Boffa Miskell

MIDDLE ROAD DEVELOPMENT

LANDSCAPE CONCEPT REPORT

30 SEPTEMBER 2026



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APPROVED FOR ISSUE:

Emma Todd | Landscape Architect | Partner | 30/09/2026

RELEASE AND RELIANCE

This document and associated Appendix (Landscape Specifications), referred to as the Documents, have been prepared by Boffa Miskell Limited on the instructions of our Client, in accordance with the agreed scope of work. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Boffa Miskell Limited has exercised due care in preparing the Documents, it does not accept liability for any use of the Documents beyond its intended purpose. Where information has been supplied by the Client or obtained from external sources, it has been assumed to be accurate unless otherwise stated. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

While the Documents are subject to a standard disclaimer stating that the documents are not for use by persons other than the Applicant, we can confirm that the Documents can be relied upon by the Panel and participants for the purposes of considering the Application under the FTAA.

File name & Project number: BM250987

File ref: BM250987_Middle_Road_Landscape

Cover photograph: Site Photograph, © Emma Todd, 2026

Statement of Experience

Boffa Miskell

Boffa Miskell is a leading New Zealand environmental planning and design consultancy. The company is multi-dicsiplinary, offering expertise in planning, urban design, landscape architecture, landscape planning, transport planning, ecology, cultural advisory and CPTED.

The company was established in 1972 and has extensive experience in residential design across New Zealand, delivering projects that emphasise community wellbeing, integration with the local context, sustainability and cultural sensitivity.

Emma Todd

I am a Partner and Landscape Architect at Boffa Miskell Ltd and I specialise in housing, subdivision and residential design. I have been employed at Boffa Miskell since 2008. Prior to this I worked for three years in London.

I hold the qualifications of Bachelor of Landscape Architecture (Hons) from Lincoln University which I completed in 2001. I am a registered member of the New Zealand Institute of Landscape Architects. I have 23 years experience as a Landscape Architect and have broad experience working across multi-disciplinary projects on behalf of a range of clients including land developers, commercial entities, Councils, iwi authorities and individual landowners.

I have been the lead Landscape Architect on a range of housing developments across the North Island, including the Long Bay Development on Auckland's North Shore, Warkworth Ridge, Unitec Carrington Developments for Te Ākitai and Te Kawerau a Maki and Rangitoopuni, Riverhead Forest and the Arataki development.

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

Mathilde Ménard

I am a Senior Professional Landscape Architect at Boffa Miskell Ltd and have been employed with the company since 2018, initially in the Queenstown office and currently in the Auckland office. I have a wide range of experience in concept design, master planning, detailed design, subdivision planning, and resource consent documentation across a wide range of projects throughout the North Island and the Queenstown Lakes District.

I hold the qualifications of Masters in Landscape Architecture from the Anhalt University of Applied Sciences, Germany, completed in 2008. I am a registered member of the New Zealand Institute of Landscape Architects.

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

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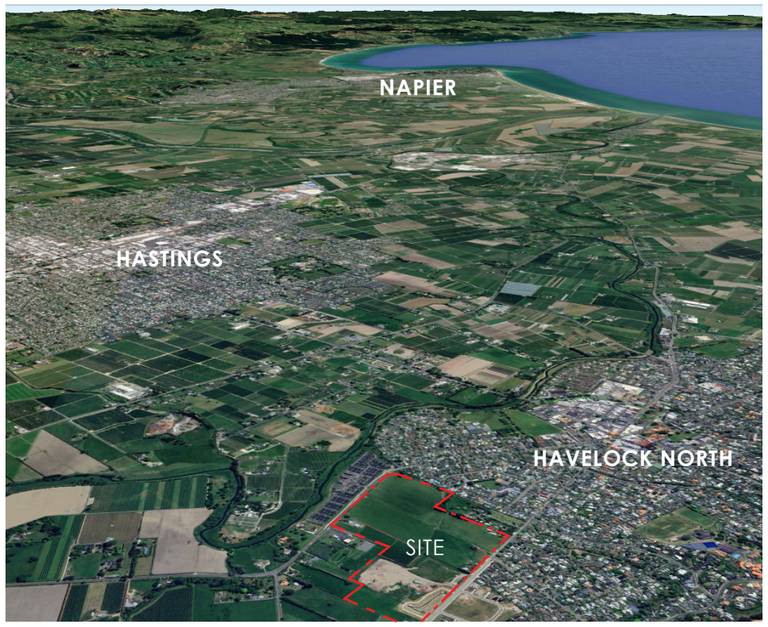
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INTRODUCTION

THE PROPOSAL

The site is located to the south of Havelock North and comprises approximately 30.6ha of land between Middle Road and Te Aute Road. The proposed development occupies a transitional landscape at the urban edge, where the existing residential environment of Havelock North meets the surrounding rural and productive countryside.

The site is generally open and offers opportunities to create a well-connected residential neighbourhood that responds to its wider landscape setting. The proposed subdivision will provide approximately 317 residential lots, incorporating a range of housing densities and typologies, including conventional residential development and medium-density living opportunities.





LANDSCAPE STATEMENT

INTENT

The landscape design contributes to an attractive, family-friendly neighbourhood, incorporating quality materials, planting, and a strong tree framework to create a comfortable and distinctive living environment. Careful integration of streets, open spaces, and pedestrian connections helps establish a cohesive community while supporting walkability and everyday recreation.

The proposed landscape treatment responds sensitively to its surroundings, creating a seamless transition between the existing residential neighbourhoods and the more open rural landscape to the South and West. Through a coordinated approach to planting, streetscape design, and pedestrian connectivity, the development is well integrated with its wider setting and reinforces a strong sense of place.



NTS

STREETSCAPE FRAMEWORK

The street network is designed as a low-speed environment that prioritises access to homes rather than through-traffic. Material changes and landscape planting are incorporated at key intersections and reserve frontage to reinforce lower vehicle speeds, create a pedestrian-friendly streetscape, and provide opportunities for informal crossing movements.

Pedestrian connectivity is a key feature of the development, with an integrated network of paths linking destinations both within the neighbourhood and to the surrounding residential area. Footpaths are provided on both sides of all streets, ensuring safe and convenient pedestrian access throughout.

Shared path connections are also provided through the development, creating direct links to the existing shared path network along Middle Road and Te Aute Road, and supporting active transport and recreational movement within the wider area.

OPEN SPACE + PLANTING

A variety of open spaces have been incorporated throughout the development, ranging from the large local purpose (drainage) reserve to the to community areas, informal play and fitness areas woven into the streetscape.

These spaces create opportunities for residents to gather, socialise, host community events, walk, play, and enjoy time outdoors. Tree planting along all streets enhances amenity and provides a comfortable and attractive pedestrian environment.

STORMWATER

Stormwater runoff from the internal street network is collected and conveyed to the local purpose reserve, where it is detained and managed before being discharged to the Herehere Stream or into the existing Gilpin drain located south of the site.

Kerb and channel connected to a piped stormwater network forms the primary method of stormwater conveyance throughout the development. During larger storm events, overland flow paths are directed via the street network to the reserve, providing safe and effective management of excess runoff.

INTEGRATION WITH THE CONTEXT

Street frontages have a sense of openness to promote natural surveillance and sense of community, with low, visually permeable fencing if needed for security.

The treatment of the site's outer boundary responds to the surrounding land uses and supports integration with the wider rural landscape.

LANDSCAPE MASTERPLAN

KEY

LEGEND

- GRASS / LAWN
- LOW NATIVE GRASSES & GROUNDCOVERS
- MEDIUM HEIGHT NATIVE SHRUBS
- HEREHERE STREAM RIPARIAN PLANTING
- PROPOSED TREES
- CONCRETE
- HOGGIN
- ASPHALT

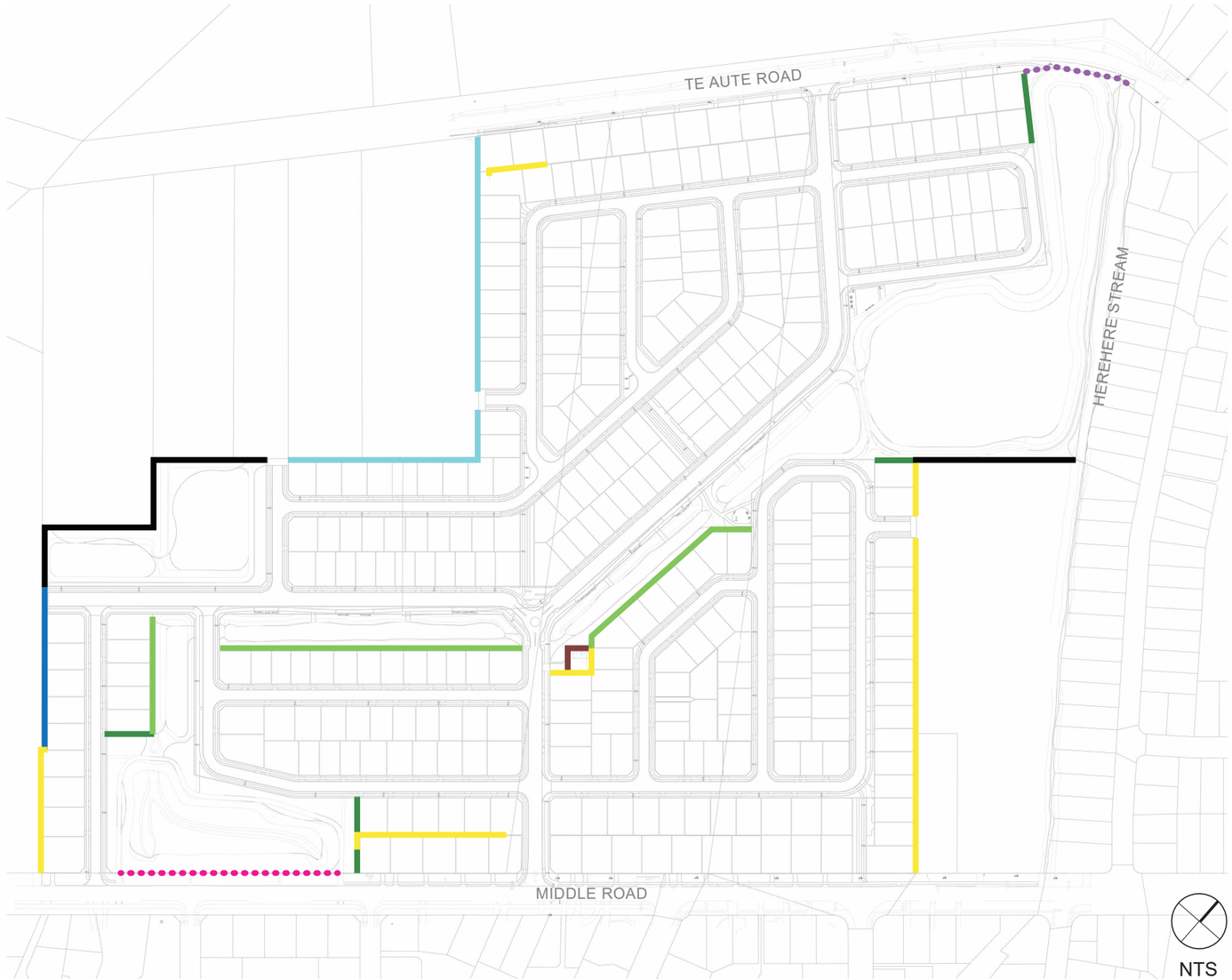
KEY

1. EXISTING STORMWATER BASIN & EXISTING PLANTING
2. LOCAL PURPOSE RESERVE
3. MAIN ROAD CORRIDOR WITH 'PLAY AND FITNESS ALONG THE WAY'
4. COMMUNAL SPACE
5. WASTE WATER PUMP STATION



