**), and therefore the NoR is being filed under the FTAA.

1.2 Purpose of the Alternatives Assessment

8. Schedule 5, clause 12(1)(h) of the FTAA requires that for the purposes of section 43(3)(d),³ a NoR must include the following information:
- (h) any consideration of alternative sites, routes, or methods of undertaking the project or work;*
9. Schedule 5, clause 24(1)(ii) requires the decision maker to take into account the relevant provisions of the Resource Management Act 1991 (**RMA**) when making its decision on the NoR. The provisions of the RMA relevant to this alternatives assessment were amended on 21 August 2025 by section 55 of the Resource Management (Consenting and Other System Changes) Amendment Act 2025.
10. Section 168(3B)(c) of the RMA requires that, where the requiring authority has an interest in the land sufficient for undertaking the work, and the work is likely to result in any significant adverse effect on the environment, the assessment of effects describes possible alternative locations or methods for undertaking the activity.
11. Where the requiring authority does not have an interest in the land sufficient for undertaking the work, section 168(3B)(b) of the RMA requires it to give adequate consideration to any alternative sites, routes, or methods of undertaking the work. This relates to section 171(1)(b)(i) of the RMA which requires that, as part of assessing the NoR, if the requiring authority does not have an interest in the land sufficient for undertaking the work the decision maker is required to consider:

³ Section 43 of the FTAA sets out requirements for substantive applications made under the FTAA.

whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work

12. Notwithstanding that Corrections has an interest in the land, and the conclusions of the independent expert assessments is that the work will not have a significant adverse effect on the environment, this report provides consideration of the alternative sites and methods for the proposal, to meet the forecast increase in prisoner places.
13. Based on the project objectives (as set out above), and a set of assessment criteria, Corrections undertook an assessment of alternative options to provide for the forecast additional capacity across the prison network. Following a consideration of alternative methods to respond to the identified gap in prison network capacity, and then the development of a long-list of possible alternative locations across the prison network, a shortlist of six potential prison sites were identified for further analysis:
 1. New build at Auckland Prison
 2. New build at Waikeria Prison
 3. New build at Tongariro Prison
 4. New build at Hawke's Bay Regional Prison
 5. New build at Christchurch Men's Prison
 6. New build at Rolleston Prison
14. Principles outlined in case law conclude that in relation to the assessment of alternatives for designations that the focus is on whether the requiring authority has undertaken a reasonable and genuine investigation of alternative sites, routes, or methods, rather than whether the selected option is objectively the best. The process must demonstrate adequate, though not exhaustive, consideration, avoiding arbitrary or superficial decision-making. The existence of potentially more suitable alternatives, including those raised by submitters, is not determinative. The statutory framework assigns the responsibility for site selection to the requiring authority, and does not require the elimination of speculative or hypothetical alternatives.

1.3 Structure of the Document

15. Section 2.0 of this document sets out Corrections' strategic context, as directed by the Corrections Act 2004, the Corrections Regulations 2005 and Hōkai Rangi (Corrections' organisational strategy).
16. Section 3.0 sets out the methodology used in this Alternatives Assessment, providing the rationale for the approach adopted.
17. Section 4.0 sets out the project objectives and assessment criteria against which the potential options are assessed.
18. Section 5.0 sets out Stage 1 of the Alternatives Assessment, to assess possible alternative methods against the project objectives. Stage 1 involved identifying potential methods to achieve an increase in network capacity, such as non-incarceration and reusing or adapting existing built facilities (as opposed to developing new facilities), and assessing these against the project objectives. The alternative methods that would not

achieve the project objectives are not considered reasonable options, and therefore are not carried forward. In this case, the only reasonable method to achieve the project objectives is to increase capacity on sites within the existing prison network.

19. Section 6.0 sets out the Stage 2 of the Alternatives Assessment which is an initial assessment of all 18 existing prisons in the prison network against assessment criteria 1 and 2, creating a shortlist of potential options for further evaluation and assessment.
20. Section 7.0 provides an assessment of shortlisted options against environmental effects criteria, based on assessments prepared by technical specialists (noise, lighting, traffic, landscape/visual, ecology, heritage/archaeology, water and wastewater).
21. Section 8.0 provides a further assessment of the shortlisted options as to whether the site is within a projected area of prisoner demand, to assist the identification of a preferred option.

2.0 Department of Corrections Strategic Context

2.1 Corrections Act 2004 and Corrections Regulations 2005

22. Corrections' activities are governed by the Corrections Act 2004 and the Corrections Regulations 2005, which provide the legal framework for how it manages and operates the corrections system; including the management of prisons, prisoners and offenders serving community-based sentences in New Zealand. Corrections are also governed by the Public Safety (Public Protection Orders) Act 2014, and jointly administer the Sentencing Act 2002 and the Parole Act 2002 with the Ministry of Justice.
23. The purpose of the corrections system in New Zealand is set out in Section 5 of the Corrections Act. That purpose is to improve public safety and contribute to the maintenance of a just society. Corrections' purpose is achieved by:⁴
 - Ensuring that the community-based sentences, sentences of home detention, custodial sentences and related orders imposed by the courts and the New Zealand Parole Board are administered in a safe, secure, humane and effective manner;
 - Providing for the corrections facilities to be operated in accordance with rules set out in the Act and regulations made under the Act that are based, amongst other matters, on the United Nations' Standard Minimum Rules for the Treatment of Prisoners;
 - Assisting in the rehabilitation of offenders and their reintegration into the community, where appropriate, and so as is reasonable and practicable in the

⁴ Corrections Act 2005, s 5

circumstances and within the resources available, through the provision of programmes and other interventions; and

- Providing information to the courts and the New Zealand Parole Board to assist them in decision making.

2.2 Hōkai Rangi

24. Hōkai Rangi (2024) is Corrections' long-term organisational strategy to make the community safer, by supporting people to leave Corrections' care better and with brighter prospects (as per the Hōkai Rangi purpose).
25. Three interconnected organisational outcomes are outlined in the Hōkai Rangi approach, as follows:
 - **Improved public safety:** Manage people in a way that improves the safety of the public, staff, and the people Corrections' manage, while treating everyone fairly and humanely.
 - **Reduced reoffending:** Support people to engage in rehabilitation programmes, reintegration, and support services that address the causes of criminal offending – to reduce the risk of reoffending and causing further harm.
 - **Reduced Māori overrepresentation:** Help reduce overrepresentation by ensuring that the corrections system works for Māori, their whānau, hapū and iwi. Collaborate closely with Māori partners and communities. Reducing reoffending requires a strong focus on the over-representation of Māori.
26. Hōkai Rangi provides a strategic organisational direction through six guiding pou: Partnership and Leadership; Humanising and Healing; Whānau (which seeks to maintain connection between prisoners and their whānau); Incorporating a Te Ao Māori Worldview; Whakapapa; and Foundations for Participation.

2.3 Ministerial Priorities

27. The Minister of Corrections' priorities, set out below, complement Corrections' organisational outcomes:
 - Increase prison capacity, to ensure the prison network has sufficient beds to manage anyone directed to Corrections' custody by the Courts or the New Zealand Parole Board;
 - Improve the safety of staff in their workplaces;
 - Ensure staffing levels remain proportional to the prison population; and
 - Reduce reoffending through effective rehabilitation.
28. Corrections has a legislated requirement to provide enough beds for population projections / demands. Investment in high quality, fit-for-purpose infrastructure enable greater outcomes such as access to justice, including through remove participation and timely justice.

3.0 Prison Capacity Overview

3.1 Drivers for Change

29. This section provides an overview of the key drivers which have resulted in the need for increased capacity within the prison network.
30. Having sufficient capacity in the network to meet population demand now and into the future is critical to enable Corrections to meet its legislative purpose. However, in addition to population increase there are several other key drivers for change outlined in **Table 1** below that contribute to the creation of a cohesive, adaptable network that provides high-quality capacity, environments that support rehabilitation and reintegration, and provide safer and more effective working conditions for staff.

Table 1: Key drivers for change⁵

Driver of change	Description
Increasing demand	Growth in demand, particularly in the remand population but more recently in sentenced as well, and significant increase in prisoner population predicted over the next 10 years.
Capacity misalignment	Capacity misalignment that results in prisoners being held in capacity not aligned to their security classification, being relocated out of region due to lack of capacity and/or being held in units that operate multiple regimes.
Increasing population complexity	The increase in complexity of the prison population gender, age, health, mental health, addiction, gang affiliations and cohort-specific requirements.
Poor quality and 'end of life' infrastructure	The significant volume (20% of total capacity) of facilities that are poor quality or end of life and no longer fit-for-purpose (not suitable as modern workplaces for Corrections' staff and don't provide humane and healing environments that support rehabilitation and reintegration for prisoners).
Lack of flexibility	There is a lack of flexibility in the current unit size and configuration that impacts Corrections' ability to manage multiple cohorts without constraints, creating safety risks for staff and prisoners.
Resilience	The network needs a level of resilience to be able to operate effectively day-to-day and to manage demand uncertainty and the risk of unexpected events.
Not fit-for-purpose	The network was not designed or configured to meet the needs of the current population, including the need to support staff to operate effectively in those environments.

3.2 Responding to Change

31. The projected increase in prisoner population places additional pressure on the existing network and signals a need for change to the prison network. Corrections developed a Long-Term Network Configuration Plan (**LTNCP**) to address current risks and issues

⁵ Ara Poutama Aotearoa the Department of Corrections, *Long-Term Network Configuration Plan 2025-2045*, p. 20

across the prison network, and provide for a prison network that will enable Corrections to continue to meet its legislative obligations and respond to the complex needs of a dynamic prison population.

32. Through the LTNCP, a 'Future Prison Framework' has been developed to guide future development of prison future infrastructure.
33. At the centre of the framework are 'Strategic Nodes', which are the focus of investment and centres of specialisation. The identified Strategic Nodes within the prison network framework are:
 - Auckland Prison
 - Auckland Region Women's Corrections Facility
 - Waikeria Prison
 - Hawke's Bay Regional Prison
 - Rimutaka Prison
 - Christchurch Men's Prison
34. These sites are identified as Strategic Nodes because they serve large regional populations, support national prisoner flows, and have infrastructure suitable for long-term investment and specialist services. Their geographic distribution ensures balanced capacity across the network, enabling efficient rehabilitation, security, and reintegration outcomes.
35. The LTNCP identifies that the Auckland region is currently experiencing the highest supply/demand mismatch, and is a key area of demand growth.⁶
36. Based on the Justice Sector Forecast and the LTNCP, Corrections have advised that the uplift in capacity required at Auckland Prison to meet predicted future demand is an increase in the current prisoner numbers from 681 to 1,220. This involves retention of the existing 260 maximum security prisoner places, and redevelopment at Auckland Prison to provide new facilities for 960 prisoner places (including replacement of 420 existing poor quality beds in both high and low security). This increase in capacity will provide new facilities for 960 prisoner places, which is to be enabled through the NoR process. As a site that services a region with one of the largest prisoner populations, an expanded Auckland Prison will allow Corrections to meet capacity demand where it is most needed.

4.0 Assessment Methodology

37. The following stages are used in this assessment methodology:
 - **Stage 1: An initial assessment of possible alternative methods** (i.e. non-incarceration, double bunking, reopening existing facilities, greenfield development, new build construction activities at existing prison sites) against the project objectives. The alternative methods that would not achieve the project objectives

⁶ Ara Poutama Aotearoa the Department of Corrections, *Long-Term Network Configuration Plan 2025 - 2045*, p. 28

are not considered reasonable options, and therefore are not carried forward. As is concluded below and for the reasons set out, the only reasonable method to achieve the project objectives is to increase capacity within the existing prison network.

- **Stage 2: An initial assessment of all 18 existing prison sites** against a criterion specifying that the site option must have a minimum of 25 hectares of developable land area (criterion 1), and a second criterion specifying that the site option shall not have any known significant constraints that would fundamentally limit the required increase in capacity (criterion 2), creating a shortlist of reasonable options for further evaluation and assessment.
 - **Stage 3: A subsequent assessment of the refined list of six ‘shortlist’ sites** in an environmental effects assessment context (criterion A below), based on brief technical assessments prepared by technical specialists (noise, lighting, traffic, landscape/visual, ecology, heritage/archaeology, water and wastewater). The technical assessments are based on the ability for each of the sites to absorb additional capacity, and for consistency assess a theoretical proposal to increase capacity at each of the sites against the following:
 - Some basic development parameters for the new facilities;
 - The potential environmental effects of establishing new facilities (without mitigation), with technical specialists providing assessments of the potential environmental effects of increased capacity at each short-listed site; and
 - A consistent established “Environmental Effects Scale”, to provide an evaluative framework for comparing the environmental impacts of the alternative site options relative to each other for ease of reference and consistency throughout the alternatives assessment.
 - **Stage 4: A final assessment** against the projected areas of prisoner demand (criterion B below) to support a decision on a preferred option.
38. This four-stage approach is considered a pragmatic approach to assess the alternatives for a project of this nature; addressing as it does both alternative methods and sites. It is a comprehensive approach, which does not prematurely or arbitrarily exclude any option. It is consistent with the approach undertaken by requiring authorities to meet the relevant statutory tests for alternatives assessment.
39. The project objectives and assessment criteria that have been applied to the alternatives assessment are outlined in detail below.

4.1 Relationship with the Project Objectives

40. Selected methods need to be able to reasonably achieve the project objectives set out above and would need to meet the following assessment criteria.
1. **The site option must have a minimum of 25 hectares of developable land area, available within a site designated for prison purposes, to accommodate the additional demand.**

2. The site option shall not have any known significant constraints, that would fundamentally limit the required increase in capacity.

41. Criterion 1 has been development based on an understanding of the current building typologies, design and space allocation for prison facilities. It is estimated that a minimum 25-hectare area of developable land will be required for new facilities to accommodate 960 additional prisoner places. The number of additional prisoner places has been developed based on Auckland Prison. At Auckland Prison, the existing designation provides for up to 681 prisoners, while the new designation would allow 1,220 prisoners (539 extra). The maximum security facility on-site accommodates 260, therefore the new modern facilities (which will replace the existing outdated facilities) will accommodate up to 960 prisoners. In combination with 260 in the maximum security facility, this totals 1,220; i.e. the maximum number of prisoners allowed through the new designation.
42. The 25 hectare land area would include the secure perimeter, accommodation blocks and supporting facilities (kitchen, laundry and gym / sporting facilities, cultural and spiritual centre, staff amenities, reception and visitor centre, offices), open space and staff and visitor carparking areas. Defining the minimum land area is necessary to determine which land held for prison purposes has the necessary land area available to accommodate the additional capacity. When considering the 25 hectare area of developable land at each site, it may include existing buildings that could be removed or need to be replaced. The developable areas do not have to be entirely greenfield within a prison site and may include existing developed parts of the site.
43. The sites which achieve assessment criteria 1 and 2 are assessed against the following two criteria:
 - A. The option shall appropriately avoid, remedy or mitigate significant adverse environmental effects of the activity.**
 - B. The option shall be located in the geographical area of need and can provide sufficient prisoner places with the appropriate security classification to meet long-term demand across the network.**
44. The matrix in **Figure 1** below confirms the linkages between the project objectives and the assessment criteria.

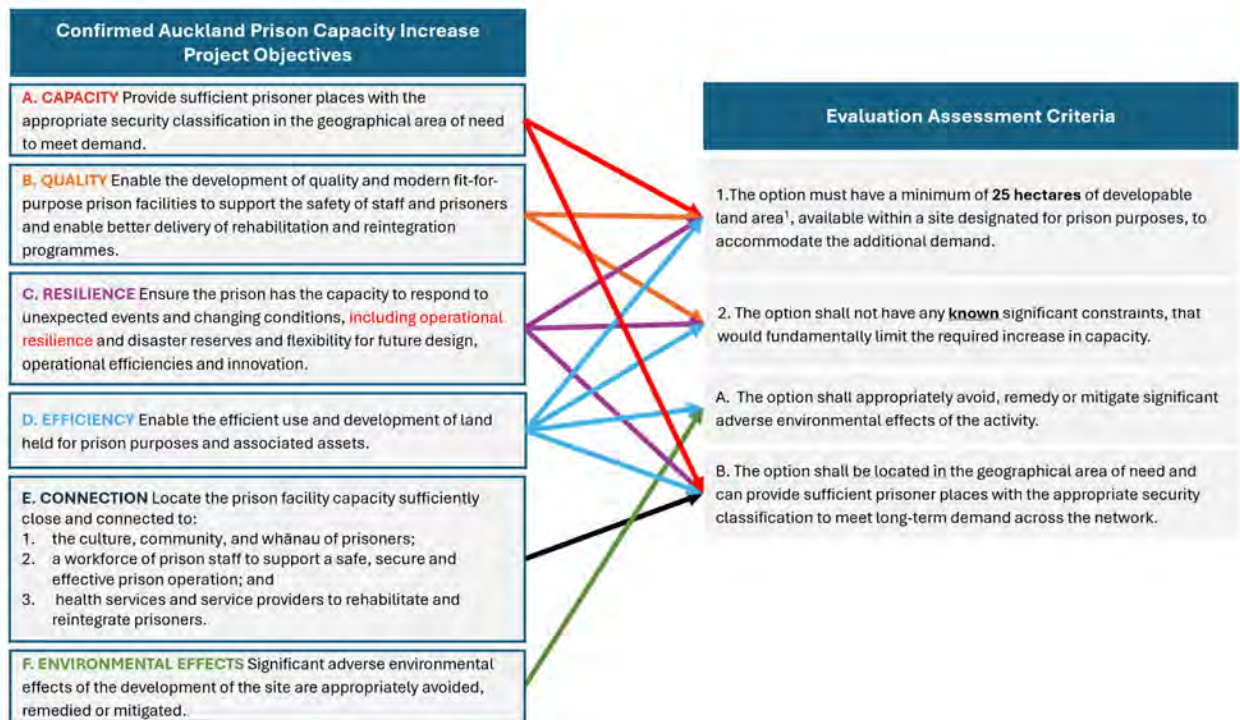


Figure 1: Project objectives and the assessment criteria matrix

5.0 Stage 1: Consideration of Methods

5.1 Assessment of Possible Methods against Project Objectives

45. Stage 1 of the Alternatives Assessment reviewed the possible methods to achieve the project objectives. To be considered for further evaluation in Stage 2, an option would need to be able to reasonably achieve the project objectives outlined in Section 1.1
46. An overview of the method options, and reasons that options were either shortlisted or were disregarded, is described in detail below.

5.1.1 Non-incarceration methods

47. Non-incarceration methods alone lack the scale and risk-appropriate frameworks needed to absorb the bulk of serious or high-risk offenders. New Zealand's prisons are disproportionately composed of serious violent (21.0%) and sexual (20.0%) offenders⁷ – cohorts that cannot be safely or legally managed outside secure custodial settings –

⁷ Ara Poutama Aotearoa the Department of Corrections, *Prison facts and statistics - June 2025: Prison population by offence type* (https://www.corrections.govt.nz/resources/statistics/quarterly_prison_statistics/prison_facts_and_statistics_-_june_2025)

meaning that alternative, non-custodial options cannot alleviate the shortage of high-security beds across the network that has been identified by the LTNCP.

48. Consequently, while community sentences can divert lower-risk offenders, they have been insufficient to bridge the gap between available capacity and demand for higher risk prisoner places. Further, Corrections do not control the number of people directed into custody by the Courts.
49. Overall, non-incarceration methods do not meet project Objective A (Capacity), as it does not provide prisoner places with the appropriate security classification.

5.1.2 Double bunking of existing facilities

50. Double-bunking of existing facilities is fundamentally a 'stop-gap fix' that places two people into cells that may only be designed for one. This can undermine safety and the quality of accommodation that high-risk prisoners require, particularly when double-bunking is imposed retrospectively on existing custodial facilities.
51. Even with tools like the 'Shared Accommodation Cell Risk Assessment'⁸ in place, double-bunking does not expand secure infrastructure or specialist staffing, meaning it cannot resolve the underlying shortage of high-quality, risk-appropriate prisoner places across the network.
52. Overall, double-bunking existing facilities does not meet project Objectives B (Quality) or C (Resilience), as this does not enable the development of quality and modern fit-for-purpose prison facilities, nor does it allow for flexibility in future design or innovation in the approach to prison design.

5.1.3 New greenfield site options

53. The cost of acquiring and preparing a greenfield site for a prison in New Zealand is driven to high levels by both land-market pressures and the substantive level of preliminary work required. Beyond paying market rates for dozens of hectares of land, Corrections must undertake the site selection and evaluation process, followed by commissioning geotechnical and environmental assessments, traffic and infrastructure impact studies, consult with iwi and community stakeholders, and legal and planning advisers. These processes can take several years.
54. Corrections would also be required to seek and obtain external funding for land acquisition which can take two years and is further complicated where there are viable alternatives utilising land already available for the intended purpose.
55. Subsequently, designating greenfield land and securing the necessary approvals adds upwards of eight to nine years to any new build on greenfield land. Depending on which approval process is used, Corrections must navigate public notices, hearings, iwi consultation (to honour Treaty obligations), potential appeals to the Environment Court and detailed technical reviews prior to the commencement of any physical works. This

⁸ Ara Poutama Aotearoa the Department of Corrections, *Shared Accommodation Cell Risk Assessment* (https://www.corrections.govt.nz/resources/policy_and_legislation/Prison-Operations-Manual/Induction/I.08-Shared-Accommodation-Cell-Risk-Assessment#:~:text=The%20purpose%20of%20the%20Shared,placed%20in%20shared%20accommodation%20cells.)

includes potential utilisation of current Fast-Track approval process, noting this may change through successive governments.

56. The following table sets out a high-level summary of the indicative timeframes and key activities associated with the greenfield site selection, evaluation, acquisition and designation processes.

Table 2: Indicative timeframes and key activities associated with the greenfield site selection, acquisition and designation processes

Stage / process	Indicative timeframe	Key activities
Initial planning and site selection	1-2 years	<ul style="list-style-type: none"> Define scope, objectives, and criteria for the prison site (e.g. alignment with legislative requirements and strategic policy direction, access to infrastructure, environmental constraints). Assess potential regions based on demographics, workforce availability, infrastructure and community sensitivity. Identify longlist of potential locations using macro-level analysis. Narrow down to a shortlist of locations for detailed evaluation.
Site evaluation and due diligence	1-2 years	<ul style="list-style-type: none"> Identify suitable properties using databases, local authorities, and brokers. Solicit detailed site data from shortlisted locations. Due diligence, including environmental assessments, Title reviews, planning reviews, infrastructure analysis and legal evaluations.
Land acquisition and funding	6-12 months (land acquisition) 2 years (funding)	<ul style="list-style-type: none"> Engage with landowners or use public acquisition mechanisms. Under the Public Works Act 1981, land can be acquired for public use, including prisons, even from unwilling sellers. Subdividing land (may be required for large parcels; involves local authority approvals). Business case to Treasury and Cabinet approval.
Designation and approvals	2-3 years	<ul style="list-style-type: none"> Under the RMA the site must be designated for prison use, which involves notifying affected parties and public consultation. Obtain resource consents and other approvals required for construction, infrastructure development, and environmental compliance.

57. In summary, greenfield site options, whilst feasible, come with significant time and acquisition cost implications, in addition to the uncertainties and length of the planning processes necessary to enable a new site to be developed for prison purposes. Further, greenfield options do not represent an efficient use of Corrections' existing land assets, which explicitly does not meet project Objective D (Efficiency).

5.1.4 Reopening existing facilities

58. The majority of New Zealand's existing prison buildings' core structures and layouts were not conceived with today's rehabilitative goals in mind. Many existing sites date back decades and can feature small cells, narrow corridors, and limited natural light; which undermine efforts to create environments that support mental health, education and vocational training. Retrofitting these older facilities to meet current seismic, accessibility and security standards would likely involve extensive and costly structural interventions, and would not enable a fully integrated design that encourages positive behaviour change and cultural responsiveness for all inmates.
59. Further, investing in piecemeal upgrades risks locking in outdated operational models rather than fostering innovative approaches to rehabilitation. Modern prisons are intended to function as integrated campuses that promote wellbeing, whanau engagement, and smooth reintegration into society. Directing Corrections' resources into refurbished buildings would perpetuate inefficiencies in staff workflows, maintenance demands and energy use, all while missing the opportunity to embed modern design principles into the facility.
60. Overall, reopening existing facilities does not meet project Objectives B (Quality) or C (Resilience), as this option does not enable the development of quality and modern fit-for-purpose prison facilities, nor does it allow for flexibility for future design or innovation.

5.1.5 New build construction at existing prison sites

61. Corrections has an existing network of 18 prisons, all of which are designated by the Minister of Corrections in the relevant District Plan. Across this network of designated prisons, there is potential on some sites for new buildings to be constructed enabling accommodation of additional prisoners on-site.
62. New build construction at existing prison sites meets Objective A (Capacity), as it enables the provision of sufficient prisoner places with the appropriate security classification in the geographical areas where demand is forecast to grow. This approach allows for targeted expansion in regions with existing infrastructure and workforce availability, supporting long-term demand.
63. A new build also supports Objective B (Quality) by enabling the design and delivery of modern, fit-for-purpose facilities. These can incorporate contemporary standards for safety, rehabilitation, and reintegration, including improved living conditions, better access to services, and spaces designed to support therapeutic and educational programmes.
64. In terms of Objective C (Resilience), new build construction allows for future-proofing through flexible design. Facilities can be built with modular or scalable components, enabling adaptation to changing operational needs, disaster response requirements, and innovations in custodial practice. Co-location with existing infrastructure also supports operational resilience by leveraging established systems and staff expertise.
65. New build construction at existing prison sites contributes to Objective D (Efficiency) by making optimal use of land already designated for prison purposes. This reduces the need to acquire and develop new sites, which can be costly and time-consuming. It also aligns with planning frameworks where prison activities are an anticipated land use, streamlining consenting processes and reducing potential community opposition.

- 66. This option also supports Objective E (Connection), particularly where existing prisons are located near urban centres. These locations offer proximity to prisoners' whānau and communities, access to a skilled workforce, and better integration with health and social service providers. This enhances the potential for rehabilitation and reintegration outcomes, and supports culturally responsive practice.
- 67. Regarding Objective F (Environmental Effects), new build construction at existing sites can help avoid significant adverse environmental effects by utilising land that has already been developed or designated for prison use. Environmental impacts can be further mitigated through careful site selection within the existing site footprint. Reusing existing access roads and utilities also reduces the need for new infrastructure development, minimising disruption to surrounding ecosystems and communities.

5.2 Stage 1 Conclusion

- 68. New build construction at existing prison sites is the only method option that is able to meet all of the project objectives. On this basis only this option proceeds to the Stage 2 long-list assessment.

6.0 Stage 2: Assessment of Long-List Options

6.1 Assessment of Options

- 69. The assessment methodology for this stage of the alternatives assessment involves assessment of the new build construction to provide for additional capacity at existing prison sites option against the following criteria:
 1. **The option must have a minimum of 25 hectares of developable land area, available within a site designated for prison purposes, to accommodate the additional demand.**
 2. **The option shall not have any known significant constraints, that would fundamentally constrain development.**
- 70. Corrections has an existing network of 18 operational prisons, all of which are designated by the Minister of Corrections in the relevant District Plan. Across this network there is potential for new buildings on some sites to accommodate additional prisoners. **Table 3** assesses each of the prison sites against assessment criteria 1 and 2.
- 71. The campuses of Auckland South Corrections Facility / Auckland Region Women's Corrections Facility and Christchurch Men's Prison / Christchurch Women's Prison are assessed collectively because these occupy the same locations.
- 72. The 25-hectare assessment area under criterion 1 is based on an understanding of the current building typologies, design and space allocation for modern prison facilities, and it is estimated that a minimum 25-hectare area of developable land area will be required for new facilities to accommodate 960 additional prisoner places. The minimum land area would include the secure perimeter, accommodation blocks and supporting facilities (kitchen, laundry and gym / sporting facilities, cultural and spiritual centre, staff amenities,

reception and visitor centre, offices), open space and staff and visitor carparking areas. Defining the minimum land area is necessary to determine which land held for prison purposes has the necessary land area available to accommodate the additional prisoner capacity.

73. Known significant constraints taken into consideration under criterion 2 that would fundamentally constrain development are the following:
- Significant natural hazard risk (steep land, tsunami risk, a significant proportion of (e.g. more than 70%) of the land subject to known flood hazard risk)).
 - Known significant infrastructure constraints meaning infrastructure (wastewater, water, stormwater) to accommodate additional prisoner capacity would be challenging and come at significant cost.
 - Presence of features known to have high cultural value and/or protection under legislation or the designation that pose a significant constraint to development (e.g. features of significance to Mana Whenua, significant indigenous vegetation, landscape planting protected by a designation, natural inland wetlands and/or unmodified watercourses protected under the legislation).

Table 3: Assessment of suitability of prison sites in New Zealand to provide additional capacity through new build construction (based on assessment criteria)

Prison	1. The option must have sufficient developable	2. The option shall not have any known significant	Reasons	Short-listed Option?
Northland Regional Corrections Facility	✓	X	The site contains sufficient developable land area, however, the required 25ha area would need to be split across two separate portions of the site. Parts of one portion, to the western side of the existing secure facility, are in relatively close proximity to the Ngāwhā geothermal power station and on steep land. Parts of the other portion, closer to the State Highway, are on relatively steep land, subject to numerous watercourses. Remaining portions of the site are undevelopable due to the presence of native bush, geothermal features and ponds with cultural significance to local iwi.	X
Auckland Prison	✓	✓	The site contains sufficient developable land area and contains no known significant constraints. The topography of the land is suitable development, and the site is not subject to any substantive natural hazards; the site is not erosion prone or subject to predicted coastal hazards. Watercourses are generally confined in their extent and located near the boundary of the designation.	✓
Mt Eden Corrections Facility	X	X	The site does not have sufficient land area to accommodate the additional capacity. The total site area is approximately only 4.8ha which does not meet the 25ha minimum identified as being required.	X
Auckland South Corrections Facility / Auckland Region Women's Corrections Facility	X	X	The site does not contain sufficient developable land area. While the site is 47ha, this is occupied by operationally modern/fit for purpose existing built form that would be retained, with undeveloped portions falling short of the 25ha minimum identified as being required.	X

Prison	1. The option must have sufficient developable	2. The option shall not have any known significant	Reasons	Short-listed Option?
Spring Hill Corrections Facility	✓	✗	The site contains sufficient developable land area, however, the 25ha area would need to be split across two or more separate portions of the site. Parts of one portion, on the western side of Harness Road, are on steep land. Parts of the other portion, to the west and northwest of the existing secure facility, are on rolling land, which has numerous substantive watercourses. Remaining portions of the site are undevelopable due to the presence of native bush, landscape mitigation planting (required and protected by the designation conditions), and puna with cultural significant to local iwi (also protected by the designation conditions).	✗
Tongariro Prison	✓	✓	The site contains sufficient developable land area and contains no known significant constraints.	✓
Waikeria Prison	✓	✓	The site contains sufficient developable land area, (assuming an alteration to the site designation could change the current 'Build Area' to the extent required), and contains no known significant constraints.	✓
Hawke's Bay Regional Prison	✓	✓	The site contains sufficient developable land area and contains no known significant constraints.	✓
Manawatu Prison	✗	✗	The site does not have sufficient land area to accommodate the additional demand. Total site area is approximately 17ha which does not meet the 25ha minimum identified as being required.	✗

Prison	1. The option must have sufficient developable	2. The option shall not have any known significant	Reasons	Short-listed Option?
Whanganui Prison	X	X	The site does not contain sufficient developable land area to accommodate the additional demand. While the site is approximately 44ha this is occupied by existing prison buildings and other infrastructure (e.g. wastewater ponds). Whilst not a “fundamental” constraint, it is nonetheless relevant that the Whanganui Prison site is subject to a deferred selection process under the Treaty of Waitangi, which could complicate future large-scale development on the site.	X
Rimutaka Prison	✓	X	The site contains sufficient developable land area, however, the 25ha area would need to be split across two or more separate portions of the site. One portion, on the northern side of the existing secure facility, are on low-lying pasture land which is subject to numerous watercourses and potential natural inland wetland features. The other portion, to the south of the existing secure facility, is on steep land, subject to vegetated gullies and watercourses. Remaining portions of the site are undevelopable due to the presence of steep slopes subject to landscape planting, which is subject to visual and landscape overlays under the District Plan. Whilst not a “fundamental” constraint, it is nonetheless relevant that the Rimutaka Prison site is subject to a deferred selection process under the Treaty of Waitangi, with lease negotiations currently underway, which could complicate future large-scale development on the site.	X

Prison	1. The option must have sufficient developable	2. The option shall not have any known significant	Reasons	Short-listed Option?
Arohata Prison	✓	X	The site contains sufficient developable land area, however, the undeveloped portions of the site are subject to steep land predominantly covered in plantation forestry (subject to visual and landscape overlays under the District Plan) and other vegetated gullies. Whilst not a “fundamental” constraint, it is nonetheless relevant that the Arohata Prison site is subject to a deferred selection process under the Treaty of Waitangi, with lease negotiations currently underway, which could complicate future large-scale development on the site.	X
Christchurch Men’s Prison	✓	✓	The site contains sufficient developable land area and contains no known significant constraints.	✓
Rolleston Prison	✓	✓	The site contains sufficient developable land area and contains no known significant constraints. There are some constraints though these are not considered to be fundamental for the purpose of Alternative Assessment. On the southern side of the existing secure facility, is located adjacent to an industrial precinct (eastward) and rail corridor (southward) subject to a noise control overlay under the District Plan. The other portion, to the west of the existing secure facility, includes an area adjacent to a rail corridor (southward) subject to a noise control overlay under the District Plan, as well as other areas located immediately adjacent to offender employment facilities and land designated for Defence purposes.	✓

Prison	1. The option must have sufficient developable	2. The option shall not have any known significant	Reasons	Short-listed Option?
Otago Corrections Facility	✓	X	The site contains sufficient developable land area, however, the 25ha area includes two waterbodies which intersect the site – one located to the north, and one located to the south of the existing secure facilities. These watercourses are subject to wider flood hazard overlays. Other parts of the 25ha area include landscape mitigation planting protected by the designation.	X
Invercargill Prison	X	X	The site does not have sufficient land area. The total site area is approximately 4.6ha.	X

6.2 Stage 2 Conclusion

74. Based on the assessment undertaken in **Table 3** above, the sites which meet both criteria 1 and 2, and therefore have been shortlisted for further evaluation in Stages 3 and 4, are:
- Auckland Prison
 - Waikeria Prison
 - Tongariro Prison
 - Hawke's Bay Regional Prison
 - Christchurch Men's Prison
 - Rolleston Prison.

7.0 Stage 3: Assessment of Shortlisted Options (Criterion A)

7.1 Assessment Methodology

75. The assessment methodology for this stage of the alternatives assessment involves assessment of the six shortlisted options against the following criterion:
- A. The option shall appropriately avoid, remedy or mitigate significant adverse environmental effects of the activity.**
76. Firstly, to enable assessment, basic development parameters for a theoretical new build on the shortlisted sites have been established. These parameters are shown in **Table 4** below.
77. The parameters provide for the maximum anticipated 'envelope' of built form and operational characteristics (i.e. prescribed maximum limits). The parameters have been tested against existing physical configurations of prisons and operational characteristics elsewhere in New Zealand. These parameters have formed the basis for the assessment of actual and potential effects on the environment for the theoretical new build at each of the short-listed options.
78. The parameters used are current and based on information available at the time this report was prepared. This document and the parameters used to assess the alternatives represents a specific point in time and will not be updated to reflect subsequent changes, including updates to assumed staff numbers or other site specific parameters, which could change in response to consultation outcomes or additional information that becomes available following issue of this report.

Table 4: Development parameters for a theoretical new build on the shortlisted sites

Parameter	Limit
Number of new prisoners	960
Prisoner type	Low to high security.
Developable land area	A minimum of 25 hectares of land within existing designation for prison purposes. <u>Note:</u> this footprint would include secure and non-secure facilities. Non-secure facilities include staff / visitor carparking and a visitor reception centre. Other non-secure facilities and infrastructure (e.g. roading, stormwater ponds, landscape planting) may be located outside of the 25 hectare development area.
Maximum building height	12 metres.
Lighting	Maximum pole height: 12 metres. New lighting poles located no closer than 20m to any site boundary.
Primary physical barrier	The proposed new secure facilities will be located within their own new, or extended, secure perimeter/s. The secure perimeter/s would have a maximum height of 6m.
Construction staging and timeframe	The new facilities may be built in stages, over approximately 10 years.

79. In addition, based on existing prison shift patterns, the additional staff to service the new facilities for 960 prisoners are assumed, for the purpose of this assessment, to be 440 staff during daytime hours (8am to 6pm) and 54 staff during nighttime hours (6pm to 8am).⁹ It is noted that these staff numbers are provisional and it has been assumed that these staff numbers will be in addition to the existing staff numbers for each short-listed prison site (as at 6 June 2025). The exception is Auckland Prison, where demolition of several older/not fit for purpose existing facilities on the site would be required to accommodate new facilities for 960 additional prisoners (with the maximum-security facility that accommodates 260 prisoners remaining). This means the total staff numbers at Auckland Prison are provisionally expected to be in the order of 513 staff: 1,220 prisoners during daytime (8am – 6pm), and 69 staff: 1,220 prisoners during nighttime (6pm – 8am).
80. The potential environmental effects of a theoretical new build were identified, with technical specialists providing assessments of the potential environmental effects of increased capacity and/or a theoretical new build at each site. To inform the technical assessments, an “Environmental Effects Scale” was established for ease of reference and consistency throughout the alternatives assessment. This is discussed further in the subsequent sections of this report.

⁹ An assumption for an additional 960 prisoners, based on the ratios used for Auckland Prison which assumes 513 staff: 1,220 prisoners during daytime (8am – 6pm), and 69 staff: 1,220 prisoners during nighttime (6pm – 8am).

7.1.1 Effects

81. Based on previous assessments undertaken for prison developments, the potential environmental effects that are considered relevant when assessing the shortlisted options, are:
- Heritage / archaeological effects
 - Ecological effects
 - Landscape and visual effects
 - Lighting and glare effects
 - Traffic effects
 - Noise effects
 - Water and wastewater constraints.
82. Specific assessments of Māori cultural effects and social effects have not undertaken in relation to the shortlisted options because such effects are difficult to evaluate without engagement with Mana Whenua and the community. This engagement has not occurred in relation to the theoretical development of each of the shortlisted sites, and nor is that considered appropriate, given this is an evaluation of potential development capacity only at this stage.
83. Economic effects have not been assessed as part of this option analysis, as it is assumed that the economic impacts, including construction costs, operational expenditure, and wider economic contributions, would in broad terms be consistent across all sites, regardless of location. In this context, it is assumed that there would be a net benefit in terms of the economic impact for all sites.

7.1.2 Technical Assessments

84. The following technical assessments have been prepared to address the above effects:
- Heritage / archaeological effects assessment prepared by Ellen Cameron, Clough & Associates.
 - Ecological effects assessment prepared by and Katrina McDermott and Dr. Ian Boothroyd, Boffa Miskell Limited.
 - Landscape and visual effects assessment prepared by Julia Wick, Boffa Miskell Limited.
 - Lighting and glare effect assessment prepared by Russ Kern, Kern Consultants.
 - Traffic effects assessment prepared by Don McKenzie, Don McKenzie Consulting.
 - Noise effects assessment prepared by Jon Styles, Styles Group.
 - Water and wastewater constraints assessment prepared by Nick Simpson, Aurecon.

7.1.3 Effects Scale

85. For ease of reference and consistency throughout the alternatives assessment, a scale from -3 to +3 was used to assess the anticipated effects of each option, without any specific or proposed mitigation assumed. Assessing the environmental effects without mitigation at this stage in the project enables the identification of potential environmental effects, and allows a fair and consistent comparison of the environmental effects across the shortlisted options.
86. The exceptions are the approaches to lighting and glare effects (which includes an assumption that lighting effects would be mitigated through best practice lighting design), and to noise effects (which includes an assumption that compliance with relevant noise standards would be achieved). These two exceptions can be consistently applied across all of the options.
87. In the next stage of assessment, the assessment of environmental effects of the preferred option would consider any mitigation of any identified effects.
88. The environmental effects scale is shown in **Table 5** below.

Table 5: Effects scale

Scale	Effect
-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No or negligible adverse or positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

89. The effects scale provides an evaluative framework for comparing the environmental impacts of the alternative site options relative to each other. The criteria used in the comparative assessment were determined by the potential environmental effects of the proposal based on analysis of previous similar projects (such as the Waikeria Prison Development).
90. This process also provides a structured approach for determining the respective advantages and disadvantages of each of the options based on a range of environmental parameters which reflect, amongst other considerations, the statutory tests under the RMA.
91. A slightly different scale has been used for assessing water and wastewater. The scale has been based on constraints associated with upgrading water and wastewater networks to accommodate the increased capacity at each of the shortlisted sites, as opposed to effects of water and wastewater. The constraints scale is shown in **Table 6** below.

Table 6: Water and wastewater constraints scale

Scale	Constraint
-3	Significant constraints; significant limitations that make implementing a water and wastewater solution extremely difficult or impossible (even with new and/or upgraded infrastructure)
-2	Moderate constraints; moderate limitations that restrict possibilities or options in implementing a water and wastewater solution (requiring investment in new and/or upgraded infrastructure)
-1	Minor constraints; minor restrictions that influence decisions or actions in implementing water and wastewater solution
0	Neutral; constraints exist but do not strongly hinder actions or choices in implementing water and wastewater solution
+1	Minor enabling conditions; minor level of flexibility maintained in implementing water and wastewater solution
+2	Moderate enabling conditions; moderate level of flexibility maintained in implementing water and wastewater solution
+3	Significant enabling conditions; conditions actively support or enhance implementing a water and wastewater solution

92. No weightings have been applied to the effects assessments. This is in order to give equal standing to all potential effects and avoid the potential for any perceived biasing of the overall outcome.

7.2 Auckland Prison

93. The Auckland Prison site is located at 530 Paremoremo Road, Albany, approximately 15 kilometres north-west of Auckland. An area of 113 hectares is designated by the Minister of Corrections as “Auckland Prison” (Auckland Unitary Plan reference 3900). The current prison accommodates minimum to maximum security male prisoners, with a current physical capacity of 681 prisoners.
94. Paremoremo is a predominately rural area with scattered residential settlement and open space areas. Auckland Prison is surrounded by large lot residential properties with an established settlement (the prison housing village, which forms part of designation 3900) and Ridgeview School located on the other side of Paremoremo Road. The site and surrounding areas are zoned Rural – Countryside Living in the Auckland Unitary Plan (operative in part).
95. Auckland Prison currently contains several different units and divisions, including offender employment horticulture and workshops, administration zone and separate prison complexes. The remainder of the prison estate is grassed paddocks used for farming purposes, with some areas for industries training.

96. The 25 hectare assessment area is located to the west / northwest of the existing prison facilities, as shown in **Figure 2** below and **Appendix 1**.



Figure 2: Aerial image of the proposed 25 hectare assessment area at Auckland Prison (yellow outline). Source: Boffa Miskell Limited.

7.2.1 Heritage/Archaeological Effects

97. No significant historic heritage or archaeological values were identified within the assessment area at Auckland Prison. Consequently, Clough & Associates conclude that there will be no or negligible adverse or positive heritage / archaeological effects associated with development in the assessment area **(0)**.

7.2.2 Ecological Effects

98. The Auckland Prison site is bounded by the arms of the harbour and coastal fringe on its western and southern margins, the Pāremoremo Scenic Reserve to the north, and Sanders Reserve to the south. Vegetation within the assessment area is predominantly managed pasture grass species. No Significant Ecological Areas (**SEA**) are present within the assessment area, though a marine SEA (SEA-M2-57b) is located to the north and west of the assessment area. The area does not appear to contain any natural inland wetlands, the nearest confirmed natural inland being within 100 metres to the west. The site is located within the Tamaki Ecological District.
99. Bird movements across the landscape are likely to be unaffected owing the adjacent coastal fringe habitats and aerial linkages between the Pāremoremo Scenic Reserve to

the north, and the Sanders Reserve to the south-west. The assessment area does contain three tributaries; two permanent and one intermittent, which may need to be diverted or reclaimed during the development and lead to a loss of small sections of freshwater habitat which may have no more than minor effects. Stormwater on site will also need to be carefully managed and treated before discharging into the coastal environment.

100. Overall, the ecological assessment considers that there may be a potential loss of a small area of freshwater habitat. Boffa Miskell Limited concludes that there will be no or negligible adverse or positive ecological effects associated with development in the assessment area **(0)**.

7.2.3 Landscape and Visual Effects

101. The Auckland Prison site is located approximately 26 kilometres northwest of Auckland's city centre and 8 kilometres to the southwest of Albany. The surrounding environment is predominantly rural-residential, characterised by a mix of lifestyle blocks, small-scale farming and residential dwellings that gives a semi-rural character. The vegetation in the wider area includes patches of regenerating native forest such as kauri, rimu and mānuka, as well as mature exotic trees on larger properties.
102. In terms of landscape effects, the proposed development would introduce additional built form, while maintaining a substantial proportion of open space across the site. Built elements would be well set back from the coastal edge and surrounding natural features, preserving a natural and physical buffer to the surrounding environment. The site is a modified landscape, with historical clearance, pastoral farming and built infrastructure significantly altering its natural hydrology, aquatic systems and terrestrial ecology. The remaining natural features contribute only a low level of natural character in localised areas away from the proposed assessment area. Most of the significant vegetation on-site sits outside of the assessment area and would be retained, and it is anticipated that the proposal will not have adverse effects on the Outstanding Natural Landscape along the western edge of the wider designated prison site. While the proposal would increase the extent and visibility of built form, it represents a continuation of the established development pattern. The adverse landscape effects are anticipated to be moderate. This translates to -2 (moderate adverse environmental effects).
103. In terms of visual effects, open views of the site are available from nearby roads and open spaces such as the immediate road network. From Sanders Reserve and the wider road network, views are more distant and often filtered by vegetation or topography. Private properties closest to the site along Sanders Road and Iona Avenue are expected to experience the greater visual impact. Further afield, most properties are elevated and have partial or filtered views due to topography and planting. The adverse visual effects of the proposal are assessed as moderate. This translates to -2 (moderate adverse environmental effects)
104. Overall, Boffa Miskell Limited concludes that the adverse landscape and visual effects associated with development in the assessment area, if unmitigated, will be moderate **(-2)**.

7.2.4 Lighting and Glare Effects

105. There are approximately 10 or 12 residential buildings on adjacent properties that overlook the proposed prison assessment area. These properties are located on Iona Avenue, Irvine Place, Hitchcock Crescent, Menzies Place, Merewhira Road, Sanders Road and Paremoremo Road. The nearest neighbouring residential building at 63 Iona Avenue is located approximately 54m from the assessment area boundary. The area has some existing sky glow with it being in close proximity to Auckland, however it is still primarily a semi-rural area.
106. Based on the proximity of neighbouring residential buildings, particularly 81 Sanders Road and 43 Iona Avenue, and more distant residences that overlook the site and the existing ambient light in the region, Kern Consultants conclude that adverse lighting effects associated with development in the assessment area will be minor **(-1)**.

7.2.5 Traffic Effects

107. Primary travel routes to and from Auckland Prison include Paremoremo Road, Dairy Flat Highway, and Oteha Valley Road connecting to SH1.
108. It is projected that the future development resulting in a total of a 1,220-prisoner facility could be associated with a total peak hour traffic generation of 247 vehicles per hour (**vph**) and up to 1,700 vehicles per day (**vpd**). Approximately 160 vph could be expected through the Dairy Flat Highway/The Avenue intersection.
109. The Dairy Flat Highway/The Avenue intersection is currently operating close to its available capacity. There is effectively no available (practical) capacity for additional traffic movements to cross and join from The Avenue. Accordingly, the operation of the intersection (on the basis of the through movements along Dairy Flat Highway) severely limits the ability to accommodate any additional traffic generation. However, it is understood that Auckland Transport (as the managers of the transport network at Dairy Flat Highway/The Avenue) is currently preparing designs and funding applications relating to improvements for this intersection including signalisation. There is an appropriate degree of confidence that such improvements will be funded and undertaken within the period before the increased prisoner capacity would be delivered within the Auckland Prison site.
110. The overall scale of land available within the Auckland Prison site is sufficient to ensure that provision of additional parking and potentially a new access connection could be readily achieved without significant traffic impact.
111. In summary, the transportation effects associated with the 960-prisoner scenario at the Auckland Prison site would be notable, primarily in terms of the operation and capacity limitations currently in place at the intersection of Dairy Flat Highway and The Avenue. However, with the current work by Auckland Transport underway in terms of both design and funding application processes, the future baseline of operation of this intersection is considered to be at a level such that the effects of the proposed prisoner capacity increase at Auckland Prison will be generally acceptable. Don McKenzie Consulting conclude that the adverse traffic effects associated with development in the assessment area will be moderate **(-2)**.

7.2.6 Noise Effects

112. Auckland Prison is not subject to any noise control boundaries or overlays that may constrain the location of noise sensitive prison facilities, however the designation contains noise conditions.
113. The noise assessment notes that:
- The assessment area is approximately 25 metres from the nearest dwelling on Iona Avenue. This receiver is considered very proximate.
 - The site is zoned Rural Countryside Living, and the relevant noise limits apply at the notional boundary of any dwelling.
 - There are no adjacent noise-generating activities that would affect new prison facilities within the assessment area.
114. New prison facilities within the assessment area will need to be located and designed with consideration to noise effects due to the proximity of the closest receiver. Construction noise effects from high noise generating construction activities (such as paving, surfacing and piling) may require specific noise mitigation or management to comply with the permitted construction noise standards at receivers that are within approximately 75 metres of construction activity.
115. Overall, Styles Group Limited conclude that the adverse noise effects associated with development in the assessment area will be moderate **(-2)**.

7.2.7 Water and Wastewater Constraints

116. Auckland Prison receives potable water via a gravity-fed network from two above-ground reservoirs connected to Watercare's North Harbour trunk main. Firefighting reserves are separately stored. Wastewater is managed through gravity networks and is interconnected with the village on the northern side of Paremoremo Road. Wastewater from the old East Division and Admin areas of the prison discharge into a gravity fed public network that crosses Paremoremo Road. This is collected by the network in the village area. The remaining areas of the prison discharge to a public wastewater network that crosses Iona Avenue. A screening facility is located immediately opposite the wastewater pumping station at Iona Avenue. The wastewater discharges to Watercare's Paremoremo Pump Station, which then pumps to a gravity network across the harbour. Consultation with Watercare confirms adequate supply capacity to the existing water reservoir. There are some identified wastewater constraints with the wastewater pumping station at Iona Avenue and associated downstream network infrastructure that would likely require upgrades including on-site mitigation, additional storage, and ultimately (to provide capacity for additional flows), a new wastewater pump station and pipeline to divert wastewater to Albany wastewater catchment.
117. Aurecon makes the following observations regarding the water and wastewater infrastructure:
- Existing water network connections are adequate to service the proposed future developed site.
 - Additional water storage is likely required to accommodate the increased flows.

- There are some identified wastewater constraints with the wastewater pumping station at Iona Avenue and associated downstream network infrastructure that would likely require on-site mitigation, additional storage, and ultimately (to provide capacity for additional flows), a new wastewater pump station and pipeline to divert wastewater to Albany wastewater catchment.
 - On-site networks are aged and would likely require upgrades.
118. Overall, Aurecon has concluded that there will be “moderate constraints” associated with the development in the assessment area **(-2)**. Moderate limitations exist that restrict possibilities or options in implementation of a water and wastewater solution.

7.2.8 Auckland Prison: Summary of Effects

119. In summary, based on current information, no adverse or positive heritage or ecological effects for Auckland Prison are anticipated.
120. Without mitigation, this option is expected to result in minor adverse potential lighting effects, moderate adverse potential landscape and visual, traffic, and noise effects. In relation to water and wastewater, “moderate constraints” are anticipated.

7.3 Waikeria Prison

121. The Waikeria Prison site is located on Waikeria Road, approximately 17 kilometres south of Te Awamutu. An area of 1,276 hectares is designated by the Minister of Corrections as “Waikeria Prison” (Ōtorohanga Operative District Plan reference D55). The current prison accommodates minimum to high security male prisoners, with a current maximum prisoner capacity of 950 prisoners.
122. The Waikeria Prison site is located in a predominantly rural area, and is zoned “Rural Effects Area” under the Ōtorohanga Operative District Plan.

123. The 25 hectare assessment area is a flat rectangular area located to the south of the main Waikeria Prison facilities, as shown in **Figure 3** below and **Appendix 1**. Although this is outside of the build area specified in its designation conditions, this is not regarded as a fundamental constraint for the purpose of this assessment.



Figure 3: Aerial image of the proposed 25 hectare assessment area at Waikeria Prison (yellow outline). Source: Boffa Miskell Limited.

7.3.1 Heritage/Archaeological Effects

124. No significant historic heritage or archaeological values were identified within the assessment area at Waikeria Prison. Consequently, Clough & Associates conclude that there will be no or negligible adverse or positive heritage / archaeological effects associated with development in the assessment area **(0)**.

7.3.2 Ecological Effects

125. The Waikeria Prison assessment area predominantly features pasture grass (high producing exotic grassland), and potential wet-tolerant species associated with potential areas of degraded natural areas of degraded natural inland wetlands. The Waikeria Prison site is located within the Waipa Ecological District. There are no significant natural areas (**SNAs**) or SEAs located within the assessment area or wider site.
126. The Waikeria Prison assessment area has low ecological values and is highly modified through pastoral farming (albeit these ecological values have been significantly enhanced around watercourses and wetlands in recent years). However, the proposed capacity increase proposal may result in the loss of areas of natural inland wetland, although the wetlands are heavily modified and continue to be grazed. Further on-site assessments

are required to confirm the presence of any natural inland wetlands within the assessment area.

127. Overall, the ecological assessment considers that there may be potential loss of natural inland wetland habitat as a result of development within the assessment area. Accordingly, Boffa Miskell Limited concludes that the adverse ecological effects associated with development in the assessment area will be minor **(-1)**.

7.3.3 Landscape and Visual Effects

128. The area surrounding Waikeria Prison is defined by pastoral farming, forestry, and patches of indigenous vegetation, contributing to a productive and open rural character. The prison facilities on-site are interspersed with managed lawns and perimeter plantings that serve both visual and security functions. The prison buildings are organised into small, dispersed nodes set well back from the site boundaries.
129. In terms of landscape effects, the proposal would result in some changes to the landform, vegetation, and topography; however, the physical effects are considered to be low. The proposal would significantly increase the extent of built form, making it a more dominant feature and reducing the rural character of the area. The proposed capacity increase (25 hectares) represents about a one-third increase in the overall development footprint and would introduce a substantial built area into this part of the site, with a more noticeable impact on the rural landscape. The adverse effects on landscape character are assessed as moderate. This translates to -2 (moderate adverse environmental effects).
130. In terms of visual effects, the visibility of the existing and proposed facility varies depending on the viewer's location. To the east, approximately 5–6 properties with dwellings may have views of the proposed development from distances ranging between 500 metres and 2 kilometres. To the west, an estimated 15–20 residences—located around Wharepuhunga Road, Ngahape Road, and their intersections with SH3—may have potential views from distances of 1.8 to 3 kilometres. Visual impacts are expected to increase as the proposal extends further south, creating more open views to the west. The adverse effects on landscape character are assessed as moderate. This translates to -2 (moderate adverse environmental effects).
131. Overall, Boffa Miskell Limited concludes that the adverse landscape and visual effects associated with development in the assessment area will be moderate **(-2)**.

7.3.4 Lighting and Glare Effects

132. There are approximately 20 to 26 residential buildings on distant ridges that overlook the assessment area, though they are located quite some distance away. The nearest neighbouring residential building is located approximately 800 metres away from the indicative prison boundary (to the east). The assessment area extends further south than the existing prison, therefore the distance and viewing angle to the closest residential building (to the north) has sufficient separation. The area has negligible sky glow from the nearest townships.
133. Based on the distance from neighbouring residential buildings that overlook the site and the existing dark rural setting, Kern Consultants conclude that adverse lighting effects associated with development in the assessment area will be minor **(-1)**.

7.3.5 Traffic Effects

134. Waikeria Prison is located adjacent to Waikeria Road east of the SH3 route through the western Waikato region. Waikeria Road connects with SH3 via a high standard tee-intersection, equipped with a dedicated right turn bay into Waikeria Road from the south, and tapered left turning movements into and out of Waikeria Road.
135. It is estimated that the addition of a 960-prisoner facility within the Waikeria Prison site could contribute up to an extra approximately 350 vph (in and out) during the busiest hour of the day (likely to be a morning or afternoon start/finish of the day shift), and across the full course of the day an additional 1,800 vpd (in and out). All of the generated traffic movements would be expected to travel along Waikeria Road and through the SH3 intersection.
136. The operation of the Waikeria/SH3 intersection was found to be highly sensitive to the volume and intensity of traffic movements. The current designation conditions require a major upgrading to the SH3 intersection in the form of a grade-separated overbridge for the right turn out of Waikeria Road towards the north. The additional 960 prisoners and up to 315 vph during peak hours would be expected to exceed the intersection upgrading trigger.
137. The overall scale of land available within the Waikeria Prison site means that provision of parking and potentially a new (or upgraded) access connection to Waikeria Road could be readily achieved without significant traffic impact.
138. In summary, the transportation effects associated with the 960-prisoner scenario at the Waikeria Prison site would be significant. While mitigation is possible, it involves substantial and complex upgrading. Don McKenzie Consulting concludes that the adverse traffic effects associated with development in the assessment area without mitigation will be significant **(-3)**.

7.3.6 Noise Effects

139. Waikeria Prison is not subject to any noise control boundaries or overlays that may constrain the location of noise sensitive prison facilities, nor does the designation prescribe any specific conditions relating to noise.
140. The noise assessment notes that the assessment area is well separated from the nearest dwellings, with distances exceeding 1,000 metres.
141. No constraints have been identified in relation to noise effects. The large size of the wider designated prison area provides a high degree of separation and protection from adjacent land use activities.
142. Overall, Styles Group Limited concludes that there will be no or negligible adverse or positive noise effects associated with development in the assessment area **(0)**.

7.3.7 Water and Wastewater Constraints

143. Waikeria Prison is serviced by on-site bores that pump to an elevated reservoir, which gravity feeds the new build site. Significant upgrades have been made to water supply, storage, and treatment infrastructure, including abstraction consents and an upgrade to

the existing treatment capacity of the Northern WTP. Remnant portions of the old network still service lower areas and are noted for age-related issues. Wastewater is managed via a new rising main and storage tank. The rising main pumps to the adjacent Council network and replaces the older on-site treatment plant. The on-site networks are comprehensive for the new build and align with existing standards, however, networks servicing the existing low security facilities is aging and has reported quality issues. Consents for the upgrade were established and aligned with projections for the site at the time. The addition of 960 prisoners would exceed this capacity. Note with the progression of additional works phases on the new platform, any latent capacity in the existing supply is likely to be utilised. With a significant rising main length to the Council network, this could present a minor constraint.

144. Aurecon makes the following observations regarding the water and wastewater infrastructure:
- A supplementary bore with abstraction consent modifications, additional treatment capacity and additional water storage is required.
 - Supplementary wastewater storage would likely be required at the new build sites to buffer associated wastewater peaks from the upgraded site.
 - The adequacy of the upgraded rising main and downstream Council network capacity would need to be confirmed. Current inflow and infiltration levels are putting additional load on the export system in wet weather.
145. Overall, Aurecon has concluded that there will be “moderate constraints” associated with the development in the assessment area **(-2)**. The site contains moderate limitations that restrict possibilities or options in implementing a water and wastewater solution.

7.3.8 Waikeria Prison: Summary of Effects

146. In summary, based on current information, no adverse or positive heritage or noise effects for Waikeria Prison are anticipated.
147. Without mitigation, this option is expected to result in minor adverse lighting and ecological effects, and moderate adverse potential landscape and visual effects. This option is expected to result in significant adverse effects in relation to traffic without mitigation. In relation to water and wastewater, “moderate constraints” are anticipated.

7.4 Tongariro Prison

148. The Tongariro Prison site is located at State Highway 1 / Hautu Road, Turangi. The prison is situated on a large area of approximately 8,841 hectares, which is designated by the Minister of Corrections as “Prison” (Taupo District Plan reference D29). The current prison accommodates minimum to low-medium security male prisoners, with a current maximum prisoner capacity of 422 prisoners.
149. Tongariro Prison is located to the east of the Turangi township, in a predominantly rural area, and is zoned ‘General Rural Environment’ under the Taupō District Plan.

150. The 25 hectare assessment area is located to the northwest of the existing prison facilities, along Waitotaka Valley Road and within the northern portion of the wider designated site, as shown in **Figure 4** below and **Appendix 1**.



Figure 4: Aerial image of proposed 25 hectare assessment area at Tongariro Prison.
Source: Boffa Miskell Limited.

7.4.1 Heritage/Archaeological Effects

151. No significant historic heritage or archaeological values have been currently identified within the assessment area at Tongariro Prison. However, historic heritage values associated with the use of the prison property from the 1920s and World War II period are considered possible, and further research would be required. Furthermore, unrecorded archaeological sites associated with Māori occupation within the assessment area cannot be excluded based on the results desk-based research. Consequently, Clough & Associates conclude that the adverse effects associated with development in the assessment area will be minor **(-1)**.

7.4.2 Ecological Effects

152. The Tongariro Prison assessment area is predominantly pasture grass with mature trees acting as a shelter belts. An area of fenced off, denser vegetation is present towards the south, which should be assessed as it may be a natural inland wetland. A SNA (SNA 141) is located to the east of the assessment area and covers parts of the Waimarino River Riparian Strip and down to Stump Bay at Lake Taupō. The north-east of the

assessment area contains a number of abandoned meanders of the Waiotaka River, with some containing water. These have the potential to be classified as natural inland wetlands and should be formally assessed. A drainage channel has been created through the middle of the assessment area, draining into the Waiotaka River.

153. The site is located within the Taupō Ecological District which is characterised by rolling to locally broken landscapes with extensive clearance of original forest. Extensive wetlands are present at the southern end of Lake Taupō (north of the assessment area). Abundant pine plantations are also present within the Ecological District.
154. The Tongariro Prison assessment area has low ecological value and has been highly modified. There is the potential presence of natural inland wetlands, both within the abandoned meanders and the unidentified vegetated area. The threatened – nationally critical Australasian bittern has been recorded within the wider area and may be present within, or immediately adjacent to, the assessment area. There is also potential that native bats are using mature trees within the assessment area.
155. Overall, the ecological assessment considers that there may be potential loss of natural inland wetland habitat and potential impacts on the nationally critical Australasian bittern and long-tailed bat habitat. Accordingly, the adverse ecological effects associated with the proposed development within the assessment area are considered to be minor **(-1)**.

7.4.3 Landscape and Visual Effects

156. Tongariro Prison is located approximately 3.1 kilometres south of Lake Taupō. The surrounding environment is predominantly rural, with plantation forests covering much of the northwestern Kaimanawa foothills. Tūrangi, the nearest township, lies about 1.9 kilometres west of the site. The wider landscape includes several Amenity and Outstanding Natural Features and Landscapes (**ANFLs** and **ONFLs**) identified in the Taupō District Plan, such as the Kaimanawa Ranges and the Tongariro River, which are valued for their distinctive natural qualities. Portions of the site's western and southeastern areas fall within these ONFL overlays.
157. In terms of landscape effects, the proposal would result in some changes to landform and vegetation; however, given the relatively flat topography of the site, earthworks required will be minimal. Existing vegetation within the assessment area, predominantly pasture grassland and exotic trees, would also be largely changed into hard surfaces for prison buildings and associated roadings. Considering the above, the physical effects are expected to be low. The proposal is in close proximity to the Waiotaka River and may contain wetlands due to the low topography, which has potential to result in adverse effects on natural character values. The landscape character of the site would be changed by increasing the scale of built form. A small reduction in rural character is anticipated. The adverse effects on landscape character are assessed as low. This translates to -1 (minor adverse environmental effects).
158. In terms of visual effects, the visibility of the site is very limited from both public and private locations due to the flat topography of the area, intervening vegetation and built form being offset from major roads. The nearest private properties are located approximately one kilometre away, with views toward the site screened by existing established vegetation and topography. The adverse effects on landscape character are assessed as low. This translates to -1 (minor adverse environmental effects).

159. Overall, Boffa Miskell Limited concludes that the adverse landscape and visual effects associated with development in the assessment area will be minor **(-1)**.

7.4.4 Lighting and Glare Effects

160. There is a low ridge separating Turangi township from the prison property and approximately 1km distance between Turangi township and the prison boundary. The nearest residential dwellings are located approximately 300m away on Rihia Road and Waitotaka Road to the east of the prison property. There will be minimal change to any existing sky glow with it being quite remote, however on foggy nights it may be possible to see the effects of site lighting in the clouds when viewed from Turangi.
161. Based on the remoteness of the site and it being an existing prison facility with minimal neighbouring residential buildings and none that overlook the site, Kern Consultants concludes that there will be no or negligible adverse lighting effects associated with development in the assessment area **(0)**.

7.4.5 Traffic Effects

162. Tongariro Prison is located at Waitotaka Valley east of Turangi. Access is via Waitotaka Valley Road and Waitotaka Road, connecting to SH1.
163. The addition of a 960-prisoner facility could contribute up to an extra approximately 350 vph during the busiest hour and up to 1,800 vpd. Given the connection of the site to Waitotaka Road and SH1 west of the site, the entirety of the generated traffic movements to and from an additional 960-prisoner facility would be expected to travel along Waitotaka and Waitotaka Valley Road.
164. The operation of the SH1/Waitotaka Road intersection is expected to be well within the practical capacity limit under future potential accommodation scenarios. Only minor delays or queuing are expected even at peak times. There may be some minor effect on safety performance of the intersection, however given that the future volumes (even accounting for approximately 20% growth in SH1 volumes over the next 10 years period up to the time when the additional accommodation capacity could be delivered) would be within the practical (80% of ultimate) capacity, any change in safety performance for through and other movements along SH1 would be minimal.
165. Parking and access can be readily achieved within the site without significant traffic impact, given the overall scale of the land available within the wider Tongariro Prison designation.
166. Overall, Don McKenzie Consulting concludes that there will be no or negligible adverse or positive traffic effects associated with the development within the assessment area **(0)**.

7.4.6 Noise Effects

167. Tongariro Prison is not subject to any noise control boundaries or overlays that may constrain the location of noise sensitive prison facilities, nor does the designation prescribe any specific conditions relating to noise.
168. The noise assessment notes that:

- The noise limits for the underlying zoning (General Rural Zone) apply at the notional boundary of any dwelling. The assessment area is approximately 500 metres from the closest existing notional boundaries.
 - Due to the large size of the designation and significant separation distances to adjacent sites, no noise-related constraints were identified.
169. Overall, Styles Group Limited concludes that there will be no or negligible adverse or positive noise effects associated with development in the assessment area **(0)**.

7.4.7 Water and Wastewater Constraints

170. Tongariro Prison is supplied by the Turangi town water supply, with total on-site storage of approximately 650m³. The wastewater network is gravity-fed and consists of mixed pipe materials. Operational and maintenance issues have been reported relating to high inflow and infiltration levels and localised blockages. Wet weather flows are known to surcharge/ overflow the pumpstation (Opus, 2018). Wastewater is pumped to the Turangi Wastewater Treatment Plant. The prison rising main pumps into the same rising main as another pumpstation from Te Herekieke Street. This pump cannot pump against the resultant head when the pumps operate at the prison. An upgrade to the rising main downstream of the Te Herekieke connection is necessary to accommodate 1D flows.
171. Aurecon makes the following observations regarding the water and wastewater infrastructure:
- On-site networks are aged and would likely require significant upgrades.
 - The capacity of the external Council network to accommodate additional flow would need to be confirmed
 - Council network connections and on-site storage will likely need to be upgraded.
 - The capacity of the downstream network to accommodate a significant increase in inflow would need to be confirmed.
172. Overall, Aurecon has concluded that there will be “moderate constraints” associated with the development in the assessment area **(-1)**. The site contains noticeable restrictions, that will subsequently influence decisions or actions in implementing water and wastewater solutions.

7.4.8 Tongariro Prison: Summary of Effects

173. In summary, based on current information, no adverse or positive lighting, traffic or noise effects for Tongariro Prison are anticipated.
174. Without mitigation, this option is expected to result in minor adverse potential landscape and visual, ecological, and heritage effects. In relation to water and wastewater, “moderate constraints” are anticipated.

7.5 Hawke’s Bay Regional Prison

175. The Hawke’s Bay Regional Prison is an operational prison located at Mangaroa Road, Hastings. A large, flat rural area of 92 hectares is designated by the Minister of

Corrections for “Prison Purposes”, the designation reference being MCOR-1 under the Operative Hastings District Plan. The current prison accommodates minimum to high security male prisoners, with a current maximum prisoner capacity of 759 prisoners.

176. The site and surrounding area is predominantly rural, and zoned “Plains Production” under the Operative Hastings District Plan. Mangaroa Cemetery is located adjacent to the site, on Mangaroa Road. The cemetery is zoned “Open Space” and designated as “Cemetery – Mangaroa”, the reference being HDC-5 under the Operative Hastings District Plan.
177. The 25 hectare assessment area is a flat area located to the east of the existing prison facilities, extending from Mangaroa Road in the south, to the northern edge of the designation boundary, as shown in **Figure 5** below and **Appendix 1**.



Figure 5: Aerial image of the proposed 25 hectare assessment area at Hawke's Bay Regional Prison (yellow outline). Source: Boffa Miskell Limited.

7.5.1 Heritage/Archaeological Effects

178. No significant historic heritage or archaeological values were identified within the assessment area at Hawke's Bay Regional Prison. Consequently, Clough & Associates conclude that there will be no or negligible adverse or positive heritage / archaeological effects associated with development in the assessment area **(0)**.

7.5.2 Ecological Effects

179. The Hawke's Bay Regional Prison is located within the Heretaunga Ecological District, which is characterised by extensive broad plains, river terraces and low rolling downlands. It is one of the driest areas in the North Island. The assessment area contains pasture grass species and poplar shelter belts, with the occasional specimen tree primarily located near existing buildings. Satellite imagery indicates a small orchard may be present within the south-western portion of the assessment area.
180. The Hawke's Bay Regional Prison assessment area is of very low ecological value and has been highly modified for farming. The assessment area does not contain any natural inland wetlands, and limited habitat for native avifauna species and bat species. Northern grass skink may be present within low-value habitats such as rank grass and debris piles.
181. Overall, the ecological assessment considers that the habitat on-site has very low ecological value, and there is a low likelihood of impacts on any native fauna species. Accordingly, Boffa Miskell Limited has concluded that there will be no or negligible adverse or positive ecological effects associated with development in the assessment area **(0)**.

7.5.3 Landscape and Visual Effects

182. The Hawke's Bay Regional Prison is located within the Heretaunga Plains. The surrounding area has a distinctly rural character, dominated by orchards, vineyards, cropping fields and shelterbelts. The existing prison complex is surrounded by managed lawns, dense boundary planting, and vegetation, that provides a degree of visual screening and supports site security.
183. In terms of landscape effects, the proposal would alter the landscape character by increasing the scale of built form on the site. However, this change would represent a logical extension of the existing development pattern at the prison site. The flat terrain would help reduce the visual prominence of new structures, though some reduction in rural character would be anticipated. The assessment area does not contain any water features or significant landforms, and the existing southern boundary vegetation could be retained based on the footprint of the assessment area. The adverse effects on landscape character are assessed as low to moderate. This translates to -1 (minor adverse environmental effects).
184. In terms of visual effects, the height of the proposed development would be comparable to the existing prison facility. The primary change in overall scale would result from an increased building footprint, rather than additional height. The site is not visible from any walkways or public open space, and is generally well screened from surrounding residential properties due to flat topography, existing vegetation and generous setbacks. The proposal would bring new development closer to these boundaries, increasing the visibility of buildings from some properties. While the prison may become a more prominent feature in these outlooks, visual effects would be reduced by existing planting and separation distances. The adverse visual effects of the proposal are assessed as moderate, with potential for reduction through future landscape enhancements. This translates to -2 (moderate adverse environmental effects).

185. Overall, applying a precautionary approach and adopting the higher level of adverse environmental effect, Boffa Miskell Limited concludes that the adverse landscape and visual effects associated with development in the assessment area will be moderate **(-2)**.

7.5.4 Lighting and Glare Effects

186. The Hawke's Bay Regional Prison is located close to neighbouring residential dwellings, with the nearest dwelling at 63 Mangaroa Road being approximately 27 metres from the boundary of the assessment area. However, there is existing visual screening by way of hedges and trees. There are dwellings also located on Paki Paki Road, though these are located further away (approximately 240 metres from the assessment area).
187. Based on the proximity of neighbouring residential buildings, particularly those located at 63 and 89 Mangaroa Road as well as 69, 105, 133 and 159 Paki Paki Road, Kern Consultants concludes that adverse lighting effects associated with development in the assessment area will be minor **(-1)**.

7.5.5 Traffic Effects

188. Hawke's Bay Regional Prison is located within a triangle of public roads: Mangaroa Road (south), Maraekakaho Road (north), and Paki Paki Road/SH2 (east), with primary access from Mangaroa Road. The site is well connected to Hastings and Napier via Paki Paki Road/SH2 and the Hawke's Bay Expressway.
189. The addition of a 960-prisoner facility is projected to generate approximately 350 vehicles per hour (**vph**) (in and out) during the busiest hour (likely morning shift start) and up to 1,800 vehicles per day (**vpd**). Most traffic would use Mangaroa Road and Paki Paki Road/SH2, with dispersal via the Paki Paki Road/SH2 and Maraekakaho Road roundabout. Over 90% of peak hour traffic is expected to pass through this intersection.
190. The surrounding road network, including key intersections, is expected to accommodate the additional traffic with only modest delays and queues during peak periods. The site has sufficient land to provide up to 500 parking spaces and upgraded access if required.
191. In summary, the projected scale and intensity associated with the proposed development within the assessment area should be appropriately accommodated by the wider district network. Some modest or localised additional delays and queues could occur associated with the start and end times of the main daytime staff shifts. Don McKenzie Consulting concludes that the adverse traffic effects associated with development in the assessment area will be minor **(-1)**.

7.5.6 Noise Effects

192. The Hawke's Bay Regional Prison is not subject to any noise control boundaries or overlays that may constrain the location of noise sensitive prison facilities, nor does the designation prescribe any specific conditions relating to noise. The noise assessment notes that:
- The assessment area is approximately 215 metres from the edge of State Highway 2 (Paki Paki Road). The assessment area is not subject to any District Plan controls relating to road-traffic noise.

- The land surrounding Hawke’s Bay Regional Prison is predominantly used for rural production activities, including an egg farm and orchards. The District Plan noise limits exempt the emission of noise generated from the use of vehicles, machinery or other mobile or portable equipment for land based primary production.
 - The noise limits for the underlying zoning apply at the notional boundary of any dwelling. The closest dwelling (63 Mangaroa Road) is approximately 35m from the Assessment Area. All other dwellings are separated from the assessment area by distances exceeding 100m.
193. New prison facilities within the assessment area will need to be located and designed with consideration to noise effects due to the proximity of the closest receiver. Construction noise effects from high noise generating construction activities (such as earthworks, paving, surfacing and service installation) would likely require specific noise mitigation or management to comply with the permitted construction noise standards at receivers that are within approximately 75 metres of construction activity.
194. Overall, Styles Group Limited concludes that the adverse noise effects associated with development in the assessment area will be minor **(-1)**.

7.5.7 Water and Wastewater Constraints

195. The Hawke’s Bay Regional Prison is serviced by a municipal connection for potable water supply, provided to the site via an easement to Maraekakaho Road, with an on-site bore for fire emergency and irrigation supply and timber tanks provided for fire emergency supply storage. Wastewater is collected by gravity throughout the prison, discharging to a centrally located pumpstation adjacent to the existing playing field that then lifts and flows to the Council network. The existing resource consent conditions establish a threshold for effluent health and require localised dosing prior to discharge.
196. Aurecon makes the following observations regarding the water and wastewater infrastructure:
- Internal network connections are good, however on-site networks are reflective of age.
 - Latent network capacity to be confirmed.
 - On-site storage upgrades are likely required to meet water supply needs.
 - Pumpstation within the secure perimeter will likely require storage, pumping and potential rising main upgrade.
197. Overall, Aurecon has concluded that the Hawke’s Bay site presents “minor enabling conditions” associated with the development in the assessment area **(+1)**. There is a minor level of flexibility maintained in implementing a water and wastewater solution.

7.5.8 Hawke’s Bay Regional Prison: Summary of Effects

198. In summary, based on current information, no adverse or positive heritage or ecological effects for Hawke’s Bay Regional Prison are anticipated.

199. Without mitigation, this option is expected to result in minor adverse potential lighting, traffic and noise effects, and moderate adverse potential landscape and visual effects. In relation to water and wastewater, the Hawke’s Bay Regional Prison presents “minor enabling conditions”.

7.6 Christchurch Men’s Prison

200. The Christchurch Men’s Prison site is located at West Coast Road, Christchurch, approximately 18 kilometres west of Christchurch’s city centre. The prison is situated on a large, flat area of approximately 805 hectares, which is designated by the Minister of Corrections as “Christchurch Prisons” (Operative Christchurch District Plan reference I1). The current prison accommodates minimum to high security male prisoners, with a current maximum prisoner capacity of 964 prisoners.
201. Christchurch Men’s Prison is located in a predominantly rural area, and is zoned ‘Rural Urban Fringe’ under the Operative Christchurch District Plan.
202. The 25 hectare assessment area is located to the west / northwest of the existing prison facilities within the central-northern portion of the wider designated site, as shown in **Figure 6** below and **Appendix 1**.



Figure 6: Aerial image of proposed 25 hectare assessment area at Christchurch Men’s Prison. Source: Boffa Miskell Limited.

7.6.1 Heritage/Archaeological Effects

203. No significant historic heritage or archaeological values were identified within the assessment area at Christchurch Men's Prison. Consequently, Clough & Associates conclude that there will be no or negligible adverse or positive heritage / archaeological effects associated with development in the assessment area **(0)**.

7.6.2 Ecological Effects

204. The Christchurch Men's Prison assessment area predominantly features pasture grass interspersed with exotic shelter belts and some ornamental trees, primarily around buildings. The area is located within the Christchurch – Low Plains Ecological District. This Ecological District is a large area of coalesced fans, with a relatively low rainfall. Pre-clearance vegetation was predominantly lowland short tussock land with some floodplain forest remnants. The area now is primarily used for farming, horticulture and cropping.
205. The Christchurch Men's Prison assessment area has low ecological value owing to its heavy modification and use for grazing. The area is located within the wider Canterbury Plains and does not cause any disruption to ecological linkages. A drain located within the area is likely to be habitat for native fish species, and possibly the Threatened – Nationally Critical Canterbury mudfish, and its reclamation or diversion will have adverse ecological effects. The At Risk – declining Southern grass skink may be present within the assessment area.
206. In summary, the ecological assessment considers that there may be potential loss of watercourse habitat and potential impacts on the Nationally Critical Canterbury mudfish and the At-Risk Southern grass skink. Accordingly, Boffa Miskell Limited concludes that the adverse ecological effects associated with development in the assessment area will be minor **(-1)**.

7.6.3 Landscape and Visual Effects

207. The landscape surrounding Christchurch Men's Prison is predominantly rural, featuring activities such as cropping and livestock grazing. The prison complex comprises a mix of low to high-security facilities, and is bordered by a combination of open farmland and shelterbelt plantings, which provide some visual screening. The assessment area is set back from West Coast Road behind an existing stand of exotic pine trees, and currently used for dairy farming with associated farm sheds, water tank and internal access roads.
208. In terms of landscape effects, the proposal would result in some changes to landform and vegetation, though this would be minimal given the relatively flat topography of the site. Existing pasture grassland would largely be changed into hard surfaces for prison buildings and associated roading. However, the physical effects are expected to be low. The landscape character of the site would be changed by increasing the scale of the built form, and a reduction in rural character is anticipated. The adverse landscape effects of the proposal are considered to be low. This translates to -1 (minor adverse environmental effects).
209. In terms of visual effects, visibility of the site is very limited from both public and private locations due to the flat topography of the site, intervening vegetation and offset of built

form from major roads. The nearest private rural properties are located approximately 1 kilometre away from the proposed development, and views from these properties are screened by existing established vegetation. There are potential glimpsed and transient views from West Coast Road and Kirk Road, available through gaps between vegetation, and potential views from Ruapuna Speedway. The adverse visual effects of the proposal are assessed as low. This translates to -1 (minor adverse environmental effects).

210. Overall, Boffa Miskell Limited concludes that the adverse landscape and visual effects associated with development in the assessment area will be minor **(-1)**.

7.6.4 Lighting and Glare Effects

211. The general area surrounding Christchurch Men's Prison is flat with no vantage points that could overlook the site. The surrounding properties include quarries to the north, a used tyre and quarry facility on the adjacent site to the northeast. The Ruapuna Motorsport Park and Barnardos Te Poutama Arahi Rangatahi residential treatment facility for boys are located to the east. To the west lies a Chapel and associated grounds and an Innovation Park on the old Templeton Hospital site. There are no residential buildings that would be affected by spill light or glare for any new external lighting. The area will have negligible sky glow from the nearest townships, with Christchurch Central approximately 18 kilometres to the west.
212. Based on there being no neighbouring residential buildings in close proximity to the Christchurch Men's Prison site, Kern Consultants conclude that there will be no or negligible adverse or positive lighting effects associated with development in the assessment area **(0)**.

7.6.5 Traffic Effects

213. Christchurch Men's Prison is located south of State Highway 73 (**SH73**) west of Yaldhurst. Access is via a dedicated prison access road connecting directly to SH73.
214. The addition of a 960-prisoner facility could contribute up to an extra approximately 350 traffic movements during the busiest hour and up to 1,800 vpd. Most traffic would follow a left-in, right-out movement pattern via SH73.
215. Given the sole connection of the site to SH73 and the dominance of the greater Christchurch area lying to the east of the site, it is expected that vast majority of the generated traffic movements to and from an additional 960-prisoner facility would be expected to following a left in, right out movement pattern and travel along the prison access road to and from the site. The operation of the prison access road / SH73 intersection is expected to be the critical capacity element. The intersection would be expected to operate above the practical capacity under projected traffic movements, especially for right turn departures. However, the reduced performance is considered to be limited to the prison access road and unlikely to affect SH73 significantly. Parking and access can be readily achieved within the site without significant traffic impact.
216. Overall, Don McKenzie Consulting concludes that the adverse traffic effects associated with development in the assessment area will be minor **(-1)**.

7.6.6 Noise Effects

217. Christchurch Men's Prison is not affected by any specific condition relating to noise under the designation, though is partially subject to noise-related overlays under the Operative Christchurch District Plan. The noise assessment notes that:
- The assessment area is well separated from the nearest dwellings, with distances exceeding 500 metres. The noise limits for the underlying zoning apply at the notional boundary of any dwelling, and it is considered that construction and operation noise will readily comply with these limits given the separation distance.
 - The Prison is also adjacent to the Rural Quarry Zone that contains a large operational quarry.
 - Part of the assessment area is affected by the *Ruapuna Outer Noise Control Boundary Overlay* associated with the *Special Purpose Ruapuna Motorsport Zone*.
 - The assessment area is also partially within Christchurch Airport's 50dB Ldn contour, however no District Plan noise controls apply in relation to this overlay.
218. New prison facilities within the assessment area will need to be located and designed with consideration to motorsport and quarry noise. Specific noise mitigation measures would be required for any noise sensitive facilities located within the Ruapuna Overlay to ensure compliance with indoor design sound levels. Further investigation may be needed to confirm the effects of quarry operations.
219. Overall, Styles Group Limited concludes that the adverse noise effects associated with development in the assessment area will be moderate **(-2)**, principally in respect to the risk of reverse sensitive effects in relation to nearby noise generating activities.

7.6.7 Water and Wastewater Constraints

220. The Christchurch Men's Prison site sources its potable water from a secure, chlorinated deep groundwater bore (M35/10795), which also supplies the adjacent Christchurch Women's Prison facility. Water is stored in two 600m³ tanks and distributed via an aging and varied reticulation network, which likely suffers from high leakage. With a reported usage of up to 800 litres per person per day, the current 1,200m³ storage provides about 2.8 days of supply, extendable to 4.5 days in emergencies via back-feed from Christchurch Women's Prison which is located within the wider designated prison area. The same bore also supplies a 275m³ fire water tank and irrigation storage, with independent fire pumps serving the site. Wastewater is primarily gravity-fed to an external pump station on Paparua Drive, which connects to the Christchurch City Council network on Kirk Road via infrastructure built during 2018–2019 upgrades. This includes a 6.5m deep wetwell with 200m³ storage and a discharge limit of 45 L/s, with hydrogen sulphide monitoring in place as part of the agreement with the Council.
221. Aurecon makes the following observations regarding the water and wastewater infrastructure:
- On-site networks are aged and likely need significant upgrades.
 - Abstraction rate constraints on the existing supply bore may limit future demand and will likely require reassessment.
 - Wastewater connections are good, but storage augmentation is needed.

222. Overall, Aurecon has concluded that there will be “minor constraints” associated with the development in the assessment area (-1). The site contains minor limitations, that will subsequently influence decisions or actions in implementing a water and wastewater solution.

7.6.8 Christchurch Men's Prison: Summary of Effects

223. In summary, based on current information, no adverse or positive heritage or lighting effects for Christchurch Men's Prison are anticipated.
224. Without mitigation, this option is expected to result in minor adverse potential landscape and visual, traffic, and ecological effects, and moderate adverse potential noise effects. In relation to water and wastewater, “minor constraints” are anticipated.

7.7 Rolleston Prison

225. Rolleston Prison is located on Runners Road, approximately 2.5 kilometres southwest of Rolleston town centre. The 63 hectare area is designated by the Minister of Corrections as (Partially Operative Selwyn District Plan reference MCOR-1). The current prison accommodates minimum to low-medium security men, with a current maximum prisoner capacity of 504 prisoners.
226. Rolleston Prison is located in a predominantly rural area, and is zoned ‘Corrections Zone’ under the Partially Operative Selwyn District Plan.
227. The 25 hectare assessment area is located to the west of the existing prison facilities, bounded by Two Chain Road to the north and Runners Road to the south, as shown in **Figure 7** below and **Appendix 1**.



Figure 7: Aerial image of proposed 25 hectare assessment area at Rolleston Prison (yellow outline). Source: Boffa Miskell Limited.

7.7.1 Heritage/Archaeological Effects

228. No significant historic heritage or archaeological values were identified within the assessment area at Rolleston Prison. Consequently, Clough & Associates conclude that there will be no or negligible adverse or positive heritage / archaeological effects associated with development in the assessment area **(0)**.

7.7.2 Ecological Effects

229. The Rolleston Prison assessment area is predominantly mown grass, with macrocarpa hedges bordering much of the prison boundary and some ornamental trees present around buildings. This vegetation is of low ecological value. A watercourse is visible along the western boundary of the assessment area, which is identified as a drain by LINZ. This drain flows in a generally north to south direction, flowing into Lake Ellesmere. It is located within the Christchurch – Low Plains Ecological District. This Ecological District is a large area of coalesced fans, with a relatively low rainfall. Pre-clearance vegetation was predominantly lowland short tussock land with some floodplain forest remnants. The area now is primarily used for farming, horticulture and cropping.
230. The Rolleston Prison assessment area has low ecological value owing to its heavy modification and use for grazing. The area is located within the wider Canterbury Plains and does not cause any disruption to ecological linkages. A drain located within the area is likely to be habitat for native fish species, and possibly the Threatened Canterbury mudfish, and the reclamation or diversion of this drain will likely have adverse ecological effects. The At Risk – Declining Southern grass skink may be present within the assessment area and formal surveys should be undertaken prior to any work.
231. Overall, the ecological assessment considers that there may be potential loss of watercourse habitat and potential impacts on the Nationally Critical Canterbury mudfish and the At-Risk Southern grass skink. Accordingly, Boffa Miskell Limited concludes that the adverse ecological effects of the proposed development within the assessment area will be minor **(-1)**.

7.7.3 Landscape and Visual Effects

232. The Rolleston Prison surrounding landscape is characterised by expansive, open plains with minimal topographic variation. Rolleston, located just southeast of the site across Main South Road / State Highway 1 (approximately 130 metres away), is the largest nearby township and features a denser settlement pattern. The Rolleston Prison site is enclosed by hedgerows along its boundaries. The hedgerows to the north (on Two Chain Road) are relatively low, with several gaps that allow for views through to the prison, and views of the light poles above.
233. In terms of landscape effects, the proposal will result in some changes to landform and vegetation; however, given the relatively flat topography of the site, earthworks required is minimal. Existing vegetation within the site, predominantly pasture grassland and exotic trees, will also be largely changed into hard surfaces for prison buildings and associated roadings. Considering the above, the physical effects are expected to be low. The proposal will alter the landscape character by increasing the scale of built form on the site. However, this change represents a logical extension of the existing development

pattern. The flat terrain will help reduce the visual prominence of the new structures, though some reduction in the rural character is anticipated, considered to be of low extent. Overall, the adverse effects on landscape elements and character are assessed as low to moderate. This translates to -1 (minor adverse environmental effects).

234. In terms of visual effects, the primary change in overall scale will result from an increased building footprint, rather than additional height. The site is generally well screened from surrounding residential properties due to flat topography, existing vegetation and generous setbacks. There may be some glimpsed views of proposed development for residents as they are entering / exiting their property. The proposal would bring new development closer to the northern boundary and these properties, increasing the visibility of buildings from some properties. However, visual effects will be reduced by existing planting and separation distances. The site is not visible from any walkways or public open space, though is visible from Walkers, Runners and Two Chain Road through gaps in the exotic shelterbelt vegetation. The proposed buildings would appear closer in the view to the east. However, the development would remain well set back from the road, and existing shelterbelt planting along Mangaroa Road will continue to screen views for road users. Without mitigation, the adverse visual effects of the proposal are assessed as moderate. This translates to -2 (moderate adverse environmental effects).
235. Overall, applying a precautionary approach and adopting the higher level of adverse environmental effect, Boffa Miskell Limited concludes that the adverse landscape and visual effects associated with development in the assessment area will be moderate **(-2)**.

7.7.4 Lighting and Glare Effects

236. There are approximately 7 or 8 residential buildings on properties across Two Chain Road that overlook the assessment area. The nearest neighbouring residential building at 308 Two Chain Road is located approximately 50 metres from the indicative prison assessment boundary. There is a new residential subdivision off Dunns Crossing Road, however, the dwellings are approximately 580m away to the east of the assessment area. There is a golf course and open undeveloped land to the west. The area will have some existing sky glow being in close proximity to Christchurch, however it is still primarily a rural area.
237. Based on the proximity of neighbouring residential buildings, particularly 292 and 308 Two Chain Road, and the existing ambient light in the region, Kern Consultants concludes that adverse lighting effects associated with development in the assessment area will be minor **(-1)**.

7.7.5 Traffic Effects

238. Rolleston Prison is bounded by Runners Road, Walkers Road, and Two Chain Road. Don Mckenzie Consulting understands that the previous unsignalised cross-road intersection between SH1, Walkers Road (to the north) and Dunns Crossing Road (to the south of SH1) is currently being upgraded in the form of a roundabout as part of the Rolleston Access Improvements Project. Therefore, the assessment of Rolleston Prison is based on the presence of a major new roundabout intersection with the Walkers Road connection from the north being realigned westwards from the current alignment. The

connection of Runners Road into Walkers Road will be maintained as a right-angled tee intersection with a right turn bay for turns into Runners Road from the north.

239. The addition of a 960-prisoner facility could contribute up to an extra approximately 350 vph during the busiest hour and up to 1,800 vpd. Most traffic would travel via Runners Road, Walkers Road, and through the new roundabout to SH1.
240. The enhanced provision of a high standard, two circulating lane roundabout is expected to accommodate the additional traffic without significant effect. Some modest additional queuing may occur during peak hours.
241. Parking and access can be readily achieved within the site without significant traffic impact, given the overall scale of land available within the Rolleston Prison designation.
242. In summary, the transportation effects associated with the 960-prisoner scenario at the Rolleston Prison site are not expected to be significant. Don McKenzie Consulting concludes that there will be no or negligible adverse or positive traffic effects associated with development in the assessment area **(0)**.