FENCING STRATEGY

FENCING PROVIDED BY THE DEVELOPMENT



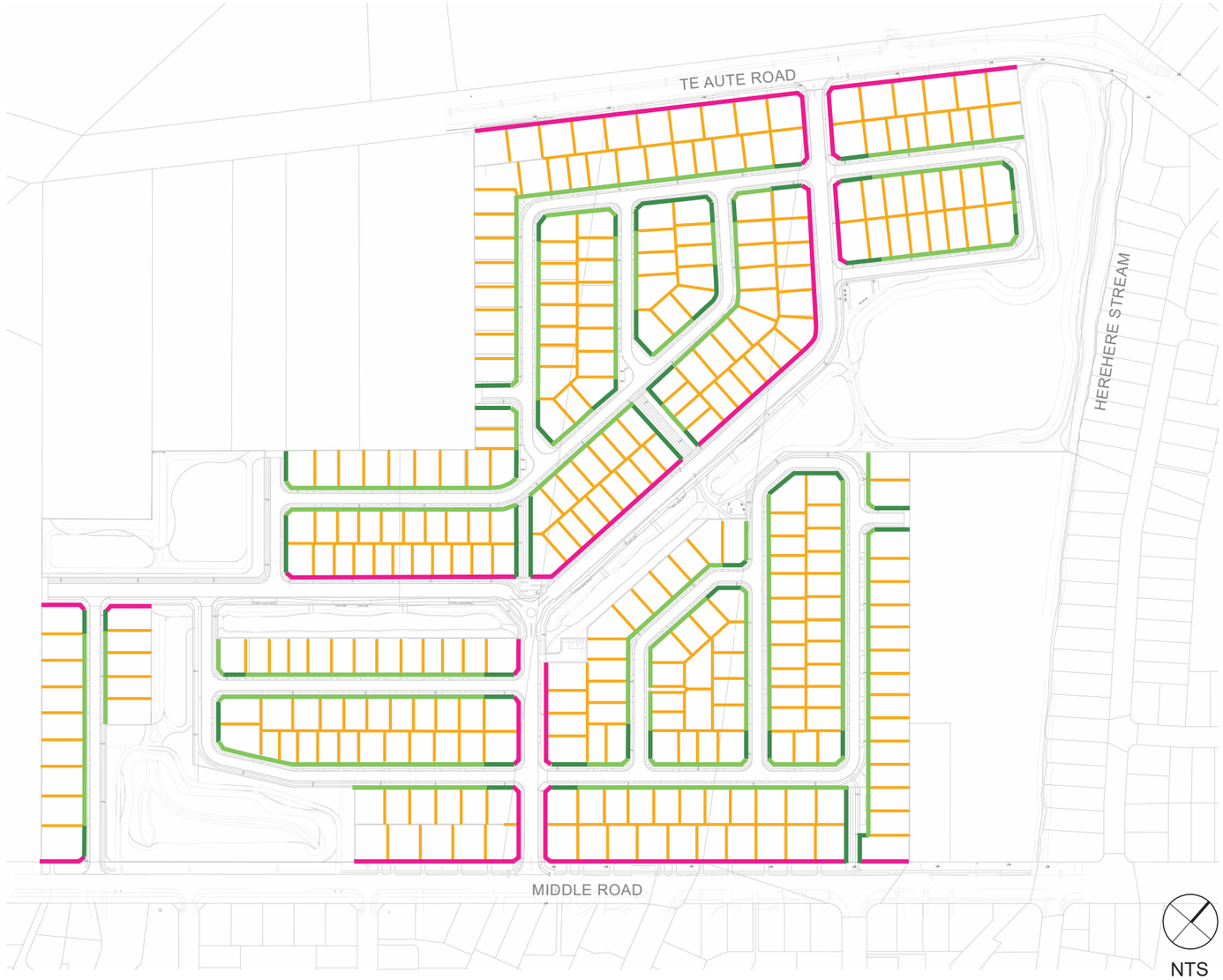
LOCATION	IDENTIFIER	MAXIMUM HEIGHT	CONSTRUCTION MATERIAL
External Rural Boundary - Permeable Fence		1.8m	50 x 100mm square mesh (x-fence), subject to change under neighbour agreement
External Rural Boundary - Permeable Fence		1.2m	Post & wire (existing)
External Rural Boundary - Impermeable Fence		1.8m	Timber paling fence
External Rural Boundary - Impermeable Fence		1.8m	Close-board timber acoustic fence
External Boundary - Permeable - Existing		N/A	Timber Bollards

LOCATION	IDENTIFIER	MAXIMUM HEIGHT	CONSTRUCTION MATERIAL
External Boundary - Permeable - Proposed		N/A	Timber Bollards
Reserve Boundary - Permeable - Proposed		1.2m	Aluminium
Reserve Boundary - Permeable - Proposed		Maximum 1.2m height, with allowable increase to a maximum 1.8m height for a maximum 50% length of the site	Optional
Pump Station Boundary - Permeable - Proposed		1.8m	Aluminium

FENCING STRATEGY

FENCING PROVIDED BY THE LOT OWNER

Fencing along the perimeter of lots is not required and is at the discretion of the individual lot owner. However, where fencing is installed, it must comply with the requirements set out in the diagram and associated table to the right.



LOCATION	IDENTIFIER	MAXIMUM HEIGHT	CONSTRUCTION MATERIAL	SPECIFIC PROVISIONS
Te Aute Rd, Middle Rd and Collector Road		1.2m	Minimum 50% visually permeable	n/a
Road Front Boundary		1.2m	Optional	n/a
Side / Rear Boundary		1.8m	Optional	Where the side/rear fence abuts 20m roads or Front Boundary: Fence must step down to a maximum 1.2m height for a minimum length of 3m. Where the side/rear fence abuts a Corner site Boundary: Maximum 1.8m height is allowed.
Corner Site Boundary		1.2m	Optional	Maximum 1.2m height, with allowable increase to a maximum 1.8m height for a maximum 50% length of the site road or reserve frontage.

LANDSCAPE STRATEGY

STORMWATER

Stormwater is conveyed via kerb and channel to the piped network, which discharges to the low-flow channels within the detention basins. From the detention basins, stormwater is discharged through the outlet structures to either the Herehere Stream or the existing Gilpin drain to the south.

The grassed channels will absorb and infiltrate most of the stormwater collected from the accessways. During larger rainfall events, excess stormwater will overflow to the kerb and channel system and be conveyed via the piped network and road networks to the detention basins.

If the piped network reaches capacity or becomes blocked, stormwater will follow overland flow paths along the streets and ultimately drain to the detention basins.



LEGEND

- OVERLAND FLOW PATH
- EXISTING BOUNDARY CHANNEL
- LOCAL PURPOSE RESERVE
- DETENTION CHANNEL/ BASIN
- LOW FLOW CHANNELS
- INLET & OUTLET
- GRASSED/ PLANTED CHANNELS WITH 1.8M WIDE FOOTPATHS

LANDSCAPE STRATEGY

LIGHTING

Lighting will be used to establish a clear hierarchy of routes throughout the development. Te Aute Road and Middle Road will retain their existing high-mounted street lighting poles.
New LED streetlights will be installed within the development streets at a mounting height of 6m.

The reserve will remain unlit at night, encouraging pedestrians to use the street network where there is greater natural surveillance and passive oversight.

A warm white colour temperature (2700 K) will be used throughout the development to create a comfortable nighttime environment while minimising impacts on wildlife. Lighting design will also seek to minimise light spill and glare.



EXISTING STREET LIGHTING

PROPOSED STREET LIGHT POLES - 6m

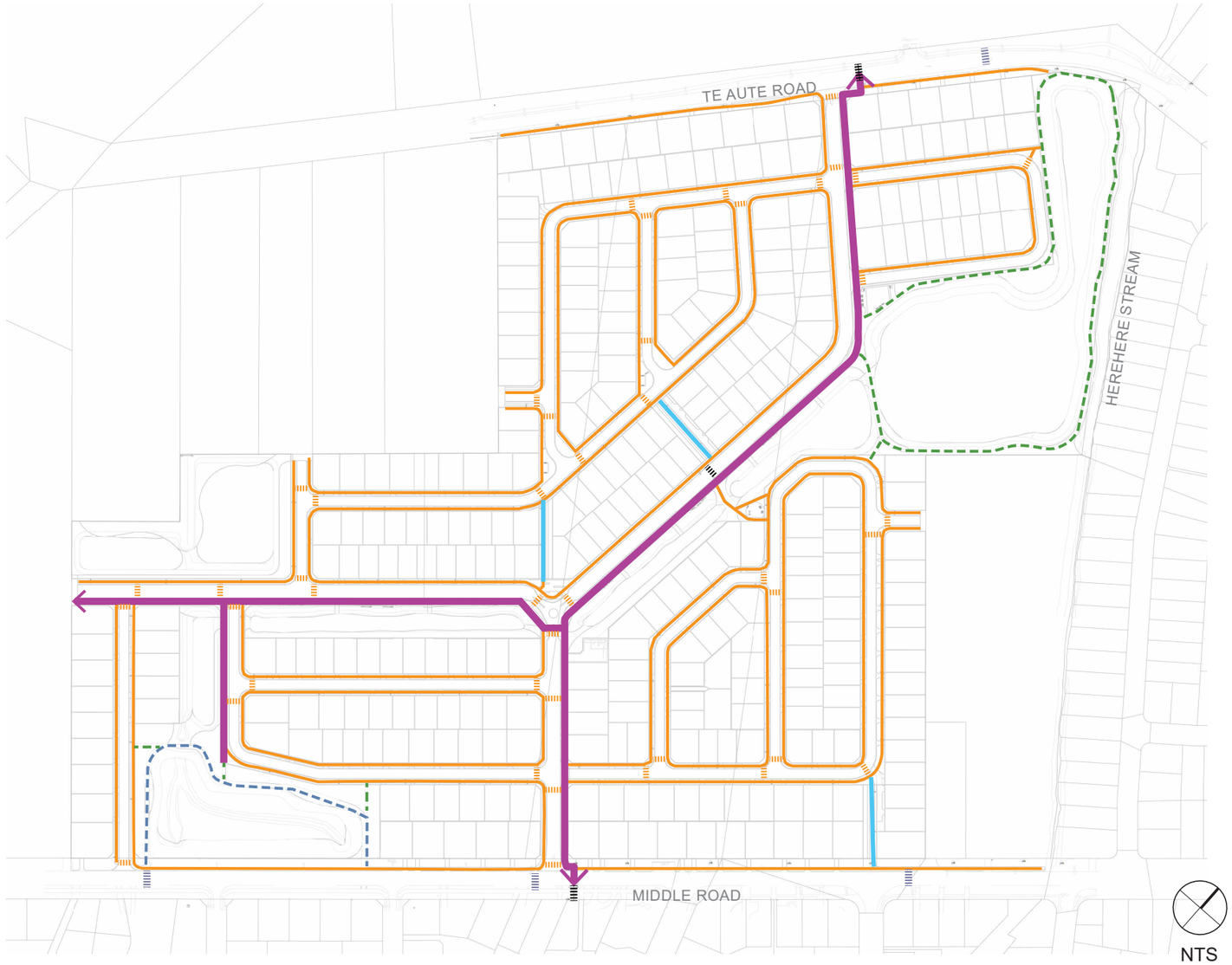
PROPOSED PEDESTRIAN LIGHT POLES - 6m

LANDSCAPE STRATEGY

PEDESTRIAN NETWORK

A comprehensive network of pedestrian connections is proposed throughout the development, linking internally and connecting to the existing shared path networks on Te Aute Road and Middle Road. A key feature is the 20m-wide 'green spine', which follows the reserve and provides both a shared path and a separate pedestrian footpath between the two roads.

The green spine is defined by clusters of native trees, generous planted berms, and integrated 'play and fitness along the way' features, including artistic elements, informal play and fitness opportunities, and alternative pathways that encourage exploration and interaction. Recreational walking paths within and around the existing and proposed reserves further enhance opportunities for recreation, connectivity, and engagement with the natural environment.



SHARED PATHS
FOOTPATHS
ACCESSWAYS
RECREATIONAL PATHWAYS (EXISTING)
RECREATIONAL PATHWAYS
INFORMAL CROSSING
ZEBRA CROSSING
PRAM CROSSING

LANDSCAPE STRATEGY

STREET TYPOLOGY

A hierarchy of streets are proposed that are illustrated on the following pages.

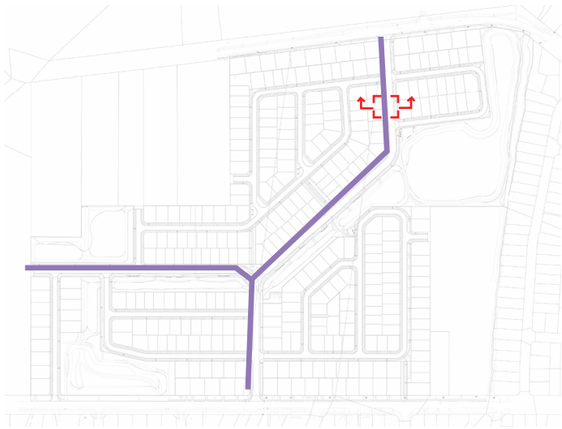


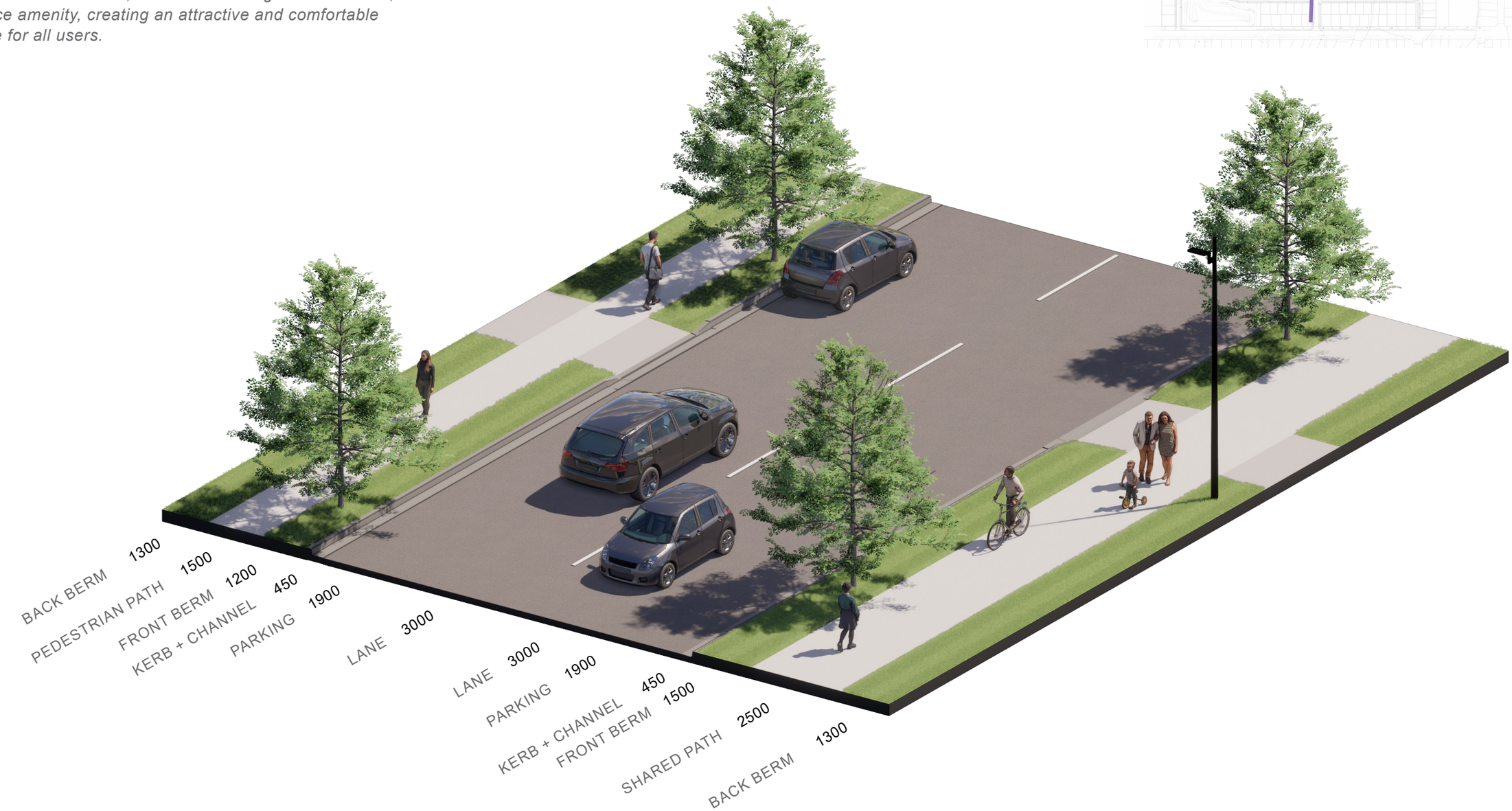
- MIDDLE ROAD & TE AUTE ROAD - 20m
- ROAD COLLECTORS - 20m
- GREEN STREET (TYPE 2) - 18m
- GREEN STREET (TYPE 3) - 18m
- TYPICAL STREET (TYPE 1) - 16m
- STREET (TYPE 4) - 13.3m
- JOAL (TYPE 2) - 6m
- JOAL (TYPE 1) - 4m
  Shared driveway with 500mm planting to either side.

STREET TYPOLOGIES

INTERNAL ROAD COLLECTORS - 20M

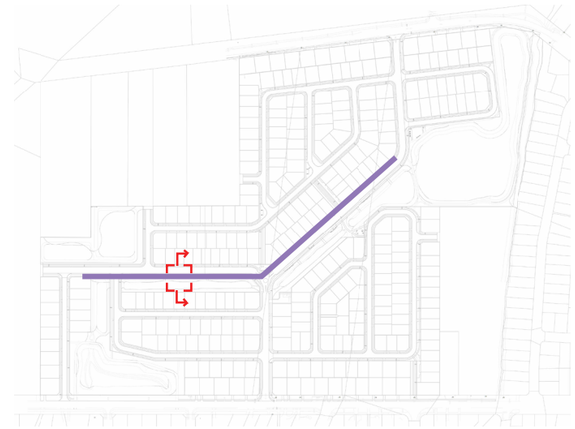
The proposed internal 20m-wide road corridor provides space for a shared path connection between the existing Middle Road and Te Aute Road shared paths, while also accommodating on-street parking and a separate pedestrian footpath on the opposite side of the road. Large exotic trees are incorporated throughout the corridor to provide structure, establish a strong sense of scale, and enhance amenity, creating an attractive and comfortable streetscape for all users.