7.7.6 Noise Effects

243. The Rolleston Prison designation does not prescribe any specific conditions relating to noise, however, the southern portion of the assessment area is subject to noise overlays under the Partially Operative Selwyn District Plan (Appeals Version).
244. The noise assessment notes that:
 - The closest existing dwelling is approximately 65 metres from the assessment area.
 - Due to sufficient separation distances to notational boundaries on adjacent sites, no noise-related constraints have been identified.
 - The southern part of the assessment area is affected by the State Highway and Railway Network Noise Control Overlays, which prescribe controls relating to the establishment of any building for a noise specific activity within this overlay.
245. New prison facilities within the assessment area will need to be located and designed with consideration to road and rail noise. Specific noise mitigation measures will be required to ensure that noise sensitive facilities achieve adequate internal noise levels.
246. Overall, Styles Group Limited conclude that the adverse noise effects associated with development in the assessment area will be moderate **(-2)**.

7.7.7 Water and Wastewater Constraints

247. Rolleston Prison is supplied by Selwyn District Council water, with additional supply available from on-site bores subject to consent limits. Current water storage is approximately 1,085m³, under three days' supply. Wastewater flows to a Council pump station on Runner Road, with no current flow limitations or emergency storage. Proximity to the Council treatment plant suggests downstream capacity is sufficient.
248. Aurecon makes the following observations regarding the water and wastewater infrastructure:

- On-site networks are aged and likely need upgrades.
- Security of fire and potable water supply is good, with connection to both Council networks and on-site bores.
- The adequacy of resource consents for on-site bores to service the fully developed site would need to be confirmed, as would on-site storage.
- Wastewater connects to the adjacent Council network, which given the proximity to the Selwyn District Council Treatment Plant, is likely to be able to accommodate the potential increase in flows.
- Wastewater pumpstation and emergency storage upgrades are likely.

249. Overall, Aurecon has concluded that the Rolleston Prison site presents “minor enabling conditions” with respect to development in the assessment area (+1). There is a minor level of flexibility maintained in implementing a water and wastewater solution.

7.7.8 Rolleston Prison: Summary of Effects

250. In summary, based on current information, no adverse or positive heritage or traffic effects for Rolleston Prison are anticipated.

251. Without mitigation, this option is expected to result in minor adverse lighting and ecological effects, and moderate adverse potential landscape and visual and noise effects. In relation to water and wastewater, Rolleston Prison presents “minor enabling conditions”.

7.8 Stage 3 Conclusion

252. A comparison of the scores for each option is provided in **Table 7**. As discussed in Section 4.1, the scores are based on effects without mitigation.

Table 7: Summary of Alternatives Assessment Effects Scale Scores

Effect	Auckland Prison	Waikeria Prison	Tongariro Prison	Hawkes Bay Regional Prison	Christchurch Men’s Prison	Rolleston Prison
Heritage / Archaeological Effects	0	0	-1	0	0	0
Ecological Effects	0	-1	-1	0	-1	-1
Landscape and Visual Effects	-2	-2	-1	-2	-1	-2
Lighting Effects	-1	-1	0	-1	0	-1
Traffic Effects	-2	-3	0	-1	-1	0

Effect	Auckland Prison	Waikeria Prison	Tongariro Prison	Hawkes Bay Regional Prison	Christchurch Men's Prison	Rolleston Prison
Noise Effects	-2	0	0	-1	-2	-2
Water and Wastewater Constraints	-2	-2	-1	+1	-1	+1
Total	-9	-9	-4	-4	-6	-5

8.0 Stage 4: Assessment of Shortlisted Options (Criterion B)

253. The assessment methodology for this stage of the alternatives assessment involves assessment of the six shortlisted options against the following criterion:

B. The option shall be located in the geographical area of need and can provide sufficient prisoner places with the appropriate security classification to meet demand across the network.

254. Requiring that an option be located in the geographical area of need and can provide sufficient prisoner places with appropriate security classification is necessary to give effect to the delivery of the LTNCP. An understanding of the “geographical area of need” for demand, is based on the LTNCP, which states:¹⁰

- There are prison capacity shortages projected across the network, and in particular, mismatched supply and demand of high and low security capacity both in short and long term; Auckland is noted as the Strategic Node with the area of highest supply/demand mismatch.
- Across the prison network, there are several strategic nodes which are a focal point for addressing capacity growth and quality issues, including at Auckland Prison, which is identified as a core demand growth area.

255. As set out above, the LTNCP signals that Auckland Prison, though one of several prisons earmarked as a Strategic Node, is located in a clear area of core demand growth, compounded by being the area with highest supply/demand mismatch. Further, Corrections have advised that the Auckland region is experiencing the highest population growth, exceeding the projections the LTNCP was based upon. This reinforces the strategic importance of prioritising Auckland for development, and identifying it as being a geographical area of need.

256. Due to the population growth in the Auckland region and current shortfall of beds, approximately 15% of the Auckland region’s male prisoner population is sent to prisons outside of the region. This places additional pressure on the wider prison network to accommodate the overflow, and has consequential operational and economic impacts.

¹⁰ Ara Poutama the Department of Corrections, *Long-Term Network Configuration Plan 2025 – 2045*, pp. 20, 25 and 28.

Furthermore, this does not align with the strategic direction of Hōkai Rangi, whereby Outcome 3 – Whānau, seeks to maintain connection between prisoners and their whānau to support rehabilitative outcomes. As such, increasing capacity in areas of demand, like Auckland, reduces the need to transport prisoners away from whānau and rehabilitative support. With much of the demand being located in the wider Auckland region, increasing capacity at Auckland Prison aids in delivering on Outcome 3.

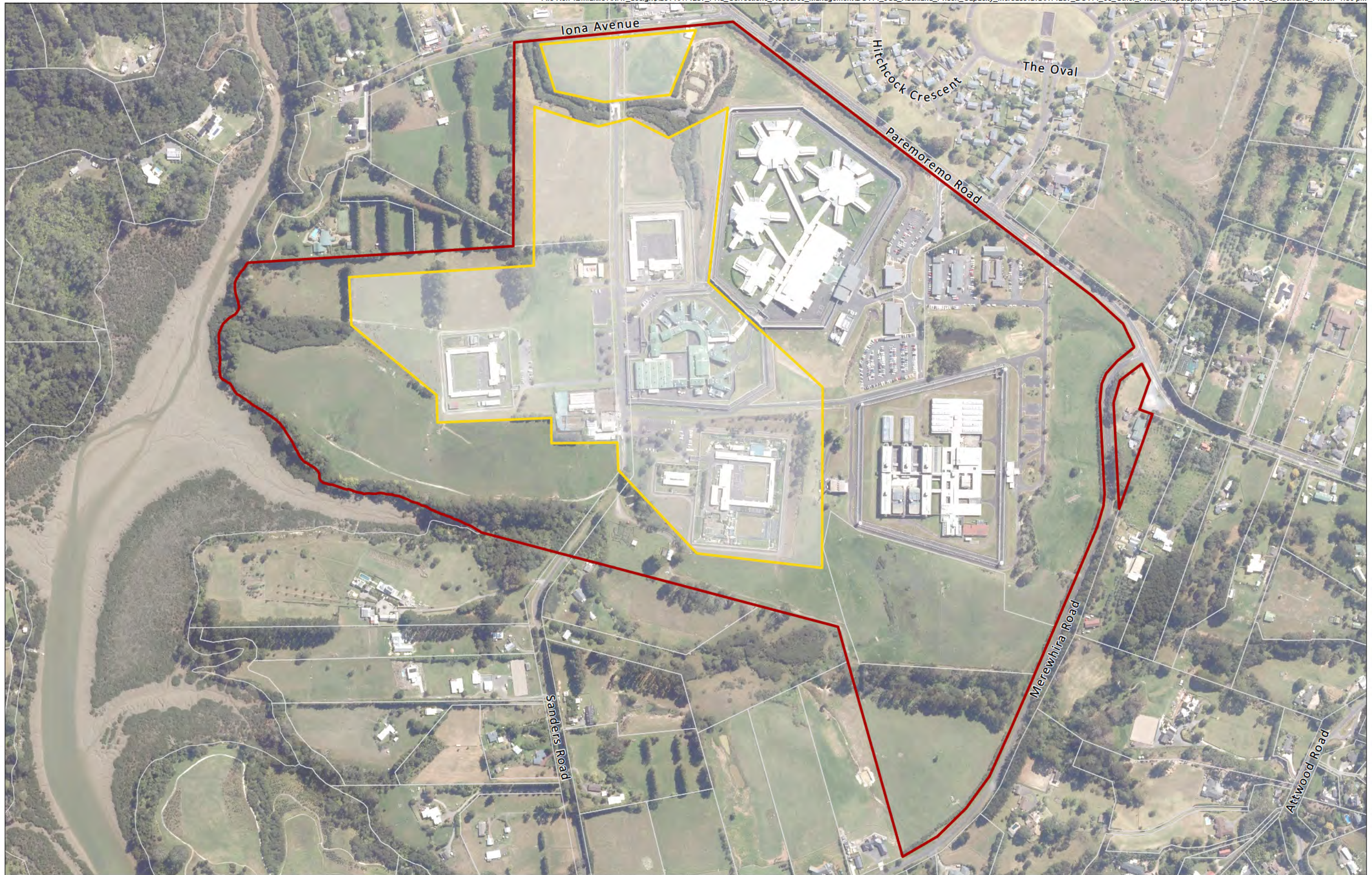
257. Auckland Prison, being located near a major centre, enables prisoners to remain near to whānau and their support networks. The site is also located relatively near existing Court facilities, which contributes to improved efficiency in terms of reduced transport logistics.
258. Prior to the finalisation of the LTNCP, and in response to a rising population and the closure of units at Christchurch Men's Prison, funding was secured for an expansion to the new facility at Waikeria Prison and Christchurch Men's Prison (Phase One) – both of which Corrections are to deliver by the end of 2029. Increasing prison capacity at Auckland Prison is required in addition to new capacity at Waikeria and Christchurch Men's and achieves the criterion insofar as being located in the geographical area of need, while simultaneously providing sufficient prisoner places with appropriate security classification to meet demand across the network.
259. Although Hawke's Bay Regional Prison is identified as a Strategic Node alongside Auckland Prison, it is ultimately not situated within a geographical area of highest demand.
260. Similarly, Rolleston Prison and Tongariro Prison are not located within geographical areas of need, nor are they earmarked as a location for future development or as a Strategic Node.

9.0 Conclusion

261. This assessment has considered alternatives to provide for the proposed additional capacity across the prison network. Various methods were reviewed against the project objectives, and subsequent methods assessed against the assessment criteria to identify six shortlisted options for further evaluation. The evaluation of six options was undertaken to assist Corrections in determining its preferred site and address the requirements of Section 12 of the FTAA.
262. Corrections engaged technical experts in relevant disciplines to undertake a high-level environmental effects assessment of the six shortlisted options. The assessment undertaken indicates that the level of effects of each option are not dissimilar. The 'effects scores' for all options are based on an assessment of effects without mitigation, and the overall scores for each option fall within a small range (-3 to +1) on the effects scale, although they are differentiated. Generally, based on desktop assessments, many of the options would result in minor / moderate adverse environmental effects without mitigation applied. However, one out of six options would result in significant adverse traffic effects without mitigation, and five of the six options would result in no adverse or positive heritage / archaeological effects.

263. Overall, considering the six shortlisted options and current information available, subject to the caveats discussed above, any of the of the shortlisted sites could achieve assessment criterion A that the option shall appropriately avoid, remedy or mitigate significant adverse environmental effects of the activity. However, only Auckland Prison achieves criterion B, that the option shall be located in the geographical area of need and can provide sufficient prisoner places with the appropriate security classification to meet demand across the network. In particular, with significant existing and forecast demand being from Auckland, increasing capacity at Auckland Prison enables prisoners to remain near to whānau and their support networks, and has good proximity to services and workforce. The site is also located relatively near existing Court facilities, which contributes to improved efficiency in terms of reduced transport logistics.

Appendix 1: Site Location Plans













Appendix 2: Baseline Information for Assessment of Short-Listed Sites

Existing Site Information for Technical Assessments for Auckland Prison Capacity Increase Alternatives Assessment (as at 6 June 2025)

	Prison	Physical address	Existing prisoner capacity (maximum) ¹	Existing staff capacity on site at any one time (approximate) ² Daytime ³ (8am – 6pm) Nighttime ⁴ (6pm – 8am)	Assumed staff capacity with additional 960 prisoners ⁵ on site at any one time (approximate) Daytime (8am – 6pm) Nighttime (6pm – 8am)	Security classification	Year established	Total designated area	Designation reference	Underlying zoning	Designation constraints / restrictions
1	Hawkes Bay Regional Prison	138 Mangaroa Road, Hastings	759	Daytime: 156 (custodial) + 75 (non-custodial) = total 231 Nighttime: 35	Daytime: 671 Nighttime: 89	Minimum to high security male prisoners	1989	92 ha	MCOR-1 (Operative Hastings District Plan)	Plains Production Zone (Operative Hastings District Plan)	
2	Waikeria Prison	Waikeria Road, Waikeria	950	Daytime: 234 (custodial) + 95 (non-custodial) = total 329 Nighttime: 49	Daytime: 769 Nighttime: 103	Minimum to high security male prisoners	1911	1,276 ha	D55 (Ōtorohanga Operative District Plan)	Rural Effects Area (Ōtorohanga Operative District Plan)	Designation conditions restrict maximum prisoner capacity to 3,000. Designation restricts new buildings to a “build area”, notice of requirement for an alteration to designation would be required to construct new facilities outside of the build area.
3	Christchurch Men’s Prison	West Coast Road, Christchurch	964	Daytime: 223 (custodial) + 96 (non-custodial) = total 319 Nighttime: 47	Daytime: 759 Nighttime: 101	Minimum to high security male prisoners	1915	805 ha	I1 (Operative Christchurch District Plan)	Rural Urban Fringe Zone (Operative Christchurch District Plan)	
4	Auckland Prison	530 Paremoremo Road, Albany	680	Daytime: 168 (custodial) + 68 (non-custodial) = total 236 Nighttime: 35	Daytime: 513 Nighttime: 69 ⁶	Minimum to maximum security men	1968	113 ha	3900 (Auckland Unitary Plan Operative in Part)	Rural – Countryside Living Zone in Auckland Unitary Plan	Designation condition restricts maximum prisoner capacity to 681, notice of requirement for an alteration to designation would be required.
5	Rolleston Prison	Runners Road, Rolleston	504	Daytime: 80 (custodial) + 54 (non-custodial) = total 134 Nighttime: 20	Daytime: 574 Nighttime: 74	Minimum to low-medium security men	1958	63 ha	MCOR-1	Corrections Zone	No conditions

¹ N.B. ‘max capacity’ means the maximum capacity of existing prisoner accommodation facilities (i.e. accommodation buildings) as at 6 June 2025

² Sourced from Department of Corrections as at 6 June 2025

³ Non-custodial staff numbers on-site at any one time vary considerably however we have assumed a conservative estimate that non-custodial staff on-site at any one time are 10-15% of the total prisoner numbers generally based on operating models for other Prisons.

⁴ Assumption that nighttime staffing numbers are approximately 15% of the peak daytime staffing numbers (based on operating models for Prisons (including staffing model for Auckland Prison Capacity Increase))

⁵ the additional staff to service the new facilities for 960 prisoners are assumed to be (a conservative estimate) of an additional 440 staff during daytime hours (8am to 6pm) and an additional 54 staff during nighttime hours (6pm to 8am). These assumptions are based on the ratios used for Auckland Prison which assumes 513 staff: 1,220 prisoners during daytime (8am – 6pm), and 69 staff: 1,220 prisoners during nighttime (6pm – 8am) and may be higher than the actual number of staff due to Auckland Prison accommodating maximum security prisoners which has higher staffing ratios.

⁶ The exception is Auckland Prison where demolition of several existing facilities on the site would be required to accommodate new facilities for 960 additional prisoners (with only the maximum security facility that accommodates 260 prisoners remaining). This means the total staff numbers at Auckland Prison with the 960 new prisoners added is expected to be in the order of 513 staff: 1,220 prisoners during daytime (8am – 6pm), and 69 staff: 1,220 prisoners during nighttime (6pm – 8am).

	Prison	Physical address	Existing prisoner capacity (maximum) ¹	Existing staff capacity on site at any one time (approximate) ² Daytime ³ (8am – 6pm) Nighttime ⁴ (6pm – 8am)	Assumed staff capacity with additional 960 prisoners ⁵ on site at any one time (approximate) Daytime (8am – 6pm) Nighttime (6pm – 8am)	Security classification	Year established	Total designated area	Designation reference	Underlying zoning	Designation constraints / restrictions
6	Tongariro Prison	State Highway 1 Hautu Road, Turangi	422	Daytime: 96 (custodial) + 42 (non-custodial) = total 138 Nighttime: 20	Daytime: 578 Nighttime: 74	Minimum to low-medium security male prisoners	1922	8,481 ha	D29	General Rural Environment	No conditions

Appendix 3: Heritage/Archaeological Effects Assessment



MEMO

Clough & Associates Ltd	
To:	Sean Grace, Boffa Miskell
From:	Ellen Cameron, Clough & Associates
Date:	6/25/2025
Re:	Auckland Prison Alternatives Options Assessment

Introduction

The Department of Corrections' (**the Department**) statutory purpose, as set out in the Corrections Act 2004, is to improve public safety and contribute to the maintenance of a just society. The Department does this by administering the sentences and orders of the New Zealand criminal courts in a safe, secure, and humane environment and assisting in the rehabilitation of prisoners. The development of additional prisoner places across the network is necessary to respond to growth in prisoner numbers, with an aim to 'shift the dial' by creating a future network that prevents the need for the Department to make reactive decisions under capacity constraints.

Overall, the capacity increase project objectives are as follows:

A. CAPACITY: Provide sufficient prisoner places with the appropriate security classification in the geographical area of need to meet long-term demand.

B. QUALITY: Enable the development of quality and modern fit-for-purpose prison facilities to support the safety of staff and prisoners and enable better delivery of rehabilitation and reintegration programmes.

C. RESILIENCE: Ensure the prison has the capacity to respond to unexpected events and changing conditions, including operational resilience and disaster reserves and flexibility for future design, operational efficiencies and innovation.

D. EFFICIENCY: Enable the efficient use and development of land held for prison purposes and associated assets.

E. CONNECTION: Locate the prison facility capacity sufficiently close and connected to:

1. the culture, community, and whānau of prisoners;
2. a workforce of prison staff to support a safe, secure and effective prison operation; and
3. health services and service providers to rehabilitate and reintegrate prisoners.

F. ENVIRONMENTAL EFFECTS: Significant adverse environmental effects of the development of the site are appropriately avoided, remedied or mitigated.

The Department has considered alternative methods (including greenfield development) and undertaken an assessment of all 19 existing prisons to identify reasonable options that



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have potential to accommodate additional security prisoner places. To be considered a reasonable option, a prison site needs to meet the following criteria:

1. The option must have a minimum of 25 hectares of developable land area, available within a site designated for prison purposes, to accommodate the additional demand.
2. The option shall not have any known significant constraints, that would fundamentally constrain development.

Six potential options across the existing network meet the above criteria, and have been identified for further assessment. The six existing prison sites identified for further assessment have sufficient space for an increase in capacity. New facilities at these sites could assist in meeting long-term demand requirements. Based on the assessment criteria, the following sites have been identified as reasonable options for new facilities:

1. Auckland Prison (Figure 1 in Appendix 1)
2. Christchurch Men's Prison (Figure 2 in Appendix 1)
3. Hawke's Bay Regional Prison (Figure 3 in Appendix 1)
4. Waikeria Prison (plan shown in Figure 4 in Appendix 1)
5. Tongariro Prison (plan shown in Figure 5 in Appendix 1)
6. Rolleston Prison (plan shown in Figure 6 in Appendix 1)

As indicated in Figures 1 to 6, specified assessment areas have been indicated within each of the six sites.

Methodology

A desk-based review of available information has been undertaken. The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), District Plan schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangi Kōrero were searched to determine whether any archaeological or historic heritage sites have been recorded on or in the immediate vicinity of the prison sites. As well, early survey plans and historic aerial photographs were checked for information relating to past use of the prison sites and also provide evidence of previous modifications. The early survey plans referred to in the main body of this report are shown in Appendix 2 and the aerial photographs are referenced in footnotes.

A scale from -2 to +2 has been used to assess the anticipated environmental effects of the increased capacity and/or potential theoretical new build at each site. These effects have been assessed on their impact without any proposed mitigation. The scale is in accordance with the following table shown below.



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Table 1. Effects Scale

Scale	Effect
-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse or positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

Assessment of Short-Listed Options¹

Auckland Prison

Historical Background

Auckland Prison is located at Paremoremo, Auckland and is bordered by Paremoremo Creek along its western boundary. The prison opened in 1969 and the earliest prison buildings date from the late 1960s. A review of aerial photographs² has shown that the land containing the prison site was farmland prior to the prison construction. As well, a house (no longer present) was located in the assessment area on a 1963 aerial photograph. However, background research, indicates that after bush clearance, the property was not in use for anything other than possibly gum digging and general agricultural purposes prior to 1900 and the former house is considered to have been built during the 20th century (Cameron and Low 2025).

Assessment

There are no scheduled historic heritage sites within the assessment area or in the Designation boundary included in the Auckland Unitary Plan (Operative in Part). As the prison buildings within the assessment area are modern, they have not been identified as

¹ The Heritage NZ List / Rārangī Kōrero has been searched and no places on the list are located in the assessment areas or within the Designation boundaries of the prison sites included in this report.

² Aerial photographs reviewed – Crown 1392 3229 32 (1963), Crown 1875 5043 14 (1968), Crown 3618 4649 6 (19783, Crown 8772 G 10 (1988) accessed at accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0) and 2015 and 2017 aerial photographs accessed at Google Earth.



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requiring a process of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*.

Information from past archaeological surveys (Felgate 2013 and (Bickler and Clough 2014) did not identify the presence of archaeological sites in the assessment area. As well, the review of aerial photographs also showed that modifications to the assessment area from previous prison development indicates that the likelihood of in situ archaeological remains being present is unlikely. There is, however, one recorded archaeological site within the Designation boundary. This is R10/381 (shell midden) located along the edge of Paremuremo Creek which is associated with Māori occupation and settlement in the general area. The recorded archaeological site is located c.170m to the west of the assessment area and works within the assessment area will not have any adverse effects on the archaeological site.

The results of the desk-based study undertaken for this options assessment have established that no archaeological or historic heritage values have been identified in the assessment area and potential for the presence of unidentified archaeological sites associated with early European settlement and/or Māori occupation and settlement within the assessment area is considered very low.

Anticipated effects of development within the assessment area: Neutral (0).

Christchurch Men's Prison

Historical Background

Christchurch Men's Prison, also known as Paparua Prison, is located near Templeton, approximately 18 km west from the centre of Christchurch on the Canterbury Plains and was established as a prison in 1925. Earlier, in 1914 the Prison's Department had secured 1,000 acres of farmland and construction on the prison site commenced in 1915. Temporary buildings were used while permanent structures were built. Buildings dating to the early years of the prison are still present in the form of the East and Central Wings; however, the associated Administration Block which dated to 1925 and which was damaged in the 2011 earthquake has since been demolished (Archifact 2017). A review of aerial photographs³ has shown that the assessment area has consisted of open grassed or cultivated land since 1940, with some tree planting and harvesting in the early 2000s in the northern section of the assessment area. A review of old plans indicates that the land containing the prison site was subdivided in 1911 (SO 4875 – see Figure 7 Appendix 2) and that it was gazetted as a prison reserve in 1915 (SO 5273 – see Figure 8 Appendix 2).

³ Aerial photographs reviewed - Crown 152 129 35 (1940), Crown 559 E 6 (1950), Crown 8908 a 2 (1988), Crown 9381 C10 (1994) Crown 9381 C 10 (1994) accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0) accessed at <http://retrolens.nz> and licensed by LINZ CC-BY 3.0) and 2004 aerial photograph accessed at Google Earth.



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No evidence of pre-1900 European use of the land containing the prison site, other than for general agricultural purposes, was identified during the research for this report.

Assessment

There are no scheduled historic heritage sites in the assessment area or within the designation boundary included in the Christchurch District Plan. However, Department of Conservation files record that an Identification of Values and Assessment of Significance noted that the CMCF Administration building was assessed as having ‘considerable’ significance and being worthy both of protection in the Christchurch City Plan and of registration (now Listing) with Heritage NZ. The main part of this building was damaged in the Christchurch earthquakes and has since been demolished; however, the adjacent wings dated 1918 and 1925 are still standing. As such, they may warrant consideration of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*. It is noted that these buildings are not located within the assessment area and development in the assessment area would not create any adverse effects on the buildings.

The review of aerial photographs has also shown that all buildings within the assessment area are modern and as such have not been identified as requiring a process of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*.

There are no recorded archaeological sites within the assessment area or Designation boundary with the closest site being c.4 km away, to the northeast. This site is M35/155 (shell midden) and is associated with Māori occupation and settlement in the general area. It is noted that most sites associated with Māori occupation and settlement are located along the coast or along rivers and settlement sites would not be expected to be present in the assessment area. No sites associated with early European settlement have been identified within or in the vicinity of the assessment area or Designation boundary.

The results of the desk-based study undertaken for this options assessment have established that no archaeological or historic heritage values have been identified in the assessment area and potential for the presence of unidentified archaeological sites associated with early European settlement and/or Māori occupation and settlement within the assessment area is considered very low.

Anticipated effects of development within the assessment area: Neutral (0).

Hawke’s Bay Regional Prison

Historical Background

Hawke’s Bay Regional Prison opened in 1989 and is located approximately 4.5 km to the southwest of Hastings on the Ngatarawa Plains of Hawke’s Bay. The land containing the prison site was originally part of a large pastoral block (the Mangaroa Block) sold by Māori



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owners during the late 19th century. The block was subdivided in 1905 as can be seen in survey plan NA DP 1815 (see Figure 9 Appendix 2). A review of aerial photographs shows that the assessment area consisted of farmland from the 1960s onwards with some modern buildings constructed in the 1970s. There is also a building (no longer present) in the northern part of the assessment area, that from the review of aerial photographs⁴ was determined to have been constructed after 1964.

Assessment

There are no scheduled historic heritage sites in the assessment area or within the Designation boundary included in the Hastings District Plan. The prison buildings are modern, as a 1974 aerial photograph⁵ shows that no prison structures are present within the Designation boundary. As such, the prison buildings have not been identified as requiring a process of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*.

There are no recorded archaeological sites in the assessment area or within the Designation boundary. The closest site, V21/316 (pā), is located approximately 1.6 km to the northeast, and is associated with Māori occupation and settlement in the general area. It is noted that the assessment area is not situated in proximity to the coast or a navigable waterway where the majority of sites in the region have been identified. As the review of old plans indicates that the use of the area for European settlement likely dates to the early years of the 20th century, archaeological sites associated with early European settlement are not expected to be present.

The results of the desk-based study undertaken for this options assessment have established that no archaeological or historic heritage values have been identified in the assessment area and potential for the presence of unidentified archaeological sites associated with early European settlement and/or Māori occupation and settlement within the assessment area is considered very low.

Anticipated effects of development within the assessment area: Neutral (0).

Waikeria Prison

Historical Background

Waikeria Prison is located at Waikeria, 17 km south of Te Awamutu in the Waikato region. The site is located in a rural area primarily in the Ōtorohanga district, on Waikeria Road. The use of the broader area by Māori can be seen in the settlement at Te Awamutu (11 km to the northwest of Waikeria Prison). It marked the spot on the Mangaohoi stream which could be reached by canoes, and spreading out from here many pā were established in the

⁴ Aerial photographs reviewed - Crown 1654 3885 29 (1964) accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0) and;

⁵ Crown 3697 D 10 (1974) accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)



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surrounding area. The prison site was not utilised by European settlers prior to 1900 and the first European usage of the land is determined to have been for a reformatory farm dating to 1911/1912, after the government acquired the land in 1910. The prison farm has continued to the present day (Cameron and Clough 2024). There was formerly one historic building within the Designation boundary, but not within the assessment area (the Waikeria Reformatory Building), which was severely damaged by riots in 2022 and subsequently demolished. A review of aerial photographs from 1961, 1978 and 1995⁶ shows the assessment area as a mixture of grassed paddocks and cultivated fields.

Assessment

There are no scheduled historic heritage sites in the assessment area included in the Ōtorohanga District Plan. As the currently existing prison buildings have all been identified as modern, they have not been identified as requiring a process of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*.

There are no archaeological sites recorded in the assessment area. However, five archaeological sites have been recorded within the Designation boundary and four are included in Appendix 8 in the Ōtorohanga District Plan. These are S15/253 (pā), which is located c.1 km to the northeast of the assessment area; S16/65 (pits), S16/66 (pits) and S16/67 (pits) between c.2.8 and 3.5 kms to the south of the assessment area; and S15/780 (trackway) located c.1.6 km to the northwest of the assessment area. The sites are all associated with Māori occupation and settlement in the general area. Although the presence of the sites indicates usage of the general area, no evidence was found during the research for this report, including information on past surveys at Waikeria that included the current assessment area (Cameron and Clough 2017), for the presence of archaeological sites in the assessment area.

The results of the desk-based study undertaken for this options assessment have established that no archaeological or historic heritage values have been identified in the assessment area and potential for the presence of unidentified archaeological sites associated with early European settlement and/or Māori occupation and settlement within the assessment area is considered very low.

Anticipated effects of development within the assessment area: Neutral (0).

⁶ Aerial photographs reviewed - Crown 1039 2623 18 (1961), Crown 5479 N 28 (1979) and Crown 9401 D 2 (1995) accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)



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Tongariro Prison

Historical Background

Tongariro Prison is located along Waiootaka Valley Road, c.5 km to the east of Turangi and to the south of Lake Taupō, with the eastern side of the assessment area bordering the Waiootaka River. The prison was established in 1922 as the Hautu Prison Farm and a survey plan from the late 1920s SO 1588A (see Figure 10 Appendix 2) shows the assessment area included within the Hautu Prison boundaries (Tatton and Clough 2018). It is also noted that during World War II, the Hautu Detention Camp, which was situated close to the prison, was used to hold conscientious objectors (NZ History Website).

It is also noted that the early survey plan, AK SO 14534 dated 1900 (Figure 11 in Appendix 2) shows that the Waiootaka River valley was used by Māori as an access route between Lake Taupō and areas further inland to the south, with a traditional track situated along the western side of the Waiootaka River. The plan also has a description of the land to the west of the assessment area as 'Low Pumice Hills'. Based on the research carried out for this assessment including a review of aerial photographs, the assessment area has been shown to have been in use for agricultural purposes, having been divided into grassed paddocks for many decades. As well, no buildings were identified in the review of aerial photographs⁷ dating from 1958 (the earliest aerial photograph that was able to be accessed) to the present.

Assessment

There are no scheduled historic heritage sites in the assessment area or within the Designation boundary included in the Taupō District Plan. There are currently no buildings located in the assessment area. The current prison buildings within the Designation boundary post-date 1900, although no further information on their date of construction or condition has been able to be established from the desk-based information reviewed for this report, thus their heritage values are currently unknown. It is noted that if any older buildings survive, they may require a process of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*. Proposed works in the assessment area are located to the north of the prison compound and will not have any adverse effects to the existing prison buildings. The general prison site may also have additional historic heritage values associated with the post-1900 use of the property, particularly with the World War II use of the area as a detention camp.

There are no recorded archaeological sites in the assessment area or within the Designation boundary. The closest sites are located between c.4 and 5 km to the east. These include three pā sites (T19/63, T19/64 and T/65) associated with Māori occupation and settlement in the general area. It is also noted that an archaeological field survey of the assessment area has not been carried out and only limited archaeological survey has been carried out

⁷ Aerial photographs reviewed - Crown 1084 27779 (1958), Crown 1698 3899 (1966), Crown 8065 B 4 (1980) and Crown C9990 49 7 (2000) accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)



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in the general area (Tatton and Clough 2018). The presence of a traditional track along the Waiootaka River that would have likely passed through the assessment area would indicate the possibility of sites such as temporary camps and shell midden being present, particularly in proximity to the river. It is noted that the impacts on the land from clearance and improvements associated with the prison would have affected any archaeological sites that may have been present in the assessment area. This would likely have occurred in the western and central sections; however, the land bordering the river may not have undergone extensive modification, allowing sites, if present, to have survived. There is no evidence of early European settlement in the area and the earliest use of the assessment area dates to the setting up of the prison camp in the early decades of the 20th century. Archaeological sites associated with early European settlement are therefore not expected to be located within the assessment area.

The results of the desk-based study undertaken for this options assessment have established that no archaeological or historic heritage values have been currently identified in the assessment area. However, historic heritage values associated with the use of the prison property dating from the 1920s and particularly to the World War II period are considered possible and further research would be required to evaluate the historic heritage significance of the overall Designation area. As well, unrecorded archaeological sites associated with Māori occupation and settlement within the assessment area cannot be excluded based on the desk-based research carried out for this assessment.

Anticipated effects of development within the assessment area: currently Minor (-1) as although no sites have been identified, based on current knowledge there is potential for the overall prison site (including the assessment area) to contain historic heritage and archaeological values that could be affected by future development.

Rolleston Prison

Historical Background

Rolleston Prison is located 22 km south of Christchurch on the corner of Runners and Walkers Roads between Rolleston and Burnham. It was originally an army detention centre and became a prison in 1958. It underwent extensive renovations to increase capacity in 1989, 1992 and 2018.

The prison site is located on the Canterbury Floodplain which would have been a less attractive environment than coastal areas for permanent Māori settlement. The prison site is also located some distance away from the nearest major rivers, the Waimakariri and Rakaia, which would have been used by Māori for transportation and resource collection. The prison site is also located 20km to the north of the smaller Waikirikiri River, which drains into Lake Grassmere (Tatton and Clough 2018).

The land containing the assessment area was included in a purchase of land by Richard Bethell in 1861, who named his landholding Burnham, after his family estate in England.



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He was responsible for building a church and a school in the 1860s-1870s with the intention of creating a traditional English village (Tatton and Clough 2018). These sites eventually became part of the Burnham Military Camp, which is located to the west of the prison site. The land containing the assessment area was transferred to the Defence Department in 1920. A review of old plans showed that the entire prison site was formerly on part of reserve 1636, which had previously been part of the Burnham Industrial School Farm, although there is no evidence of any use other than for general agricultural purposes.

A review of aerial photographs⁸ shows that a series of buildings were present in the southwest corner of the assessment area in 1942; however, later aerial photographs show that these buildings were no longer present by 2000. As well, a 1964 aerial photograph shows that apart from the buildings mentioned above, no other structures were present in the assessment area at that time. For the wider Designation area, the review of aerial photographs indicates that none of the older buildings in the Designation area remain; however, this would require further investigation to confirm.

The aerial photographs reviewed have also shown that the assessment area appears to have been in use for grazing between 1942 and the 1960s with cultivation use appearing in the southwestern part in the 1970s, spreading to all but the northeastern corner by 2000. It is also noted that tree planting/harvesting was occurring in the northeast corner from 2000 onwards. Finally, the aerial review has shown that a manmade pond (no longer present) was created in the north central part of the assessment area between 1974 and 1982.

Assessment

There are no scheduled historic heritage sites in the assessment area or Designation boundary included in the Selwyn District Plan. As the buildings within the assessment area are modern, they have not been identified as requiring a process of heritage assessment in accordance with Section 4.1 of the *Department of Corrections National Historic Heritage Strategy 2013*. Based on the review of aerial photographs no older buildings were able to be identified in the Designation area; however, this would require a site inspection for confirmation.

There are no recorded archaeological sites in the assessment area or within the Designation area. The closest sites are located c.2.5 km to the west of the assessment area in the Burnham Military Camp, which contains sites M36/868 (stone pillars) and M36/408 (All Saints Church). The camp is also the location of site M36/412, the Burnham Industrial School (1873 to 1918) and includes the school office (M36/270). The assessment area was part of the Burnham Industrial School Farm, but there is no evidence it was used for anything other than general agricultural purposes. It is also noted that the assessment area

⁸ Aerial photographs reviewed- Crown 224 148 26 (1942), Crown 1408 3152 64 (1964), Crown 2713 B 4 (1974), Crown 8001 O 54 (1982), Crown 25054 A 9 (2000) accessed at: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0) and Aerial photographs dated 2009, 2013 and 2025 sourced from Google Earth.



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is located on the Canterbury floodplains, which would not have been attractive for Māori settlement, which tended to be focused along the coast or large waterways.

The results of the desk-based study undertaken for this options assessment have established that no archaeological or historic heritage values have been identified in the assessment area and potential for the presence of unidentified archaeological sites associated with early European settlement and/or Māori occupation and settlement within the assessment area is considered low.

Anticipated effects of development within the assessment area: Neutral (0).

Conclusions

The Department of Corrections has commissioned an options assessment at six prison sites as part of a capacity programme. No visual inspection of any of the prisons was conducted at this time and this assessment is a desk-top study based on existing information. There are no recorded archaeological or historic heritage sites in any of the six assessment areas included in this report. Archaeological sites have been identified within the Designation boundary of two of the prison sites – at Auckland Prison and Waikeria Prison. No adverse impacts on archaeological or other historic heritage values have been identified as arising from the proposed development of the assessment areas.

In any area where archaeological sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development, and it should be noted that the presence or absence of unrecorded archaeological sites cannot be confirmed based on desk-top research. As such, the potential for unrecorded archaeological sites has also been taken into account in the evaluation of effects. The potential for unrecorded archaeological sites to be present in five of the six assessment areas is considered to be low. The archaeological potential at the Tongariro assessment area is considered to be higher, based on the desk-based research. The effects of the development within the Tongariro assessment area have been scored accordingly to reflect this.

Although the existing prison buildings in the Designation areas of the six prisons included in this assessment do not have any currently recognised historic heritage values in the relevant District Plans, it is considered possible that early to mid-20th century buildings at Christchurch Prison and (if present) at Rolleston Prison and Tongariro Prison may warrant historic heritage evaluation in the future. However, as none of these buildings are located in the assessment areas, no adverse or positive effects on historic heritage values arising from the currently proposed developments have been identified.



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Internet Sources:

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Appendix 1 – Location Plans

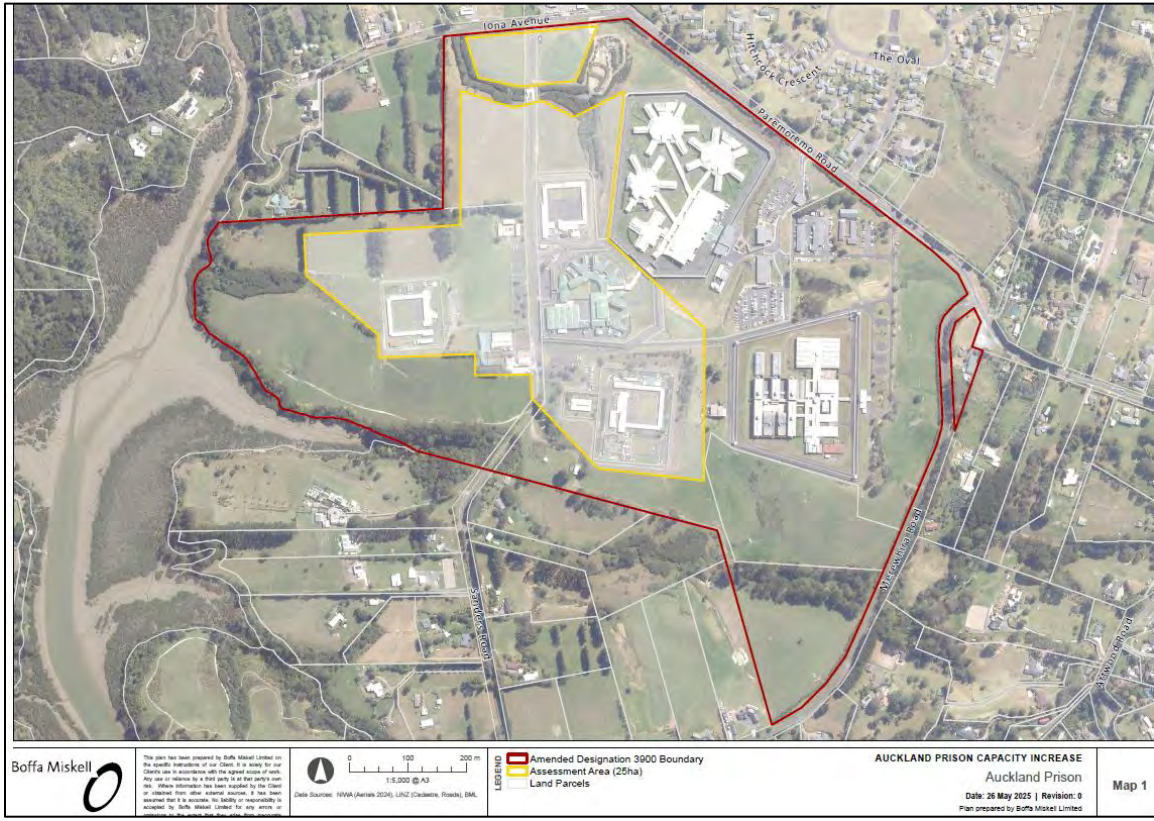


Figure 1. Aerial plan showing the Auckland Prison Designation 3900 boundary outlined in red with assessment area outlined in yellow (source: Boffa Miskell)



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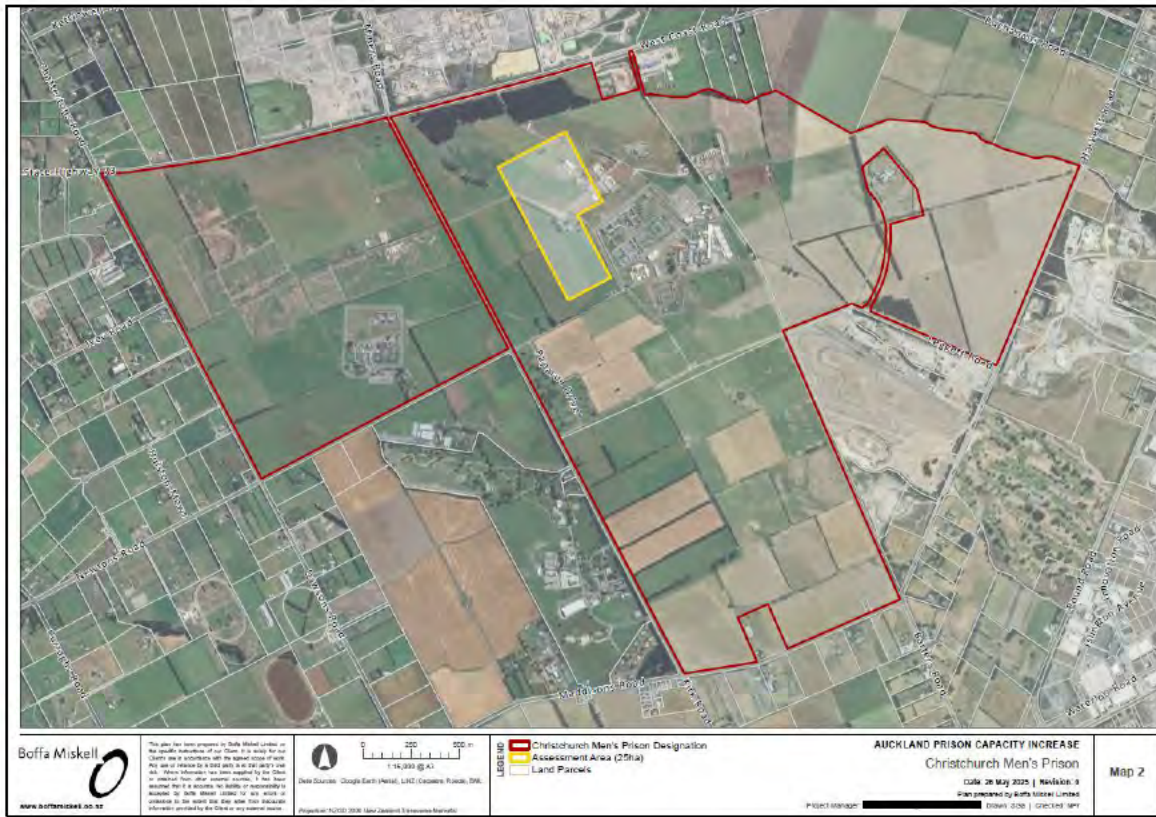


Figure 2. Aerial plan showing the Christchurch Men's Prison Designation outlined in red with assessment area outlined in yellow (source: Boffa Miskell)



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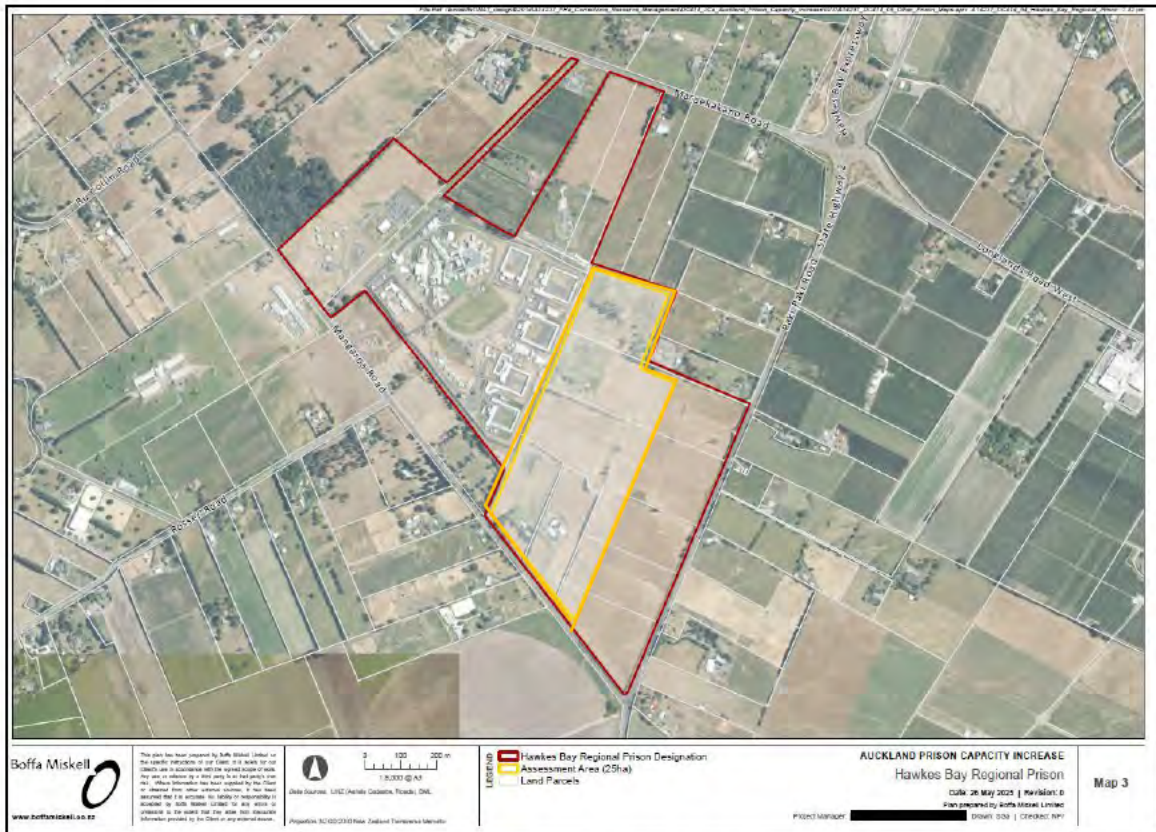