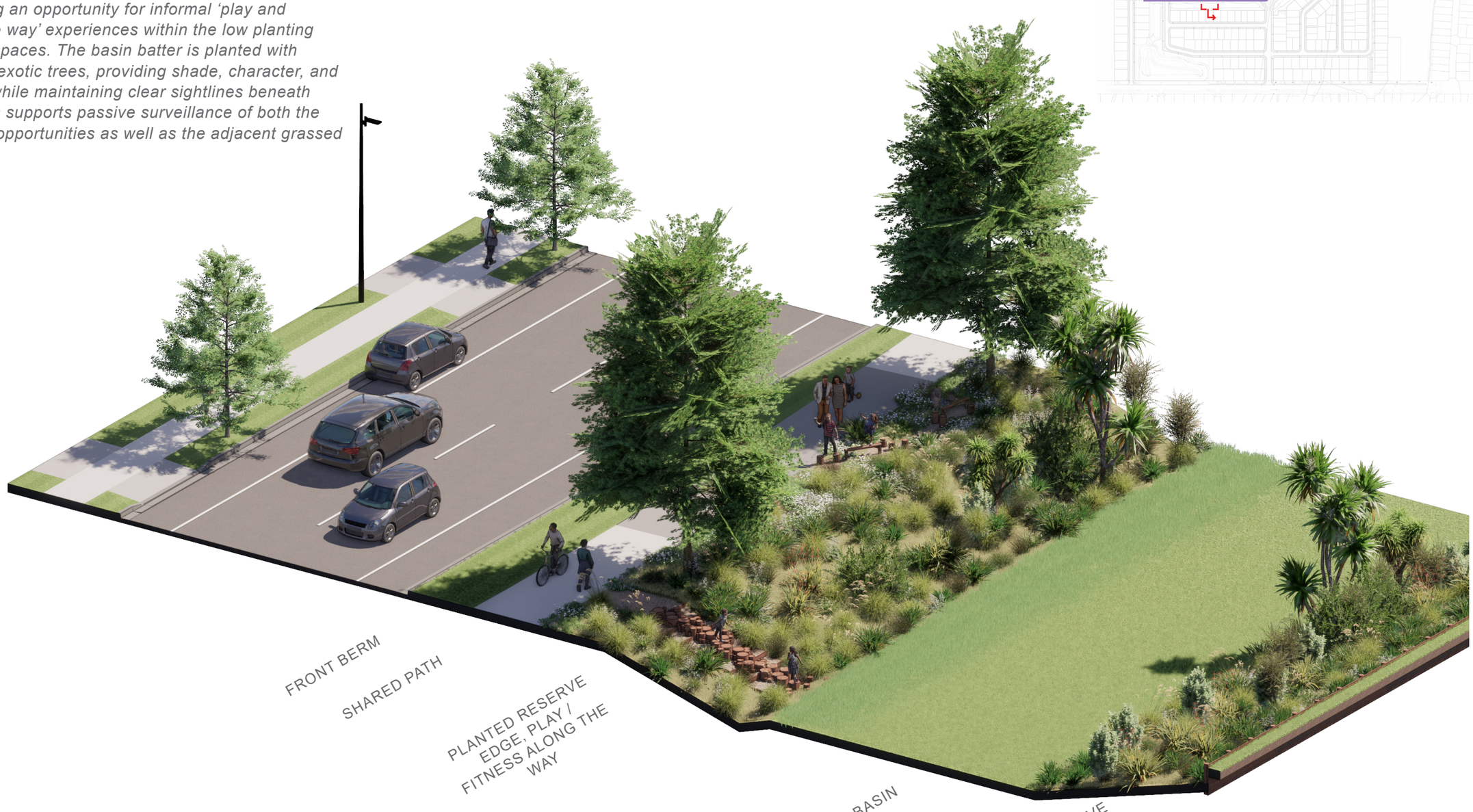




INTERNAL ROAD COLLECTORS - 20M - RESERVE INTERFACE

A section of the internal 20m road corridor adjoins the reserve, creating an opportunity for informal 'play and fitness along the way' experiences within the low planting between these spaces. The basin batter is planted with large specimen exotic trees, providing shade, character, and visual amenity while maintaining clear sightlines beneath the canopy. This supports passive surveillance of both the play and finess opportunities as well as the adjacent grassed reserve.

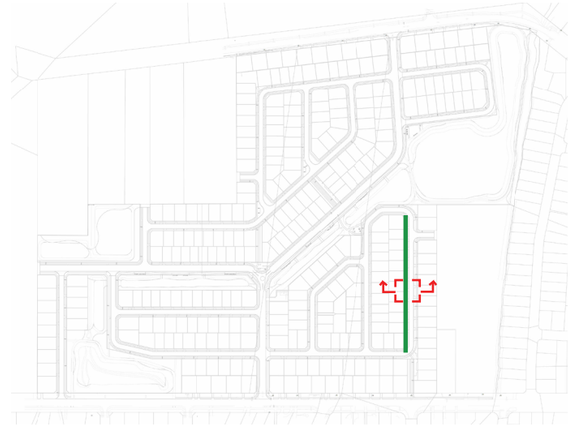




STREET TYPOLOGIES

GREEN STREET (TYPE 2) - 18M

These wider 18m street corridors form an integral part of the green pedestrian connection that links Middle Road through the development to the reserve.



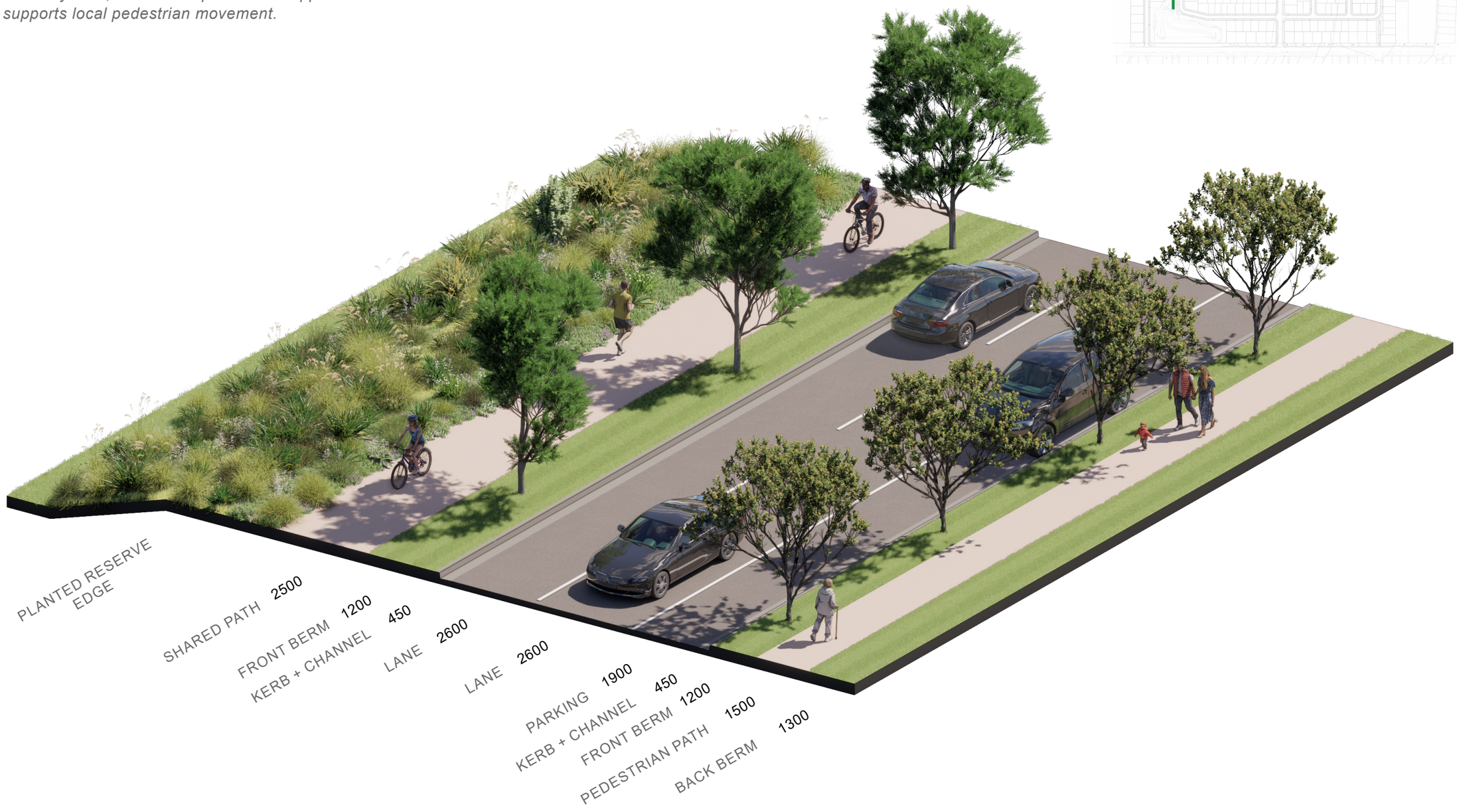


STREET TYPOLOGIES

GREEN STREET (TYPE 3) - 18M

Native planting within the reserve contribute to an attractive streetscape. A wide shared path provides a route for both pedestrians and cyclists, while a footpath on the opposite side of the street supports local pedestrian movement.



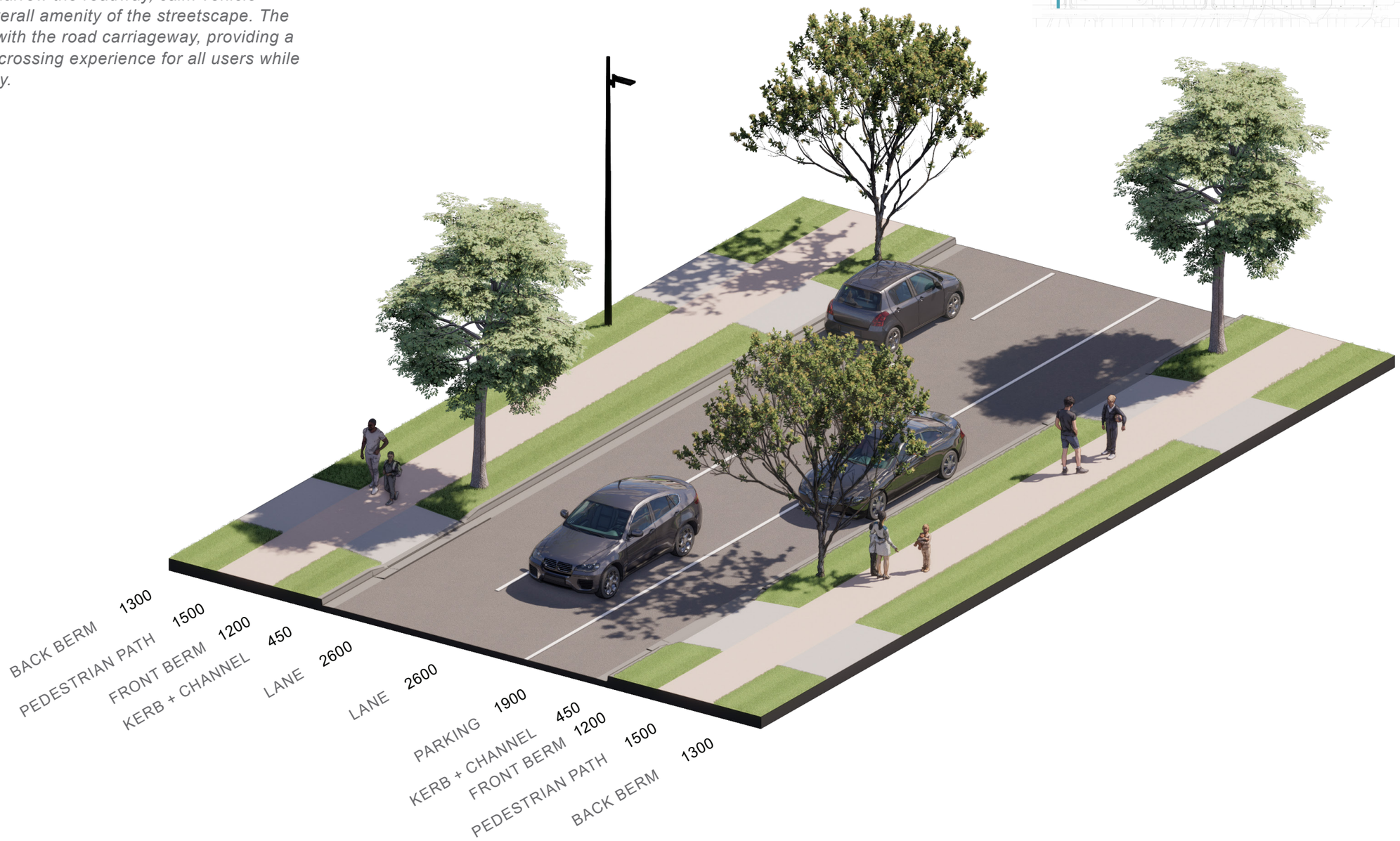


STREET TYPOLOGIES

TYPICAL STREET (TYPE 1) - 16M

Footpaths are provided on both sides of the street, creating a well-connected and accessible pedestrian environment. Informal mid-block crossing points are incorporated to support convenient pedestrian movement and encourage walkability throughout the neighbourhood. These crossings are distinguished through the use of exposed aggregate concrete and landscaped kerb build-outs, which help to visually narrow the roadway, calm vehicle speeds, and enhance the overall amenity of the streetscape. The crossing surfaces are flush with the road carriageway, providing a comfortable and accessible crossing experience for all users while reinforcing pedestrian priority.





STREET TYPOLOGIES

STREET TYPE 4 - 13.3M

The 13.3m-wide road corridor sits alongside the planted local purpose reserve, forming an attractive green edge and contributing to the landscape amenity of the development. A 2m-wide pedestrian path along the reserve provides a comfortable and scenic walking connection, complemented by a 1.5m-wide footpath on the opposite side of the street. Native trees within the road corridor and low native planting within the reserve enhances the visual amenity and ecological value.



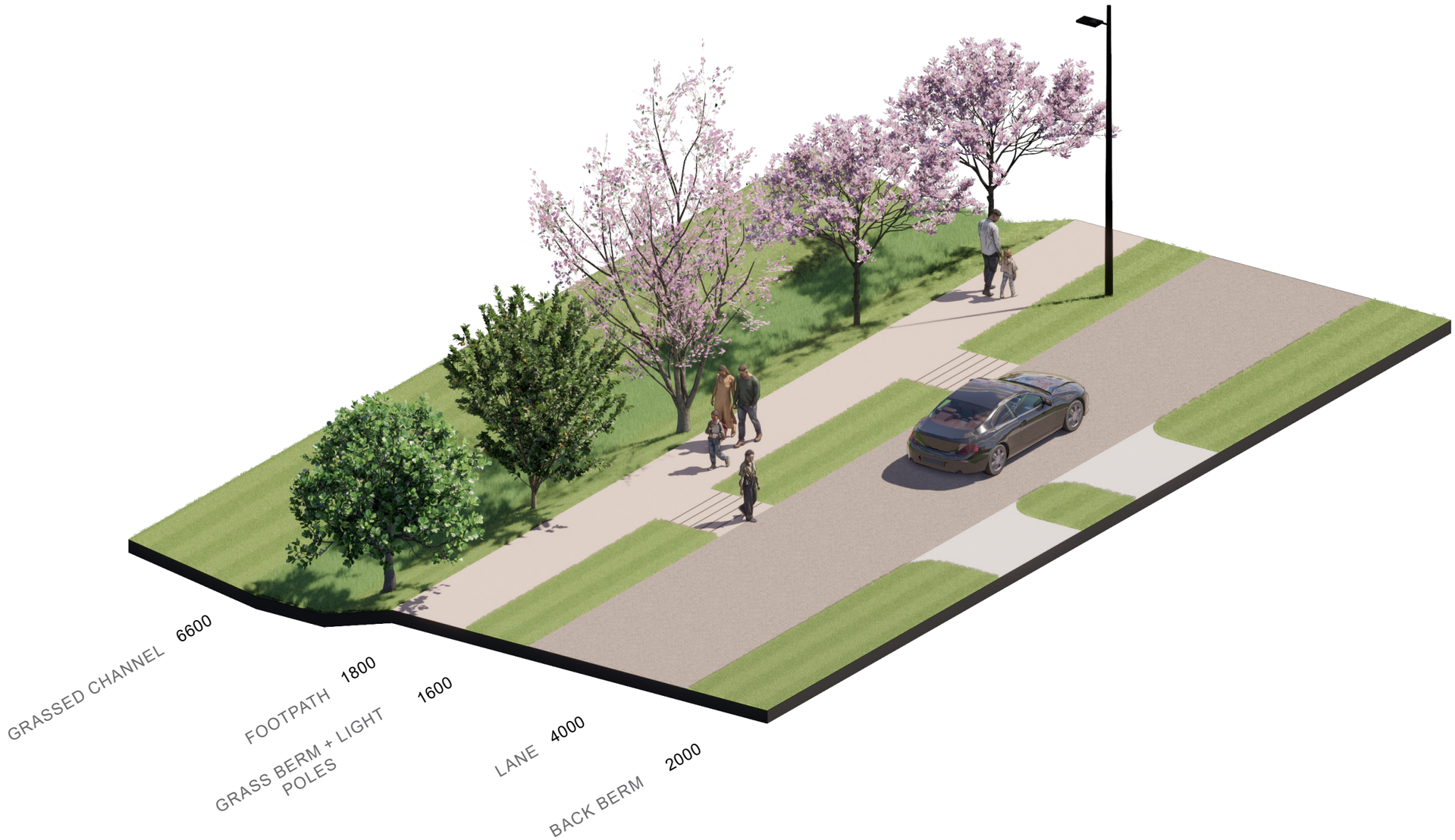


STREET TYPOLOGIES

JOAL (TYPE 2) - 6M

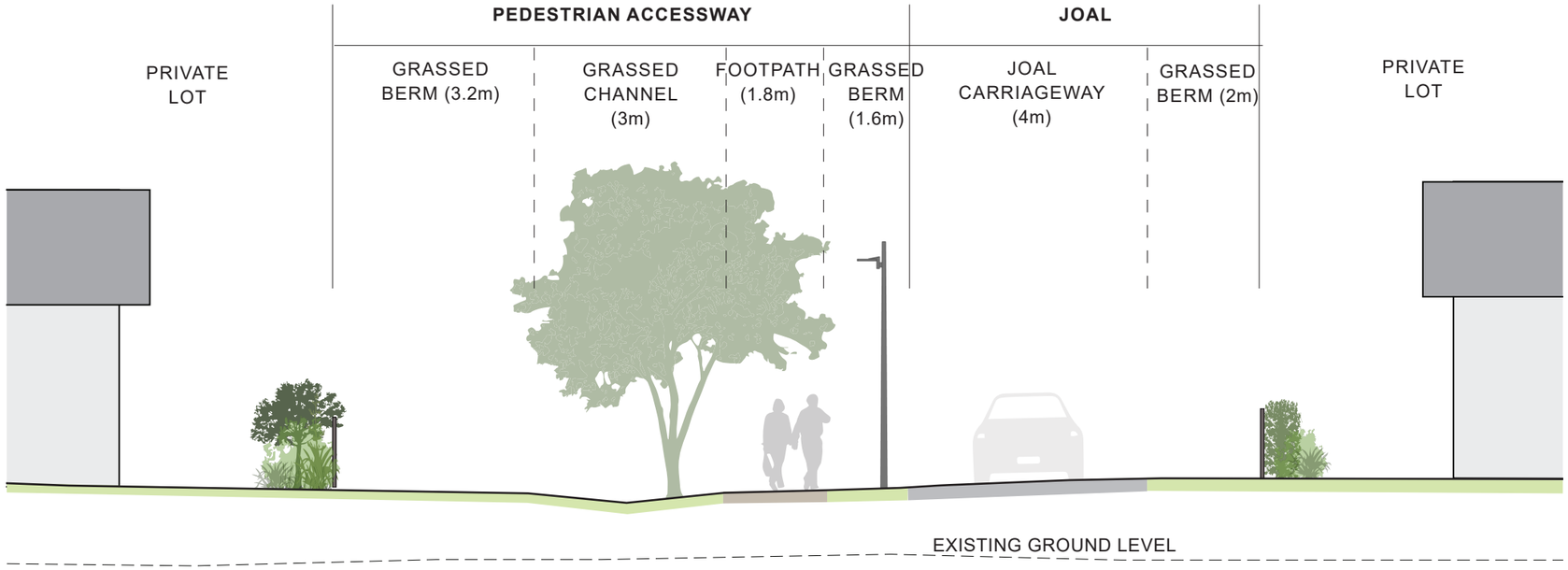
The 6m-wide jointly owned access lots sit alongside a 10m-wide Council-owned public accessway for overland flow conveyance, together creating a green laneway corridor. A park-like landscape treatment is proposed, comprising grass and specimen trees. This open, vegetated laneway provides an attractive pedestrian connection enhancing amenity throughout the development.





JOAL CROSS SECTION





CROSS SECTION H

Scale 1:100@A3.

LOCAL PURPOSE RESERVE

DETAIL PLANS

SOUTHERN LOCAL PURPOSE RESERVE

The overall stormwater network as depicted on the following pages comprises a series of interconnected detention basins and rainwater management systems that provide both stormwater attenuation and valuable open space for the community. The existing pond on Middle Road continues into a proposed basin, forming part of an integrated stormwater treatment and conveyance system. Additional stormwater runoff from surrounding streets is collected within the detention basins before being discharged at controlled rates to the Herehere Stream and the existing Gilpin drain to the South.