Figure 3. Aerial plan showing the Hawke’s Bay Regional Prison Designation outlined in red with assessment area outlined in yellow (source: Boffa Miskell)



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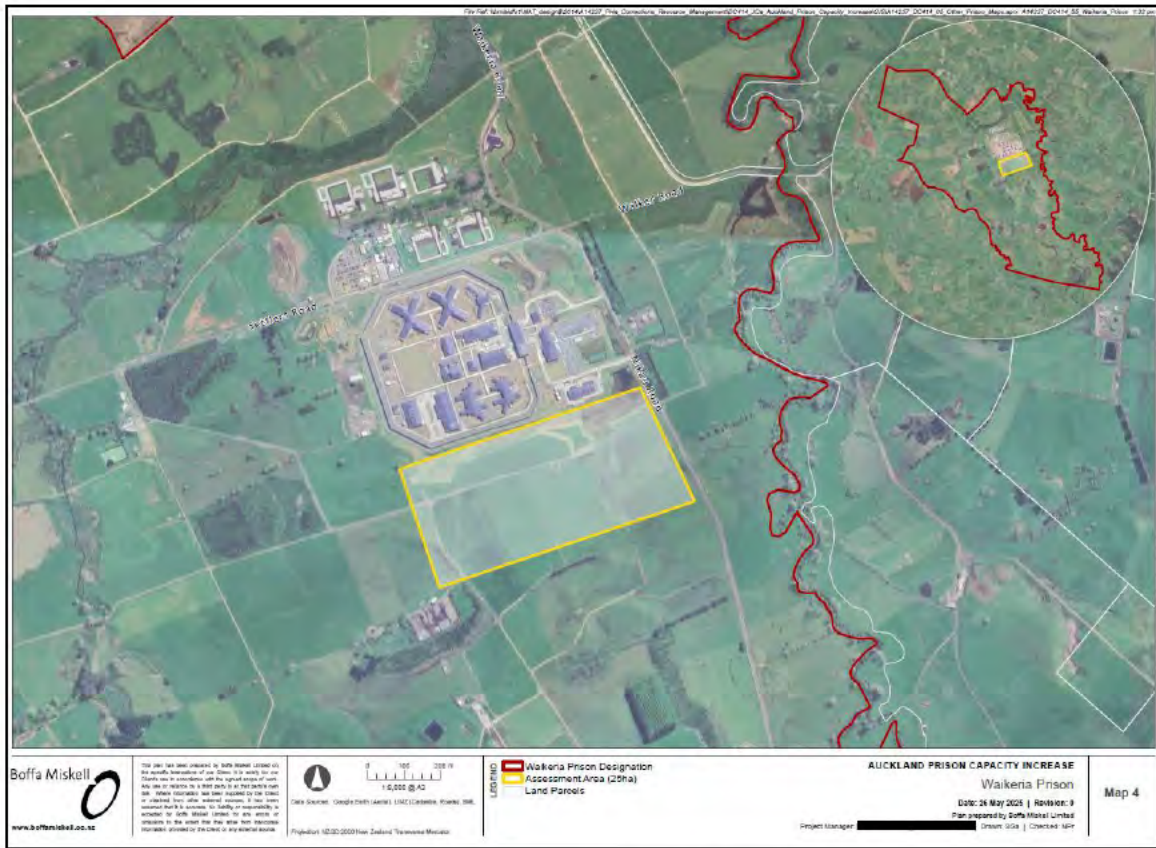


Figure 4. Aerial plan showing the Waikeria Prison Designation outlined in red with assessment area outlined in yellow (source: Boffa Miskell)



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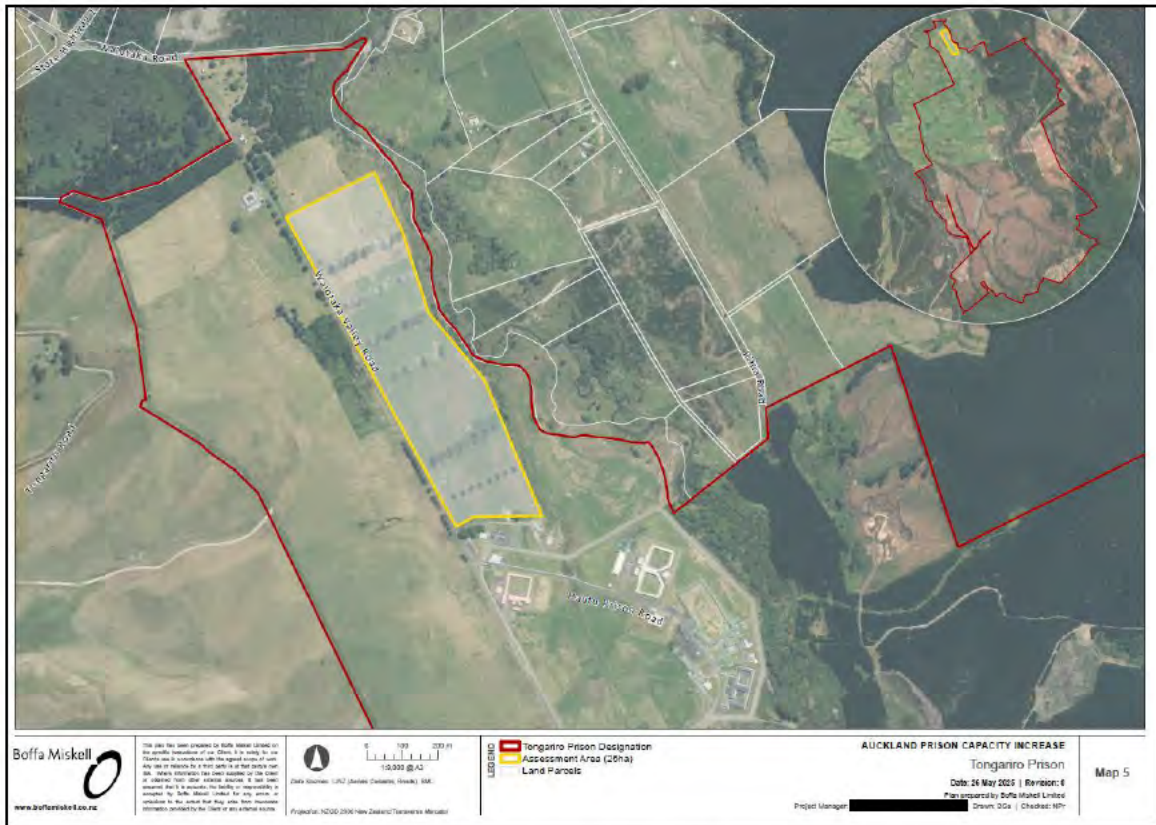


Figure 5. Aerial plan showing the Tongariro Prison Designation outlined in red with assessment area outlined in yellow (source: Boffa Miskell)



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Figure 6. Aerial plan showing the Rolleston Prison Designation outlined in red with assessment area outlined in yellow (source: Boffa Miskell)



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Appendix 2- Early Plans

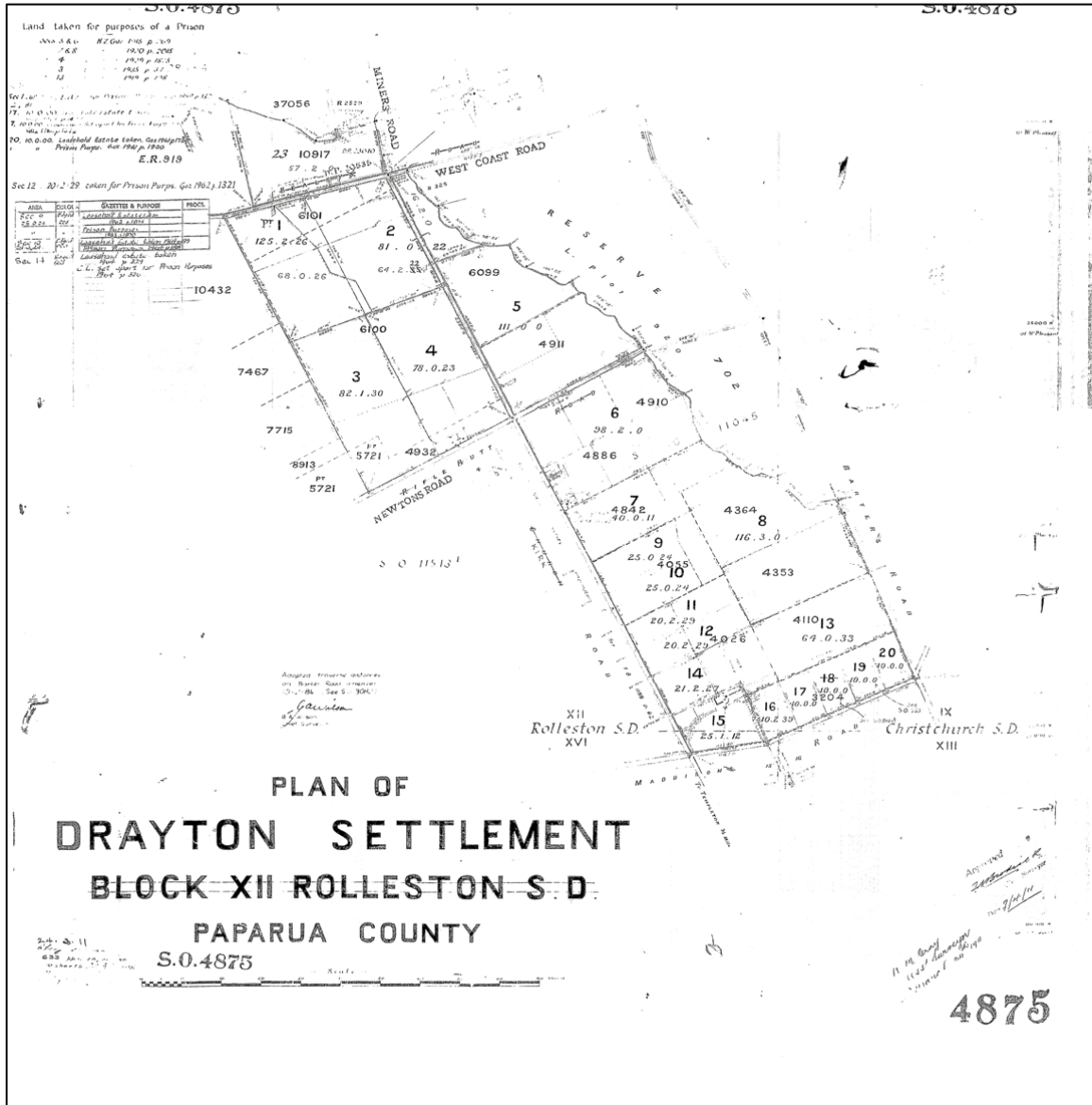


Figure 7. CH SO 4875 plan dated 1911 of the Drayton Settlement Block XII Rolleston (source: Quickmap)



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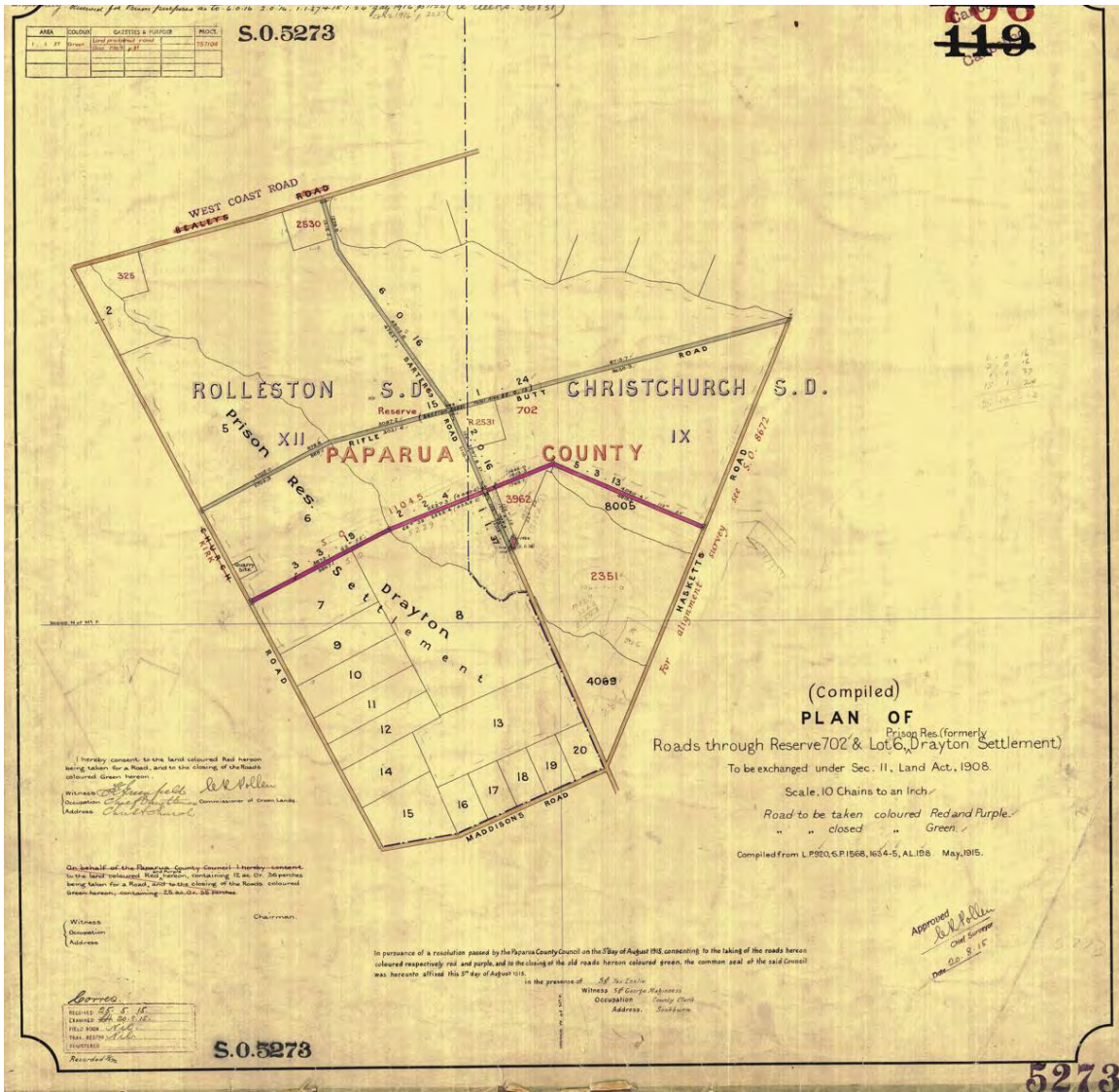


Figure 8. CH SO 5273 plan dated 1915 showing the plan of roads through the prison reserve (Reserve 702) (source: Quickmap)



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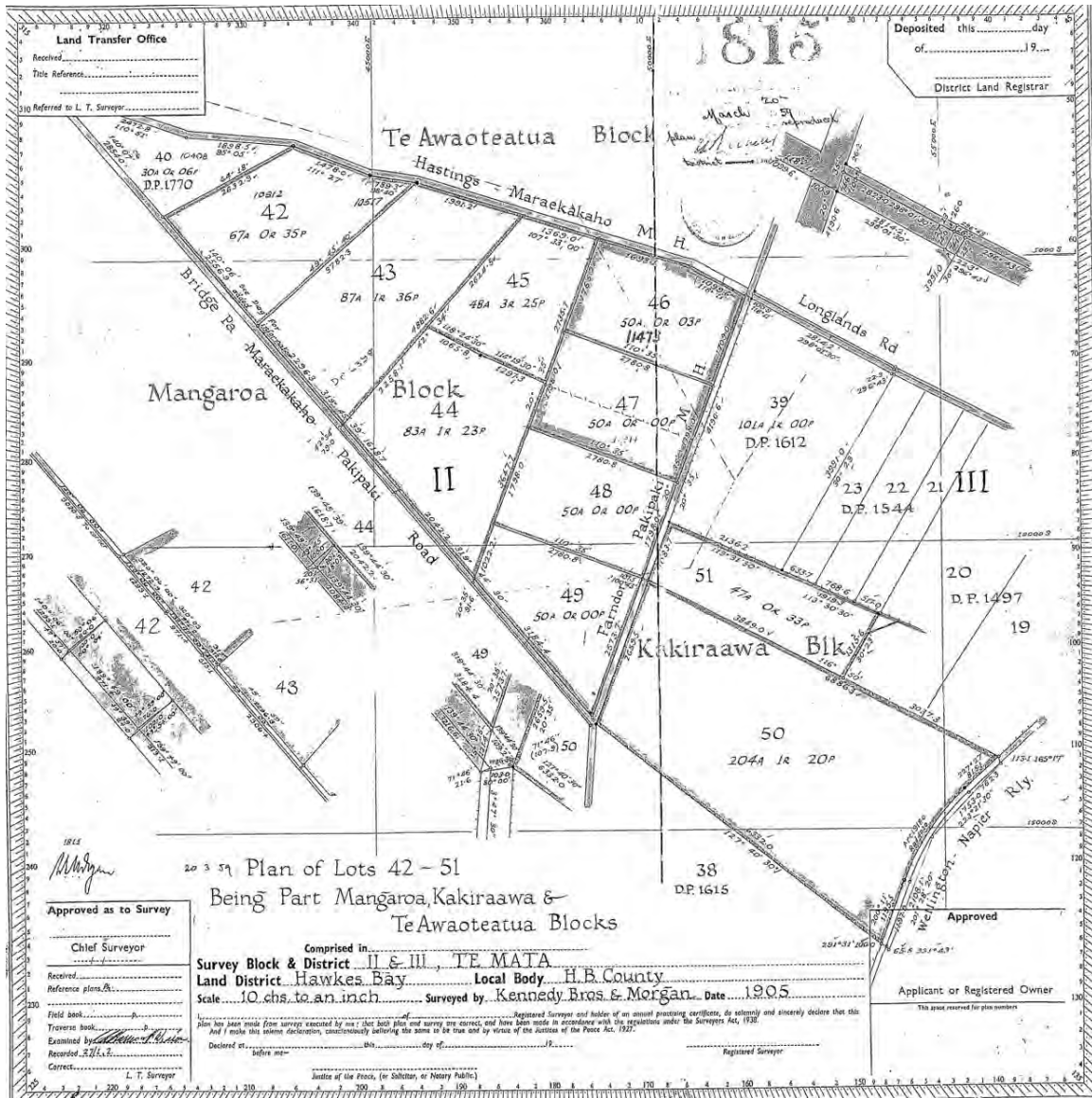


Figure 9. NA DP 1815 plan dated 1905 showing subdivision of the part of the Mangaroa Block which contains the Hawke's Bay Prison site



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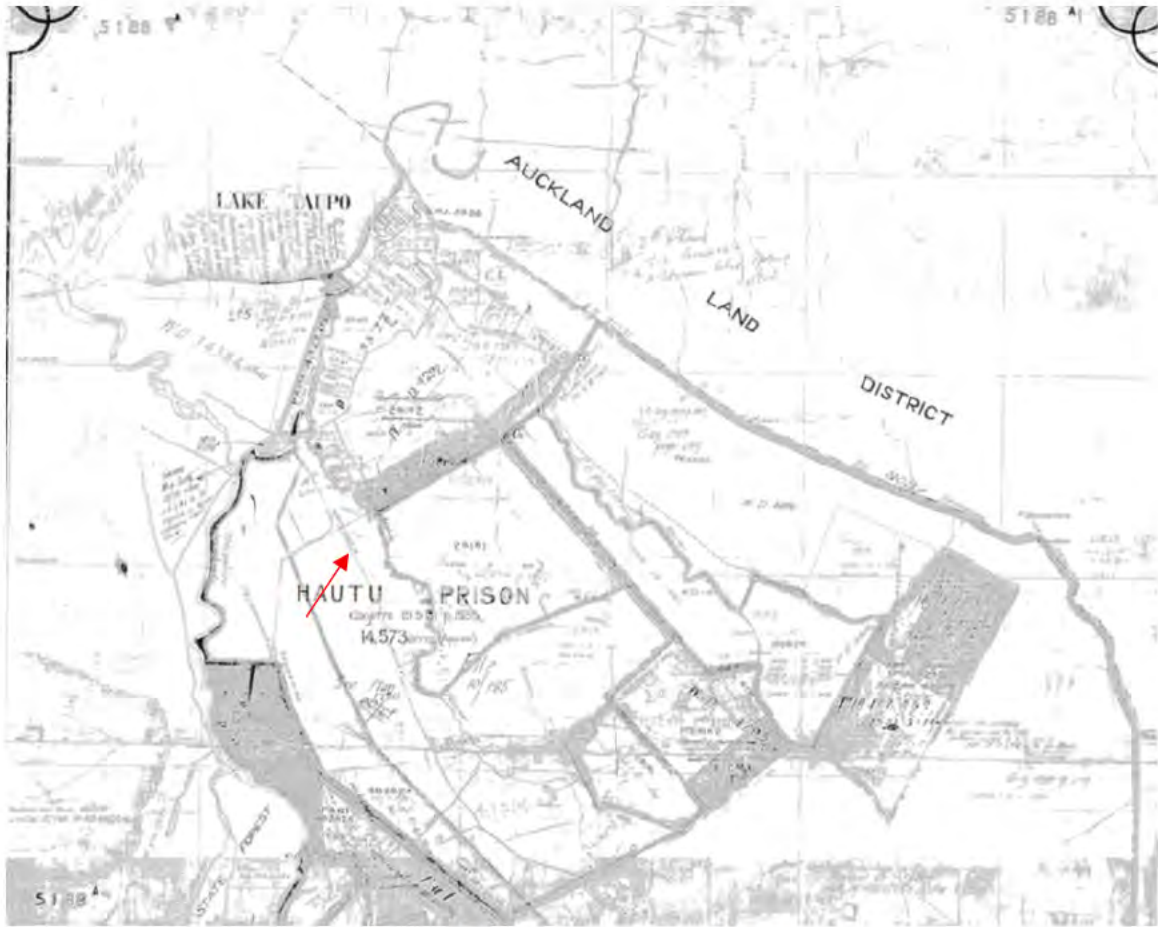


Figure 10. Survey Plan 5188A (dated to the 1920s) showing the Hautu Prison property with approximate location of assessment area indicated by red arrow (source: Gazette 21.5.31, p.1535)

Appendix 4: Ecological Effects Assessment

Boffa Miskell



Prison Capacity Increase Alternatives Assessment

Ecological Effects

Prepared for Ara Poutama Aotearoa – The Department of Corrections

23 September 2025

Boffa Miskell





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Appendices

Appendix 1: Ecological Maps

1.0 Introduction

Ara Poutama Aotearoa – The Department of Corrections (**The Department**) is looking to develop additional prisoner places across the network. This is a necessary response to growth in prisoner numbers and the desire to create a future network that prevents the need for the Department to make reactive decisions under capacity constraints.

The Department have identified six potential options across the existing network that have sufficient space for an increase in capacity. The sites identified are:

1. Auckland Prison
2. Waikeria Prison
3. Hawkes Bay Regional Prison
4. Tongariro Prison
5. Christchurch Men's Prison
6. Rolleston Prison

All identified options have the required 25 hectares of developable land area that would contain secure and non-secure prison facilities. Other non-secure facilities and infrastructure such as roading, stormwater ponds and landscaping may be located outside of the 25-hectare development area. No plans or design have been prepared for the proposed expansions, other than the identification of an “assessment area” at each site, but the areas are based on an understanding of current prison facilities and the area required for new facilities to accommodate 960 additional prisoner places. The assessment areas within the context of each site are appended to this report.

A high-level assessment of the potential ecological effects of prison expansion at each of the six sites is required.

1.1 Methodology

A high-level, desktop assessment of the potential ecological effects of each of the six options has been prepared. Sources of information included, but is not limited to, the following:

- Existing technical reports from previous alternative assessments
- Relevant local and regional council publicly available GIS information
- Aerial imagery (including Google street view) and topographic data
- New Zealand Freshwater Fish Database
- Department of Conservation Herpetofauna database
- Department of Conservation Bat database

No site visits have been undertaken as part of this assessment. As a result, the ratings provided are preliminary and intended for comparative purposes only. Prior to progressing any expansion plans for the sites identified in this report, an on-site and a detailed ecology report would be required to accurately ascertain potential ecological effects.

For the purposes of assessing the ecological effects of the increased capacity at each site, the following assumptions are made:

- All vegetation across the site will be removed.
- Earthworks and/or ground preparation would be required across the whole site, such that all potential native fauna habitat will be removed.
- Watercourses and/or drains on the site will be reclaimed (piped) and/or diverted.
- Any potential wetlands on site will be reclaimed.

A scale is to be used to assess the anticipated environmental effects from the proposed increased capacity build at each site. This effects assessment is made based on their impacts without any proposed mitigation. The 7-point scale ranges from -3 to +3 (Table 1).

The use of this scale provides an evaluative framework for comparing the environmental impacts of the six different options to each other. It will also be employed across other technical assessments as part of the wider project assessment.

Table 1: Effects scale used in this ecological assessment.

Scale	Effect
-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse or positive environmental effect
+1	Minor positive environmental effects
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

2.0 Auckland Prison

2.1 Existing Ecological Values



Figure 1: Auckland Prison location plan. Amended Designation 3900 Boundary (red) Assessment Area 25 ha (Yellow).

Auckland Prison is located at Pāremoremo, near Albany in North Auckland, and on the margins of the Waitemata Harbour. The site is essentially bounded by arms of the Pāremoremo Creek and coastal fringe on its western and southern margins, with the Pāremoremo Scenic Reserve to the north, and Sanders Reserve to the south-west. The Pāremoremo Scenic Reserve and adjoining coastal vegetation comprises a large tract of terrestrial Significant Ecological Area (SEA) (SEA_T_6745; SEA_T_8135; SEA_T_8330). The Site is located within the Tamaki Ecological District (ED). The 25 ha assessment area is located to the west and south of the existing prison infrastructure.

Vegetation within the assessment area is predominantly managed pasture grass species. Riparian planting appears to have been undertaken on tributaries to the north-east and north-west of the area. Some large exotic trees, such as oak, eucalyptus, pine, and macrocarpa are present around buildings and within shelter belts. No SEAs are present within the assessment area.

A marine SEA (SEA-M2-57b) is located to the north and west of the assessment area, it is also the receiving environment of the tributaries and overland flow paths within the assessment area. The SEA is known as the best example of the muddy, mangrove-lined inlets of the inner Waitemata Harbour, with extensive shellfish beds and abundant birds and fish.

No natural inland wetlands appear to be located within the assessment area. However, there are confirmed natural inland wetlands within 100 m of the assessment area along the western boundary (Boffa Miskell 2025).

The assessment area contains three tributaries; one permanent and two intermittent¹ which may need to be diverted, or reclaimed, during the development. It is advisable to avoid streamworks where possible. These watercourses all discharge into Pāremoremo Creek, which is a sensitive receiving environment, and appropriate sediment and erosion control should be utilised for all onsite earthworks or streamworks. The reclamation of these watercourses will result in the loss of length of aquatic habitat.

Given the Site's close proximity to a number of terrestrial SEAs and the coastal margin, it is likely to, at times, be utilised by native fauna. Herpetofauna species within a 20 km radius of the assessment area were searched² in record databases, with six species recorded, five of these species are at At-Risk³ and one is Not Threatened (Appendix 1). The habitat within the assessment area would be considered low-quality habitat for these herpetofauna species, with a low chance of inhabitation.

Avifauna records within a 5km radius of the Site were searched⁴, with 45 native avifauna species recorded, of which 26 have an At-Risk or Threatened conservation status. The majority of species are coastal bird species (77%), reflecting the coastal location of the Site. These species are highly mobile and are most likely to forage over the site and surrounds. There is limited vegetation on-site for roosting or nesting, however some native avifauna species may utilise the limited habitat at times. If any trees are proposed to be cleared during nesting season (August to March, inclusive) then bird nest checks should be undertaken.

Bat records⁵ noted one record from 2012, 4.2 km away from the Site within Riverhead Forest, where a long-tailed bat (*Chalinolobus tuberculatus*) was recorded. It is unlikely that bats are utilising trees within the site for roosting or nesting, however trees should be checked for habitat features prior to any clearance.

2.2 Potential Ecological Effects

Overall, bird movements across the landscape are likely to be unaffected owing the adjacent coastal fringe habitats and aerial linkages between the Pāremoremo Scenic Reserve to the north, and the Sanders Reserve to the south-west. The assessment area does encompass watercourses which may require streamworks and may lead to a loss of small sections of freshwater habitat which may have no more than minor effects. Stormwater on site will also need to be carefully managed and treated before discharging into the coastal environment.

The anticipated effects of the proposed development within the assessment area are considered to have no adverse effect (0), with the potential loss of a small area freshwater habitat.

¹ Auckland Council Stream Classifications. Auckland Unitary Plan; Chapter J.

² Results from within the last 20 years. Department of Conservation Bioweb database and Auckland Council herpetofauna database. Both accessed 2025.

³ Department of Conservation, 2021. Conservation status of New Zealand reptiles, 2021. New Zealand threat classification series 35.

⁴ Ornithological Society of New Zealand Bird Atlas.

⁵ Department of Conservation Bat Database

3.0 Waikeria Prison

3.1 Existing Ecological Values



Figure 2: Waikeria Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Waikeria Prison is located in the Waikato region, some 16 km south of the town of Te Awamutu, and 8 km from State Highway 3. The wider prison designation covers some 1,276 hectares. Most of the site is a working farm, which has been in operation since the prison opened in 1912. The site is generally bound to the east and north-east by the Mangatutu Stream and to the south by Wharepunga Road and parts of the Waikeria Stream. Waikeria Prison is located in the Waipa ED. The 25 ha assessment area is located to the south of the existing prison infrastructure, generally in the middle of the wider prison site.

There are no Significant Natural Areas (SNAs) or SEAs identified within the assessment area, or wider site. Vegetation across the site and within the assessment area is predominantly pasture grass (high producing exotic grassland). Riparian planting has been undertaken around the Waikeria Stream. The assessment site is limited only to pasture grass species and potential wet-tolerant species associated with potential areas of degraded natural inland wetlands.

Two potential areas of natural inland wetland are visible from satellite imagery: one spanning the eastern boundary near Nikau Road, and a larger area originating at the farm race to the north-east of the area. A potential flowpath is also visible to the west of the assessment area. No mapped streams are present within the assessment area, but the Mangatutu Stream runs to the east, and the Waikeria Stream runs to the west, both of which discharge to the Puniu River, and are the receiving environments for stormwater from the assessment area. The Mangatutu

River and Puniu River are classified as Trout Habitat and Indigenous Fish Habitat⁶. Black mudfish (*Neochanna diversus*) are known to inhabit peat wetlands and slow-flowing drains within the Waikato area and may be present within receiving environments. This species has a threat classification of At-Risk Declining.

There is a long history of modification and lack of predator control across the site, and resultingly there is a low likelihood of any significant populations of native lizards within the assessment area. Lizard surveys and salvage operations have previously been undertaken as part of the Waikeria Prison capacity increase project⁷, which resulted in no lizards detected. It is considered highly unlikely that native lizards are utilising the assessment area.

An avifauna survey was undertaken in 2016 as part of the Waikeria Prison capacity increase project⁸ and identified 20 bird species, most of which were introduced and of which all natives were considered Not Threatened. Within the assessment area there is no vegetation suitable for roosting, and poor-quality foraging. Development within the assessment area will have negligible effects on any native avifauna species.

The closest bat record is some 8 km north-west in Kihikihi where a long-tailed bat was recorded in two passes in 1999⁹. There is no suitable habitat within the 25 ha assessment area for native bat species.

3.2 Potential Ecological Effects

Overall, the Waikeria Prison assessment area has low ecological values and is highly modified through pastoral farming. However, the proposed expansion may result in the loss of areas of natural inland wetland, although the wetlands are heavily modified and continue to be grazed. Further on-site assessments are required to confirm the presence of any natural inland wetlands.

The anticipated effects of the proposed development within the assessment area are considered to have a minor adverse effect (-1), owing to the potential loss of natural inland wetland habitat.

⁶ Waikato Regional Council, Waikato Maps; Water Classification Map.

⁷ Boffa Miskell, 2017. Memorandum to Department of Conservation and Department of Corrections. Waikeria prison capacity increase project – Wildlife Authorities 57655-FAU & 57656-FAU. 24/11/2017.

⁸ Boffa Miskell Limited 2017. Waikeria Prison Capacity Increase: Assessment of Ecological Effects. Report Prepared by Boffa Miskell Limited for Department of Corrections.

⁹ Department of Conservation Bat Database (as of 20 March 2022).

4.0 Hawkes Bay Regional Prison

4.1 Existing Ecological Values



Figure 3: Hawkes Bay Regional Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Hawkes Bay Regional Prison is located south of Hastings, approximately 1.4 km from State Highway 2 (SH2). The site is located within an area of generally flat land used for horticulture and cropping, with the Raukawa and Kaokaoroa Ranges located to the south-west and south of the site, respectively. The site is bounded to the south-west by Mangaroa Road and the north by Maraekahaho Road and the east by SH2. The 25 ha assessment area is located to the east of the site, near SH2. The site is located within the Heretaunga ED¹⁰, which is characterised by extensive broad plains, river terraces and low rolling downlands. It is one of the driest areas in the North Island.

The assessment area is classified as 'plains production' and is covered in pasture grass species with poplar shelters belts, and the occasional specimen tree predominantly surrounding the buildings. A small orchard may be present within the south-west of the assessment area, as seen in satellite imagery. Planting has been undertaken along the southern boundary with Mangaroa Road with native tree species.

There were no potential natural inland wetlands visible from satellite imagery. However, wetlands can often be difficult to determine from satellite imagery and a site visit would typically be required to confirm the absence of natural inland wetlands.

¹⁰ Ecological District 29.02.

No watercourses or large drains were visible from the satellite imagery. A REC2¹¹ stream order 1 and 2 line is present along the south-western and southern corner of the area; however satellite imagery doesn't show any obvious streams or surface water.

The small-scaled skink (*Oligosoma microlepis*; Threatened- Nationally Vulnerable) has previously been detected at Whanawhana, 32 km north-west of the site within the Heretaunga ED¹². This species has a preference for rocky areas and riverbeds, but has been known to occasionally occur in modified habitat on agricultural land. Given the distance of the assessment area from its preferred habitat, it is unlikely this species will be utilising the area. However, other species such as the Northern grass skink (*Oligosoma polychroma*) may be present within low-value habitats such as rank grass and debris piles, if present. It is advised that a survey be undertaken prior to any earthworks.

The wider area contains important wetlands and many gravel riverbed habitats which act as important breeding areas for native avifauna, which may feed into the surrounding pasture areas. Data from eBird¹³ reports 42 species identified within the 10 km x 10 km grid which encompasses the assessment area. Seven records are from the Hastings Golf Club, only 2 km north-west of the assessment area. Only two of these species were native, the relatively common fantail and silver eye, both of which are considered Not Threatened. The assessment area contains limited habitat for native avifauna species, predominantly limited to hedge rows and specimen trees around buildings. Species such as fantail and wax eye are both known to forage and nest in these habitats, and it is recommended that bird nest checks are undertaken prior to any vegetation clearance if during bird nesting season (August to March inclusive). Although not detected within the immediate area dotterels (banded dotterel and black-fronted dotterel) are present within the wider area and are known to breed on the large gravel bed rivers. They have been known to occasionally set up nests on open earth and gravel areas within earthwork sites, and regular checks for nests should be undertaken while undertaking earthworks within the breeding season (August to March inclusive).

The closest record within the DOC bat database¹⁴ was within Mohi bush, 26.8 km south-east of the site, where a long-tailed bat pass was recorded in 2016. There are several records associated with Ruahine Range and the large river systems draining them, some distance from the area. Given the lack of habitat within the assessment area, it is highly unlikely that bats are utilising it for foraging or roosting.

4.2 Potential Ecological Effects

Overall, the Hawke's Bay Regional Prison assessment area is of very low ecological value and has been highly modified for farming.

The anticipated effects of the proposed development within the assessment area are assessed as neutral, or no adverse or positive environment effect (0), owing to the very low ecological value of the habitat onsite and low-likelihood of impacts on any native fauna species.

¹¹ River Environment Classification v 2.0 (NIWA) <https://niwa.co.nz/freshwater/river-environment-classification-2>

¹² Manaaki Whenua – Landcare Research, 2018. Review of threatened and iconic plant, bat, lizard, frog, terrestrial invertebrate, and fungi species in Cape to City and Poutiri Ao ō Tāne. Prepared for the Ministry for Business, Innovation and Employment and Hawke's Bay Regional council.

¹³ Accessed 11/6/2025, grid square BH84.

¹⁴ Updated as of 20 March 2022.

5.0 Tongariro Prison

5.1 Existing Ecological Values



Figure 4: Tongariro Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Tongariro Prison is located in the Central North Island, south of Lake Taupō, just off the Desert Road within the Waiotaka Valley. The wider designated prison site is large, totalling 8,482 hectares, with approximately 4,200 ha of which is forest, 2,400 ha is farmland and the remaining land comprising rivers, reserves, wetlands, native forest and roads¹⁵. The site is located within the Taupō ED which is characterised by rolling to locally broken landscapes with extensive clearance of original forest. Extensive wetlands are present at the southern end of Lake Taupō (north of the assessment area). Abundant pine plantations are also present within the ED.

Vegetation within the assessment area is predominantly pasture grass with mature trees acting as a shelter belts. An area of fenced off, denser vegetation is present towards the south, which should be assessed as it may be a natural inland wetland. A SNA (SNA 141) is located to the east of the assessment area and covers parts of the Waimarino River Riparian Strip and down to Stump Bay at Lake Taupō¹⁶.

Owing to the large overall size, the site has numerous tributaries and headwaters that flow into Waiotaka River and the Mangamawhitiwhiti Stream, and out into Lake Taupō. The Waiotaka River is located directly east of the assessment area, with a small portion located within the

¹⁵ Department of Corrections. Tongariro Prison. https://www.corrections.govt.nz/about_us/getting_in_touch/our_locations/tongariro_prison

¹⁶ Wildlands, 2020. Significant natural areas of the Taupō district 2019. Contract Report No. 4881a Vol. 1. Prepared for Taupō District Council

assessment area. The north-east of the assessment area contains a number of abandoned meanders of the Waiotaka River, with some containing water. These have the potential to be classified as natural inland wetlands and should be formally assessed. A drainage channel has been created through the middle of the assessment area, draining into the Waiotaka River.

The Waiotaka River, in the reaches downstream of the site, is a known fishery for brown and rainbow trout. A small tributary of the Waiotaka River runs directly adjacent to the south-eastern boundary of the assessment area. This tributary was surveyed in 2022¹⁷ and abundant brown trout and kōura were recorded. Stormwater from the site, both during development and operation, will need to be well managed to protect the Waiotaka River and fish populations within.

Herpetofauna data is limited for the area of Tongariro Prison. It is known that in the nearby Tongariro National Park, forest geckos (*Mokopirirakau granulatus*) (At-Risk Declining) are present. This species is primarily arboreal, but in certain subalpine and alpine habitats they can become almost exclusively ground-dwelling¹⁸. They are closely associated with a range of different habitats including swamps and scrublands. Although the assessment area generally appears to contain low-value lizard habitat, it is advised that formal surveys are undertaken.

Data from eBird¹⁹ reports 66 species identified within the 10 km x 10 km grid which encompasses the assessment area. Six of these species are threatened, with the nationally critical Australasian bittern recorded. This species is a cryptic species typically associated with wetlands; however, it is also known to forage in drains and areas of rank grass on farmland edges²⁰. The threatened – nationally vulnerable whio and long-tailed cuckoo were both recorded along the Tongariro River just west of the assessment area. Formal surveys should be undertaken for Australasian bittern and other cryptic wetland bird species prior to any work.

Bats are known to be present within the wider ED and the closest bat record is 4km away, just north of Turangi, where a long-tailed bat was recorded in 2014²¹. A lesser short-tailed bat was recorded 10.4 km south-east of the site within the lower Kaimanawa Ranges. Mature trees present within the assessment area may contain suitable habitat for bat foraging or nesting, and these trees should be formally assessed.

5.2 Potential Ecological Effects

Overall, the Tongariro Prison assessment area has low ecological value and has been highly modified. There is the potential presence of natural inland wetlands, both within the abandoned meanders and the unidentified vegetated area. The threatened – nationally critical Australasian bittern has been recorded within the wider area and may be present within, or immediately adjacent to, the assessment area. There is also potential that native bats are utilising mature trees within the assessment area.

The anticipated effects of the proposed development within the assessment area are considered to have a minor adverse effect (-1), owing to the potential loss of natural inland

¹⁷ New Zealand Freshwater Fish Database records.

¹⁸ New Zealand Herpetological Society. <https://www.reptiles.org.nz/herpetofauna/native/mokopirirakau-granulatus>. Accessed 26/6/2025.

¹⁹ Accessed 13/6/2025, grid square AZ76.

²⁰ Williams, E. 2013 [updated 2022]. Australasian bittern | matuku-hūrepo. In Miskelly, C.M. (ed.) New Zealand Birds Online. www.nzbirdsonline.org.nz

²¹ Department of Conservation Bat Database. Last updated 20 March 2022.

wetland habitat and potential impacts on the nationally critical Australasian bittern and long-tailed bat habitat.

6.0 Christchurch Men's Prison

6.1 Existing Ecological Values



Figure 5: Christchurch men's Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Christchurch Men's Prison is located in the rural urban fringe, to the west of Christchurch, south of West Coast Road. The assessment area is located to the north of the site, north-west of the main prison blocks. The wider prison site is used for horticulture, and sheep and pig farming. The site is located within the Christchurch – low plains ED. This ED is a large area of coalesced fans, with a relatively low rainfall. Pre-clearance vegetation was predominantly lowland short tussockland with some floodplain forest remnants. The area now is primarily used for farming, horticulture and cropping.

The vegetation across the site and assessment area is principally pasture grass interspersed with shelter belts and some ornamental trees, mostly around buildings. There is a small stand of pine located to the north of the site and hedges border much of the site. Within the assessment area are some exotic shelter belts and large ornamental trees around buildings.

Watercourses bordering the northern portion of the wider prison site (West Coast Road stock water race) and flowing through the eastern portion of the site (Kirk Road water race) both flow out into the Avon River. Smaller tributaries also located within the wider prison site flow into the Heathcote River. Watercourses west of Kirk Road flow into the Halswell River, which discharges

into Lake Ellesmere. Within the assessment area a small watercourse/drain is visible in satellite imagery, assumed to be flowing from the north-west to south-east of the area. The development of the assessment area may result in the diversion and/or reclamation of this watercourse. The reclamation of this watercourse will result in the loss of aquatic habitat and appropriate sediment and erosion control must be implemented during both earthworks and streamworks to limit any potential impacts on downstream habitats.

No potential areas of wetland were visible from the satellite imagery. Additionally, no wetland areas were mapped within the Canterbury Maps Viewer²². However, formal assessments on site should be undertaken to confirm.

Freshwater fish have been recorded in nearby watercourses including the Kirk Road and West Coast Road stock water races. Records included longfin eel, shortfin eel, upland bully, common bully, chinook salmon, and brown trout. Of these species the longfin eel is classified as At Risk – declining, with the remainder either Not Threatened or Introduced and Naturalised. The canterbury mudfish, or kōwāro, are found in a limited number of waterways in the Canterbury plains, between the Ashley River to the north and the Waitaki River to the south. The mudfish is classified as Threatened – Nationally Critical, and surveys for mudfish should be undertaken on any watercourse prior to streamworks (including drains and water supply races).

The wider prison site and assessment area both contain limited low-quality habitat for herpetofauna species. The Southern grass skink (*Oligosoma aff polychroma Clade 5*) has been confirmed within the wider Prison site²³, and is classified as At Risk – Declining. This species prefers grassland, tussock and rocky areas and may be present within the assessment area. Other species that inhabit the wider canterbury plains such as the McCann's skink (*Oligosoma maccanni*), Jewelled gecko (*Naultinus gemmeus*) and Waitaha gecko (*Woodworthia cf. brunnea*) are highly unlikely to be onsite, as there is no suitable habitat within the assessment area. Surveys for and potential salvage of herpetofauna should be undertaken prior to any works.

Data from eBird²⁴ reports 35 species identified within the 10 x 10 km grid, which encompasses the whole prison site. Of these 18 were native, three of which were considered At-Risk; the New Zealand pipit, South Island oystercatcher and the Banded dotterel. Pipit are widespread in rough open country and are often present along riverbeds and are known to frequent grazed farmland. The large braided Waimakariri River is located just to the north of the eBird grid and approximately 8km north of the assessment area. The South Island oystercatcher and the Banded dotterel both generally inhabit estuarine and coastal habitats, with some populations moving inland for breeding, occupying areas such as riverbeds and farmland. It is probable that the South Island oystercatcher and the Banded dotterel is associated with locations closer to the Waimakariri River. However, if any earthworks are to occur during their breeding season then further assessment for nests should be undertaken as the species are known to inhabit farmland.