All ponds are designed as detention basins, with no permanent retention water bodies proposed. Basin batters are formed at a maximum slope of 1:3, creating safe, accessible open spaces that can accommodate informal recreation such as walking, dog exercise, and casual sports when dry.

The reserves are predominantly grassed, with low-growing native grasses and carefully positioned specimen trees along lot boundaries and key edges. This planting approach maintains open views, supports passive surveillance, and contributes to a sense of safety while providing visual amenity and habitat value.

Homes adjoining the basins are encouraged to provide visual connection to these open spaces through low, visually permeable fencing and landscape planting, supporting natural surveillance of the reserves.

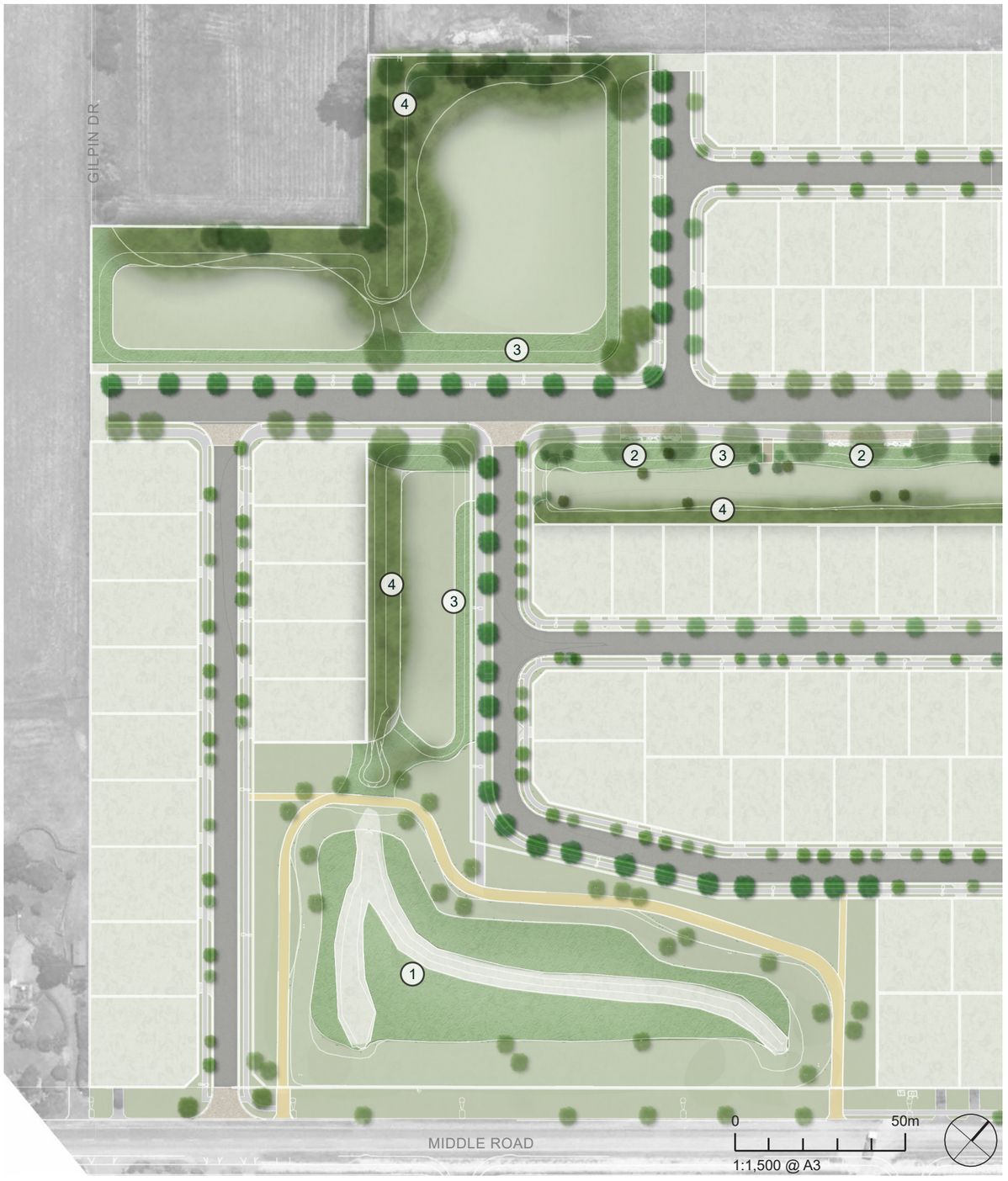
Shared paths and hoggin recreational paths provide opportunities for walking and recreation within the reserves and link to the wider neighbourhood open space network. The reserves are intended to function as attractive, multi-purpose community spaces while continuing to perform their primary stormwater detention role.

To maintain the rural character of the area and minimise light pollution, the reserve is not proposed to be lit at night.



KEY FEATURES

1. EXISTING DETENTION BASIN
2. PLAY & FITNESS ALONG THE WAY
3. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
4. 1-3M HIGH NATIVE PLANTING

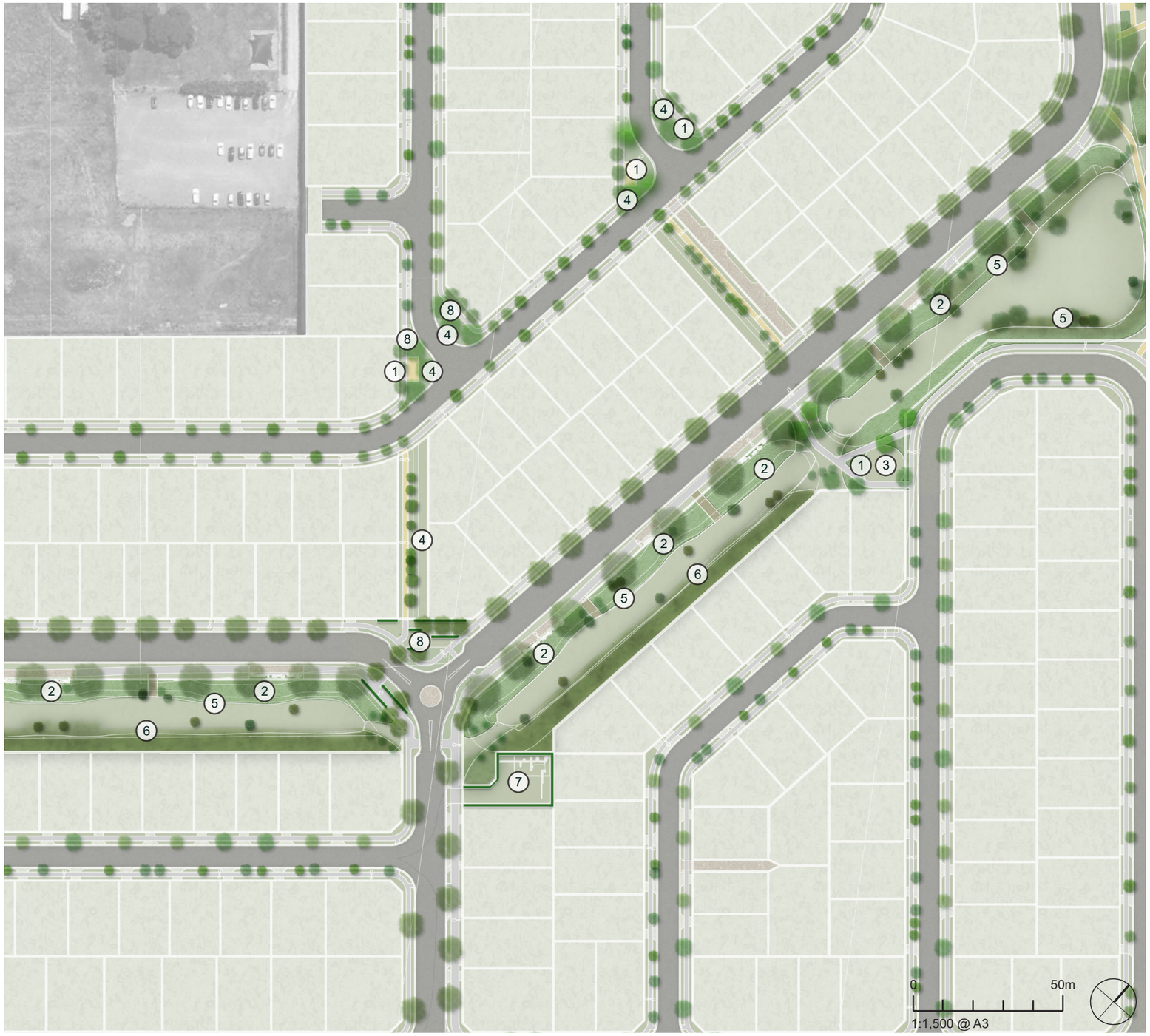


CENTRAL RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. PLAY & FITNESS ALONG THE WAY
3. PLAY SPACE
4. FRUIT TREES
5. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
6. 1-3M HIGH NATIVE PLANTING
7. WASTE WATER PUMP STATION
8. GRASS BERM





NORTHERN RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. PLAY & FITNESS ALONG THE WAY
4. FRUIT TREES
5. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
6. HEREHERE STREAM RESTORATION PLANTING
7. LOW PLANT MIX