The closest bat record to the site is approximately 30 km north, within the Ōkūkū River valley, where a long-tailed bat was recorded in 1980. The next closest record is 60 km north-west within Broken River, with a long-tailed bat recorded in 1983. The only known current population of the long-tailed bat is located further south within Canterbury and it is considered that bats would not utilise the assessment area for foraging or roosting.

²² [Canterbury Maps Viewer](#)

²³ Surveys undertaken on site by Boffa Miskell, 2025.

²⁴ Accessed 11/6/2025, grid CX47.

6.2 Potential Ecological Effects

In summary the Christchurch Men's Prison assessment area has low ecological value owing to its heavy modification and use for grazing. The area is located within the wider Canterbury Plains and does not cause any disruption to ecological linkages. A drain located within the area is likely to be habitat for native fish species, and possibly the Threatened – Nationally Critical Canterbury mudfish and its reclamation or diversion will have adverse ecological effects. The At Risk – declining Southern grass skink may be present within the assessment area.

The anticipated effects of the proposed development within the assessment area are considered to have a minor adverse effect (-1), owing to the potential loss of watercourse habitat and potential impacts on the Nationally Critical Canterbury mudfish and the At-Risk Southern grass skink.

7.0 Rolleston Prison

7.1 Existing Ecological Values



Figure 6: Rolleston Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Rolleston Prison is located to the south-west of Christchurch, bounded to the north by Two Chain Road and to the south by Runners Road and the main trunk railway line and SH1. The assessment area is located within the western half of the site. The site is located within the Christchurch – low plains ED. This ED is a large area of coalesced fans, with a relatively low rainfall. Pre-clearance vegetation was predominantly lowland short tussockland with some

floodplain forest remnants. The area now is primarily used for farming, horticulture and cropping.

The vegetation across the site and assessment area is predominantly mown grass, with macrocarpa hedges bordering much of the prison boundary and some ornamental trees present around buildings. This vegetation is of low ecological value.

A watercourse is visible along the western boundary of the assessment area, which is identified as a drain by LINZ. This drain flows in a generally north to south direction, flowing into Lake Ellesmere. No potential areas of wetland were visible from the satellite imagery. Additionally, no wetland areas were mapped within the Canterbury Maps Viewer²⁵. However, formal assessments on site should be undertaken to confirm.

Freshwater fish have been recorded upstream from the unnamed drain that flows through the site, with an upland bully and longfin eel recorded in 2008²⁶. These species may be present within the unnamed drain within the assessment area. Additionally, canterbury mudfish, or kōwaro, may be present and surveys for mudfish should be undertaken in the unnamed drain prior to streamworks.

The wider prison site and assessment area contains limited low-quality habitat for herpetofauna species. The Southern grass skink (*Oligosoma aff polychroma Clade 5*) has been confirmed at Christchurch Men's Prison, some 13 km north-east of the site. This site has very similar habitat to that of the assessment area and there is potential that it could be present. This species is classified as At Risk – Declining and a survey for and potential salvage would typically occur prior to any works. Other species that inhabit the wider Canterbury Plains such as the McCann's skink (*Oligosoma maccanni*), Jewelled gecko (*Naultinus gemmeus*) and Waitaha gecko (*Woodworthia cf. brunnea*) are highly unlikely to be onsite as there is no suitable habitat within the assessment area.

Data from eBird²⁷ reports 38 species from within the 10 x 10 km grid. Of these 19 were native, one which is Threatened and two which are At-Risk. The Threatened – Nationally endangered Black-fronted tern was recorded in 2021 some 8 km north-west of the assessment area within an of farmland. This species breeds on the braided rivers of the eastern South Island and are often observed on nearby farmland and may frequent the assessment area for foraging. The At-Risk declining South Island Oystercatcher and black-billed gull were also recorded. Black-billed gulls are known to breed on gravel riverbeds and occasionally nest on adjacent farmland and are known to forage across pasture.

The closest bat record to the site is approximately 39 km to the north, within the Ōkūkū River valley, where a long-tail bat was recorded in 1980. The only known current population of the long-tail bat is located further south within canterbury and it is considered that bats would not utilise the assessment area for foraging or roosting.

7.2 Potential Ecological Effects

In summary the Rolleston Prison assessment area has low ecological value owing to its heavy modification and use for grazing. The area is located within the wider Canterbury Plains and does not cause any disruption to ecological linkages. A drain located within the area is likely to be habitat for native fish species, and possibly the Threatened Canterbury mudfish. The

²⁵ [Canterbury Maps Viewer](#)

²⁶ New Zealand Freshwater Fish Database record 103049.

²⁷ Accessed 11/6/2025, grid square CY46.

reclamation or diversion of this drain will have adverse ecological effects. The At Risk – Declining Southern grass skink may be present within the assessment area and formal surveys should be undertaken prior to any work.

The anticipated effects of the proposed development within the assessment area are considered to have minor adverse effect (-1), owing to the potential loss of watercourse habitat and potential impacts on the Nationally Critical Canterbury mudfish and the At-Risk Southern grass skink.

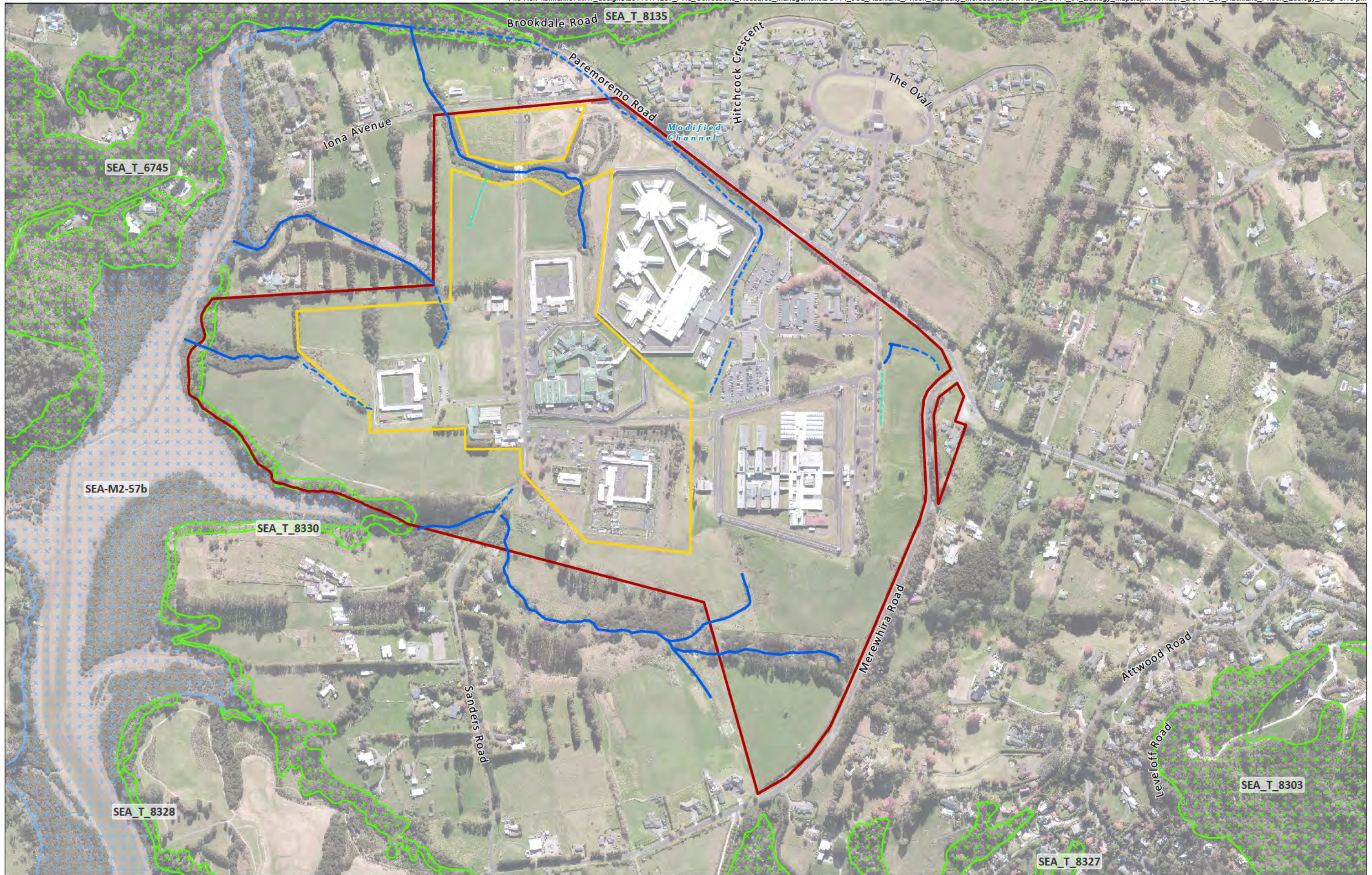
8.0 Conclusions

The six potential options for an increase in capacity are listed in Table 2. It is assessed that five of the six options will have moderate adverse ecological effects, noting this does not take into account any possible mitigation.

Table 2: Sites for potential capacity increased, showing their anticipated environment effects of the proposed capacity increase without any mitigation. The 7-point scale ranges from -3 to +3.

	Auckland Prison	Waikeria Prison	Hawkes Bay Regional Prison	Tongariro Prison	Christchurch Men's Prison	Rolleston Prison
Terrestrial Vegetation	0	0	0	0	0	0
Coastal Marine Area	0	N/A	N/A	N/A	N/A	N/A
Freshwater	-1	0	0	-1	-1	-1
Wetlands	0	-1	0	-1	0	0
Native Fauna	0	0	0	0	-1	-1
Overall Effect	0	-1	0	-1	-1	-1

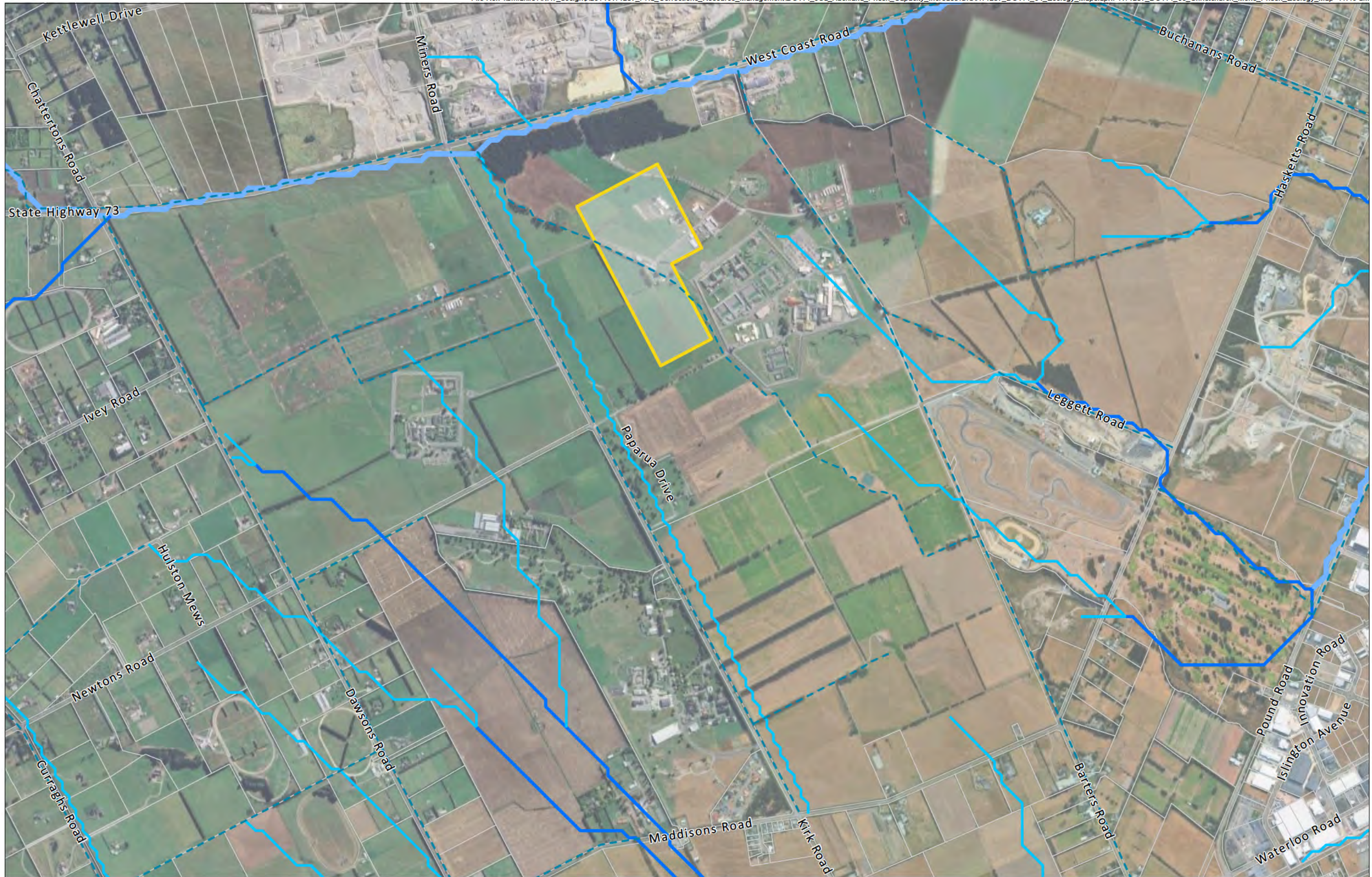
Appendix 1: Ecological Maps















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Appendix 5: Landscape and Visual Effects Assessment

Boffa Miskell



Prison Capacity Increase Alternatives Assessment

Landscape and Visual Effects

Prepared for Ara Poutama Aotearoa – The Department of Corrections

2 September 2025


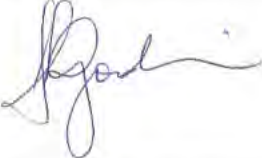
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Appendices

Appendix 1: Rating Scale

1.0 Introduction

Ara Poutama Aotearoa – The Department of Corrections (**The Department**) is currently assessing options for increasing prison capacity. Six sites have been identified as potentially suitable, meeting the Department’s internal project objectives. These are: Hawkes Bay Regional Prison, Waikeria Prison, Christchurch Men’s Prison, Auckland Prison, Tongariro Prison and Rolleston Prison.

While the final design of the proposed facility is yet to be determined, indicative development parameters have been established to guide this assessment. These include a maximum development footprint and building height. Based on typical design and spatial requirements for modern prison facilities, a minimum of 25 hectares of developable land is estimated to be necessary to accommodate 960 additional prisoner places.

This assessment has been undertaken by professional landscape architects with reference to *Te Tangi a te Manu, the Aotearoa New Zealand Landscape Assessment Guidelines*. To maintain consistency with other technical assessments effects ratings have been translated into a seven-point scale, as outlined in **Appendix 1**.

Landscape and visual effects are assessed separately, though they are interrelated. The landscape effects assessment considers the impact of the proposed development on the physical and perceptual aspects of the environment—such as landscape elements, features, and character. This is the first step in the assessment process and treats the landscape as an environmental resource.

The assessment of visual effects considers how changes to the physical landscape affect the viewing audience.

In summary:

Landscape effects: *Change in the physical landscape, which may change its character or value.*

Visual effects: *Change to specific views which may change the visual amenity experienced by people.*

This assessment is based on desktop analysis using the most recent available aerial imagery, topographic data, and tools such as Google Earth and street view. No site visits have been conducted to confirm these findings. As a result, the ratings provided are preliminary and intended for comparative purposes only. The effects have been assessed based on their impact without any proposed mitigation. Prior to progressing any expansion plans for the sites identified in this report, an on-site visit and a detailed landscape and visual assessment would be necessary to accurately determine potential effects.

1.1 Overview of Development Parameters

For the purpose of assessing the effects of increased capacity at each site, the following table identifies the indicative development parameters, including development footprint and maximum building height for the theoretical new facilities.

Parameter	Limit
Number of new prisoners	960
Prisoner type	Low to high security (men and women)
Developable land area	A minimum of 25 hectares of land within existing designation for prison purposes. Note: this footprint would include secure and non-secure facilities. Non-secure facilities include staff / visitor carparking and a visitor reception centre. Other non-secure facilities and infrastructure (e.g. roading, stormwater ponds, landscape planting) may be located outside of the 25-hectare development area.
Maximum building height	12 metres
Lighting	Maximum pole height: 12 metres. New lighting poles located no closer than 20m to any site boundary.
Primary physical barrier	The proposed new secure facilities will be located within their own new, or extended, secure perimeter/s. The secure perimeter/s would have a maximum height of 6m.
Construction staging and timeframe	The new facilities may be built in stages, over approximately 10 years.

2.0 Hawkes Bay Regional Prison

2.1 Landscape Context



Figure 1: Hawkes Bay Regional Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Hawke's Bay Regional Prison is located at 138 Mangaroa Road, approximately 3 kilometres southwest of Hastings, within the Heretaunga Plains—an extensive, flat, and fertile agricultural landscape bordered by rolling hills that define the Hawke's Bay region. The surrounding area has a distinctly rural character, dominated by orchards, vineyards, cropping fields, and shelterbelts.

Vegetation in the area primarily consists of agricultural plantings and riparian strips along watercourses, contributing to the productive and well-established rural setting. The existing prison complex is situated within this landscape and is surrounded by managed lawns, dense boundary planting, and vegetation that provides a degree of visual screening and supports site security.

Immediately west of the prison lies Mangaroa Cemetery, and a number of rural residential properties and rural production businesses which are located to the west across Mangaroa Road. The site sits within a Rural Zone, consistent with the prevailing land use and underpinned by regional planning efforts to protect the area's highly productive soils from urban expansion.

The prison is separated from urban residential areas by several kilometres, with the nearest being in Hastings. Although the open and expansive nature of the plains allows for broad views, the flat terrain and existing vegetation such as shelter belts and dense plantings offer existing visual mitigation of the large-scale built form of the prison. There are current open views to the prison across the rural landscape from SH2 in the east over a distance of 500m.

2.2 Assessment Area

The 25-hectare assessment area is located to the southeast of the existing prison facility, extending from Mangaroa Road to the northern edge of the designation boundary. To enable development, the removal of some sheds and minor dwellings would be required. While earthworks are likely to be necessary prior to construction, these are expected to be minimal due to the generally flat topography of the site.

2.3 Landscape and Visual Effects

2.3.1 Landscape Effects

No natural water features or significant landforms have been identified on the site. While some vegetation may need to be removed to accommodate the proposed development, the indicative footprint suggests that the existing boundary vegetation to the south could be retained. Most existing vegetation consists of low-value grass and exotic plantings.

As noted above, earthworks will likely be required to establish a level building platform. However, given the generally flat topography, the extent of earthworks is expected to be limited.

The proposal would alter the landscape character by increasing the scale of built form on the site. However, this change would represent a logical extension of the existing development pattern. The flat terrain would help reduce the visual prominence of the new structures, though some reduction in the rural character is anticipated—considered to be of low to moderate extent.

Overall, the adverse effects on landscape elements and character are assessed as **low to moderate**. This translates to **-1** on the seven-point scale.

2.3.2 Visual Effects

The height of the proposed development would be comparable to the existing prison facility. The primary change in overall scale would result from an increased building footprint, rather than additional height.

In relation to public views, the site is not visible from any walkways or public open space. There may be more open views of the development from State Highway 2 to the east and from Maraekakaho Road to the north, where the proposed buildings will appear closer in the view. However, the development would remain well set back from the road, and existing shelterbelt planting along Mangaroa Road would continue to screen views for road users.

In terms of private views, the site is generally well screened from surrounding residential properties due to flat topography, existing vegetation, and generous setbacks. There are seven residential properties¹ located immediately adjacent the northern and eastern boundaries of the designation and proposed extension area. Many of these already have boundary planting that filters or screens views of the existing facility.

¹ 62, 48, 42, 20 State Highway 2, and 1368, 1380, 1396 Maraekakaho Road.

The proposal would bring new development closer to these boundaries, increasing the visibility of buildings from some properties. While the prison may become a more prominent feature in these outlooks, visual effects would be reduced by existing planting and separation distances. There are also opportunities to enhance screening through additional planting around the proposed development area. Overall, without mitigation, the adverse visual effects of the proposal are assessed as **moderate**, with potential for reduction through future landscape enhancements. This translates to **-2** on the seven-point scale.

3.0 Waikeria Prison

3.1 Landscape Context



Figure 2: Waikeria Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Waikeria Prison is situated on Waikeria Road, approximately 16 kilometres south of Te Awamutu, within the Ōtorohanga District of the Waikato region. The prison occupies a substantial 1,278.39-hectare site characterised by gently undulating terrain and a predominantly rural landscape. Most of the land is used for dairy farming and dry stock activities.

The surrounding environment is defined by pastoral farming, forestry, and patches of indigenous vegetation, contributing to a productive and open rural character. The prison complex comprises a mix of low- to high-security facilities, including recently constructed units that replace older infrastructure. These are interspersed with managed lawns and perimeter plantings that serve both visual and security functions.

Three dairy farms are currently operational within the site. While various other agricultural facilities, such as a piggery, exist, they are no longer in use. The prison buildings are organised into small, dispersed nodes set well back from the site boundaries.

The site offers views to prominent volcanic features—Pirongia, Te Kawa, and Kakepuku—located within the Waipā District, reinforcing the prison’s visual connection to the broader rural landscape.

Extensive ecological restoration has been undertaken in collaboration with landscape architects and mana whenua and Pūniu River Care. Over 600,000 native plants have been established across 55 hectares, with plans to revegetate an additional 15 hectares along the Waikeria and Mangatutu Streams. This riparian planting enhances water quality and visually integrates the facility into the landscape.

The surrounding area is sparsely populated, with only a few rural residences and farms nearby to the east and some rural residential properties over 3km away to the west, reducing potential reverse sensitivity effects. The prison is situated several kilometres from the nearest urban centre, with Te Awamutu being the closest town.

Much of the site is screened from view by natural landform and vegetation due to its valley setting. To the northwest, a 3.8-hectare stand of exotic *Pinus radiata* trees screens the western portion of the site from Wharepuhunga Road. A smaller, adjacent 3.5-hectare pine copse to the north further restricts visibility from this direction.

Overall, the existing prison facilities are discreetly located within a large rural setting. Separated by expansive farmland and generally limited to one or two storeys in height, the buildings and security fencing are largely screened from public roads and neighbouring properties by distance, topography, and vegetation.

The northern part of the facility is located between Settlers Road and Waikeria Road, sited between RL44 and RL49. It is bounded to the north by a vegetated stream and gully, and to the south by rising land along a north-south oriented ridge.

3.2 Assessment Area

The proposed 25-hectare site is a rectangular parcel located immediately south of the main Waikeria Prison complex. The site consists predominantly of open grass paddocks. Nikau Road forms its eastern boundary, beyond which lies a rural landscape and the Mangatutu Stream. To the south and west, the site is bordered by additional open farmland and agricultural buildings. The site is more elevated than the existing development and would therefore be more prominent in views from off site. The proposal would result in some removal of exotic vegetation, and some landform modification.

3.3 Landscape and Visual Effects

3.3.1 Landscape Effects

The proposal would result in some changes to the landform, vegetation, and topography; however, the physical effects are considered to be low. In terms of landscape character, the proposal would significantly increase the extent of built form, making it a more dominant feature and reducing the rural character of the area. The proposed expansion—approximately 25 hectares—represents about a one-third increase in the overall development footprint and would

introduce a substantial built area into this part of the site, with a more noticeable impact on the rural landscape. Overall, the adverse effects on landscape character are assessed as **moderate**. This translates to **-2** on the seven-point scale. However, given the overall scale of the Waikeria property, mitigation measures such as large-scale woodlot or forestry planting could substantially reduce these effects.

3.3.2 Visual Effects

As outlined above, the visibility of the existing and proposed facility varies depending on the viewer's location. To the east, approximately 5–6 properties with dwellings may have views of the proposed development from distances ranging between 500 metres and 2 kilometres. To the west, an estimated 15–20 residences—located around Wharepuhunga Road, Ngahape Road, and their intersections with SH3—may have potential views from distances of 1.8 to 3 kilometres.

As with landscape character effects, visual impacts are expected to increase as the proposal extends further south, creating more open views to the west. However, views from the west are more distant, and there is greater potential for effective mitigation compared to the closer eastern properties. In both directions, large-scale tree, woodlot, or forestry planting could substantially reduce visual effects over time.

Overall, without mitigation, the adverse visual effects of the proposal are assessed as **moderate**. This translates to **-2** on the seven-point scale.

4.0 Christchurch Men's Prison

4.1 Landscape Context



Figure 3: Christchurch men's Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Christchurch Men's Prison, also known as Paparua Prison, is located on West Coast Road in Templeton, approximately 18 kilometres west of Christchurch's city centre. The prison occupies a substantial site of approximately 400 ha of former farmland, characterised by flat to gently undulating terrain typical of the Canterbury Plains.

The surrounding landscape is predominantly rural, with agricultural activities such as cropping and livestock grazing. The prison complex comprises a mix of low- to high-security facilities, including specialist units like the Matapuna Special Treatment Unit and the Paparua Drug Treatment Unit.

Recent redevelopment plans include the addition of 240 new high-security beds, a new health centre, and a 52-bed Intervention and Support Unit, as part of a multi-phased programme aimed at modernising the facility. The site is bordered by a combination of open farmland and shelterbelt plantings, which provide some visual screening.

To the north of the Prison Site (beyond SH73) is Miners Road Quarry, with Ruapuna Speedway located to the southeast on Hasketts Road.

The nearest residential areas are located several kilometres away. Despite the open nature of the Canterbury Plains, existing vegetation, and built form offset from key roading, provides for visual mitigation of the prison structures within the rural landscape

4.2 Assessment Area

The 25-hectare area is a polygonal parcel of land located within the larger prison site, to the west of the existing Christchurch Men's Prison Facility. It is bordered to the south and west by rural farmland. The site is set back from West Coast Road behind an existing stand of exotic pine trees. The site is currently used for dairy farming with associated farm sheds, water tank and internal access roads. The existing transmission line (BEN-ISL-A) runs just north of the site.

4.3 Landscape and Visual Effects

4.3.1 Landscape Effects

The proposal would result in some changes to landform and vegetation; however, given the relatively flat topography of the site, earthworks required is minimal. Existing vegetation within the site, predominantly pasture grassland, will also be largely changed into hard surfaces for prison buildings and associated roadings. Considering the above, the physical effects are expected to be low.

Albeit existing buildings including farm sheds within the site, the landscape character of the site would be changed by increasing the scale of built form. A reduction in rural character is anticipated. Overall, landscape effects of the proposal is considered to be **low** adverse. This translates to **-1** on the seven-point scale.

4.3.2 Visual Effects

As mentioned above, due to the flat topography of the Canterbury Plains, intervening vegetation, and built form offset from major roads, the visibility of the site is very limited from both public and private locations.

For private viewpoints, the nearest private rural properties² are located approximately 1 kilometre away from the proposed development. Views from these properties towards the site are screened by existing established vegetation within the properties and in the wider landscape.

In terms of public views, there are potential glimpsed and transient views from West Coast Road and Kirk Road, available through gaps between vegetation. Potential views from Ruapuna Speedway are also available, at a distance of approximately 1 kilometre. However, the proposal would be viewed as part of the existing prison buildings.

Overall, the adverse visual effects of the proposal are assessed as **low**. This translates to **-1** on the seven-point scale.

² 315 and 335 West Coast Road

5.0 Auckland Prison

5.1 Landscape Context



Figure 4: Auckland Prison location plan. Amended Designation 3900 Boundary (red) Assessment Area 25 ha (Yellow).

Auckland Prison is an 80-hectare site located at 530 Paremoremo Road, Paremoremo, on Auckland's North Shore. The site is located approximately 26km northwest of Auckland CBD and 8km to the southwest of Albany.

The land gradually slopes down towards the southwest and this forms a gully system that drains into Paremoremo Creek which adjoins the southwestern boundary of the site.

The prison sits within a wider landscape of undulating landform with ridges, gullies and elevated areas that offer views over the Upper Waitematā Harbour. The surrounding environment is predominantly rural-residential, characterised by a mix of lifestyle blocks, small-scale farming and residential dwellings that gives a semi-rural character. The vegetation in the wider area includes patches of regenerating native forest such as kauri, rimu and mānuka, as well as mature exotic trees on larger properties.

Immediately north of the prison at 540 Paremoremo Road is the Prison Village. It is a residential community associated with the prison to house prison staff and accommodates approximately 97 houses.

Further north of the site is the Paremoremo Scenic Reserve, one of the largest continuous tracks of native forest on the North Shore. Its steep and south-facing slopes are covered with mature indigenous conifer-broadleaf forest. The reserve is a popular recreation area with a number of bush covered walking tracks with only limited views towards the prison.

Paremoremo Creek originates within the scenic reserve and flows through a narrow floodplain before becoming a tidal estuary west of the site. The estuary features mangroves, wetlands, and native vegetation and holds high ecological and visual value. The creek is designated as a Significant Ecological Area and a Natural Stream Management Area under the Auckland Unitary Plan (AUP), recognising its natural character and ecological function.

The Paremoremo reserve and creek is identified as an Outstanding Natural Landscape (ONL) within the AUP. The ONL is identified for its high physical values – strong geological sequence, with elevated ridgelines and steep slopes and its re-emergent native and remnant indigenous forest. It contrasts strongly with the surrounding rural, residential and institutional land uses, including the prison. The ONL overlay covers a small portion of the western side of the site.

Properties surrounding the prison site are low-density, semi-rural in character, with a mix of lifestyle blocks, small-scale farming, and residential dwellings nestled within the landscape. Properties are typically set back from the road and often screened by vegetation. A number of the properties to the south, east and west, are on more elevated land. While this does permit some elevated views it does tend to separate the prison site from the wider landscape. As a result, the site and immediate surrounds is somewhat confined and enclosed, resulting in a basin like character.

5.2 Assessment Area

The proposed 25-hectare area comprises two separate blocks of land within the Auckland Prison. The northern block is located to the northern side of the site adjacent to Iona Avenue. It includes open grassed land on either side of northern end of Sanders Road. A large manmade mound was constructed on the eastern side of the block as part of the stormwater system for the recently construction maximum security prison facility.

The southern block occupies the central and western part of the site, separated from the northern block by an existing stream and a strip of associated riparian vegetation. The area contains several existing prison facilities with hard surfaces associated with buildings such as yards, access roads, carparking and some open spaces. Vegetation includes a mix of mature and semi-mature exotic and evergreen trees, as well as large patches of open mown grass areas.

5.3 Landscape and Visual Effects

5.3.1 Landscape Effects

The Site is a modified landscape, shaped by the existing prison complex and surrounding open pasture. Historical land clearance, pastoral farming, and built infrastructure have significantly altered its natural hydrology, aquatic systems, and terrestrial ecology. Although some natural features remain—such as streams and a coastal edge with mangroves—these contribute only a low level of natural character in localised areas away from the proposed site.

The proposed development would introduce additional built form, while maintaining a substantial proportion of open space across the site. Built elements would be well set back from the coastal edge and surrounding natural features, preserving a visual and physical buffer to the wider environment.

Some landform modification would be required to establish level platforms for development. This may include removal of the existing artificial bund along Sanders Road to accommodate a car park and associated facilities.

Tree removal would be necessary in parts of the development footprint, which would alter aspects of the site's existing character. However, the most significant vegetation—located along stream corridors and site boundaries—sits outside the proposed development area and would be retained, preserving the broader vegetated character of the landscape.

A small section of this Outstanding Natural Landscape (ONL) extends along the western (coastal) edge of the prison site. The proposal would be set back at least 130m from this area. Although closer to the ONL than existing structures, development is not anticipated to cause adverse effects on the landscape values associated with the overlay.

While the proposal would increase the extent and visibility of built form, it represents a continuation of the established development pattern. Overall, the landscape effects are anticipated to be **moderate** adverse. This translates to **-2** on the seven-point scale.

5.3.2 Visual Effects

Open views of this site are available from nearby roads and open spaces such as the immediate road network (Iona Avenue, Sanders Road, Paremoremo Road, Merewhira Road). From Sanders Reserve and the wider road network, views are more distant and often filtered by vegetation or topography. Development in this area from these wider views would be only minor elements in these broader landscapes, resulting in **low** visual effects.

There are a number of private properties in proximity to this site. Properties closest to the site—particularly along Sanders Road and Iona Ave—are expected to experience the greatest visual impact, with effects ranging from moderate-high to low, depending on distance, orientation, and existing vegetation. Further afield, most properties are elevated and have partial or filtered views due to topography and planting.

Overall, the adverse visual effects of the proposal are assessed as **moderate**. This translates to **-2** on the seven-point scale.

6.0 Tongariro Prison

6.1 Landscape Context



Figure 5: Tongariro Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Tongariro Prison is located on Hautu Road, off State Highway 1 in Tūrangī, approximately 3.1 kilometres south of Lake Taupō. The prison site designation spans 8,481 hectares, encompassing undulating terrain at the base of the Kaimanawa Mountains and the relatively flat Waiotaka Valley floor. The land is primarily used for livestock grazing and plantation forestry.

The surrounding environment is predominantly rural, with plantation forests covering much of the northwestern Kaimanawa foothills. Tūrangī, the nearest township, lies about 1.9 kilometres west of the site. The wider landscape includes several Amenity and Outstanding Natural Features and Landscapes (ANFLs and ONFLs) identified in the Taupō District Plan (TDP), such as the Kaimanawa Ranges and the Tongariro River, which are valued for their distinctive natural qualities. Portions of the site's western and southeastern areas fall within these ONFL overlays.

The site also includes or adjoins several Significant Natural Areas (SNAs) identified under the TDP, such as the Waimarino River Riparian Strip and Stump Bay, Burma Road Wetland, Waiotaka River Terrace Peat Bog, and Horehore Block Forest. The area includes several water bodies and riparian systems such as the Waimarino and Waiotaka Rivers, contributing to a network of natural corridors and wetlands.

The closest main residential area is Tūrangī approximately 1km to the west. There are some smaller residential dwellings to the north of the site on Waiotaka Road. Although views to the site are very limited due to flat terrain.

6.2 Assessment Area

The 25-hectare site is a roughly rectangular parcel of land located on the northwestern edge of the Tongariro Prison property, within the Waiotaka Valley. The area is characterised by flat terrain and is predominantly grass-covered, with scattered rows of trees throughout. It is bounded by rural farmland to the north, the Waiotaka River to the east, an internal access road to the south, and Waiotaka Valley Road to the west.

Although some earthworks would be required to prepare the site for construction, these are expected to be minimal given the site's generally flat topography.

6.3 Landscape and Visual Effects

6.3.1 Landscape Effects

The proposal would result in some changes to landform and vegetation; however, given the relatively flat topography of the site, earthworks required is minimal. Existing vegetation within the site, predominantly pasture grassland and exotic trees, would also be largely changed into hard surfaces for prison buildings and associated roadings. Considering the above, the physical effects are expected to be low. The proposal is in close proximity to the Waiotaka River and may contain wetlands due to the low topography. This has the potential to result in adverse effects on natural character values.

The landscape character of the site would be changed by increasing the scale of built form. A small reduction in rural character is anticipated. Overall, landscape effects of the proposal is considered to be **low** adverse. This translates to **-1** on the seven-point scale.

6.3.2 Visual Effects

As mentioned above, due to the flat topography of the area, intervening vegetation, and built form offset from major roads (SH1), the visibility of the site is very limited from both public and private locations.

For private viewpoints, the nearest private rural properties³ are located approximately 1 kilometre away from the proposed development. Views from these properties towards the site are screened by existing established vegetation and topography.

Overall, the adverse visual effects of the proposal are assessed as **low**. This translates to **-1** on the seven-point scale.

³ 315 and 335 West Coast Road

7.0 Rolleston Prison

7.1 Landscape Context



Figure 6: Rolleston Prison location plan. Prison Designation Boundary (red) Assessment Area 25 ha (Yellow).

Rolleston Prison is situated between Runners Road and Two Chain Road, approximately 2.5 kilometres southwest of the Rolleston town centre. It occupies around 63 hectares of flat to gently sloping land, typical of the Canterbury Plains.

The surrounding landscape is characterised by expansive, open plains with minimal topographic variation. Rolleston, located just southeast of the site across Main South Road / State Highway 1 (approximately 130 metres away), is the largest nearby township and features a denser settlement pattern. Beyond the township, the broader area presents a highly modified rural landscape defined by its linear structure—marked by shelterbelts, intersecting roads, and broad-scale agricultural activity. Burnham Military Camp lies approximately 2.4 kilometres southwest of the prison and the Main South Island Trunk Railway is located to the immediate south of Runners Road.

The prison site itself is enclosed by hedgerows along its boundaries. The hedgerows to the north (on Two Chain Road) are relatively low, with several gaps that allow for views through to the prison, and views of the light poles above.

To the north, the site adjoins a former quarry site, and Te Puna Wai o Tuhinapo – Youth Justice Residence is situated immediately to the southwest. Located across Two Chain and Walkers Roads, these areas reflect a shift in landscape character to transitional, larger-lot living that maintains a semi-rural appearance but introduces domestic-scale planting, structures, and visual fragmentation of farmland.

7.2 Assessment Area

The 25-hectare area is located on the western side of the prison property. It is bounded by an internal access road to the east, public roads to the north and south (Two Chain Road and Runners Road), and rural farmland to the west. The area contains several existing buildings, carpark or hardstand areas and internal accessways. Vegetation is sparse, consisting mainly of mown grass and a few exotic shelterbelts lining the internal roads.

Although some earthworks would be required to prepare the site for construction, the generally flat topography means these are expected to be minimal

7.3 Landscape and Visual Effects

7.3.1 Landscape Effects

No natural water features or significant landforms have been identified on the site. The proposal will result in some changes to landform and vegetation; however, given the relatively flat topography of the site, earthworks required is minimal. Existing vegetation within the site, predominantly pasture grassland and exotic trees, will also be largely changed into hard surfaces for prison buildings and associated roadings. Considering the above, the physical effects are expected to be low.

The proposal will alter the landscape character by increasing the scale of built form on the site. However, this change represents a logical extension of the existing development pattern. The flat terrain will help reduce the visual prominence of the new structures, though some reduction in the rural character is anticipated—considered to be of low extent.

Overall, the adverse effects on landscape elements and character are assessed as **low to moderate**. This translates to **-1** on the seven-point scale.

7.3.2 Visual Effects

The height of the proposed development would be comparable to the existing prison facility. The primary change in overall scale will result from an increased building footprint, rather than additional height.

In relation to public views, the site is not visible from any walkways or public open space. The site is visible from Walkers, Runners and Two Chain Road through gaps in the exotic shelterbelt vegetation. The proposed buildings would appear closer in the view to the east. However, the development would remain well set back from the road, and existing shelterbelt planting along Mangaroa Road will continue to screen views for road users.

In terms of private views, the site is generally well screened from surrounding residential properties due to flat topography, existing vegetation, and generous setbacks. There are residential properties to the north of Two Chain Road that have boundary planting that filter or screens views. There may be some glimpsed views of proposed development for residents as they are entering / exiting their property. The proposal would bring new development closer to the northern boundary and these properties, increasing the visibility of buildings from some properties. While the prison may become a more prominent feature in these outlooks, visual effects will be reduced by existing planting and separation distances.

Overall, without mitigation, the adverse visual effects of the proposal are assessed as **moderate**. This translates to **-2** on the seven-point scale.

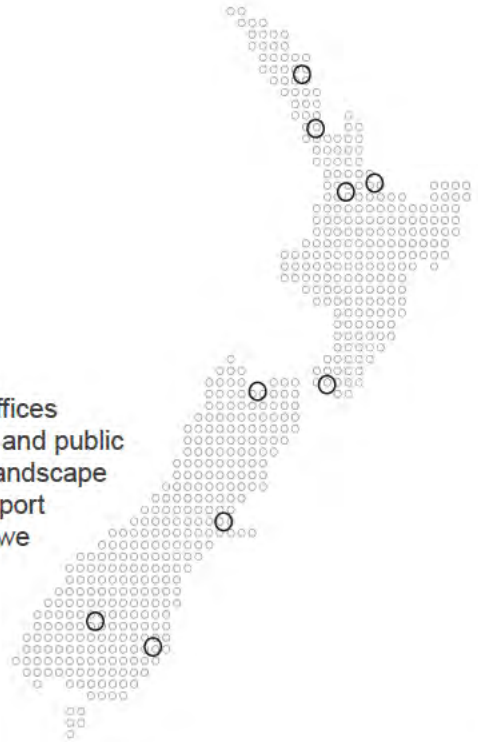
8.0 Summary of Alternatives Assessment

Based on a desktop analysis, the table below outlines the unmitigated landscape and visual amenity effects for each site. These effects have been assessed using the rating scale provided in **Appendix 1**.

Location	Hawkes Bay Regional	Waikeria	Christchurch men's	Auckland	Tongariro	Rolleston
Landscape Effects	-1	-2	-1	-2	-1	-1
Visual Effects	-2	-2	-1	-2	-1	-2
Overall	-2	-2	-1	-2	-1	-2

Appendix 1: Rating Scale

Scale	Effect
-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environment effect
0	No or negligible adverse or positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect



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Appendix 6: Light and Glare Effects Assessment

3rd September 2025

Boffa Miskell Limited
P.O. Box 91 250
Auckland 1142

Email: [REDACTED]

Attn: Sean Grace

re: - Department of Corrections Prison Capacity Alternatives Assessment– External Lighting

1.0 Introduction

The Department of Corrections (the Department) has 19 prisons and is assessing various sites throughout New Zealand for additional prisoner places to respond to growth in prisoner numbers.

The Department has identified six existing prison sites with potential for future growth in prisoner numbers that meet its internal objectives. The six potential sites are Hawkes Bay Regional Prison, Waikeria Prison, Christchurch Men's Prison, Auckland Prison, Tongariro Prison and Rolleston Prison.

Each site has a minimum available development area of 25 hectares and is within a site already designated for prison purposes and has no known significant constraints that would fundamentally restrict site development.

2.0 Methodology

This assessment is based on a desktop review and internet searches of available information including a review of aerial photographs for each of the six short listed sites. A site visit was not made to these sites as part of this review however I have previously visited Waikeria and Auckland Prisons on multiple occasions.

A copy of the aerial photographs for each site, which outlines the assessment area, is included at the end of this memo in Appendix 1.

This assessment is based on a single scenario, being an additional 960 prisoner placing facility for each site.

While the exact size of the indicative prison facility to be constructed has not been determined for each site, the minimum land area means the facility could include a secure perimeter, accommodation blocks and supporting facilities such as a laundry, kitchen, gym/sporting facilities, cultural and spiritual centre, open space, staff and visitor car parking areas, staff amenities, offices, reception and a visitor center.

This assessment included reference to the Boffa Miskell site map drawings for each site showing an overlay of a potential new 25ha prison assessment area in relation to the prison property designation boundaries,

and existing buildings in proximity to each prison facility. The general location of neighbouring residential buildings relative to the proposed prison facility location was assessed from a desktop review to determine potential lighting and glare effects on the environment and verify information gained from internet research. Fixed parameters were included in the assessment for each site including:

- A new prison would include secure and non-secure facilities
- Maximum building height of 12m
- Maximum lighting pole height of 12m
- New lighting poles would be located no closer than 20m to any designation site boundary
- The proposed new secure facilities would be located within their own new, or extended, secure perimeter/s
- The secure perimeter/s would have a maximum height of 6m
- The new facilities may be built in stages, over approximately 10 years

This assessment has ignored any existing expansion work that may be underway at the above sites; therefore, this assessment is based on the existing sites as of 27th April 2025, plus an additional 960 prisoner placings.

For ease of reference and consistency across each site, it was decided to use a scoring scale that ranged from -3 to +3 to assess the anticipated effects that new prison facilities would have on each site. This scale has been used successfully in the past for previous alternative assessments by the Department.

The scale used is shown below:

Scale	Effect
-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No or negligible adverse or positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

The following sections provide a brief overview of each site assessment.

3.0 Hawkes Bay Regional Prison

Description of site

Hawkes Bay Prison was opened in 1989 and is set in a flat plain area of approximately 91.7 hectares. The prison has operating farming activities within the Department's land. The site is accessible from 138 Mangaroa Road with secondary access from Maraekakaho Road. Hastings District Council has an existing Designation MCOR-1 for the prison site.

Refer to Boffa Miskell's Waikeria Prison – Site Map 3 for the indicative new prison assessment area.

Surrounding Area

The assessment area is located close to neighbouring residential dwellings. With the surrounding land being flat and used for horticulture and farming, there are existing hedges and trees that limit the viewing distance of the prison. The nearest neighbouring residential building located at 63 Mangaroa Road is approximately 27m away from the indicative prison assessment boundary. There are significant trees on both sides of Mangaroa Road along both boundaries that will provide visual screening.

Dwellings on Paki Paki Road are approximately 240m from the indicative assessment area and 27m from the prison boundary. There are limited hedges and significant trees on the northwestern side of Paki Paki Road to provide effective screening.

Hastings District Council Operative District Plan Rule 6.2.5E limits external light in the Plains Production zone area to 8 lux when measured 1.5m above ground level at the site boundary. All light fittings must be shaded or directed away from residential buildings or roads.

The area will experience some sky glow from the nearest townships, approximately 5km southwest of Hastings, 4km south of Flaxmere and 8km west of Te Mata.

Conclusion

Based on the proximity of neighbouring residential buildings, particularly those located at 63 and 89 Mangaroa Road as well as 69, 105, 133 and 159 Paki Paki Road, I consider the likely adverse effects on the environment will be minor (-1).

4.0 Waikeria Prison

Description of site

Waikeria Prison opened in 1911 and is set in a low-lying rural area of approximately 1,276 hectares and has operating farmland surrounding its facilities within the Department's land. The site is primarily accessible from Waikeria Road with secondary secure access from Wharepuhunga Road. A new prison facility was opened in 2025. Otorohanga District Council has an existing Designation D55 for the prison site that is set in a Rural Effects area.

Refer to Boffa Miskell's Waikeria Prison – Site Map 4 for the indicative new prison assessment area.

Surrounding Area

Residential buildings on neighbouring properties are located quite some distance away. There are approximately 20 to 26 residential buildings on distant ridges that overlook the indicative prison site. These properties are located predominantly to the west, with some to the north and northeast.

The nearest neighbouring residential building is located approximately 800m away from the indicative prison boundary to the east.

The area has negligible sky glow from the nearest townships, approximately 12km northwest to Te Awamutu and 17km to Otorohanga and 8km from State Highway 3.

The indicative prison boundary extends further south than the existing prison and this means the significant distance and viewing angle to the closest residential building to the north has sufficient separation from the proposed prison site to make this larger size scenario appear similar.

Conclusion

Based on the distance from neighbouring residential buildings that overlook the site and the existing dark rural setting, I consider the likely adverse effects on the environment will be minor (-1).

5.0 Christchurch Men's Prison

Description of site

Christchurch Men's Prison was opened in 1915. The prison site covers approximately 805.4068 hectares with farming, horticulture and firewood processing activities. The site is accessible from West Coast Road and is located in the Rural Fringe zone.

Christchurch City Council has an existing Designation I1 for the prison site. Christchurch Men's Prison has significant hedgerows around the perimeter of the site providing an effective visual screen for motorists passing the facility.

Refer to Boffa Miskell's Christchurch Men's Prison – Site Map 2 for the indicative new prison assessment area.

Surrounding Area

The general area is flat with no vantage points that could overlook the site. There are quarries located to the north of the site across West Coast Road and a used tyre and quarry facility on the adjacent site to the northeast of the site.

Ruapuna Motorsport Park is located to the east of the site and Barnardos Te Poutama Arahi Rangatahi residential treatment facility for boys is located to the east of the main prison facility. Properties on Kirk Road to the west comprise a Chapel and associated grounds and an Innovation Park on the old Templeton Hospital site.

There are no residential properties that would be affected by spill light or glare for any new external lighting.

The area will have negligible sky glow from the nearest townships, with Christchurch Central approximately 18km to the west.

Conclusion

Based on there being no neighbouring residential buildings in close proximity to the prison site, I consider the likely effects on the environment to be neutral (0).

6.0 Auckland Prison

Description of site

Auckland Prison opened in 1968. The Prison covering 80.059ha is set in a semi-rural area with lifestyle blocks located to the south and west. The site is accessible from 530 Paremoremo Road and can be overlooked from the surrounding Paremoremo Road ridge area and Ridge Road. The prison is in a Rural-Countryside Living zone. Auckland Council has an existing designation 3900 for the prison site.

A replacement high security prison facility was opened in July 2018 which has left the area of the existing high security prison vacant since then.

Refer to Boffa Miskell's Auckland Prison - Site Map 1 for the indicative new prison assessment area.

Surrounding Area

There are approximately 10 or 12 residential buildings on adjacent properties that overlook the proposed prison assessment area. These properties are located on Iona Avenue, Irvine Place, Hitchcock Crescent, Menzies Place, Merewhira Road, Sanders Road and Paremoremo Road. Properties located further afield on Ridge Road, Edward Jonkers Road and the Paremoremo ridge are located between 708m and 1386m away from the prison assessment area.

The prison staff clubhouse/hall located at the intersection of Paremoremo Road and Merewhira Road has not been included in this assessment. It is located on land that is also designated for prison purposes.

The nearest neighbouring residential building at 63 Iona Avenue is located approximately 54m from the indicative prison assessment boundary.

The area has some existing sky glow with it being in close proximity to Auckland, however it is still primarily a semi-rural area.

Conclusion

Based on the proximity of neighbouring residential buildings, particularly 81 Sanders Road and 43 Iona Avenue, and more distant residences that overlook the site and the existing ambient light in the region, I consider the likely adverse effects on the environment to be minor (-1).

7.0 Tongariro Prison

Description of site

Tongariro Prison was opened in 1922 and is located on a large 8,481ha site in a General Rural Environment zone. The site is accessible from State Highway 1 and Waitotaka Road in the Desert Road area. Taupo District Council have an existing Designation reference D29 for the prison site.

The prison has its own 4,200ha forested area and 2,400ha farmland with 1,840ha of roads, river reserves, wetlands and native forest making the facility very remote.

Refer to Boffa Miskell's Tongariro Prison – Site Map 5 for the indicative new prison assessment area.

Surrounding Area

There is a low ridge separating Turangi township from the prison property and approximately 1km distance between Turangi township and the prison boundary.

The nearest residential dwellings are located approximately 300m away on Rihia Road and Waitotaka Road to the east of the prison property.

There will be minimal change to any existing sky glow with it being quite remote, however on foggy nights it may be possible to see the effects of site lighting in the clouds when viewed from Turangi.

Conclusion

Based on the remoteness of the site and it being an existing prison facility with minimal neighbouring residential buildings and none that overlook the site, I consider the likely effects on the environment to be neutral (0).

8.0 Rolleston Prison

Description of site

Rolleston Prison was opened in 1958 and is set in an outer flat plains Corrections zone area of approximately 63.29 hectares. The site is located approximately 22km southwest of Christchurch. The prison has farming activities operating within the Department's land and is located in a largely rural area. The site is accessible from Runners Road. Selwyn District Council has an existing Designation MCOR-1 for the prison site.

Refer to Boffa Miskell's Rolleston Prison – Site Map 6 for the indicative new prison assessment area.

Surrounding Area

The site borders Runners Road (State Highway 1) to the south and Two Chains Road to the north with Walkers Road to the east. There is a golf course and open undeveloped land to the west.

There are approximately 7 or 8 residential buildings on properties across Two Chain Road that overlook the proposed prison assessment area.

The nearest neighbouring residential building at 308 Two Chain Road is located approximately 50m from the indicative prison assessment boundary. There is a new residential subdivision off Dunns Crossing Road however the dwellings are approximately 580m away to the east of the proposed assessment area.

The area will have some existing sky glow being in close proximity to Christchurch, however it is still primarily a rural area.

Conclusion

Based on the proximity of neighbouring residential buildings to the prison property, particularly 292 and 308 Two Chain Road, and the existing ambient light in the region, I consider the likely adverse effects on the environment to be minor (-1).

9.0 Summary of Lighting and Glare Effects

The following table provides a score ranking of likely lighting and glare effects based on a 5-point scale ranging from -2 to +2 for each prisoner facility.

The scoring has been based on good lighting design practice being used as outlined in my recommendations below.

Location	Lighting Effect Score
Hawkes Bay Regional Prison	Minor Adverse Effect -1
Waikeria Prison	Minor Adverse Effect -1
Christchurch Men's Prison	No Adverse or Positive Effect 0
Auckland Prison	Minor Adverse Effect -1
Tongariro Prison	No Adverse or Positive Effect 0
Rolleston Prison	Minor Adverse Effect -1

The score of -1 refers to a minor adverse environmental effect in a seven-step range between significant adverse to significant positive environmental effects with a score of 0 being no adverse (or positive) environmental effects.

There are existing prison facilities with external lighting at each of the above assessment sites.

Recommendations Relating to External Lighting (applicable to all sites)

The final selection of perimeter fence construction will determine what lighting is required for security and operational use. A 6m high concrete wall will provide a visual barrier and it will be easier to design lighting sympathetic to the rural environment and sensitive receivers at each site. A concrete wall would also help to mitigate effects from lighting located within the site when viewed off-site. A mesh fence will not provide any screen for offsite sensitive receivers in neighbouring residential homes and will rely on good lighting design practice to keep spill light and glare to a minimum. The above scoring reflects this.

Perimeter security lighting must be well designed to limit glare and obtrusive light when viewed from neighbouring homes.

There are no details of proposed floodlighting or security lighting to be used at any of the above prison sites, however the proximity of residential buildings, particularly at Auckland Prison, will require luminaires with good optics to control light. A recommendation is to select lighting using LED technology to reduce energy, with flat lens optics regressed into the light fitting body, allowing low aiming angles to direct light away from sensitive receivers including residential buildings to reduce spill light and glare.

Any special floodlighting used during a riot or other such event that is not a daily occurrence must be carefully aimed and directed away from sensitive receivers including residential buildings.

Perimeter lighting must meet applicable Council Bylaws and Planning requirements and have effective photometric controls to limit spill light typically to 10-lux maximum above ambient light after 10.00pm.

External lighting design must also meet glare requirements outlined in AS/NZS 4282 Control of the obtrusive effects of outdoor lighting.

Buildings within the prison facility will be no more than 12m high. Lighting from these buildings will have no adverse effect on the environment.

I trust the above is useful to assist the Department to make a final selection on the site to be assessed further. Let me know if I can be of further assistance.

Yours faithfully

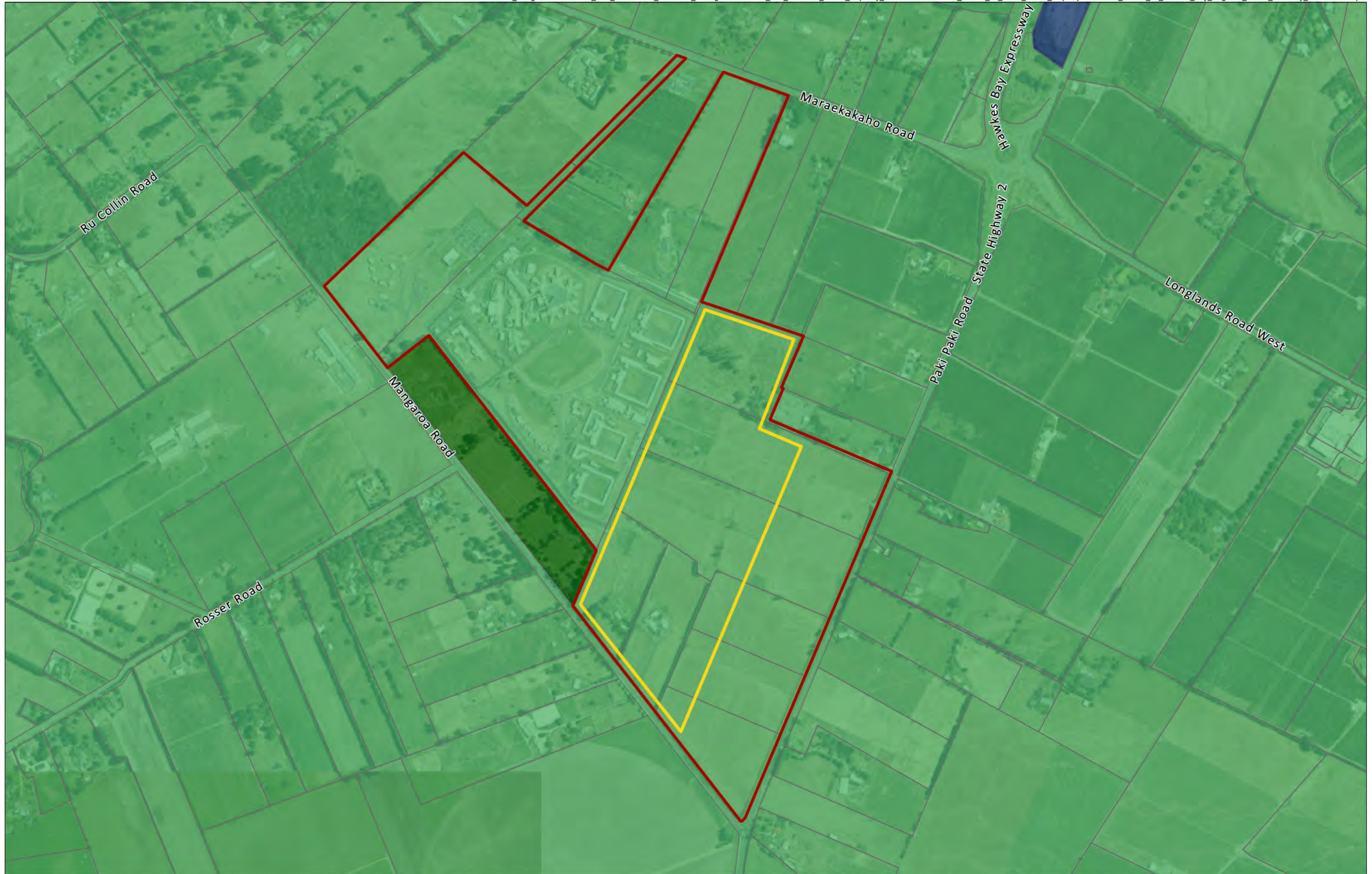
Kern Consultants Ltd

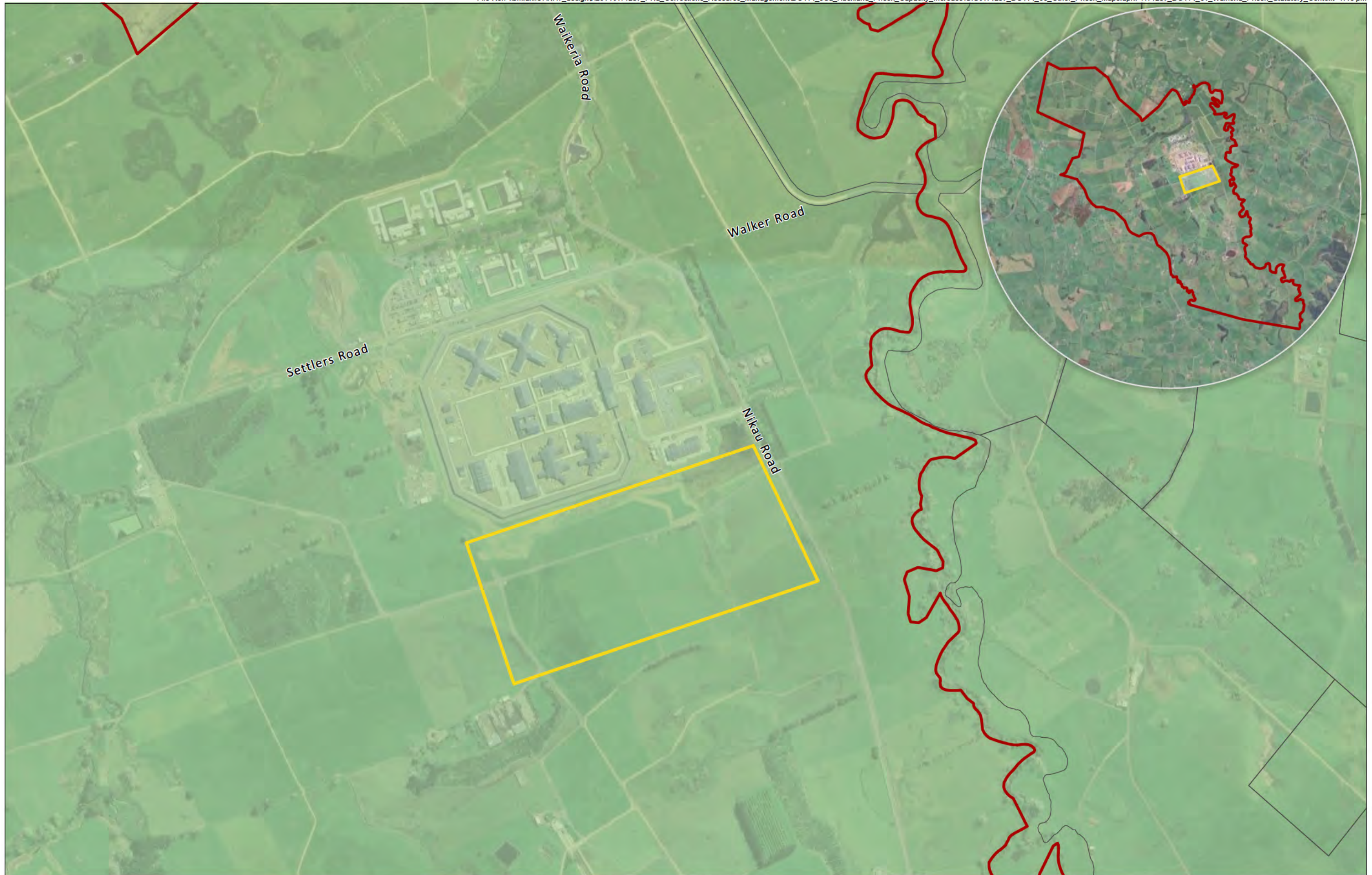
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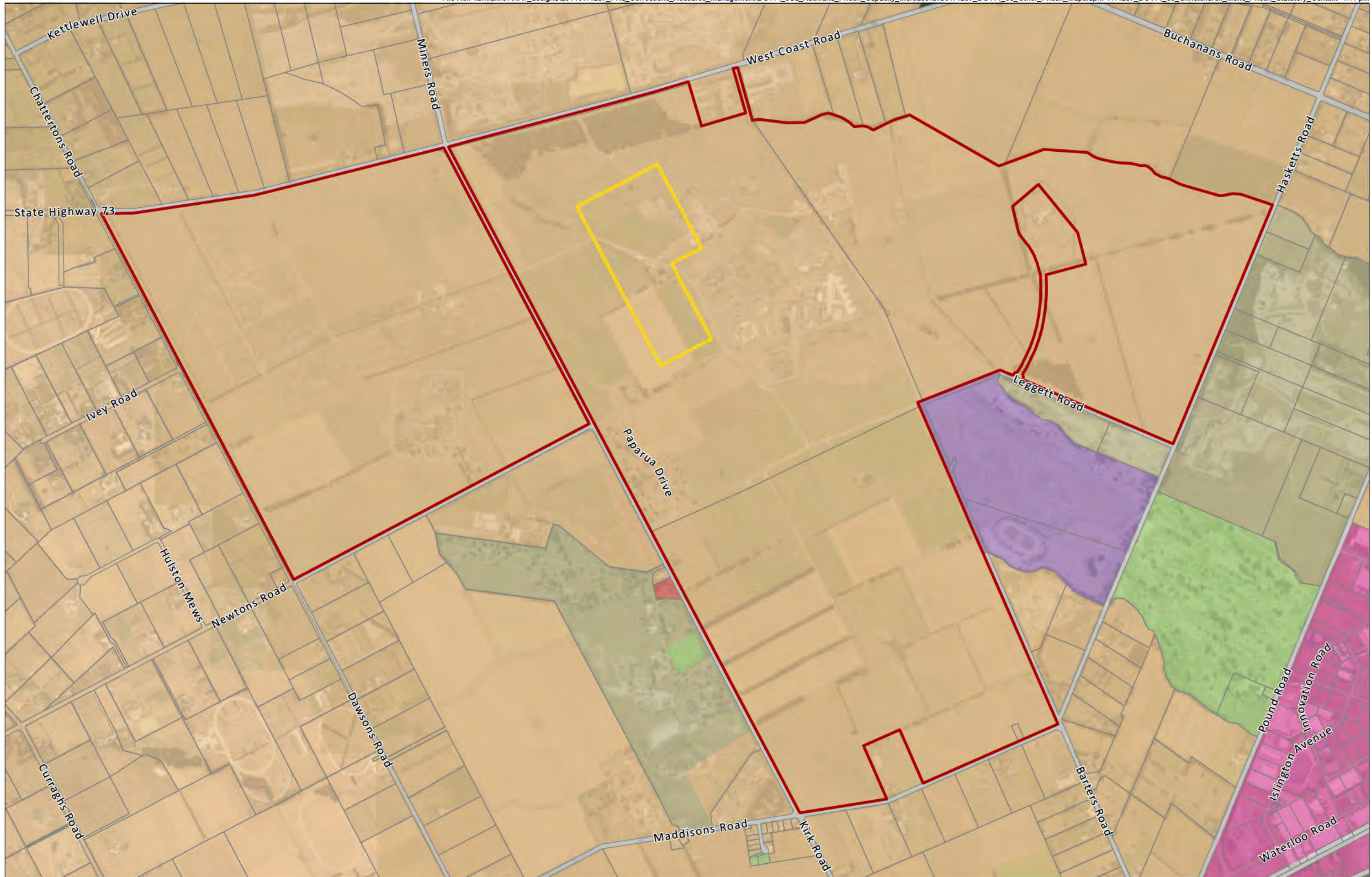
Russ Kern

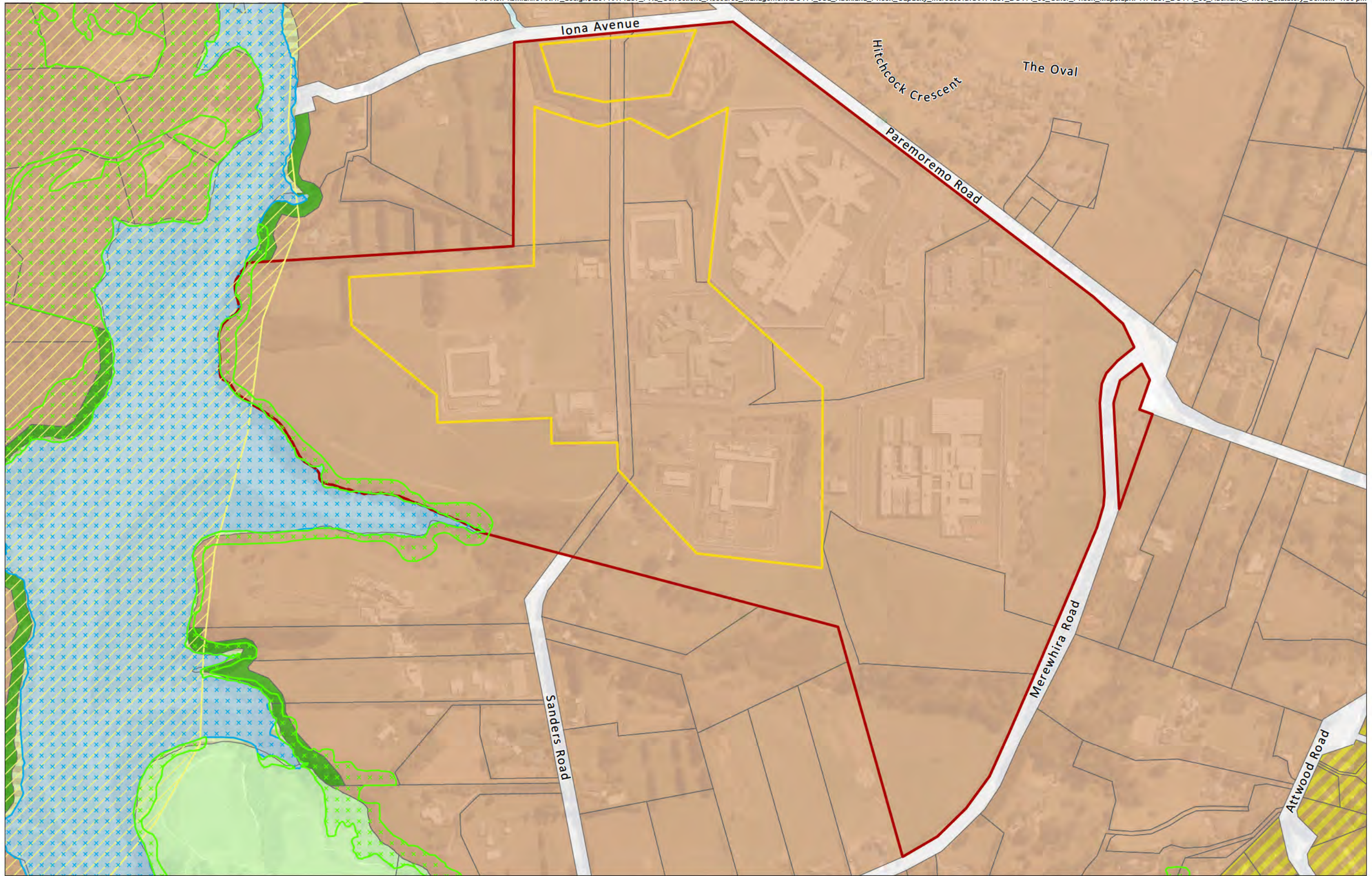
Appendix 1

Site Locations and aerial photographs

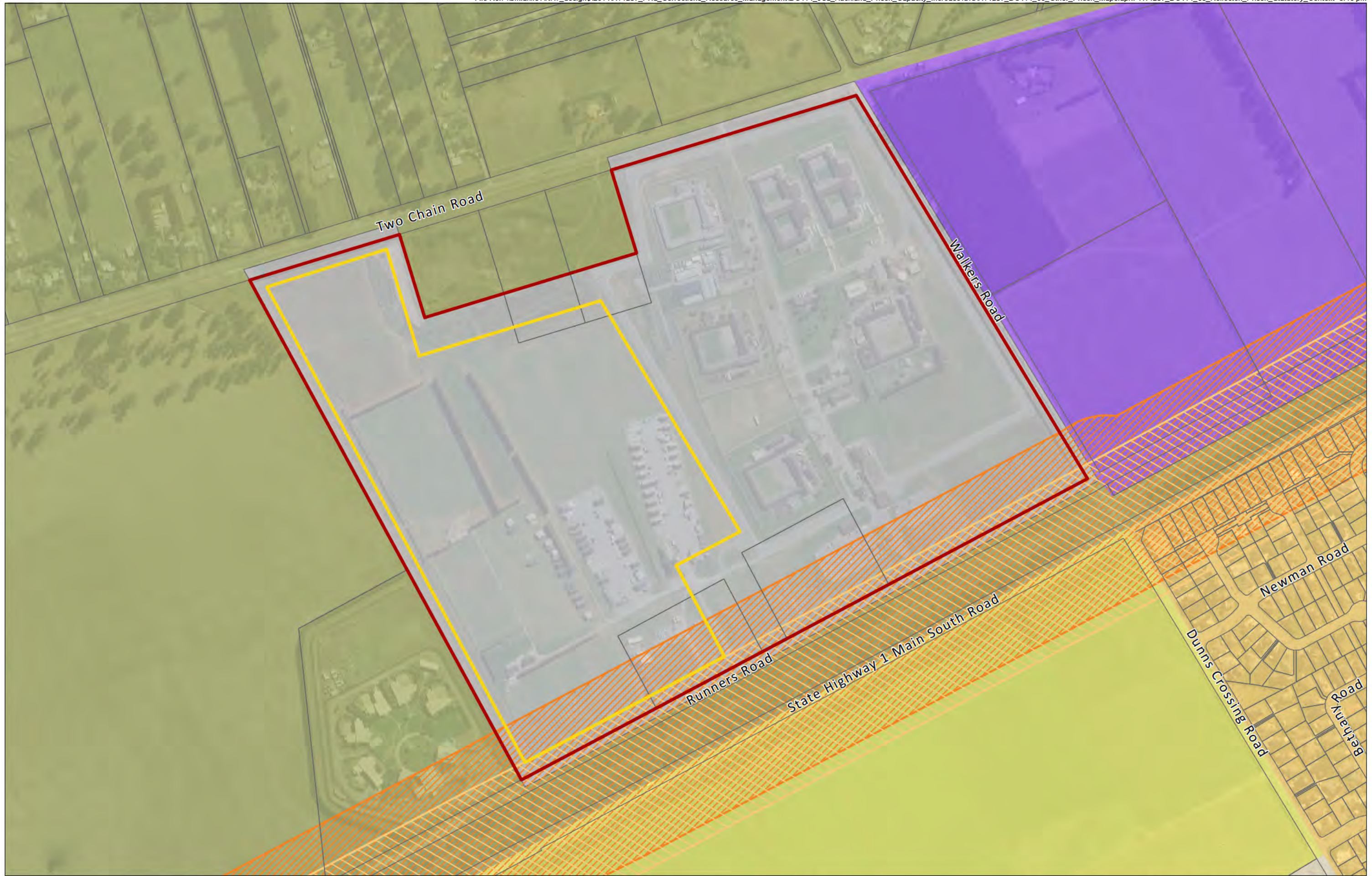












Appendix 7: Traffic Effects Assessment

30 October 2025

Department of Corrections
c/o Boffa Miskell
PO Box 91250
Auckland 1142

Attention: Sean Grace
Issued via email: [REDACTED]

Dear Sean

Additional Capacity – Alternatives assessment - Transport

The Department of Corrections (“**the Department**”) is currently considering and evaluating alternative methods for providing additional prisoner capacity within its current network of sites around the country. The Department has undertaken an assessment of all 19 existing prisons to identify reasonable options that have potential to accommodate additional security prisoner places.

The following report has been commissioned by the Department to undertake an evaluation of six shortlisted sites/assessment areas selected from the existing prison network providing an evaluation from a transportation and traffic perspective as to the relative suitability of each site/assessment area to accommodate an additional prisoner accommodation level of 960 prisoners.

The six sites/assessment areas are included in **Appendix 1**.

1 Methodology

1.1 Site Assessment

The assessment of transportation effects associated with the addition of 960 prisoner places within these six sites has been undertaken on the basis of a brief summary of the traffic and transport context of the site, assessment of existing and planned conditions at each of the alternative sites, consideration of any broader transport changes or improvements in the surrounding transport environment and evaluation of the ability of each site (including any committed network improvements) to accommodate the traffic, parking and access facilities



associated with an additional 960 prisoners within each site. A development and operational timeframe of 10 years (i.e. 2035) has been adopted.

Using the potential scale of facility at each of the sites, the estimated additional traffic movements are superimposed onto the existing (and planned) roading environment at both a traffic-carrying capacity level, as well as at a strategic road hierarchy functionality level to reach a broad conclusion as to traffic effects.

The extent of external traffic effects associated with each potential development has been rated on a five-point scale as follows

Table 1: Scale of Effects Description

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Moderate adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

1.2 Traffic Generation and Development Parameters

The key transport-related parameter used in the following evaluations is the movement of additional staff and visitor-related vehicles between the site and the surrounding road network. The briefing and background information supplied by the Department indicates that up to an additional 440 staff (during daytime hours 8.00am – 6.00pm) could be associated with the new facilities for 960 prisoners with an additional 54 staff during night-time hours (6pm to 8am).

It is understood that at Auckland Prison – where demolition of several existing facilities on the site would be required to accommodate new facilities for 960 additional prisoners – total staff numbers will be somewhat different. Here, it is expected that total staffing (serving the total prisoner population of 1,220 prisoners) would be approximately 513 staff during daytime (8am – 6pm), and a total of up to 69 staff during nighttime (6pm – 8am).

Various sources of operational trip generation rates for the Department’s current network of site have been collected from past reporting and recent counts undertaken both at Auckland Prison and Otago Corrections Facility. The most recent counts have revealed a generally lower trip generation rate during peak hour in part due to the more current and relevant staff shift patterns and designs. A derived rate of 0.8 vehicle per hour (“vph”) / peak staff member on site has been adopted based on the most recent traffic counts reflecting the generally adopted shift patterns at the Department’s existing sites. The adopted daily (24hr) traffic generation rate is approximately 7 - 8 times the peak hourly total at 4 vehicles per day (“vpd”) per peak staff member

In this regard, it is projected on a conservatively robust basis that the addition of a 960-prisoner facility within the (non-Auckland) sites would contribute up to approximately 350 additional traffic movements (bothways) in the busiest hour on a weekday, and up to an additional 1,800 movements per day (bothways) to the surrounding road network. Background traffic volumes at the year of opening (2035) have been considered on the basis of a 2% per annum growth rate for each of the supporting road linkages equivalent to approximately 20% above current volumes.

The equivalent total peak hour and daily figures for Auckland Prison (assessed separately through the Notice of Requirement process using specific surveys of the Paremoremo site) would be approximately 250vph and up to 2,000 vpd, respectively.



1.3 Parking

Each site has been assessed for its capacity to accommodate additional parking demands generated by the scale of additional staff plus an allowance for up to 50 visitor spaces (1,500m²). Parking demand data for prisons is expected to vary on a site-by-site basis according to factors such as the type of facility, remoteness from main urban centres, staffing levels and visiting hours/schedules. Accordingly, each site has been assessed at a high level to identify whether sufficient additional parking can be accommodated on the site if required. The effect of visitor movements to and from the site has been captured by the above traffic generation rate and total traffic movement estimates.

2 Hawkes Bay Regional Prison

2.1 Existing Site and Location Characteristics.

The Hawkes Bay Regional Prison (“HBRP”) site is positioned within the triangle of public roads formed by Mangaroa Road (to the south), Maraekakaho Road (to the north) and State Highway 2 (“SH2”) (to the east). Primary vehicular access is gained from Mangaroa Road via a high standard driveway intersection at a point approximately midway between the intersections with SH2 and Maraekakaho Road. In this location the driveway crossing is placed approximately 1.3km from the Mangaroa Road intersection with SH2. A secondary access to some of the non-custodial support services associated with HBRP is provided via a driveway connecting to Mangaroa Road approximately 400m west of the SH2 intersection.

The HBRP is located approximately 9km southwest of Hastings and approximately 26km south of Napier.

From a network and connectivity point of view, the site is well served by moderate to high standard road links to the surrounding Hastings and wider Hawkes Bay region. The SH2 route to the north and south of the site affords a high standard of transport movement function to the main centres within Hawkes Bay (primarily Hastings and Napier), as well as movement to and from other regions to the north and south of Hawkes Bay.

The larger proportion of traffic movements to and from the HBRP site are expected to be catered for by a combination of the eastern section of Mangaroa Road (between the site entrance and SH2) and the onward extension via SH2. The highway then connects to the wider region via the Hawkes Bay Expressway that commences northward from the roundabout-controlled intersection with Maraekakaho Road. The continuation of Maraekakaho Road to the east of the SH2 roundabout provides a direct route into Hastings.

2.2 Standard of Road Network

Mangaroa Road along the southern boundary of the site is a two-way, two-lane rural carriageway operating at a posted speed of 100km/h. It provides a standard traffic lane in each direction within a sealed carriageway of approximately 7-8m. There are no formalised turning facilities at the HBRP entrance intersection, however the standard and design of the intersection and available sight distances to the east and west from the site entrance point affords ready movement for each of the turning movements into and out of the site.

The intersection with SH2 (also subject to a 100km/h speed limit) to the east of the site is a high standard tee-intersection and also affords good visibility to the north and south along the



highway. There is a dedicated righting bay for the right turn from north into Mangaroa Road (serving movements approaching the site from Hastings). Turning movements out of Mangaroa Road away from the site are also afforded separate turning lanes (albeit lower standard and length than those on SH2), and subject to Give Way controls.

The site is therefore well served by a range of appropriate roading connections to the Hastings urban area and beyond. The site and its main access driveway to Mangaroa Road is arranged such that movements into and out of the prison are well-separated from major intersections, and there is appropriate visibility for movements into and out of the site along the generally flat and straight carriageway of Mangaroa Road.

2.3 Traffic Volumes on Surrounding Road Network

The latest traffic volumes on the road network surrounding the Hawkes Bay Regional Prison site obtained from both New Zealand Transport Agency (“NZTA”) records in relation to the SH2 route and the Mobile Roads¹ database (including estimated volumes) for local are summarised in Table 1 below.

Table 2: Traffic Volumes - Hawkes Bay Regional Prison Site

Road Name/Location	Average Daily Volume (vpd)	Estimated Peak Hour Daily Volume (vph)
Mangaroa Rd (east of site)	1,280	150
Mangaroa Rd (west of site)	820	100
Maraekakaho Rd	5,580	560
SH2	6,470	650

The average daily and estimated peak hour volumes on all roads surrounding the HBRP site are generally consistent with the hierarchy classification of these routes.

2.4 Road Safety Assessment

A search of the NZTA crash analysis database for the previous five calendar year period (plus the partial records for 2025) over the extent of road network between the main HBRP entrance at Mangaroa Road and the SH2/Maraekakaho Road roundabout has been undertaken. There were:

- two non-injury crashes (one loss of control and one collision with a vehicle parked on the shoulder) in the length of Mangaroa Road between the site and SH2;
- two crashes (one non-injury crash involving loss of control while a driver was making the right turn out of Mangaroa Road, and one serious crash where the driver misjudged the intersection and drive straight ahead out of Mangaroa Road) at the SH2/Mangaroa Road intersection; and
- a total of four crash events (two non-injury, one minor injury and one serious injury) involving a range of movements and manoeuvres including drivers failing to Give Way and loss of control.

Overall, the reported crash history across the potentially impacted section of road network near the HBRP site does not give rise to any major concerns from a road safety point of view.

¹ www.mobileroad.org



2.5 Projected Future Operational Traffic Demands

On the basis of the earlier estimates of prisons around the country, it is estimated that the addition of a 960-prisoner facility within the HBRP site at Mangaroa Road could contribute up to an extra approximately 350 vph (IN+OUT) during the busiest hour of the day (likely to be a morning, start of daily shift period) and be associated with up to an additional 1,800 vpd (two-way) across the course of a day.

Based on the site and network description provided above it is likely that these additional movements would be added to Mangaroa Road and SH2 route with a dispersal of traffic from the SH2/Maraekakaho roundabout to both the north along the Hakes Bay Expressway and Maraekakaho Road east to and from Hastings. Some smaller proportion of the additional traffic could be expected to travel along Mangaroa Road to the west connecting with Maraekakaho Road/S50 to the west. It is anticipated that over 90% (i.e. up to 315 vph bothways) of the additional traffic associated with the additional facility would seek to travel through the Mangaroa/SH2 and SH2/Maraekakaho roundabout intersections during the peak hour, and some 1,620 vpd across the day.

2.6 Traffic Effects of Possible Development

2.6.1 Traffic Movement

The ordinary operation of an expanded prison plus the typical weekday background traffic movements along the Mangaroa Road route should be readily handled by the general standard of the route. A rural collector standard road such as this would ordinarily have a practical operating capacity of at least 1500 vph and 18,000 - 20,000vpd (two-way). At peak periods when the additional prisoner capacity would generate the peak movements (generally in the period 7.00-9.00am) the volume of other background non-HBRP traffic will be generally modest. Based on the above estimates of current volumes carried by the route (plus an allowance for approximately 20% growth in background flows over the 10 years until any expanded prisoner accommodation facility could be established and operational), there would be sufficient spare capacity within the mid-block sections of the road to accommodate the additional movements.

The operation of the Mangaroa/SH2 and SH2/Maraekakaho intersections are likely to be the determining capacity features of the surrounding road network. The ability for an additional 315 vph (and potentially up to around 280-300 movements in one direction over this period) to pass through both of these intersections could lead to some additional delays and queues. The extent both spatially and temporally of this reduced performance is unlikely to significantly compromise the safety and performance of the wider road network. The presence of a dedicated right turn bay from SH2 (north) into Mangaroa Road, and both left and right turn lanes (including a left turn merge for the left turn out of Mangaroa Road towards the north) are expected to appropriately cater for the additional demand even if there are short-term queues for these predominant movements. The higher overall capacity for turning movements at the Maraekakaho Road/SH2 roundabout and the dispersal of traffic demands across multiple approach and departure legs of the roundabout would mitigate the effect of additional turning movements in any direction or within any lane through this intersection.

2.6.2 Parking and Site Access

The overall scale of land available within the HBRP designation means that provision of parking and potentially a new (or upgraded) access connection to service the additional capacity could be readily achieved without significant traffic impact. Internal access connections between the current eastern access point (which would be expected to require upgrading to serve the additional prisoner accommodation facilities and delivered to an equivalent standard of the



current main access) plus internal roadways to future expanded accommodation facilities, would be readily achieved. The provision of (and access to) parking areas to serve future staffing and visitor levels (projected to be up to approximately 500 parking spaces and occupying an area of approximately 1.5 hectares) are able to be easily arranged within the current designation.

2.7 Conclusion

The high standard of roading connections serving the HBRP including multiple access routes to the surrounding region and key urban centre of Hastings provides a generally good standard of road hierarchy connections. The projected scale and intensity of additional traffic associated with a 960-prisoner accommodation facility within the HBRP designation area should be appropriately accommodated by the wider District network, albeit that there could be some modest localised additional delays and queues associated with the start and end times of the main daytime staff shifts.

With regard to the overall transport effects associated with the 960-prisoner scenario at the HBRP site, it is assessed as potentially giving rise to minor adverse effects on the surrounding transport environment. There are available infrastructure and traffic management responses to the mitigation of these minor issues that could be included in any future planning process for this scenario if the additional prisoner accommodation was to be provided at HBRP.

Table 3: Overall Summary of Transport Effects (without mitigation) – Hawkes Bay Regional Prison

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

3 Waikeria Prison

3.1 Existing Site and Location Characteristics

The existing Waikeria Prison is located adjacent to Waikeria Road east of the SH3 route through the western Waikato region. Waikeria Road connects with SH3 via a high standard tee-intersection, equipped with a dedicated right turn bay into Waikeria Road from the south, and tapered left turning movements into and out of Waikeria Road. The intersection was upgraded to its current standard as part of delivery of additional prisoner accommodation facilities facilitated by the 2018 Notice of Requirement (“**NOR**”) and subsequent designation applying to the Waikeria Prison within the Otorohanga District Plan.

The Waikeria Prison is located approximately 15km south of Te Awamutu and approximately 29km north of Otorohanga.

3.2 Road Network

SH3 through near the site is a two-lane, two-way rural highway providing for a combination of through movement connecting between urban areas along the route, as well as individual property access. The high standard of intersection design at the Waikeria Road intersection with SH3 reflects the significant access function played by Waikeria Road providing the sole (formal) access to and from the current Waikeria Prison site. There is a high degree of reliance upon this intersection for all current operational traffic movements associated with the existing prison,



plus the on-going construction traffic associated with the capacity increase works occurring at the site.

The 2018 NOR process required route upgrading of Waikeria Road. This included seal and shoulder widening, upgrades to several property driveways and upgrading of the Waikeria Stream bridge north of the prison entrance off Waikeria Road. The existing standard of the Waikeria Road carriageway is therefore of a high-standard, rural collector road.

3.3 Traffic Volumes on Surrounding Road Network

The traffic volumes on the road network surrounding the Waikeria Prison site are summarised in the table below.

Table 4: Traffic Volumes - Waikeria Prison

Road Name/Location	Average Daily Volume (vpd)	Estimated Peak Hour Volume (vph)
Waikeria Road	1,250	150
SH3 (north of Waikeria Road)	7,320	750

These average daily and estimated busiest hour volumes are generally consistent with the hierarchy classification of these routes and sit well within the available traffic-carrying capacity of each route.

3.4 Road Safety Assessment

A search was made of the NZTA crash analysis database for the previous five calendar year period (plus the partial records for 2025) over the extent of Waikeria Road between the Waikeria Prison entrance and the SH3 intersection (including at the intersection). Only two crashes were reported over this period within the search area – both single vehicle crashes. One was a serious injury, loss of control crash involving collision with a roadside barrier, and another a non-injury crash involving collision with wandering stock.

This reported crash history and the absence of any crashes at the SH3 intersection confirm that there are no notable existing safety concerns that would potentially be affected by the additional prisoner capacity being considered for the Waikeria Prison site.

3.5 Projected Future Operational Traffic Demands

It is estimated that the addition of a 960-prisoner facility within the Waikeria Prison site could contribute up to an extra approximately 350 vph (bothways) during the busiest hour of the day (likely to be a morning or afternoon start/finish of the day shift), and across the full course of the day an additional 1,800 vph (bothways).

Given the reliance of the prison on the Waikeria Road route itself and the connection to SH3, all of the generated traffic movements to and from an additional 960-prisoner facility if it was to be located at Waikeria Prison would be expected to travel along Waikeria and through the SH3 intersection. If not otherwise mitigated by any ride-sharing or other travel demand management, this would then add approximately 350 vph to the current flows through this intersection during the busiest hour of the day and up to 1,800 vpd across a full day.



3.6 Traffic Effects of Possible Development

3.6.1 Traffic Movement

The ordinary operation of an expanded prison plus the typical weekday background traffic movements along the mid-block sections of Waikeria Road and SH3 (with the exception of the SH3 intersection itself) should be readily handled by the general standard of each route. The ordinary two-way hourly capacity of a rural collector standard road (Waikeria Road) and a high-standard, rural arterial such as SH3 would be at least 1,500 vph and at least 2,000 vph, respectively.

Based on the above estimates of current volumes carried by each of these routes (plus an allowance for approximately 20% growth in background flows over the 10 years until an expanded prisoner accommodation facility could be established and operational), there would be sufficient spare capacity within the mid-block sections of each road to accommodate the additional 350 vph. However, the operation of the Waikeria/SH3 intersection was found (through the 2017/2018 NOR process) to be highly sensitive to the volume and intensity of traffic movements associated with both the current and planned increase in prisoner capacity.

Recent investigations both at Waikeria Prison and in relation to other sites around the Department's network, have found that there is generally a broadening of the staff shifts adopted by the Department with a consequential reduction of peak intensity of staff movement associated with shift changes. For the purposes of this current consideration of alternative accommodation sites however, the existing designation conditions applying to the Waikeria Prison have been carried forward.

Based on those previous detailed evaluations of intersection performance, the 2018 NOR process (and resulting current designation conditions) require a major upgrading to the SH3 intersection in the form of a grade-separated (overbridge catering for the right turn out of Waikeria Road towards the north) in order for the prison to accommodate more than 1500 prisoners. Information available to Don McKenzie Consulting Ltd indicates that the Department's current plans for successive Outline Plan of Works ("OPW") applications will exceed this threshold before any additional prisoner accommodation (envisaged within the current process) could be anticipated and provided for.

Additionally, the designation requires (and the Department is currently undertaking) measures to ensure that:

- a) the average delay for vehicles turning right out of Waikeria Road (onto SH3 northbound) does not exceed 35 seconds per vehicle; and
- b) the queue length on Waikeria Road does not exceed 50 metres.

The Department has continuous monitoring devices in place and is currently observing and recording the operation of the intersection to ensure compliance with this condition.

The additional 960 prisoners and up to 350 vph during peak hours would be expected to exceed the intersection upgrading trigger and require the major grade-separated intersection to be built.

3.6.2 Parking and Site Access

The overall scale of land available within the Waikeria Prison site means that provision of parking and potentially a new (or upgraded) access connection to Waikeria Road could be readily achieved without significant traffic impact. The provision of (and access to) parking areas to serve future staffing and visitor levels (projected to be up to approximately 500 parking spaces,



and occupying an area of approximately 1.5 hectares) is considered to be readily achievable within the current designation.

3.7 Conclusion

The traffic operations associated with the Waikeria Prison site are highly dependent upon the peak period performance of the intersection of SH3 and Waikeria Road. This intersection has been and continues to be the subject of intense scrutiny by both the Otorohanga District Council and NZTA. There are specific and substantial upgrading requirements for this intersection related to prisoner numbers within the site that would be triggered should the addition prisoner accommodation being considered through this process be delivered within the site. These major intersection upgrades are already the subject of current planning and assessments being undertaken by the Department.

The transportation effects associated with the 960-prisoner scenario at the Waikeria Prison site would be significant without further intersection capacity improvement at the SH3/Waikeria Road intersection. While there are infrastructure and traffic management responses available to mitigate these issues, they involve substantial and complex upgrading, including significant negotiation with NZTA and the District Council.