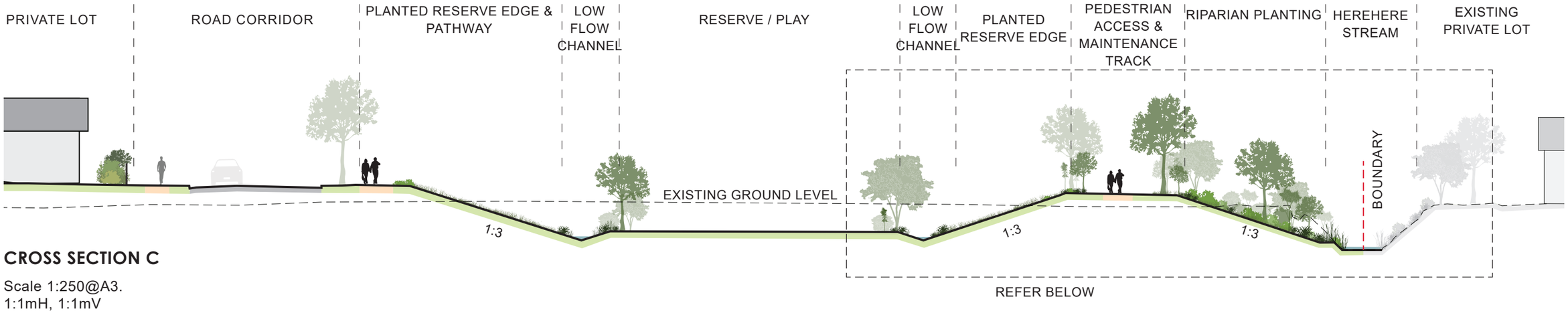




CROSS SECTIONS

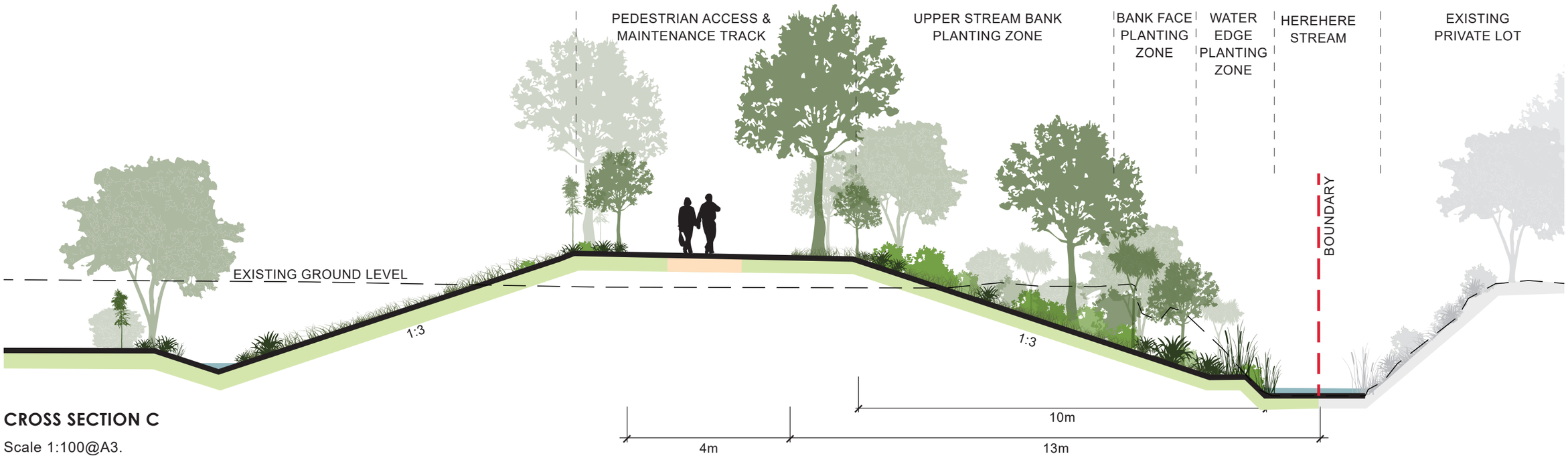
HEREHERE STREAM





CROSS SECTION C

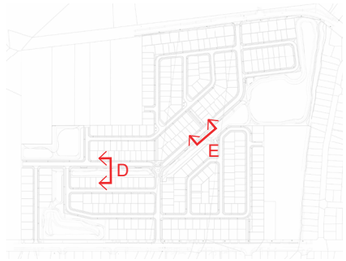
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1:1mH, 1:1mV

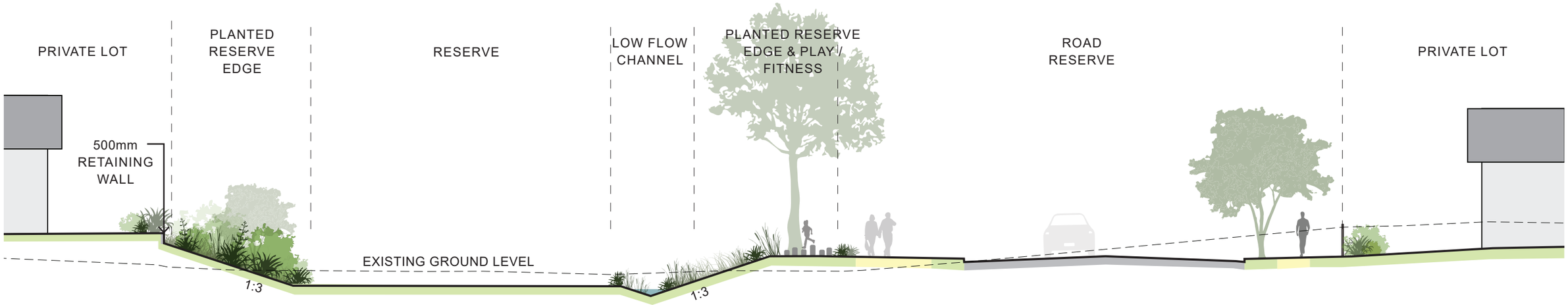


CROSS SECTION C

Scale 1:100@A3.
1:1mH, 1:1mV

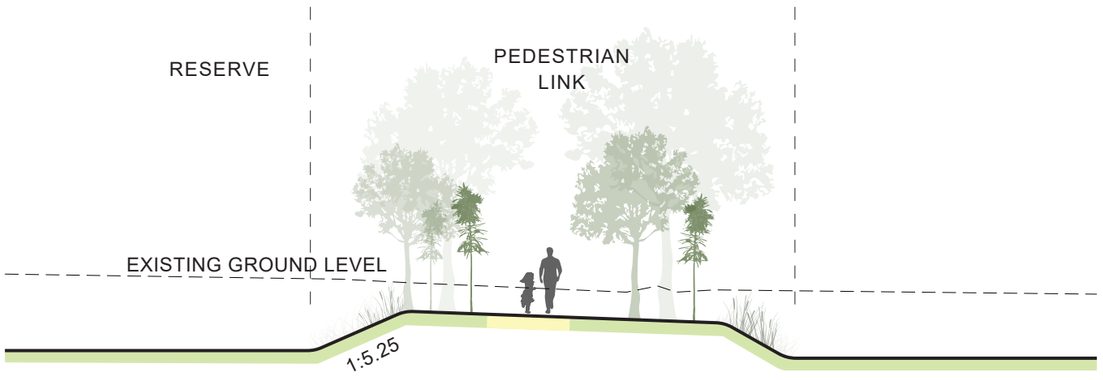
LOCAL PURPOSE RESERVE





CROSS SECTION D

Scale 1:150@A3.
1:1mH, 1:1mV



CROSS SECTION E

Scale 1:150@A3.
1:1mH, 1:0.5mV

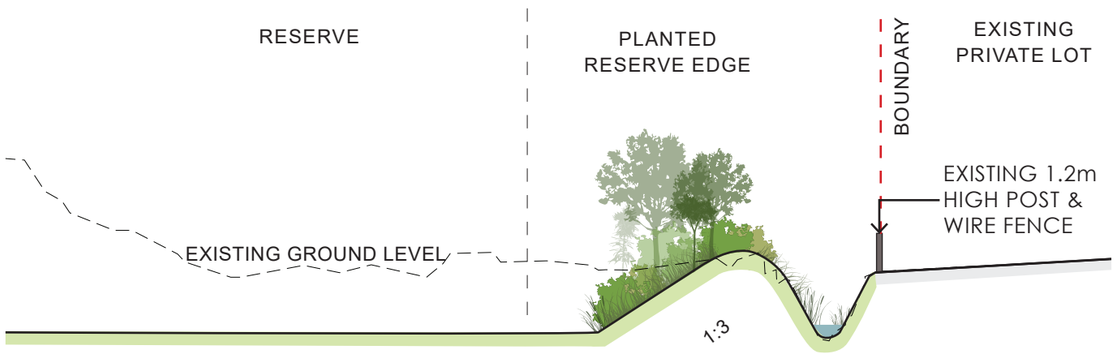
LOCAL PURPOSE RESERVE





CROSS SECTION F

Scale 1:500@A3.
1:1mH, 1:0.5mV



CROSS SECTION G

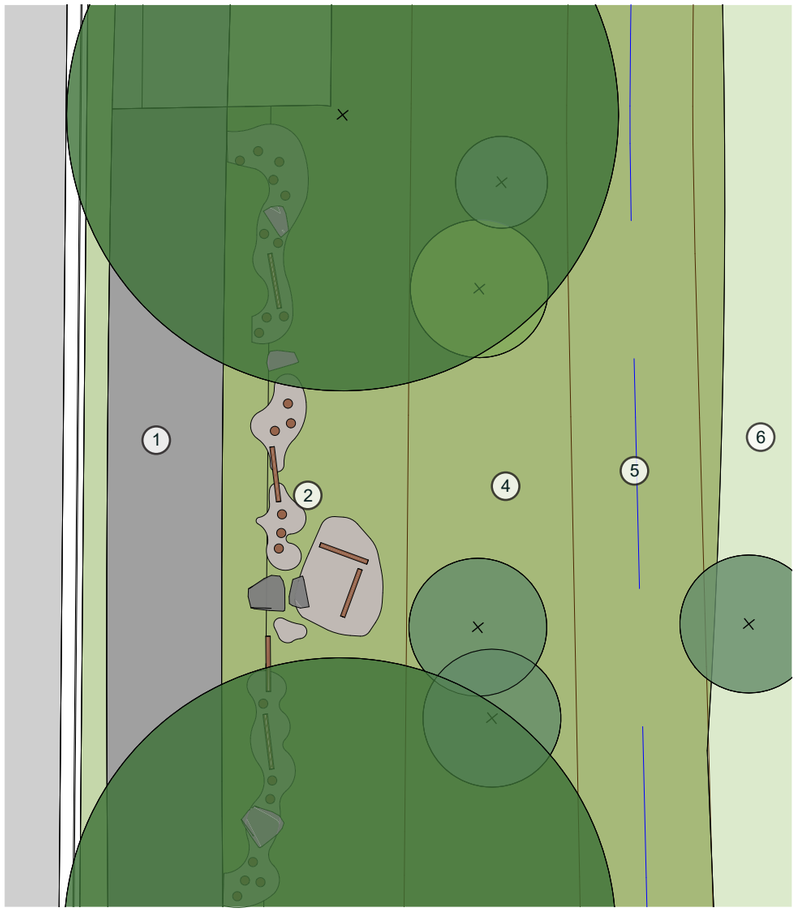
Scale 1:200@A3.
1:1mH, 1:0.5mV

PLAY & FITNESS ALONG THE WAY

DETAIL PLANS

KEY FEATURES

1. SHARED PATH
2. PLAY & FITNESS ALONG THE WAY - NATURE PLAY & PULL UP / PUSH UP BARS
3. INFORMAL NATURE PLAY AND FINESS ELEMENTS CONNECTING TOP AND BOTTOM OF THE RESERVE BANK
4. PLANTED RESERVE BANK
5. LOW FLOW CHANNEL
6. GRASSED DETENTION BASIN





IMAGERY

PLAY & FITNESS ALONG THE WAY / NATURE PLAY

To be developed collaboratively with Council and mana whenua, this space will provide opportunities to celebrate local identity, culture, and connection to place. The design will incorporate naturalistic elements that encourage exploration, learning, play, fitness, including small-scale sculptures, educational features, pavement markings, and informal routes through planted areas. Together, these elements will create an engaging and interactive landscape experience, supporting discovery and recreation while enhancing the character and amenity of the development.