Table 5: Overall Summary of Transport Effects (without mitigation) – Waikeria Prison

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

4 Christchurch Men’s Prison

4.1 Existing Site and Location Characteristics.

The Christchurch Men’s Prison site is located south of the West Coast Road / SH73 west of Yaldhurst on the western fringe of Christchurch. It is positioned approximately 20 km or a 30-minute drive time from central Christchurch. Travel routes between Central Christchurch and site is available via

- the SH73 arterial route immediately north of the site and continuation via Yaldhurst Road and Riccarton route into the CBD area;
- the SH1 and Main South Road route accessed via the local road network south and east of the Christchurch Men’s Prison site via Buchanans Road at Hornby, and
- the higher-standard motorway route along SH74 Christchurch Southern Motorway accessed via the Kirk Road, Trents Road and the Shands Road motorway interchange.

The SH73 route along the northern boundary of the site is the regional transport route connecting Christchurch to the South Island’s West Coast via Arthurs Pass. It provides the primary transport route westwards from the urban area of Christchurch connecting to West Melton 8km to the west and Darfield a further 25km to the west.

The current connection between SH73 and the Christchurch Men’s Prison provides for access to and from both the east and west, however the primary movements associated with the prison are expected to be to and from Christchurch and surrounding urban areas, with primary



movements at the prison entrance being a left turn into the site and right turn away from the site.

The site is also served by secondary roading access connections from Kirk Road to the west of the site. Kirk Road connects to SH73 approximately 600m west of the main site access.

4.2 Road Network

Near the site, SH73 is in the form of a two-lane, two-way rural arterial with generous sealed shoulders along both sides of the road near the prison access point. Key intersections (such as at the intersection with Kirk Road to the west and Buchanans Road to the east) and major access points (such as that serving the prison site) are equipped with additional, dedicated turning lanes – in the case of the prison access this is a dedicated right turn lane from the west and a separate left turn shoulder lane from the north. Other private driveway connections with SH73 are generally in the form of standard driveway crossings.

The primary transport connections between the site and the main urban facilities in support of the prison within Christchurch are available via a range of high-standard arterial routes means that beyond the immediate access point to SH73 there are a number of routes available. Direct property access to and from the prison is provided directly from the prison access road to SH73 without any intermediate lower-standard or lower-hierarchy transport route. The prison access road (within the current designation applying to the site) provides a single traffic lane in each direction within a sealed carriageway of between 6.5 – 7.0m. Any generated queueing or additional delays associated with movements leaving the site are therefore accommodated within the Department’s designation.

4.3 Traffic Volumes on Surrounding Road Network

The traffic volumes on the road network surrounding the Christchurch Men’s Prison site are summarised in the table below.

Table 6: Daily Traffic Volumes – Christchurch Men’s Prison

Road Name/Location	Average Daily Volume (vpd)	Estimated Peak Hour Volume (vph)
SH73 (west of the site)	9,400	950
Kirk Road	2,900	300
Old West Coast Road (west of Buchanans Rd)	2,600	300
Buchanans Road (south of SH73)	2,830	300

The reported average daily (and estimated peak hour) volumes on all of the surrounding roads near the site are generally consistent with the hierarchy classification of these routes. The busier flows along the SH73 route dominate the surrounding network links but still remain well within the capacity of such a rural arterial route – especially given the standard of access control/turning facilities available at each of the key intersections and major property access points (such as at the prison) in this local section of the route.

4.4 Road Safety Assessment

A search of the NZTA crash analysis database for the previous five calendar year period (plus the partial records for 2025) for the 2.7km section of SH73 between (and including) the intersections of Kirk Road and Buchanans Road. A total of 13 crashes have been reported over this period along the 2.7km route none of which involved the existing driveway connection with the Christchurch Men’s Prison. The key features of the crash events revealed in this search included:



- Three non-injury events at the Kirk Road/SH73 intersection – all involving various right turning movements through the intersection;
- Eight crashes (four non-injury, three minor injury and one serious injury) within the 2.7km mid-block section of the SH73 route between the two intersections involving a range of loss of control, unstable loads, collision with a fallen tree)
- Two non-injury crashes at the SH73/Buchanans intersection involving turning movements to/from the side road approaches.

This reported crash history and the absence of any crashes at the SH73 intersection with the existing prison access road confirm that there are no notable or repeated existing safety concerns or specific locations that would potentially be affected by the additional prisoner capacity at the Christchurch Men's Prison site.

4.5 Projected Future Operational Traffic Demands

On the basis of the earlier estimates, it is projected that the addition of a 960-prisoner facility within the Christchurch Men's Prison site could contribute up to an extra approximately 350 traffic movements during the busiest hour of the day (likely to be a morning, start of daily shift period) and be associated with up to an additional 1,800 vpd across the course of a full day.

Given the sole connection of the site to SH73 and the dominance of the greater Christchurch area lying to the east of the site, it is expected that vast majority of the generated traffic movements to and from an additional 960-prisoner facility would be expected to following a left in, right out movement pattern and travel along the prison access road to and from the site. This would therefore add the 350 vph to the current flows through this intersection (and along SH73 to the east of the site, to and from Christchurch) during the busiest hour of the day and up to 1,800 vpd across a full day.

4.6 Traffic Effects of Possible Development

4.6.1 Traffic Movement

The ordinary operation of an expanded Christchurch Men's Prison plus the typical weekday background traffic movements along both the prison access road and the SH73 route to and from Christchurch, should be readily handled by the general capacity and form of each route. The ordinary two-way capacity of both a local access road (prison access road) and a high-standard, rural arterial such as SH73 would be at least 1,500 vph and at least 2,000 vph, respectively. Currently the peak two-way hourly flow on SH73 would be approximately 950-1000 vph.

The operation of the prison access road / SH73 intersection is expected to be the critical capacity element in the transport network serving a potential future 960-prisoner accommodation facility. Using standard traffic engineering assessment methodologies² the unsignalised tee-intersection between the prison access road and SH73, and assessing SH73 carrying approximately 1,200 vph during the peak hour (allowing for a 20% increase in flows across the next 10 years before the additional accommodation could be expected to be operational), there is an available (practical) capacity for up to 300 vph to cross and join from the Prison Access Road.

On the basis of the current Christchurch Men's Prison accommodating up to 964 prisoners and staffed by approximately 223 daytime staff, the existing peak hour traffic movements to and

² AUSTRROADS Guide to Traffic Management Part 2: Traffic Theory Concepts



from the site are estimated to be³ up to 170 vph. Accordingly, the addition of up to 350 vph (and on the basis that 75% of the site-generated bothways traffic movements are departures during the peak hour of traffic along SH73), the intersection would be expected to operate above the practical capacity of the intersection.

At this time, under these projected traffic movements especially in respect of right turn departures away from the site, there would be additional queuing and added delays for departing traffic. Such reduced performance is considered however to be limited to the prison access road within the site and unlikely to contribute to reduced performance on the SH73 route. The primary turning movement from the SH73 route are expected to be the left turn into the site from the east, and the potential for queuing or additional delay to this movement is generally modest. Hence there would be limited adverse effect on other SH73 traffic. There may be some minor effect on safety performance of the intersection associated with the right turn out movement, however, given that the practical capacity consideration discussed above is targeted at approximately 80% of the total capacity of the intersection, any reduction in performance for through movements along SH73 would be minor.

4.6.2 Parking and Site Access

The overall scale of land available within the Christchurch Men’s Prison site is sufficient to ensure that provision of additional parking and potentially a new access connection to the additional accommodation capacity, could be readily achieved without significant traffic impact. The extent of existing designation and arrangement of the prison access road means that provision of (and access to) parking areas to serve future staffing and visitor levels (projected to be up to approximately 500 parking spaces, and occupying an area of approximately 1.5 hectares) can be readily achieved. It is not expected that there would be any change to the external access connection at the SH73 frontage, and no traffic impact either locally within the current designation or beyond.

4.7 **Conclusion**

The transportation effects associated with the 960-prisoner scenario at the Christchurch Men’s Prison site would be no more than moderate and likely to be minor. The operation of the SH73/prison access road at the northern boundary of the site is expected to be operating slightly above the practical (80%) capacity limit if the peak departure movements away from the prison (under future accommodation within the site) coincides with peak on-road volumes along SH73.

Table 7: Overall Summary of Transport Effects (without mitigation) – Christchurch Men’s Prison

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

³ Based on an assumed staff generation rate of up to 0.8 vph/peak staff member



5 Auckland Prison

5.1 Existing Site and Location Characteristics.

The Auckland Prison site is located at Paremoremo in the northern suburbs of Auckland between Albany to the south and Dairy Flat/Silverdale to the north. It is approximately 30 km or a 40-to-50-minute drive time from central Auckland depending on traffic operations.

The primary travel routes between wider Auckland and site are include:

- Paremoremo Road – is primary collector route, largely rural in nature near the Auckland Prison site and urban in nature towards the east where it intersects with Dairy Flat Highway at the Albany Village approximately 7km northeast of the site;
- Dairy Flat Highway – a combination of urban/fringe-urban/rural arterial route along its 15km length connecting from the Silverdale Interchange at SH1 in the north through Dairy Flat and Albany connecting to Albany Expressway/Oteha Valley Road in the south;
- Oteha Valley Road is a major, multi-lane urban arterial connecting from the Dairy Flat Highway intersection to the grade-separated interchange with SH1;
- SH1 Northern Motorway is the region’s primary multi-lane, access-controlled corridor extending through the metropolitan area of Auckland.

Alternative access connects the site to the SH16 route serving west and northwest Auckland is available from the western end of Paremoremo Road via Brookdale and Ridge Roads (rural, two-lane collector roads) and Coatesville Riverhead Highway (a two-lane rural arterial route)

5.2 Road Network

Near the site, Paremoremo Road is in the form of a two-lane, two-way rural collector road with modest sealed shoulders along both sides of the road near the prison access point. Further east and northeast along Paremoremo Road (and its extension into The Avenue in Albany Village) transitions to more of an urban arterial with kerb and channel, kerbside parking and pedestrian crossings.

The existing prison access road serving Auckland Prison connects with Paremoremo Road via a simple tee intersection without any formal turning lanes other than widened sealed shoulder catering especially for the left turns into the site from the east.

It is anticipated that the additional prisoner accommodated being considered within the exercise would be served by a local access road Iona Avenue that connects with Paremoremo Road approximately 400m west of the current main prison access point.

5.3 Traffic Volumes on Surrounding Road Network

The traffic volumes on the road network surrounding the Auckland Prison site are summarised in the table below.



Table 8: Daily Traffic Volumes – Auckland Prison

Road Name/Location	Average Daily Volume (vpd)	Estimated Peak Hour Volume (vph)
Coatesville Riverhead Highway (near Ridge Road)	7,540	760
Ridge Road	1,660	170
Brookdale Road	1,080	110
Paremoremo Road (Elmore Road – Hardens Lane)	4,200	420
The Avenue	6,390	640
Dairy Flat Highway (east of The Avenue)	19,480	1,950

The eastern section of the access route to and from the Auckland Prison Site carries the greater volumes. The busiest sections of the access routes to and from the site can be seen as those within The Avenue/Dairy Flat Highway and the Coatesville Riverhead Highway. This reflects the general location of the Auckland Prison Site somewhat distant from the busier sections of the transport network. Broadly, each of the traffic volume data presented in the table above represent flows that are broadly consistent with the overall form and function of the roads around the subject.

5.4 Road Safety Assessment

A search of the NZTA crash analysis database for the previous five calendar year period (plus the partial records for 2025) for the Paremoremo Road/The Avenue section of travel route between the existing prison site and the Dairy Flat Highway arterial route. A total of 37 crashes were reported over this period over the 7.5km route. There were no reported crashes involved at either the existing main prison access or the most likely connection to the expanded accommodation facilities via loan Avenue.

Table 9: Safety Record (Paremoremo/The Avenue) – 2020-2025 (partial)

Road Name/Location	Crashes ⁴					Primary Manoeuvre Types
	F	S	M	N	TOT	
Dairy Flat Highway/The Avenue			5	10	15	Right turning through intersection; loss of control (turning); reversing along road; rear-end (queuing)
The Avenue (DFH – Hobson)				6	6	Collision with parked vehicle; loss of control (turning, straight); miscellaneous manoeuvre
The Avenue/Hobson			1		1	Right turning through intersection
Paremoremo (Hobson – Elmore)			2	2	4	Loss of control (turning and straight);
Paremoremo (Elmore – Attwood)		1	2	4	7	Loss of control (turning), head on (cornering);
Paremoremo/Attwood			1	1	2	Rear end (turning from centreline); loss of control
Paremoremo / Cutts		1			1	School age pedestrian running out from side of road

This reported crash history and the absence of any crashes at the Auckland Prison access with the existing prison access road confirms that there are no notable or repeated existing safety concerns or specific locations that would potentially be directly affected by the additional prisoner capacity at the Auckland Prison site. As will be noted in the following sections, the heavy traffic volumes carried by The Avenue/Dairy Flat Highway intersections, leads to an elevated crash record at this location. The crash history include many right turn movements reflective of

⁴ Total number of crashes listed by severity Fatal, Serious, Minor and Non-injury



the constrained performance of the intersection and its reduced number and frequency of gaps for traffic to turn into especially when turning out of The Avenue.

5.5 Projected Future Operational Traffic Demands

On the basis of the earlier estimates and the work undertaken by Don McKenzie Consulting Ltd with respect to the Auckland Prison site itself, it is projected that the future development at the Auckland Prison site resulting in a total of a 1,220-prisoner facility within the Auckland Prison site could be associated with a total peak hour traffic generation of 247 vph during the busiest hour of the day (likely to be a morning, start of daily shift period) and be associated with up to an additional 1,700 vpd across the course of a full day.

Given the primary connection of the site to Dairy Flat Highway (and adoption of an estimate 65% of generated traffic movements via this route) it is estimated that up to an addition of approximately 160 vph could be expected through the Dairy Flat Highway/The Avenue intersection associated with the future operation of the Auckland Prison including the 960-prisoner additional accommodation.

5.6 Traffic Effects of Possible Development

5.6.1 Traffic Movement

The operation of the Dairy Flat Highway/The Avenue intersection is currently operating close to its available capacity. The right turning southbound movements out of The Avenue towards Albany Village during the busiest periods of both on-road peak activity (associated with general commuting movements along Dairy Flat Highway) and slightly earlier in the afternoon when Auckland Prison staff change shifts, create notable queues and delays for these and other turning movements at the intersection.

Using standard traffic engineering assessment methodologies⁵ the unsignalised tee-intersection between The Avenue and Dairy Flat Highway, and assessing Dairy Flat Highway carrying approximately 1,950 vph (two-way) during the peak hour (without any allowance for increase in flows across the next 10 years before the additional accommodation could be expected to be operational), there is effectively no available (practical) capacity for any additional traffic movements to cross and join from The Avenue.

Accordingly, the operation of the intersection (on the basis of the through movements along Dairy Flat Highway) severely limits the ability to accommodate any additional traffic generation.

It is understood that Auckland Transport (as the managers of the transport network at Dairy Flat Highway/The Avenue) is currently preparing designs and funding applications relating to improvements for this intersection including signalisation. While it is understood that the Board of Auckland Transport has yet to confirm the funding of such improvements and have these included in the Regional Land Transport Programme, there is an appropriate degree of confidence that such improvements will be funded and undertaken within the period before the increased prisoner capacity is delivered within the Paremoremo site.

In order to address the traffic generation effects associated with the growth in prisoner accommodation being considered in this current process, the intersection of The Avenue and Dairy Flat Highway would need to be upgraded to provide for additional capacity in a manner generally consistent with the expected form and function of the intersection currently being advanced by Auckland Transport

⁵ AUSTRROADS Guide to Traffic Management Part 2: Traffic Theory Concepts



5.6.2 Parking and Site Access

The overall scale of land available within the Auckland Prison site is considered to be sufficient to ensure that provision of additional parking and potentially a new access connection to the additional accommodation capacity, could be readily achieved without significant traffic impact. The extent of existing designation and arrangement of the prison access road means that provision of (and access to) parking areas to serve future staffing and visitor levels (projected to be up to approximately 500 parking spaces, and occupying an area of approximately 1.5 hectares) can be achieved within the existing designation at Paremoremo.

On the basis that the future prisoner accommodation capacity would be served via the Ioan Avenue intersection with Paremoremo Road and may need some additional minor upgrading however given the generally modest volumes carried by Paremoremo Road and Brookdale Road in this location, it is not considered that there would need to be any major upgrading of this intersection to cater for this additional traffic.

5.7 Conclusion

The transportation effects associated with the 960-prisoner scenario at the Auckland Prison site would be notable, primarily in terms of the operation and capacity limitations currently in place at the intersection of Dairy Flat Highway and The Avenue. The performance of this intersection (even under a current traffic volume scenario) is expected to close to or beyond the operating capacity – confirmed by the fact that Auckland Transport is currently considering options for improvement. However, with the current work underway in terms of both design and funding application processes, the future baseline of operation of this intersection is considered to be at a level such that the effects of the proposed prisoner capacity increase at Auckland Prison will be generally acceptable.

While there is some uncertainty that the Auckland Transport processes currently underway would not align with the process being followed for the increase in accommodation increase at Auckland Prison, there is a suitable level of confidence that even without the accommodation increases, the operation of this key intersection will be enhanced over coming years. The overall scale of likely effect associated with the accommodation increase at Auckland Prison is therefore considered in light of these current improvement processes being followed by Auckland Transport.

Table 10: Overall Summary of Transport Effects (without mitigation) – Auckland Prison

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

6 Tongariro Prison

6.1 Existing Site and Location Characteristics.

The Tongariro Prison is located at Waiotaka Valley east of Turangi in the centre of the North Island. Access to the site from the surrounding road network is achieved via Waiotaka Valley Road (sitting within the current designation applying to the prison site) which then connects to Waiotaka Road and then to SH1 at a point approximately 2km north of the centre of Turangi.



The main entrance to the prison via Hautu Prison Road is positioned approximately 2km southwest of the intersection with SH1 comprising a section of 330m along Waiotaka Road and 1.6km along Waiotaka Valley Road (within the prison designation).

SH1 is the primary national highway route extending through the middle of the North Island. The nearest main urban centres to the Tongariro Prison include Turangi 2km to the south and Taupo 50km to the north.

6.2 Road Network

Waiotaka Road (a public road) connects from the Tongariro Prison site to SH1. The designation for the site encompasses Waiotaka Valley Road and the Hautu Prison Road. Waiotaka Road provides a 7m sealed carriageway, comprising of one lane in each direction separated by a simple painted centreline and a combination of narrow sealed and gravelled shoulders.

Within the prison designation, Waiotaka Valley Road operates as the initial access road into the operational part of the Tongariro Prison. It is a 7m sealed roadway with limited shoulders. Secure gate facilities are provided along Waiotaka Valley Road approximately 230m south of the intersection with Waiotaka Road.

6.3 Traffic Volumes on Surrounding Road Network

The traffic volumes on the road network surrounding the Tongariro Prison site are summarised as follows:

Table 11: Daily Traffic Volumes – Tongariro Prison

Road Name/Location	Average Daily Volume (vpd)	Estimated Peak Hour Volume (vpd)
SH1	6,090	610
Waiotaka Road – west of Waiotaka Valley Road	530	60
Waiotaka Road – east of Waiotaka Valley Road	30	5

The average daily volumes on each of these roads are generally consistent with the hierarchy classification of these routes. The greater volumes along SH1 remain well within the ordinary capacity of a higher standard rural arterial route such as this, while the volumes on Waiotaka Road are modest and representative of a lightly trafficked local road.

6.4 Road Safety Assessment

A search of the NZTA crash analysis database for the previous five calendar year period 2020-2024 (plus the partial records for 2025) for Waiotaka Road and its intersection with SH1 has been undertaken. Only one crash was reported over this period. It occurred at the SH1 intersection, involved only minor injuries to a southbound through vehicle who failed to negotiate the curve in SH1 at the intersection with Waiotaka Road.

This reported crash history and the absence of any crashes associated with turns to or from Waiotaka Road within the search period confirm that there are no notable existing safety concerns that would be expected to be affected by potential additional prisoner capacity at the Tongariro Prison.



6.5 Projected Future Operational Traffic and Parking Demands

On the basis of the earlier traffic generation rate estimates, the addition of a 960 prisoner facility within the Tongariro Prison site could contribute up to an extra approximately 350 vph (bothways) during the busiest hour of the day (likely to be a morning, start of daily shift period) and be associated with up to an additional 1,800 vpd across the course of a full day.

Given the connection of the site to Waiotaka Road and SH1 west of the site, the entirety of the generated traffic movements to and from an additional 960-prisoner facility would be expected to travel along Waiotaka Road and Waiotaka Valley Road. This would add 350 vph to the current flows along Waiotaka Road and through the SH1 intersection during the busiest hour of the day and up to 1,800 vpd across a full day.

6.6 Traffic Effects of Possible Development

6.6.1 Traffic Movements

The day-to-day operation of an expanded prison at the Tongariro Prison site will be readily handled by the general standard of each mid-block section of each of the roads serving the site. The ordinary two-way capacity of both a local access road (Waiotaka Road) and a high-standard, rural arterial such as SH1 (equipped with standard intersection controls such as the right turn bay for turns into Waiotaka Road from SH1 to the south) would be at least 1,500 vph (bothways) for Waiotaka Road and at least 2,000 vph (bothways) for SH1. Currently, the peak two-way hourly flows on SH1 are typically no more than about 500-600 vph or no more than about 25-30% of the route's traffic-carrying capacity.

The operation of the Waiotaka Road / SH1 intersection is expected to be the critical capacity element in the transport network serving a future 960-prisoner accommodation facility if it were to be established at the Tongariro Prison site. Using standard traffic engineering assessment methodologies⁶ the unsignalised tee-intersection between Waiotaka Road and SH1 with SH73 carrying approximately 500 vph during the peak hour, there is an available (practical) capacity for at least 500-600 vph to cross and join SH1 from Waiotaka Road.

On the basis of the current Tongariro Prison being staffed by approximately 138 daytime staff, the existing peak hour traffic movements to and from the site are estimated to be⁷ up to 110 vph. Accordingly, the addition of up to 350 vph onto the existing estimated 110vph would be well within the practical capacity of the SH1 intersection with an associated expectation of only minor delays or queuing even at peak times. There may be some minor effect on safety performance of the intersection, however given that the future volumes (even accounting for approximately 20% growth in SH1 volumes over the next 10 years period up to the time when the additional accommodation capacity could be delivered) would be within the practical (80% of ultimate) capacity, any change in safety performance for through and other movements along SH1 would be minimal.

6.6.2 Parking and Site Access

The overall scale of land available within the Tongariro Prison designation means that provision of parking to serve future staffing and visitor levels (projected to be up to approximately 500 parking spaces and occupying an area of approximately 1.5 hectares) and potentially a new access connection to Waiotaka Valley Road to serve the additional capacity, could be readily achieved. It is not expected that there would be any change to the access connection at

⁶ AUSTRROADS Guide to Traffic Management Part 2: Traffic Theory Concepts

⁷ Based on an assumed staff generation rate of up to 0.8 vph/peak staff member



Waiotaka Valley Road/Waiotaka Road, and no significant traffic impact either locally within the current designation or beyond.

6.7 Conclusion

The transportation effects associated with the 960-prisoner scenario at the Tongariro Prison site would be no more than minor. The operation of the SH1/Waiotaka Road intersection is expected to be operating well within the practical (80%) capacity limit under a future potential accommodation scenario.

Table 12 Overall Summary of Transport Effects (without mitigation) – Tongariro Prison

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

7 Rolleston Prison

7.1 Existing Site and Supporting Road Network

The Rolleston Prison occupies land within an existing designation that is broadly bounded by Runner Road, Walkers Road and Two Chain Road to the west of the Rolleston urban area. SH1 extending south from the Christchurch metropolitan area, runs parallel with Runners Road to the south of the site. It is understood that the previous unsignalised cross-road intersection between SH1, Walkers Road (to the north) and Dunns Crossing Road (to the south of SH1) is currently being upgraded in the form of a roundabout as part of the Rolleston Access Improvements Project – a series of roading improvement projects being advanced by NZTA following the completion of the Christchurch Southern Motorway.

At the time of writing (and on the basis of the desk-top exercise being undertaken) it is not known what progress is being made with regard to the construction, however the future situation serving the Rolleston Prison site is based on the presence of major new roundabout intersection with the Walkers Road connection from the north being realigned westwards from the current alignment. The connection of Runners Road into walkers Road will be maintained as a right angled, tee intersection with a newly established right turn bay for turns into Runners Road from the north.

Primary vehicle access to the prison will be gained via the Runners Road frontage with a main driveway access positioned approximately 250-300m west of the new intersection with Walkers Road, with a secondary access a further 300m to the west. Service accesses are also available from Two Chain Road along the northern boundary of the site.

Access to the wider road network once the new roundabout is in place and operational, will involve movement from Rolleston Prison via the Give Way controlled tee-intersection between Runners Road and Walkers Road, then across a re-established rail level crossing before reaching the new roundabout. The approach to SH1 from walkers Road is expected to be a single lane from which vehicles can access all other directions of travel.



7.2 Traffic Volumes on Surrounding Road Network

The traffic volumes on the road network surrounding the Rolleston Prison site (prior to the roundabout) are summarised in the following table.

Table 13: Daily Traffic Volumes – Rolleston Prison

Road Name/Location	Average Daily Volume (vpd)	Estimated Peak Hour Volumes (vph)
SH1	21,640	2,200
Runners Road	190	20
Walkers Road	2,240	230
Two Chain Road	1,380	140

The SH1 regional arterial route dominates the pattern of traffic volumes in the surrounding network carrying significant daily and peak hour flows, with both Walkers Road and Two Chain Road performing supporting interconnection roles between the SH1 route and surrounding (rural) parts of the District west of Rolleston.

Volumes along Runners Road are generally modest reflecting the local access function of the route serving the Rolleston Prison site and adjoining Corrections/Youth Justice facilities to the west of the site.

7.3 Road Safety Assessment

A search of the NZTA crash analysis database for the previous five calendar year period 2020-2024 (plus the partial records for 2025) for Runners Road, Walkers Road (between Runners Road and SH1) and the Walker Road intersection with SH1 has been undertaken. It is highlighted that this search reflects the operation of the road network and especially the SH1/Walkers Road intersection as a priority cross-road intersection, and the reported results reflect the generally poor safety record of that cross-road intersection. The safety performance of the roundabout under-construction is expected to be greatly improved.

A total of 21 crashes were reported over the search period across these routes – 18 at the SH1 intersection and three at the intersection of Walkers Road/Two Chain Road. The following is a brief summary of the reported crashes:

- Walkers/Two Chain – one non-injury and two minor-injury crashes involving queuing and right angle turn manoeuvres
- Walkers/SH1 – three serious injury crashes, three minor injury crashes and 12 non-injury crashes. A range of turning movements were represented in the crashes but with a dominance of right turning either into or out of Walkers Road, with other left turning, loss of control and queuing crashes were also reported.

While the above record of crashes over the past 5-6 years indicates a generally poor safety record especially for the various right turning movements to and from both Walkers Road (that serves the Rolleston Prison site) as well as Dunns Crossing Road to the south of SH1. The road safety performance of the roundabout under construction is expected to be much better than that reported above. The roundabout will improve the safety of all turning movements and while there may be slightly greater numbers of queuing related events these are expected to be generally lower speed and lower impact events. The overall improvement to the controlled provision of right turning movements will be a major benefit to the Rolleston Prison operation both currently and what may be associated with a potential increase in prisoner accommodation being considered within this assessment exercise.



7.4 Projected Future Operational Traffic and Parking Demands

It is estimated that the addition of a 960-prisoner facility within the Rolleston Prison site could contribute up to an extra approximately 350 vph (two-way) during the busiest hour of the day (likely to be a morning, start of daily shift period) and be associated with up to an additional 1,800 vpd (two-way) movements across the course of a day.

Given the connection of the site to Runners Road and then to Walkers Road in order to access the primary SH1 route to connect to the larger urban of greater Christchurch east of the site, the vast majority of generated traffic movements to and from an additional 960-prisoner facility are expected to travel the route from the main prison site access to Runners Road, Walkers Road and through the upgraded SH1/Walkers/Dunns Crossing roundabout and then eastwards towards the larger urban area and likely staffing residential locations within Christchurch. This would add approximately 350 vph (two-way) to the current flows along each of Walkers Road, Runners Road and through the SH1 roundabout during the busiest hour of the day and up to 1,800 vpd across a full day.

7.5 Traffic Effects of Possible Development

7.5.1 Traffic Movements

The primary movement to and from the site by staff and visitors is anticipated to focus on movements involving right turns towards the site from SH1 (through the roundabout), and then a corresponding left turn out of Walkers Road via the roundabout into SH1 eastbound towards Rolleston and Christchurch.

The day-to-day operation of an expanded prison at the Rolleston Prison site is expected to be readily handled by the general standard of each mid-block section of the non-SH1 roads serving the site. The ordinary two-way capacity of local roads such as Walkers and Runners Road would be at least 1,500 vph (bothways). Currently, the peak two-way hourly flow on these roads are typically no more than about 200-250 vph or no more than about 30% of these routes' traffic-carrying capacity.

The enhanced provision of a high standard, two circulating lane roundabout between Walkers Road and SH1 (and even with the SH1 route carrying approximately 21,000 vpd (bothways) currently and potentially up to around 23,500 vpd at the 10-year time horizon when the additional capacity could be delivered), would be able to accommodate the additional 350 vph generated by the additional prisoner accommodation. The key period of additional traffic effects (largely dictated by the right turning arrival movements of staff during the early morning period) is likely to lead to some modest additional queuing in the westbound lanes, however the overall capacity of the twin-lane roundabout and the queuing lanes on the SH1 approach are considered to be readily sufficient to cater for these volumes without significant effect.

7.5.2 Parking and Site Access

The overall scale of land available within the Rolleston Prison designation means that provision of parking to serve future staffing and visitor levels (projected to be up to approximately 500 parking spaces, and occupying an area of approximately 1.5 hectares) and potentially a new access connection to Runners Road to serve the additional capacity could be readily achieved.

7.6 Conclusion

The transportation effects associated with the 960-prisoner scenario at the Rolleston Prison site are not expected to be significant primarily as a result of a major new twin-lane roundabout



currently being established at the intersection of SH1 and Walkers Road near the site. There are expected to be no capacity related concerns associated with the additional traffic movements likely to be associated with the additional prisoner capacity being considered. The operation of this major new intersection to the southeast of the Rolleston Prison site is not expected to be adversely affected by the site-generated movements.

Table 14: Overall Summary of Transport Effects (without mitigation) – Rolleston Prison

-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No adverse on positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

I would be happy to discuss or expand on any of the details of the above as required. Please don't hesitate to contact via the below.

Yours sincerely

Don McKenzie | Director
Don McKenzie Consulting Ltd

E: [REDACTED]
W: www.dmconsulting.co.nz
M: [REDACTED]



APPENDIX 1 – Site/Area Assessment Plans

Appendix 8: Noise Effects Assessment

3 September 2025

Sean Grace
Boffa Miskell

By email: [REDACTED]

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Dear Sean,

Prison Capacity Alternatives Assessment - Noise

1.0 Introduction

Ara Poutama Aotearoa - the Department of Corrections (the **Department**) has engaged Styles Group to assess the potential noise effects from the development of six existing prison facilities that have been identified as being reasonable options to accommodate an increase in capacity. The potential noise effects of each option are scored to inform the Department's multi-criteria analysis.

2.0 Methodology and assumptions

Our assessment has been prepared in accordance with information provided by the Project Team, including criteria, development parameters and the scoring system set out below.

2.1 The reasonable options

We understand that a prison site must meet the following criteria to be considered a "reasonable option" for new facilities:

1. The option must have a minimum of 25 hectares of developable land area, available within a site designated for prison purposes, to accommodate the additional demand.
2. The option shall not have any known significant constraints, that would fundamentally constrain development.

The following six potential options have been identified by the Project Team as being reasonable options for new facilities:

- | | |
|-------------------------------|---------------------|
| 1. Hawkes Bay Regional Prison | 4. Auckland Prison |
| 2. Waikeria Prison | 5. Tongariro Prison |
| 3. Christchurch Men's Prison | 6. Rolleston Prison |

Location maps for each site are included in Appendices A-F. Each map identifies the 25ha "Assessment Area" that we have considered in this advice.

2.2 Development Parameters

We have assessed the noise effects from new prison facilities in accordance with the indicative development parameters provided by the Project Team.

Parameter	Limit
Number of new prisoners	960
Prisoner type	Low to high security (men and women)
Developable land area	A minimum of 25 hectares of land within existing designation for prison purposes. Note: this footprint would include secure and non-secure facilities. Non-secure facilities include staff / visitor carparking and a visitor reception centre. Other non-secure facilities and infrastructure (e.g. roading, stormwater ponds, landscape planting) may be located outside of the 25 hectare development area.
Maximum building height	12 metres
Lighting Maximum pole height	12 metres New lighting poles located no closer than 20m to any site boundary.
Primary physical barrier	The proposed new secure facilities will be located within their own new, or extended, secure perimeter/s. The secure perimeter/s would have a maximum height of 6m.
Construction staging and timeframe	The new facilities may be built in stages, over approximately 10 years

2.3 Scoring

We have scored the unmitigated noise effects from new facilities within each option in accordance with the following scale provided by the Project Team.

Scale	Effect
-3	Significant adverse environmental effect
-2	Moderate adverse environmental effect
-1	Minor adverse environmental effect
0	No or negligible adverse or positive environmental effect
+1	Minor positive environmental effect
+2	Moderate positive environmental effect
+3	Significant positive environmental effect

2.4 Methodology used to assess the noise effects from new prison facilities

We have scored each potential option by undertaking the following tasks:

- i. We have reviewed each designation to identify any conditions that are relevant to the management of noise effects.
- ii. We have reviewed the District Planning maps to understand the zoning arrangements surrounding each Prison. We have reviewed the permitted noise standards prescribed by the relevant District Plan to determine what constitutes a reasonable level of noise in that location.
- iii. We have reviewed the separation distances between the “Assessment Area” and adjacent sites containing noise sensitive activities to identify any potential noise constraint. Our assessment considers whether a potential noise generating prison facility (i.e. carparks and internal access roads) would be able to comply with the permitted noise levels for the underlying zoning, taking into account the closest compliance locations for noise.
- iv. Our assessment assumes that “unmitigated” means that there are no specific noise mitigation measures beyond the adoption of simple and sensible prison design, layout and operations. For example, we understand that a typical prison design would include solid structures / walls for security reasons. These features will reduce noise levels but are not considered to be a “specific noise mitigation measure”. By contrast, an example of a “specific noise mitigation measure” would be the need to carefully design, construct and manage carparking areas / access roads specifically to comply with noise limits.
- v. Prison facilities may include the establishment of buildings and facilities that are sensitive to noise (i.e. accommodation buildings). We have therefore reviewed the District Planning maps to identify the presence of any noise control boundaries or overlays affecting each Prison. We have reviewed the relevant District Plan controls to determine the acoustic mitigation requirements that apply within the relevant boundaries / overlays. Our assessment confirms whether the establishment of noise sensitive prison facilities would require mitigation (i.e. acoustic treatment) to be adequately protected from the relevant noise source and to avoid a potential reverse sensitivity effect arising on an existing noise generator.

We have scored each option based on our evaluation of the above. Our assessment of each short list option follows.

3.0 Auckland Prison

3.1 Permitted noise environment

Appendix A includes the noise conditions applying to Auckland Prison under Designation 3900, along with the permitted noise standards for the Rural Countryside Living Environment.

Auckland Prison is not subject to any noise control boundaries / overlays that may constrain the potential location of noise sensitive prison facilities within the Assessment Area.

3.2 Separation distances to closest notional boundaries

The noise limits for the underlying zoning apply at the notional boundary of any dwelling. Our review of Map 1 in Appendix A finds that the closest dwelling on Iona Avenue is approximately 25m from the Assessment Area. This receiver is very proximate.

3.3 Assessment of noise effects

3.3.1 Unmitigated noise effects generated from new prison facilities

New prison facilities within the Assessment Area will need to be located and designed with consideration to noise effects due to the proximity of the closest receivers.

Construction noise effects from high noise generating construction activities (such as paving, surfacing and piling) may require mitigation or management to comply with the permitted construction noise standards at receivers that are within approximately 75m of construction activity.

3.3.2 Unmitigated noise effects on new prison facilities

We have not identified any adjacent noise generating activities that may affect new prison facilities within the Assessment Area.

3.4 Scoring

We have applied a scoring of -2, “*Moderate adverse environmental effect*” for unmitigated noise effects from new facilities at Auckland Prison. This scoring is based on the proximity of noise sensitive receivers in relation to specific areas of the Assessment Area. New prison facilities that are within approximately 75m of existing dwellings will need to be located and designed with consideration to noise effects.

4.0 Christchurch Men’s Prison

4.1 Permitted noise environment

The designation for Christchurch Men’s Prison does not prescribe any specific conditions relating to noise.

The Prison and the land adjacent to the Prison that contains noise sensitive activity (dwellings) is in the Rural Urban Fringe Zone of the Operative Christchurch District Plan. Appendix B includes the permitted noise standards for the underlying zoning.

The Prison is also adjacent to the Rural Quarry Zone that contains a large operational quarry.

Part of the Assessment Area is affected by the *Ruapuna Outer Noise Control Boundary Overlay* associated with the *Special Purpose Ruapuna Motorsport Zone*.

The Assessment Area is also partially within Christchurch Airport’s 50dB L_{dn} contour, however no District Plan noise controls apply in relation to this overlay.

4.2 Separation distances to closest notional boundaries

The noise limits for the underlying zoning apply at the notional boundary of any dwelling. Our review of Map 2 in Appendix B finds that the closest dwellings are well separated from the Assessment Area by distances exceeding 500m. The unmitigated construction and operational noise levels from new prison facilities can readily comply with the permitted noise standards based on the separation distances involved.

4.3 Assessment of noise effects

4.3.1 Unmitigated noise effects generated from new prison facilities

Construction and operational noise levels from new prison facilities will readily comply with the permitted noise standards due to the large separation distances to existing notional boundaries.

We have not identified any potential constraint in terms of achieving reasonable noise levels at adjacent receivers.

4.3.2 Unmitigated noise effects on new prison facilities

The Prison is exposed to motorsport noise from Ruapuna Motorsport Park and part of the Assessment Area is affected by the Ruapuna Outer Noise Control Boundary Overlay.

Specific noise mitigation measures would be required to ensure that noise-sensitive prison facilities are located outside the Overlay, or be designed and constructed to comply with the indoor design sound levels in Rule 6.1.7.2.1 of the District Plan where they are inside the Overlay.

We also note that the Assessment Area is exposed to noise from the quarries on Miners Road, to the north of the Prison. We have not reviewed the relevant resource consents to determine the noise effects that are permitted to be generated across the Prison land and whether this may constrain noise sensitive prison facilities in the northern part of the Assessment Area.

Specific noise mitigation measures would be required for new noise sensitive prison facilities inside the Ruapuna Outer Noise Control Boundary Overlay to ensure they are located and designed to achieve an adequate internal noise environment from motorsport noise.

4.4 Christchurch Men's Prison Scoring

We have applied a scoring of -2, "*Moderate adverse environmental effect*" for unmitigated noise effects from new facilities at Christchurch Men's Prison. This scoring is based on the extent of the Ruapuna Outer Noise Control Boundary Overlay across the Assessment Area.

New noise sensitive prison facilities will require specific noise mitigation to ensure they are located and designed to achieve adequate protection from motorsport noise. Permitted noise levels from quarry activities would require investigation to determine any potential constraint. We expect that the outdoor noise environment in any new development area would be compromised by noise from these sources.

5.0 Hawkes Bay Regional Prison

5.1 Permitted noise environment

The designation for Hawkes Bay Regional Prison does not prescribe any specific conditions relating to noise.

The Prison and the land adjacent to the Prison is in the Plains Production Zone of the Hastings District Plan. Appendix C includes the permitted noise standards for the underlying zoning.

The Prison is not subject to any noise control boundaries or overlays that may constrain the location of noise sensitive prison facilities; however, we note:

- The Assessment Area is approximately 215m from the edge of State Highway 2 (Paki Paki Road). The Assessment Area is not subject to any District Plan controls relating to road-traffic noise.
- The land surrounding Hawkes Bay Regional Prison is predominantly used for rural production activities, including an egg farm and orchards. The District Plan noise limits exempt the emission of noise generated from the use of vehicles, machinery or other mobile or portable equipment for land based primary production.

5.2 Separation distances to closest notional boundaries

The noise limits for the underlying zoning apply at the notional boundary of any dwelling. Our review of Map 3 in Appendix C finds that the closest dwelling (63 Mangaroa Road) is approximately 35m from the Assessment Area. All other dwellings are separated from the Assessment Area by distances exceeding 100m.

5.3 Assessment of noise effects

5.3.1 Unmitigated noise effects generated from new prison facilities

New prison facilities within the Assessment Area will need to be located and designed with consideration to noise effects due to the proximity of the closest receiver.

Construction noise effects from high noise generating construction activities (such as earthworks, paving, surfacing and service installation) would likely require specific noise mitigation or management to comply with the permitted construction noise standards at receivers that are within approximately 75m of construction activity.

5.3.2 Unmitigated noise effects on new prison facilities

The land adjacent to the Prison is in the Plains Production Zone. The potential noise effects from permitted land based production activities on sites to the north, east and south of the Prison would need to be considered when locating noise sensitive prison facilities as these activities are exempt from any requirement to meet noise limits inside the Prison land.

The Assessment Area is exposed to road-traffic noise from the state highway; however, the separation distances (more than 215m) are likely to result in reasonable internal noise levels for noise sensitive prison activities.

5.4 Hawkes Bay Regional Prison Scoring

We have applied a scoring of -1 "*Minor adverse environmental effect*" for the unmitigated noise effects from new facilities at Hawkes Bay Regional Prison. This scoring is based on the proximity of noise sensitive receivers in relation to specific areas of the Assessment Area. Construction work and new prison facilities that are within approximately 75m of existing dwellings would likely require specific noise mitigation measures to manage noise effects.

6.0 Waikeria Prison

6.1 Permitted noise environment

The designation for Waikeria Prison does not contain any specific controls relating to the management of noise effects.

The land adjacent to the Prison is in the Rural Effects Area of the Ōtorohanga Operative District Plan.

Waikeria Prison is not subject to any noise control boundaries / overlays that may constrain the potential location of noise sensitive prison facilities within the Assessment Area.

6.2 Separation distances to closest notional boundaries

The Assessment Area is well separated from adjacent notional boundaries by distances exceeding 1000m.

6.3 Assessment of noise effects

6.3.1 Unmitigated noise effects generated from new prison facilities

We have not identified any constraints due to the large size of the designation and significant separation distances to adjacent sites.

6.3.2 Unmitigated noise effects on new prison facilities

We have not identified any constraints due to the large size of the designation which provides a good degree of protection from adjacent land use activities.

6.4 Waikeria Prison Scoring

We have applied a scoring of 0, “*No or negligible adverse or positive environmental effect*” for the unmitigated noise effects from new facilities at Waikeria Prison. This scoring is based on the large scale of the designation, large separation distances to adjacent receivers and ability for noise effects to be internalised within the designation.

7.0 Tongariro Prison

7.1 Permitted noise environment

There are no conditions attached to the designation for Tongariro Prison.

The Prison and land surrounding the Prison is in the General Rural Zone of the Taupo District Plan.

Appendix E includes the permitted noise standards for noise generated and received between sites in the General Rural Zone.

Tongariro Prison is not subject to any noise control boundaries / overlays that may constrain the potential location of noise sensitive prison facilities within the Assessment Area.

7.2 Separation distances to closest notional boundaries

The noise limits for the underlying zoning apply at the notional boundary of any dwelling. The closest existing notional boundaries are approximately 500m from the Assessment Area.

7.3 Assessment of noise effects

7.3.1 Unmitigated noise effects generated from new prison facilities

We have not identified any constraints due to the large size of the designation and significant separation distances to adjacent sites.

7.3.2 Unmitigated noise effects on new prison facilities

We have not identified any constraints due to the large size of the designation which provides a good degree of protection from any adjacent land use activities.

7.4 Tongariro Prison Scoring

We have applied a scoring of 0, “*No or negligible adverse or positive environmental effect*” for the unmitigated noise effects from new facilities at Tongariro Prison. This scoring is based on the scale of the designation, large separation distances to adjacent receivers and ability for noise effects to be internalised within the designation.

8.0 Rolleston Prison

8.1 Permitted noise environment

There are no conditions attached to the designation for Rolleston Prison.

The Prison is in the Corrections Zone of the Partially Operative Selwyn District Plan (Appeals Version). The land surrounding the Prison is subject to a varied zoning pattern, including Rural, Industrial and Residential.

Appendix F includes the permitted noise standards for noise generated from the Corrections Zone and received at the surrounding sites.

The southern part of the Assessment Area is inside the State Highway and Railway Network Noise Control Overlays. Appendix F includes the relevant controls relating to the establishment of any building for a noise sensitive activity¹ within this overlay.

¹ The Plan defines noise sensitive activity as any:

- a. Residential activity, other than that existing in conjunction with rural activities that comply with the rules in the relevant District Plan as at 23 August 2008
- b. Educational facility
- c. Visitor accommodation
- d. Hospital or health care facility, and any retirement village.

The definition of “Residential Activity” means the use of land and building(s) for people’s living accommodation.

8.2 Separation distances to closest notional boundaries

The closest existing notional boundaries are approximately 65m from the Assessment Area.

8.3 Assessment of noise effects

8.3.1 Unmitigated noise effects generated from new prison facilities

We have not identified any constraints due to the sufficient separation distances to notional boundaries on adjacent sites.

8.3.2 Unmitigated noise effects on new prison facilities

The southern part of the Assessment Area is affected by the State Highway and Railway Network Noise Control Overlays. Noise sensitive prison facilities would need to be located and/or designed to achieve an adequate internal noise environment.

8.4 Rolleston Prison Scoring

We have applied a scoring of -2, "*Moderate adverse environmental effect*" for Rolleston Prison. This scoring is based on the extent of the State Highway and Railway Network Noise Control Overlays across the Assessment Area. New noise sensitive prison facilities will need specific noise mitigation measures to ensure they are located and designed to achieve adequate protection from railway and road traffic noise.

9.0 Conclusion

Styles Group have assessed and scored the unmitigated noise effects from new prison facilities on six prison facilities across New Zealand. Our assessment finds that four of the six prison facilities are subject to some noise-related constraint which will require specific noise mitigation measures to address.

Yours sincerely,



Jon Styles, MASNZ
Director and Principal

Appendix A Auckland Prison

Auckland Prison

Designation conditions relating to noise and vibration

d. Noise

The requiring authority shall ensure that the following maximum noise limits shall be complied with at all times at the boundaries of the subject site (excluding the boundary of Lot 3 DP 64525, which continues to be covered by Condition 2b)) as follows:

Noise will be measured in accordance with NZS 6802:1991, Assessment of Environment Sound, and NZS 6803P:1984, the Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work. Noise standards shall not apply to noise for emergency and warning purposes

7am – 10pm	10pm – 7am
55 dBA L ₁₀	40 dBA L ₁₀ 75 dBA L _{max}

.....

2. The following conditions (2a - 2g) relate only to Lot 3 DP 64525 situated on the corner of Iona Avenue and Sanders Road:

b. Noise

Prior to the establishment of any activity on Lot 3 DP 64525 that may generate noise less than but within 5dBA of the noise standards specified in the table below, an Acoustic Design Report shall be obtained from a suitably qualified Acoustic Engineer confirming that the activity will not exceed the noise levels specified below.

Maximum Permitted Noise Level measured at the boundary of Lot 3 DP 64525			
Mon - Sat inclusive	Mon - Sat inclusive	Sun & Public Holidays	All other times
7am – 10pm	8pm – 11pm	7am – 12am	
50 dBA L ₁₀	45 dBA L ₁₀	45 dBA L ₁₀	40 dBA L ₁₀ 75 dBA L _{max}

Noise will be measured in accordance with NZS 6802:1991 Assessment of Environmental Sound and NZS 6803P:1984 The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work and noise standards shall not apply to noise for emergency and warning purposes.

d. Vibration

No activity on Lot 3 DP 64525 shall be permitted to create vibration levels (acceleration in metres per second squared) relative to frequency which affect occupants of adjacent buildings by exceeding the base curves of Figures 2a (z axis), 3a (x and y axis), and 4a (combined xyz axis) of International Standard ISO 2631-2:1989 - Evaluation of human exposure to whole-body vibration - Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz).

Vibration will be measured in accordance with ISO 2631:1989, AS 2973: 1987 and AS 2187.2:1993

Auckland Prison

Maximum permitted operational noise levels for the underlying zoning

Standard E25.6.3 and Table E26.6.3.2 prescribes maximum permitted noise levels for the RCLZ. The standard requires that the noise (rating) level from any activity in the RCLZ must not exceed the following limits, when measures within the notional boundary² of any site in the rural zone.

Time	Noise level
Monday to Saturday	55 dB LAeq
Sunday 9am- 6pm	
All other times	45 dB LAeq 75 dB LAfmax

E25.6.1 requires that noise levels must be measured and assessed in accordance with the New Zealand Standard NZS 6801:2008 *Measurement of environmental sound* and New Zealand Standard NZS 6802:2008 *Acoustics - Environmental noise*.

Permitted construction noise and vibration levels

Standard E2.5.6.27 of the AUP permitted noise levels from construction work and Standard E25.6.30 *Vibration* of the AUP includes limits to manage the potential effects of vibration generated by construction and demolition activities.

² Defined in Chapter J1 of the AUP as "A line 20m from any side of a building containing an activity sensitive to noise, or the legal boundary where this is closer to the building".



Appendix B Christchurch Men's Prison

Christchurch Men's Prison

Designation conditions relating to noise and/ or vibration n/a

Maximum permitted operational noise levels for the underlying zoning

The Prison and adjacent land to the north-east, south, and west of the Prison that includes noise sensitive activities is predominantly in the Rural Urban Fringe Zone.

6.1.5.2 Noise Standards

6.1.5.2.1 Zone noise limits outside the Central City

- a. Outside the [Central City](#), any activity that generates noise shall meet the Zone noise limits in Table 1 below at any [site](#) receiving noise from that activity, as relevant to the zone of the [site](#) receiving the noise.

Table 1: Zone noise limits outside the [Central City](#)

Zone of site receiving noise from the activity	Time (hrs)	Noise Limit (dB)	
		L_{Aeq}	L_{Amax}
a. All residential zones (other than in the Accommodation and Community Facilities Overlay)	07:00-22:00	50	n/a
b. All rural zones, except Rural Quarry Zone, assessed at any point within a notional boundary			
c. Specific Purpose (Flat Land Recovery) and Specific Purpose (Ōākaro Avon River Corridor) Zones	22:00-07:00	40	65
d. Papakāinga/Kāinga Nohoanga Zone			

Permitted construction noise levels

Standard 6.1.6.1.1(P2) requires that construction activities shall meet relevant noise limits in Tables 2 and 3 of NZS 6803:1999 Acoustics - Construction Noise, when measured and assessed in accordance with that standard.

Appendix C

Hawkes Bay Regional Prison

Hawkes Bay Regional Prison

Designation conditions relating to noise and/ or vibration

n/a

Maximum permitted operational noise levels for the underlying zoning

Rule 25.1.6D *Rural Zones* requires that all land uses shall comply with the following noise limits when measured and assessed ³at any point with the notional boundary of any noise sensitive activity on another site in a Rural Zone:

Control Hours	Noise Level
0700 to 1900 hours	55 dB L _{Aeq} (15 min)
1900 to 2200 hours	50 dB L _{Aeq} (15 min)
2200 to 0700 hours the following day	45 dB L _{Aeq} (15 min)
2200 to 0700 hours the following day	75 dB L _{AFmax}

Permitted construction noise levels

Rule 25.1.6.I *Construction Noise* requires that noise arising from construction, maintenance and demolition work complies with the limits in NZS6803:1999 *Acoustics- Construction Noise (NZS6803)*. Construction noise levels must be measured and assessed in accordance with NZS6803.

³ Noise shall be measured in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with New Zealand Standard 6802:2008 Acoustics - Environmental Noise

Appendix D

Waikeria Prison

Waikeria Prison

Designation conditions relating to noise and/ or vibration

Designation conditions restrict maximum prisoner capacity to 3,000.

Designation restricts new buildings to a "build area". A notice of requirement for an alteration to designation would be required to construct new facilities outside of the build area.

Maximum permitted operational noise levels for the underlying zoning

Standards

14A Noise Measurements shall not exceed:

Effects Area	Road Order	L _{day} (Day)	L _{night} (Night)	L _{max} (Night)
Rural Effects Area (excluding Waipapa Noise Control Boundary)	1, 2 & 3	50dB	40dB	70dB
Urban Services Effects Area	1 & 2	55dB	45dB	75dB
	2A	70dB	60dB	75dB
	3	50dB	40dB	70dB
Urban Limited Services Effects Area	1	55dB	45dB	75dB
	2 & 3	50dB	40dB	70dB
Renewable Electricity Generation Policy Area (excluding noise generated from sirens, circuit breakers and hydro spills)	1	55dB	40dB	75dB
Waipapa Noise Control Boundary – Well Drilling and Testing within the Renewable Energy Generation Policy Area	1	70dB	60dB	75dB

14B Within the Rural Effects Area, the noise being generated originates from farm animals and/or agricultural vehicles (where not used for recreational purposes), associated with the day to day operation of an agricultural activity.

Permitted construction noise and vibration levels

14.3 Any construction, maintenance or demolition activity which complies with New Zealand Standard NZS:6803:1999 "Acoustics Construction Noise" is a permitted activity.

Appendix E Tongariro Prison

Tongariro Prison

Designation conditions relating to noise and/ or vibration

n/a

Maximum permitted operational noise levels for the underlying zoning

NOISE - Rules

NOISE-R1 - GENERAL

1. Noise Measurement and assessment

Noise shall be measured in accordance with NZS6801:2006 *Acoustics – Measurement of environmental sound*. Noise shall be assessed in accordance with NZS6802:2006 *Acoustics – Environmental noise*.

2. Construction Noise

All construction noise shall be measured and assessed in accordance with NZS 5803:1969 *Acoustics – Construction Noise*.

NOISE-R2 - MRZ, ORZ, LRZ, NCZ NOISE LIMITS

1. The noise related levels arising from any activity measured within the boundary of any MRZ, ORZ, LRZ or NCZ site or the extended boundary of any residential zone site (other than the site where the noise is generated) shall not exceed the following limits:

- 7.00am – 7.00pm 50dB LAeq(15min)
- 7.00pm – 10.00pm 45dB LAeq(15min)
- 10.00pm – 7.00am 40dB LAeq(15min) and
- 10.00pm – 7.00am and 7.00am

2. Noise from telecommunication equipment shall comply with the National Environmental Standards for Telecommunication Facilities.

3. Noise from electricity substations and transformers located in the zone reserve permitted by the plan shall comply with the noise limits specified in a above as measured at a point 1m from the closest facade of the nearest residential unit.

4. MATTERS OF DISCRETION

- Arbitrated sound levels and the impact of any cumulative increase.
- The degree to which the sound is intrusive and contrasts with the level, character, duration and timing of the existing sound environment.
- The length of time and the level by which the noise limits will be exceeded, particularly at night.
- The nature and location of nearby activities and the effects they may experience resulting from the increase in sound levels.
- Whether the noise levels are likely to detract from the amenity or general environmental quality of the immediate area.
- The topography of the situation and any influence this may have on sound propagation.
- Proposed methods for the avoidance, remedying or mitigation of potential adverse effects and the degree to which they would be successful including:
 - Insulation, barriers and isolation of the source of the noise.

Permitted construction noise levels

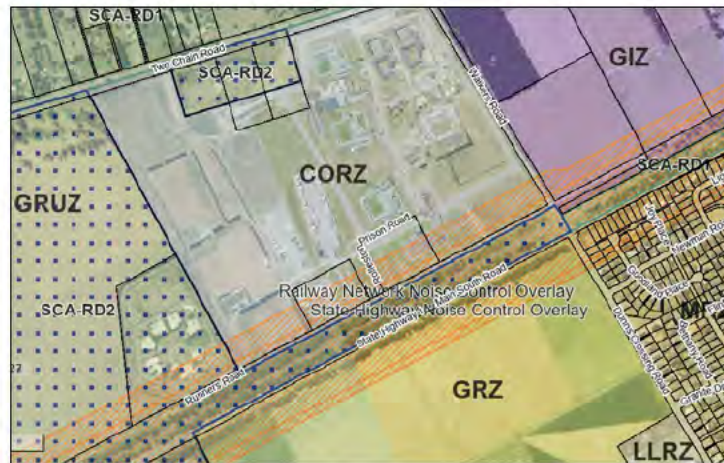
The District Plan does not prescribe any construction noise limits for the General Rural zone.

Appendix F Rolleston Prison

Rolleston Prison

Designation conditions relating to noise and/ or vibration n/a

Zoning arrangements and maximum permitted noise levels



Zone of the site generating noise	Zone of the site receiving noise	Assessment Location	Hours and Limits
All Zones	RESZ GRAZ MPZ PRZ TEZ	Any point within any site receiving noise	0700 to 2200: 50 dB L_{Aeq} (15min) 2200 to 0700: 40 dB L_{Aeq} (15min) / 70 L_{AFmax}
All Zones	KNOZ LCZ NCZ TCZ	Any point within any site receiving noise	0700 to 2200: 60 dB L_{Aeq} (15min) 2200 to 0700: 45 dB L_{Aeq} (15min)
RESZ GRUZ CMUZ GIZ CHVZ CORZ FHSVZ GRAZ HOMZ KNOZ MPZ PRZ TEZ	GRUZ CHVZ CORZ FHSVZ HOMZ	At the national boundary of any noise sensitive activity within any site receiving noise	0700 to 2200: 55 dB L_{Aeq} (15min) 2200 to 0700: 45 dB L_{Aeq} (15min) / 70 L_{AFmax}

Rolleston Prison

Rules relating to the Rail Network and State Highway Noise Control Overlay

NOISE-R3		Noise Sensitive Activities within the State Highway and Railway Network Noise Control Overlays
State Highway Noise Control Overlay	Activity status: PER	<p>1. The establishment of any building for a noise sensitive activity</p> <p>2. Any addition or alteration to an existing building which creates a new habitable room or will be occupied by a noise sensitive activity</p> <p>Where:</p> <p>a. to manage noise in the outdoor environment, either</p> <p>i. there is a noise barrier consisting of a solid building, fence, wall or landform at least 3m high which blocks the line-of-sight to the state highway road surface from all points 1.5m above ground level within the notional boundary of any new building and/or addition to any existing building; or</p> <p>ii. external road noise levels are less than 57 dB $L_{Aeq}(24h)$ at all points 1.5m above ground level within the notional boundary of any new building and/or addition to an existing building.</p> <p>Advisory note:</p> <p>1. To demonstrate compliance, a design report (including calculations) prepared by a suitably qualified acoustic engineer shall be submitted to the Council with the application for Building Consent. In the design report, estimated road noise levels shall be based on measured or predicted noise levels plus 3 dB.</p>
State Highway Noise Control Overlay	Activity status: PER	<p>4. The establishment of any building for a noise sensitive activity</p> <p>5. Any addition or alteration to an existing building which creates a new habitable room or will be occupied by a noise sensitive activity</p>
Rail Network Noise Control Overlay	Activity status: PER	<p>Where:</p> <p>a. to manage noise in the indoor environment, the building is:</p> <p>i. at least 50m from any state highway or railway network, and is designed so that a noise barrier consisting of a solid building, fence, wall or landform blocks the line-of-sight from all parts of doors and windows to the state highway road surface and/or to all points above 3.8m of the railway tracks; or</p> <p>ii. designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values in NOISE-TABLE1 Road and Railway Indoor Design Noise Levels;</p> <p>b. for habitable rooms for residential activity, if windows must be closed to achieve the design noise levels in NOISE-TABLE1 Road and Railway Indoor Design Noise Levels, the building shall be designed, constructed and maintained with a mechanical ventilation system that achieves the following requirements:</p> <p>i. provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code and</p> <p>ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and</p> <p>iii. provides relief for equivalent volumes of spill air; and</p> <p>iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and</p> <p>v. does not generate more than 35 dB $L_{Aeq}(1h)$ when measured 1m away from any grille or diffuser;</p> <p>c. for spaces other than habitable rooms, if windows must be closed to achieve the design noise levels in NOISE-TABLE1 Road and Railway Indoor Design Noise Levels, the building shall be designed, constructed and maintained with a ventilation system as determined by a suitably qualified and experienced person;</p> <p>d. any building that is closer than 30m to any state highway boundary or closer than 60m to any railway network, shall be designed, constructed and maintained to achieve road and rail vibration limits not exceeding 0.3mm/s (Class C criterion Maximum Weighted Velocity, $V_{w0.5}$);</p> <p>e. compliance with the relevant provisions of NOISE-R3.4.a), NOISE-R3.4.b), NOISE-R3.4.c), NOISE-R3.4.d), NOISE-R3.5.a.i), NOISE-R3.5.b), NOISE-R3.5.c) and NOISE-R3.5.d) shall be demonstrated by way of a design report prepared by a suitably qualified acoustic specialist and submitted to the Council with the application for the relevant building consent. In the design report:</p> <p>i. railway noise shall be assumed to be 70 $L_{Aeq}(1h)$ at a distance of 12m from the railway network and shall be deemed to reduce at a rate of 3 dB per doubling of distance up to 40m and 6 dB per doubling of distance beyond 40m; and</p> <p>ii. road noise shall be based on measured or predicted noise limits plus 3 dB.</p>

Permitted construction noise levels

NOISE-REQ2 requires that any activity that generates construction noise shall meet the construction noise limits in NOISE-TABLE 6.

NOISE-TABLE6 Construction Noise Limits						
	Time of week	Time period	Duration of work			
			Typical duration (dBA)	Short-term duration (dBA)	Long-term duration (dBA)	
RESZ, and residential units and minor residential units in: GRUZ CHVZ COZP FHSVZ HOHZ GRAZ KNOZ MPZ PRZ TEZ	Weekdays	0630-0730	60 $L_{Aeq} / 75 L_{max}$	65 $L_{eq} / 75 L_{max}$	55 $L_{eq} / 75 L_{max}$	
		0730-1800	75 $L_{eq} / 90 L_{max}$	80 $L_{eq} / 95 L_{max}$	70 $L_{eq} / 85 L_{max}$	
		1800-2000	70 $L_{eq} / 85 L_{max}$	75 $L_{eq} / 90 L_{max}$	65 $L_{eq} / 80 L_{max}$	
	Saturdays	0630-0730	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	
		0730-1800	75 $L_{eq} / 90 L_{max}$	80 $L_{eq} / 95 L_{max}$	70 $L_{eq} / 85 L_{max}$	
		1800-2000	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	
		2000-0630	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	
	Sundays and public holidays	0630-0730	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	
		0730-1800	55 $L_{eq} / 85 L_{max}$	55 $L_{eq} / 85 L_{max}$	55 $L_{eq} / 85 L_{max}$	
		1800-2000	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	
		2000-0630	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	45 $L_{eq} / 75 L_{max}$	
CMUZ GIZ PORTZ	N/A	0730-1800	75 L_{eq}	80 L_{eq}	70 L_{eq}	
		1800-0730	60 L_{eq}	65 L_{eq}	75 L_{eq}	

Appendix 9: Water and Wastewater Constraints Assessment

Memorandum

To	Sean Grace	From	Nick Simpson
Copy	Jaimee Cannon/ Connor O'Boyle	Reference	P528563
Date	2025-12-17	Pages (including this page)	10
Subject	Fast Track Assessment: Alternatives Review – Water Infrastructure		

1 Introduction

The Department of Corrections' (the Department) statutory purpose, as set out in the Corrections Act 2004, is to improve public safety and contribute to the maintenance of a just society. The Department does this by administering the sentences and orders of the New Zealand criminal courts in a safe, secure, and humane environment and assisting in the rehabilitation of prisoners.

The development of additional prisoner places across the network is necessary to respond to growth in prisoner numbers, with an aim to 'shift the dial' by creating a future network that prevents the need for the Department to make reactive decisions under capacity constraints.

The Department has considered and undertaken an assessment of all 19 existing prisons to identify reasonable options that have potential to accommodate additional security prisoner places. To be considered a reasonable option, a prison site needs to meet the following criteria:

1. The option must have a minimum of 25 hectares of developable land area, available within a site designated for prison purposes, to accommodate the additional demand.
2. The option shall not have any known significant constraints, that would fundamentally constrain development.

Six potential options across the existing network meet the above criteria and have been identified for further assessment. Location plans for each of the sites are appended to this review.

The six existing prison sites identified for further assessment have sufficient space for an increase in capacity. New facilities at these sites could assist in meeting long-term demand requirements. Based on the assessment criteria, the following sites have been identified as reasonable options for new facilities:

1. Hawkes Bay Regional Prison
2. Waikeria Prison
3. Christchurch Men's Prison
4. Auckland Prison
5. Tongariro Prison
6. Rolleston Prison

Key information on each site (including physical address, prisoner capacity, staff numbers, security classification, site size, designation reference, underlying zoning and identified designation constraints/restrictions), is appended to this review.

The following memorandum provides a review of the water and wastewater infrastructure and assessment of the potential constraints to development.

2 Methodology / Assumptions

Aurecon New Zealand has been engaged by Boffa Miskell, on behalf of the Department of Corrections to undertake a high-level desktop study of the six prison sites across the estate.

The study looks to evaluate the suitability of the water and wastewater infrastructure at each of the sites to accommodate 960 additional prisoners.

The assessment is based on the addition of 960 prisoners to the prison capacity that existed at 6 June 2025 as reflected in Table 9 of this Memo, however it is conservatively based on the assumption that existing water and wastewater network upgrades proposed or underway to accommodate planned additional growth (for example at Waikeria Prison) cannot be relied upon for the additional demand from 960 prisoners. In other words, any latent capacity in the network that will be utilized for future planned growth will be utilized by that planned growth and cannot be relied on as latent capacity.

For each of the sites a development of this size is significant, and it is assumed the on-site infrastructure would be extensive. This would almost certainly include additional water and wastewater storage, pump and trunk upgrades.

The intent of this high-level review is to categorise the potential infrastructure constraint to development, beyond expected through base line on-site upgrades.

Key aspects considered as part of this review includes:

- Security of the water supply
- Condition and configuration of the networks
- Consideration to external risks and constraints
- Sensitivities of the associated receiving environment
- Data confidence

The memo provides a brief overview of the associated existing water supply and wastewater networks and then provides discussion on key points of relevance to potential constraints.

Each of the sites are then assessed against a five-tier grading scale reflecting the likely level of constraint for the water and wastewater infrastructure.

Definition on the associated grading scale is outlined in Table 1 below.

Table 1: Site Water and Wastewater Constraint Assessment

Scale	Constraints
-3	Significant constraints; significant limitations that make implementing a water and wastewater solution highly extremely difficult or impossible (even with new and/or upgraded infrastructure)
-2	Moderate constraints; moderate limitations that restrict possibilities or options in implementing a water and wastewater solution (requiring investment in new and/or upgraded infrastructure)
-1	Minor constraints; minor limitations that influence decisions or actions in implementing a water and wastewater solution
0	Neutral; constraints exist but do not strongly hinder actions or choices in implementing a water and wastewater solution
+1	Minor enabling conditions; minor level of flexibility maintained in implementing a water and wastewater solution
+2	Moderate enabling conditions; moderate level of flexibility maintained in implementing a water and wastewater solution
+3	Significant enabling conditions; conditions actively support or enhance implementing a water and wastewater solution

The following assessment is a desktop review. Asset information provided for each of the sites is variable in quantity, quality and currency. Where available, information from the more recent Stantec, 3-waters assessments (2021-2024) has been undertaken in preference. However, for some of the sites older review information has had to be utilised for this assessment. This is not expected to significantly impact the gradings provided.

3 Assessment of short-listed options

Overviews of the site water and wastewater networks are outlined below, along with a summary of key considerations that influence the associated constraint assessment.

3.1 Hawkes Bay Regional Prison

A summary of the Water and Wastewater networks is outlined below.

- **Potable Water:** A municipal connection is provided to the site for potable supply (through an easement to Maraekakao Road), with an on-site bore for fire emergency and irrigation supply. Limited on-site above ground storage is provided as part of this network. On-site booster pumps are used to feed the on-site network and ring mains. A resilient ring main connection has been established through the site, with connections around the back of the self-care facility and connecting up along the Sallyport road. Metering within the site is limited, with readings on main supply only (under review as part of 3-waters assessment). We understand that there is approximately 16hrs storage. 134m³ (main tank) + 2 x 30m³ (PE tanks).
- **Fire Water:** A resilient ring main connection has been established through the site, with connections around the back of the self-care facility and connecting up along the Sallyport road. Timber tanks have been provided for fire storage in adjacency to low security.
- **Wastewater:** Wastewater from the HBRP site is for the most part collected by gravity throughout the prison, discharging to a centrally located pumpstation located adjacent to the existing playing field that then lifts flows to the Council network. A number of localised pumpstations, pump across to the gravity network servicing the perimeter of the site. Under existing consent conditions a threshold is established for effluent health and localised dosing is required prior to discharge. Under the existing consent to discharge to the Council network treatment is required to ensure minimum standards are maintained.

The characteristics of the water infrastructure:

1. Good network connections internally, however on-site networks reflect of age.
2. Council network connections for both water and wastewater. Latent network capacity to be confirmed.
3. On-site storage upgrades likely required to meet water supply needs.
4. Pumpstation within wire will likely require storage, pumping and potential rising main upgrade (noting approximately 6km length).

The resultant site grading is outlined below:

Table 2: Hawkes Bay Water and Wastewater Constraint Grading

+1	Minor enabling conditions; minor level of flexibility maintained in implementing a water and wastewater solution
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3.2 Christchurch Men’s Prison

A summary of the Water and Wastewater networks is outlined below.

- **Potable Water:** Water for the CMP site is supplied via an on-site secure deep groundwater bore (M35/10795). This bore supply is chlorinated and services both the CMP and CWP facilities. The bore feeds two, recently installed, 600m³ storage tanks and booster pumpstation servicing the adjacent facility. The onsite reticulation varies in material type and age and is a product of incremental development and renewals across the site. Usage data would indicate high leakage in the existing networks is likely.
- **Water Storage:** Previous reporting has indicated usage figure up to 800 litres/ person/ day, noting this potentially includes staff, irrigation and other usage (WSP 2021). This equates to approximately 2.8 days storage based on existing usage and potable storage of 1,200m³. It is noted there is some provision to back-feed potable water from CWP in the event of emergency increasing storage to approximately 4.5 days (WSP 2021).
- **Fire Water:** The bore also supplies the fire water tank (275m³) and the existing water tower (irrigation storage) in the southwest corner of the main compound. Independent fire pumps and reticulation services the wider CMP facilities, feeding hydrant and on-site sprinkler facilities.
- **Wastewater Network:** Wastewater from the CMP site is for the most part collected by gravity throughout the prison, discharging to an external pumpstation located on Paparua Drive that then lifts flows to the Christchurch City Council (CCC) network on Kirk Road, discharging to the south-west. The eastern side of the prison drains to a chamber (referred to as the internal pump station) that then lifts the flows into the on-site gravity network. There are 3 smaller grinder pump stations that also lift to the gravity network. The CMP site’s wastewater then drains to the external pump station via a 150 mm diameter line.
- **Wastewater Connection:** Although the Kirk Road main is owned and operated by Christchurch City Council, it is a dedicated main servicing both CWP and CMP and was constructed in 2018 as part of the modular build upgrades. The Paparua Drive pump station, PE pressure main and approximately 1 km of gravity main feeding the pump station was also constructed in 2018/ 2019 as part of the same modular build works. The main external pumpstation on Paparua Road was upgraded in 2018. It consists of a 6.5m deep GRP wetwell and approximately 200m³ network storage (7.5hrs ADWF). The agreed combined discharge peak wet weather flow rate to Council’s network is limited to a maximum of 45 L/s. A Hydrogen Sulphide measuring device was also installed as part of the agreement with the Council. Council charges the Department for operation and maintenance of the flow monitoring and odour monitoring devices (WSP 2022).

The characteristics of the water infrastructure:

1. On site networks are aged and would likely need significant upgrade.
2. Constraints on the abstraction rate on the existing supply bore, present a potential constraint to significant on-site demand increases and will likely need re-visiting.
3. Good external CCC network connection for wastewater.
4. Council wastewater network connections and augmentation of on-site storage will likely be required for upgrade.

The resultant site grading is outlined below:

Table 3: Christchurch Men’s Water and Wastewater Constraint Grading

-1	Minor constraints; minor limitations that influence decisions or actions in implementing a water and wastewater solution
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3.3 Waikeria Prison

Waikeria Prison is currently undergoing a significant build programme. As part of this upgrade there has been a significant upgrade to on-site networks. A summary of the Water and Wastewater networks is outlined below.

- **Potable Water:** On-site bores pump to an elevated reservoir location which in turn gravity feeds the new build site. On-site water supply bores, storage and treatment has been significantly upgraded as part of the recent build programme. This includes an upgrade to the existing abstraction consents and an upgrade to the existing treatment capacity of the Northern WTP. Remnant portions of the old network service the lower portions of the site, which have issues with age, water quality and security of supply. It is assumed upgrades would look to augment the new network. As a minimum an additional bore and additional water treatment capacity would be required together with supplementary storage for the site.
- **On-site Networks:** On-site water and wastewater networks are comprehensive for the new build, and align with existing design standards. However, networks servicing the low security is aging and has a number of reported quality issues.
- **Wastewater:** As part of the recent upgrade a storage tank and rising main has been established servicing the site. The rising main pumps to the adjacent Council network and replaces the older on-site treatment plant.

Consents for the upgrade were established and aligned with projections for the site at the time. The addition of 960 prisoners would exceed this capacity.. Note with the progression of additional works phases on the new platform, any latent capacity in the existing supply is likely to be utilised. With a significant rising main length to the Council network, this could present a minor constraint.

The characteristics of the water and wastewater infrastructure:

1. Supplementary bore with abstraction consent modifications
2. Additional treatment capacity
3. Additional water storage.
4. Supplementary wastewater storage would likely be required at the new build sites to buffer associated wastewater peaks from the upgraded site.
5. The adequacy of the upgraded rising main and downstream Council network capacity would need to be confirmed. Current inflow and infiltration levels are putting additional load on the export system in wet weather.

The resultant site grading is outlined below:

Table 4: Waikeria Water and Wastewater Constraint Grading

-2	Moderate constraints; moderate limitations that restrict possibilities or options in implementing a water and wastewater solution
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3.4 Auckland Prison

A summary of the Water and Wastewater networks is outlined below.

- **Water Supply:** The potable water supply for the Auckland Prison has a gravity supply network connection fed via two above-ground reservoirs located adjacent to the junction of Attwood Road and Paremoremo Road. The reservoirs have a combined capacity of approximately 2,200m³ and have 30% of the volume (660 m³) allocated for firefighting reserves, leaving approximately 70% (1540m³) of storage for potable use. Connection to the existing reservoirs is via a 250mm nominal branch connection fed off the Watercare North Harbour 1, Trunk main, which reduces to a 200mm main close to the reservoirs.
- **On-site Water Network:** A potable water main feeds the prison and adjacent prison village on the northern side of Paremoremo Road with separate networks for potable water and firefighting to the prison. Works segregating the prison and village feeds are currently being progressed, with the reservoir in the process of being vested to Watercare.
- **Fire Supply:** An independent fire main connects the site from the reservoirs, with cross connections to the adjacent potable supply main. There are four additional firefighting water tanks across the prison site, located near Unit 8, Unit 9 and two tanks near Unit 6. Three of the firefighting water tanks are supplied by the water mains, and one is labelled as a rainwater harvesting tank which is also connected to the water mains network.
- **Wastewater Networks:** The site is serviced primarily by gravity networks across the site. The wastewater network for the prison site is interconnected with the village on the northern side of Paremoremo Road. Wastewater from the old East Division and Admin areas of the prison discharge into a gravity fed public network that crosses Paremoremo Road. This is collected by the network in the village area. The remaining areas of the prison discharge to a public wastewater network that crosses Iona Avenue. The network experiences high levels in inflow and infiltration which results in reduced service capacity. A screening facility is located immediately opposite the wastewater pumping station at Iona Avenue. .
- **Wastewater Pumpstation:** The wastewater network discharges to the Watercare Paremoremo Wastewater Pump Station located between Brookdale Road and Iona Avenue. This Sewer Pump Station (SPS) pumps wastewater to a gravity network on Te Araroa Drive, located approximately 1.85km to the south-east of the pumping station, before gravitating via a siphon across the harbour.

A preliminary assessment has been undertaken on the capacity of the existing external networks. Consultation with Watercare (the asset manager) in this process has confirmed that there is adequate supply capacity to the existing water reservoirs. For wastewater, at the time of writing, there are some identified constraints with the wastewater pumping station at Iona Avenue and associated downstream network infrastructure that will likely require upgrades including onsite mitigation, additional storage, and ultimately (to provide capacity for additional flows), a new wastewater pump station and pipeline to divert wastewater to Albany wastewater catchment. .

The characteristics of the water and wastewater infrastructure:

1. The existing water network connections are adequate to service the proposed future developed site.
2. Additional water storage is likely required to accommodate the increased flows.
3. There are some identified constraints with the wastewater pumping station and associated downstream network infrastructure that will likely require onsite mitigation, additional storage, and ultimately (to provide capacity for additional flows), a new wastewater pump station and pipeline to divert wastewater to Albany wastewater catchment. On site networks are aged and would likely need upgrades to reduce current levels of inflow and infiltration.

The resultant site grading is outlined below:

Table 5: Auckland Water and Wastewater Constraint Grading

-2	Moderate constraints; moderate limitations that restrict possibilities or options in implementing a water and wastewater solution (requiring investment in new and/or upgraded infrastructure)
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3.5 Tongariro Prison

A summary of the Water and Wastewater networks is outlined below.

- **Water Infrastructure:** Water is supplied to site from the Turangi town supply. The water is supplied to one reservoir that stores in the order of 450m³. Water flows from this reservoir to two clusters with four reservoirs each providing a total capacity of 100m³. The main prison site has, in total, storage of 650m³. There are other reservoirs that serve parts of the farm and the Spotless offices. The site is fed with a 150mm watermain from these reservoirs. A ring main comprising of 150 mm and 100 mm pipes then serves the site. Based on an estimated average from the water usage graph in the Spotless M&T Report for Jan 2015, water usage is approximately 6,000m³/month. This equates to approximately 670 l/p/d based on the muster in 2015.
- **Wastewater Infrastructure:** The gravity sewer network consists of 150mm diameter pipework, which is a mixture of PVC, earthenware and AC. Operations and maintenance issues have been reported relating to high inflow & infiltration levels and localised blockages. Wet weather flows are known to surcharge/ overflow the pumpstation (Opus, 2018). Given the scale of the proposed development network upgrades would seem likely.
- **Wastewater Connection:** The network gravitates to a pump station with 2 pumps operating on a duty / standby regime. There is no macerator up stream of this pump station. The wetwell was estimated to be 2m in diameter and approximately 3.5 m deep. There is no emergency storage adjacent to the wetwell. The wastewater is pumped to Turangi Wastewater Treatment Plant. The prison rising main pumps into the same rising main as another pumpstation from Te Herekieke Street. This pump cannot pump against the resultant head when the pumps operate at the prison. An upgrade to the rising main downstream of the Te Herekieke connection is necessary to accommodate 1D flows (OPUS, 2018). Both pumps seem to pump approximately 1400m³/month, as per the Jan 2015 M&T Report.

The characteristics of the water infrastructure:

1. On site networks are aged and would likely need significant upgrade.
2. The capacity of the external Council network to accommodate additional flow would need to be confirmed.
3. Council network connections and on-site storage will likely need to be upgraded.
4. The capacity of the downstream network to accommodate a significant increase in inflow would need to be confirmed (noting relatively small population).

The resultant site grading is outlined below:

Table 6: Tongariro Water and Wastewater Constraint Grading

-1	Minor constraints; minor limitations that influence decisions or actions in implementing a water and wastewater solution
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3.6 Rolleston Prison

A summary of the Water and Wastewater networks is outlined below.

- **Potable Water:** Water is supplied to site from Selwyn District Council. There is currently no agreement in place to limit water take. Additional water can be supplied via on site bores which are subject to consent limitations. There is an RMA agreement in place that limits usage to 533m³/d. The Spotless M&T Report for 2015 gives an annual water usage of 79,551m³. This is equivalent to 838 l/p/d at the muster of 260.
- **Water Storage:** The current water storage on site has 1,085m³ capacity. This is under three days' supply at current usage (OPUS, 2018).
- **Wastewater Infrastructure:** Wastewater from the site flows to a Selwyn District Council controlled pump station on Runner Road. There currently is no agreement in place for limiting flow to the pump station. There is no on-site emergency wastewater storage. Given the scale of the potential upgrade, upgrade of this pumpstation is likely, along with consideration of additional emergency storage. The existing site is close to the existing Selwyn District Council Treatment Plant and down-stream network capacity is unlikely to be an issue.

The characteristics of the water infrastructure:

1. On site networks are aged and would likely need upgrade.
2. Security of water supply (potable and fire) is good, with connection both to the Council networks and on-site bores.
3. The adequacy of consent limitations for on-site bore takes to service the fully developed site would need to be confirmed as would on-site storage.
4. Wastewater connects to the adjacent Council network, which given the proximity to the SWDC Treatment Plant, is likely to be able to accommodate the potential increase in flows.
5. Wastewater pumpstation and storage upgrades are likely given the scale of the upgrade.

The resultant site grading is outlined below:

Table 7: Rolleston Water and Wastewater Constraint Grading

+1	Minor enabling conditions; minor level of flexibility maintained in implementing a water and wastewater solution
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4 Conclusions

None of the sites reviewed demonstrate a major constraint risk to the proposed development. A table summarising the associated constraint ratings is outlined below:

Table 8: Water and Wastewater Development Constraint Ratings

Site	Rating	Discussion
Hawkes Bay Regional Prison	+1	Connections from the existing Council network provide opportunity to accommodate growth. Latent capacity in the Council network will need assessment, however existing agreements are not known to constrain supply and engineering solutions would seem viable.
Christchurch Men's Prison	-1	Wastewater solutions would seem viable for connection. Constraints on the existing abstraction consent would need resolution.
Waikeria Prison	-2	The existing site is going through significant upgrade. Infrastructure needs were developed reflecting the basis of design and capacity as agreed at the time. An additional 960 inmates has not been integrated to the original provision for growth and this would need to be re-visited with Council and Consenting. Given the approval of recent stage wastewater network upgrades, latent network capacity for an additional 960 prisoners could present a moderate constraint, requiring supplementary storage and possible additional upgrades to the rising main and downstream network.
Auckland Prison	-2	The existing site is at the edge of the existing Watercare supply network. Assessment and stakeholder engagement has confirmed that there is adequate supply capacity to the existing water reservoirs. For wastewater, there are some identified constraints with the wastewater pumping station and associated downstream network infrastructure that will likely require onsite mitigation, additional storage, and ultimately (to provide capacity for additional flows), a new wastewater pump station and pipeline to divert wastewater to Albany wastewater catchment.
Tongariro Prison	-1	Connections from the existing Council network provide opportunity to accommodate growth. Latent capacity in the Council network will need assessment. Given the site's remoteness from the main town supply, and small scale of the local community system, the adequacy of the town supply is seen as a potential constraint to be worked through.
Rolleston Prison	+1	Connections from the existing Council network provide opportunity to accommodate growth. Latent capacity in the Council network will need assessment, however existing agreements are not known to constrain supply and engineering solutions would seem viable.

The development of this scale will have a significant impact on local infrastructure. In all of the options outlined above, engineered solutions are likely available to support development. Were any of the sites to be progressed further, early engagement with stakeholders (in particular Council) is critical to remove associated uncertainty.

Nick Simpson
Technical Director, Aurecon

Connor O'Boyle
Associate, Aurecon

Encl.

- Location Plans
- Summary Table – Site Usage (existing and proposed)













Table 9: Existing Site Information for Technical Assessments for Auckland Prison Capacity Increase Alternatives Assessment (as at 6 June 2025)

	Prison	Physical address	Existing prisoner capacity (maximum) ¹	Existing staff capacity on site at any one time (approximate) ² Daytime ³ (8am – 6pm) Nighttime ⁴ (6pm – 8am)	Assumed staff capacity with additional 960 prisoners ⁵ on site at any one time (approximate) Daytime (8am – 6pm) Nighttime (6pm – 8am)	Security classification	Year established	Total designated area	Designation reference	Underlying zoning	Designation constraints / restrictions
1	Hawkes Bay Regional Prison	138 Mangaroa Road, Hastings	759	Daytime: 156 (custodial) + 75 (non-custodial) = total 231 Nighttime: 35	Daytime: 671 Nighttime: 89	Minimum to high security male prisoners	1989	92 ha	MCOR-1 (Operative Hastings District Plan)	Plains Production Zone (Operative Hastings District Plan)	
2	Waikeria Prison	Waikeria Road, Waikeria	950	Daytime: 234 (custodial) + 95 (non-custodial) = total 329 Nighttime: 49	Daytime: 769 Nighttime: 103	Minimum to high security male prisoners	1911	1,276 ha	D55 (Ōtorohanga Operative District Plan)	Rural Effects Area (Ōtorohanga Operative District Plan)	Designation conditions restrict maximum prisoner capacity to 3,000. Designation restricts new buildings to a “build area”, notice of requirement for an alteration to designation would be required to construct new facilities outside of the build area.
3	Christchurch Men’s Prison	West Coast Road, Christchurch	964	Daytime: 223 (custodial) + 96 (non-custodial) = total 319 Nighttime: 47	Daytime: 759 Nighttime: 101	Minimum to high security male prisoners	1915	805 ha	I1 (Operative Christchurch District Plan)	Rural Urban Fringe Zone (Operative Christchurch District Plan)	
4	Auckland Prison	530 Paremoremo Road, Albany	680	Daytime: 168 (custodial) + 68 (non-custodial) = total 236 Nighttime: 35	Daytime: 513 Nighttime: 69 ⁶	Minimum to maximum security men	1968	113 ha	3900 (Auckland Unitary Plan Operative in Part)	Rural – Countryside Living Zone in Auckland Unitary Plan	Designation condition restricts maximum prisoner capacity to 681, notice of requirement for an alteration to designation would be required.
5	Rolleston Prison	Runners Road, Rolleston	504	Daytime: 80 (custodial) + 54 (non-custodial) = total 134 Nighttime: 20	Daytime: 574 Nighttime: 74	Minimum to low-medium security men	1958	63 ha	MCOR-1	Corrections Zone	No conditions

¹ N.B. ‘max capacity’ means the maximum capacity of existing prisoner accommodation facilities (i.e. accommodation buildings) as at 6 June 2025

² Sourced from Department of Corrections as at 6 June 2025

³ Non-custodial staff numbers on-site at any one time vary considerably however we have assumed a conservative estimate that non-custodial staff on-site at any one time are 10-15% of the total prisoner numbers generally based on operating models for other Prisons.

⁴ Assumption that nighttime staffing numbers are approximately 15% of the peak daytime staffing numbers (based on operating models for Prisons (including staffing model for Auckland Prison Capacity Increase))

⁵ the additional staff to service the new facilities for 960 prisoners are assumed to be (a conservative estimate) of an additional 440 staff during daytime hours (8am to 6pm) and an additional 54 staff during nighttime hours (6pm to 8am). These assumptions are based on the ratios used for Auckland Prison which assumes 513 staff: 1,220 prisoners during daytime (8am – 6pm), and 69 staff: 1,220 prisoners during nighttime (6pm – 8am) and may be higher than the actual number of staff due to Auckland Prison accommodating maximum security prisoners which has higher staffing ratios.

⁶ The exception is Auckland Prison where demolition of several existing facilities on the site would be required to accommodate new facilities for 960 additional prisoners (with only the maximum security facility that accommodates 260 prisoners remaining). This means the total staff numbers at Auckland Prison with the 960 new prisoners added is expected to be in the order of 513 staff: 1,220 prisoners during daytime (8am – 6pm), and 69 staff: 1,220 prisoners during nighttime (6pm – 8am).

	Prison	Physical address	Existing prisoner capacity (maximum) ¹	Existing staff capacity on site at any one time (approximate) ² Daytime ³ (8am – 6pm) Nighttime ⁴ (6pm – 8am)	Assumed staff capacity with additional 960 prisoners ⁵ on site at any one time (approximate) Daytime (8am – 6pm) Nighttime (6pm – 8am)	Security classification	Year established	Total designated area	Designation reference	Underlying zoning	Designation constraints / restrictions
6	Tongariro Prison	State Highway 1 Hautu Road, Turangi	422	Daytime: 96 (custodial) + 42 (non-custodial) = total 138 Nighttime: 20	Daytime: 578 Nighttime: 74	Minimum to low-medium security male prisoners	1922	8,481 ha	D29	General Rural Environment	No conditions

Appendix 10: Expert Summary Statement

Sean Grace: Statement of Qualifications and Experience

I am a Senior Principal Planner at Boffa Miskell Limited. Boffa Miskell is a multi-disciplinary environmental consultancy specialising in planning, urban design, landscape design, ecology and biosecurity and engagement. I have 20 years' experience in the private sector, local government and central government planning roles across strategic planning, policy planning and consenting in New Zealand. Recent experience includes preparing private plan change requests, preparing submissions on behalf of infrastructure providers and development clients, and consenting a range of infrastructure projects – including various Department of Corrections facilities, major civic facilities in the Tauranga CBD and masterplanning the Tauranga Hospital expansion. I have acted as an expert witness for City Rail Link Limited in the Land Valuation Tribunal and have appeared in dozens of RMA hearings for a range of public and private client entities. I hold the qualification of a Bachelor of Science in Physical Geography (2003) from the University of Otago. I have been a full member of the New Zealand Planning Institute (NZPI) since 2015, and am a past Chairperson of the Bay of Plenty branch of the NZPI.

I can confirm that I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

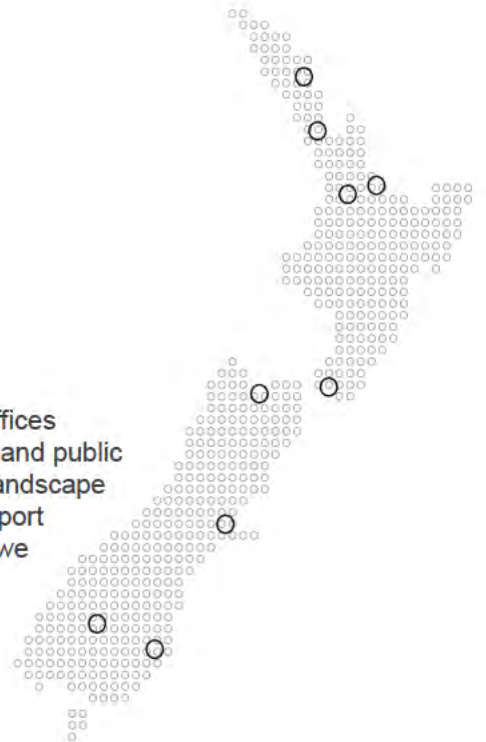
Niamh Priest: Statement of Qualifications and Experience

I am a Professional Planner at Boffa Miskell Limited. Boffa Miskell is a multi-disciplinary environmental consultancy specialising in planning, urban design, landscape design, ecology and biosecurity and engagement. I have four years' experience in a private sector and local government planning and compliance roles in New Zealand. Recent experience includes preparing and lodging district and regional consents for the Department of Corrections, supporting the review of preferred masterplan options for Tauranga Hospital, and providing planning support for Private Plan Change 35 – Tauriko Business Estate Stage 4 to the Tauranga City Plan. I hold the qualifications of a Bachelor of Science in Environmental Science and Geography (2020) from the University of Auckland and a Postgraduate Certificate in Planning (2021) from Massey University. I am an Associate Member of the New Zealand Planning Institute.

I can confirm that I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hihiri (cultural advisory), engagement, transport advisory, climate change, graphics, and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation, and excellence by understanding each project's interconnections with the wider environmental, social, cultural, and economic context.



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