IMAGERY

CHANNEL CROSSINGS & CONNECTIONS

Informal connections between the road corridor and the base of the detention basin will be integrated through a combination of steps, play and fitness features, and crossing elements over the low-flow channel. These connections are designed to encourage exploration and movement throughout the landscape, creating opportunities for interaction with the basin environment beyond the primary pedestrian routes. By linking the streetscape to the basin floor, these elements support an engaging 'play and fitness along the way' experience while improving accessibility and strengthening the relationship between the development and its green infrastructure. The naturalistic design approach will ensure these connections are seamlessly integrated into the surrounding planting and landforms.









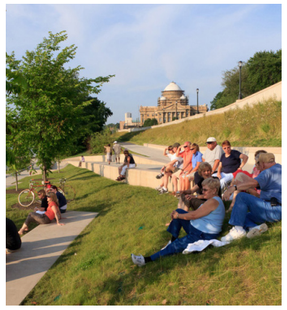


POCKET PARKS
DETAIL PLANS

KEY FEATURES

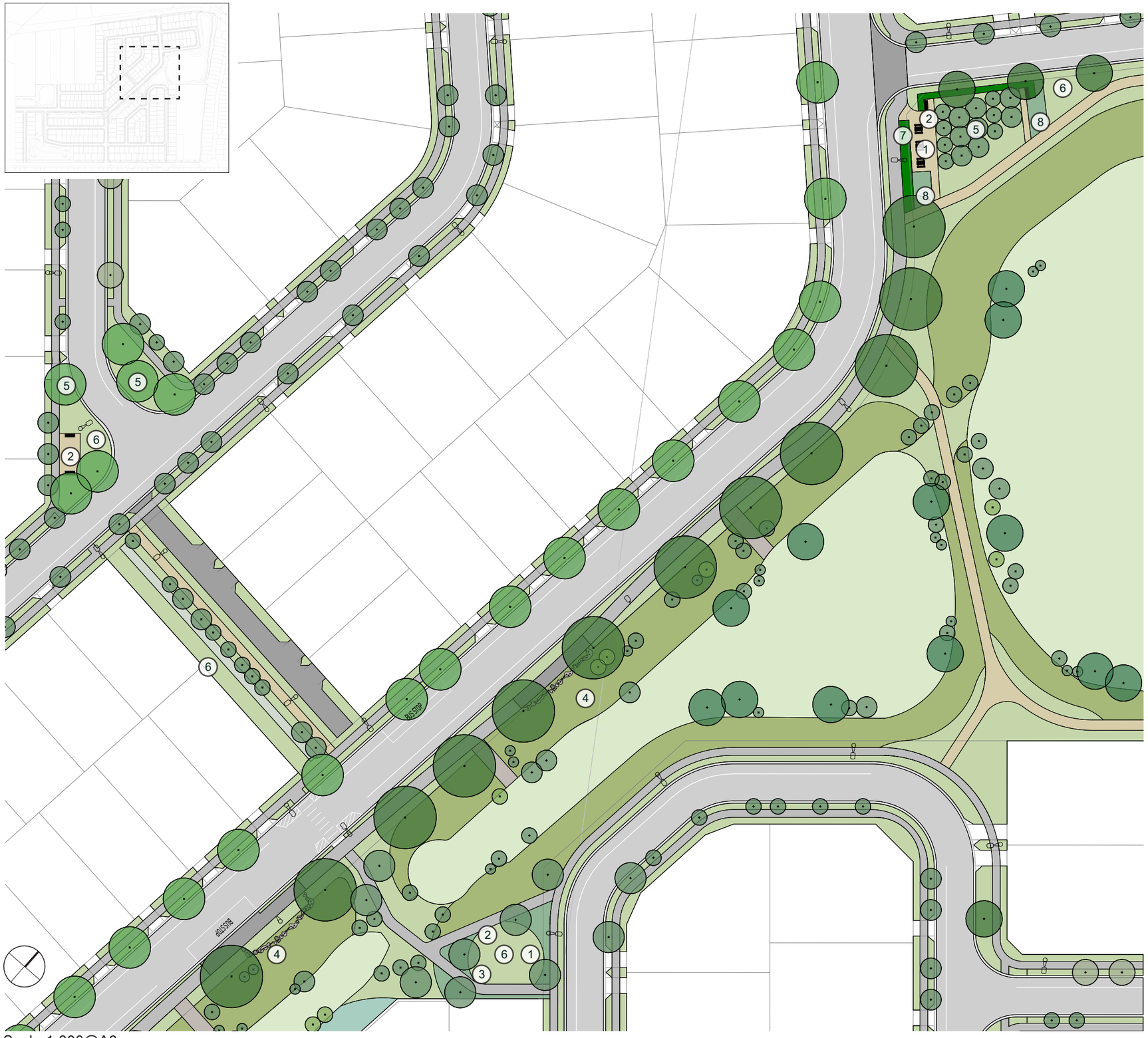
1. PICNIC TABLES
2. SEATING
3. SWING
4. PLAY & FITNESS ALONG THE WAY
5. COMMUNAL FRUIT TREES
6. GRASS BERM
7. HEDGING
8. BATTER PLANTING MIX











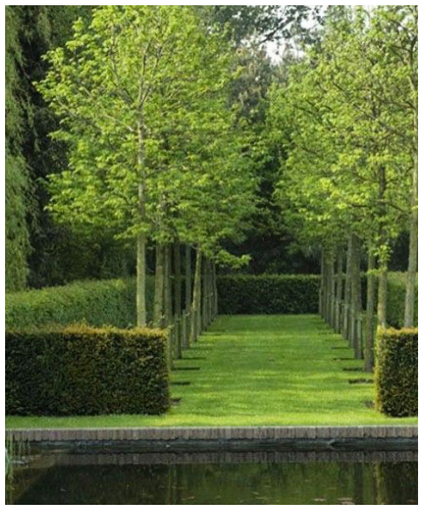
Scale 1:800@A3.

POCKET PARKS
DETAIL PLANS

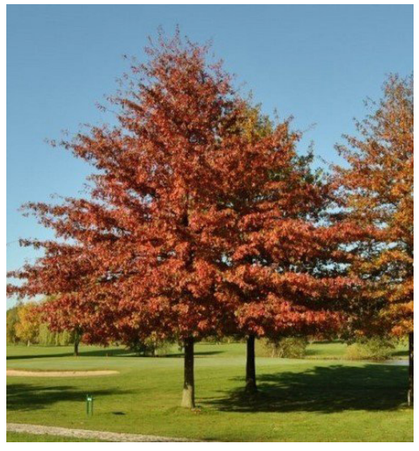
KEY FEATURES

1. SEATING
2. PLAY & FITNESS ALONG THE WAY
3. FENCED WASTEWATER PUMP STATION
4. COMMUNAL FRUIT TREES
5. 1.8M HIGH HEDGING
6. 1M HIGH HEDGING
7. LOW NATIVE PLANTING WITH SPECIMEN TREES ALONG THE BOTTOM BANK
8. 1-3M HIGH NATIVE PLANTING
9. LOCAL PURPOSE (DRAINAGE) RESERVE
10. GRASS LAWN BERM







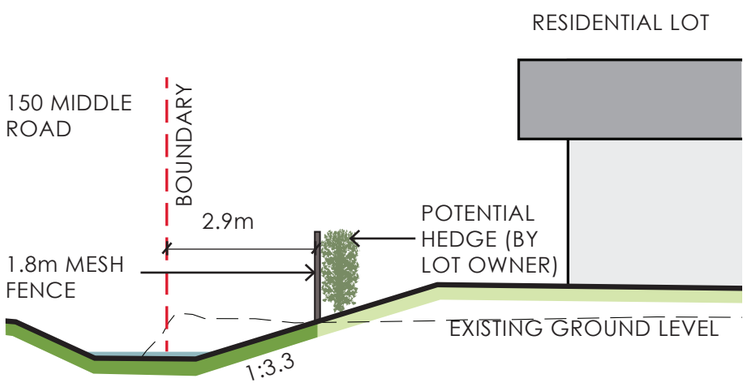






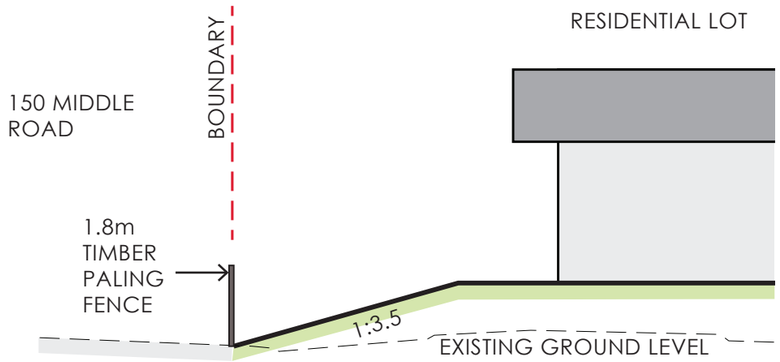
BOUNDARY SECTIONS

INTERFACE WITH DEAR BLOCK



CROSS SECTION A1

Scale 1:150@A3.
1:1mH, 1:1mV



CROSS SECTION A2

Scale 1:150@A3.
1:1mH, 1:1mV



LOCATION PLAN

NTS



EXAMPLE IMAGE - 1.8M HIGH MESH FENCE



PANORAMA LOOKING TOWARDS 150 MIDDLE ROAD



EXAMPLE IMAGE - 1.8M HIGH TIMBER PALING FENCE