



WOODS

VOLUME ONE MIDDLE ROAD PLANNING REPORT

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W-REF	P25-496
FOR	CDL Land New Zealand Limited
DATE	2/10/2026
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Table of Contents

EXECUTIVE SUMMARY	13
1.0 APPLICANT & PROPERTY DETAILS	18
2.0 STATEMENT OF QUALIFICATIONS & EXPERIENCE	19
3.0 INTRODUCTION	21
3.1 Introduction to the Applicant	21
3.2 Structure of the Application	23
3.3 Supporting Technical Reports	23
4.0 REQUIREMENTS FOR SUBSTANTIVE APPLICATIONS UNDER THE FTAA	25
4.1 Referral Decision and Scope of Substantive Application	25
4.1.1 Scope of Substantive Application	25
4.2 Preliminary Steps for Substantive Applications	26
4.2.1 Section 30 – Existing Resource Consents for the Same Activity	26
4.3 Section 42 - Authorised Person may lodge substantive application for Approval	27
4.4 Section 43 – Requirements for substantive applications	27
4.4.1 Requirements for approvals relating to RMA	28
4.4.2 Requirements for approvals relating to HNZPT Act	31
4.4.3 Ineligible Activities	31
4.5 Section 44 – Information Specified in Sufficient Detail	32
5.0 SITE CONTEXT	33
5.1 Site Map & Location	33
5.2 Records of Title and Land Ownership	33
5.3 Consenting History	35
5.4 Statutory Planning Context	37
5.4.1 District Plan	37
5.4.2 Regional Plan	37
5.4.3 Land Use Capability Classification	38
5.5 Current Land Use	38
5.6 Geology & Topography	39
5.7 Groundwater	39
5.8 Highly Productive Soils	40
5.9 Contamination	40
5.10 Built Form and Archaeology	41
5.11 Transport Network & Rooding	41
5.12 Existing Infrastructure	41
5.12.1 Wastewater	42
5.12.2 Stormwater	42
5.12.3 Water Supply	42
5.12.4 Utilities	42
5.13 Flooding	43



5.14	Stormwater & Drainage	43
5.15	Ecology	43
5.15.1	Vegetation	44
5.15.2	Presence of Fauna	44
5.15.3	Herehere Stream	44
5.16	Cultural Values	44
5.17	Surrounding Environment and Adjacent Land uses	45
5.17.1	Urban Interfaces	46
5.17.2	Mixed Rural Interfaces	46
5.17.3	Open Rural Interfaces	47
5.17.4	Wider Havelock North Environment	47
5.18	Owners and Occupiers of Land Adjacent to the Site	48
6.0	PROPOSAL	49
6.1	Project Overview	49
6.2	Development Design Objectives	51
6.2.1	Urban Design Objectives	53
6.2.2	Design Responses to Key Site and Interface Constraints	54
6.3	Subdivision Layout & Design	55
6.3.1	Subdivision Overview	55
6.3.2	Subdivision Staging	56
6.3.3	Proposed Record of Title Limitations	58
6.4	Future Residential Development	60
6.4.1	Design Outcomes & Development Standards	61
6.4.2	Implementation of Development Standards	62
6.4.3	Activities Provided for on Residential Lots	62
6.4.4	Augier Condition – Plains Production Zone	63
6.4.5	Future Transition to Urban Zoning	63
6.5	Landscaping Design & Implementation	63
6.5.1	Vegetation Removal and Management	64
6.5.2	Open Rural Interface Treatment	64
6.5.3	Mixed-Rural Interface Treatment	66
6.5.4	Fencing	67
6.5.5	Landscaping of Streetscape & Reserves	67
6.5.6	Herehere Stream Riparian Planting	69
6.5.7	Play Along the Way	69
6.5.8	Implementation and Maintenance	70
6.6	Engineering Design for Roading, Infrastructure & Utilities	70
6.6.1	Roading Layout & Design	71
6.6.2	Infrastructure and Utilities	75
6.7	Stormwater and Flood Management	79
6.7.1	Global Stormwater Discharge Consent	80
6.7.2	Stormwater Dry Basin	80
6.7.3	Stormwater Outlet Structure	81
6.7.4	Water Quality Monitoring	82
6.7.5	Ongoing Operation, Maintenance & Ownership	82
6.8	Streamworks	82
6.8.1	Herehere Stream Bank Modification	82



6.9 Siteworks & Bulk Earthworks	83
6.9.1 Site Clearing	83
6.9.2 Archaeological Authority and Management	84
6.9.3 Earthworks Design Objectives	84
6.9.4 Bulk Earthworks	84
6.9.5 Earthworks Sequencing & Staging	85
6.9.6 Water Take and Dewatering During Construction	86
6.9.7 Groundwater Diversion Post Construction	86
6.9.8 Groundwater Monitoring	87
6.9.9 Retaining Walls	87
6.9.10 Geotechnical Remediation	88
6.9.11 Contaminated Land Remediation	88
6.9.12 Erosion & Sediment Control	89
6.9.13 Construction Noise & Vibration Controls	89
6.9.14 Earthworks Management Plans	90
6.10 Consent Duration, Construction & Staging and Lapse Period	91
6.11 Any other Activities	92
6.12 Management Plans & Monitoring	93
6.12.1 Management Plans Referenced in Conditions	95
6.13 Conditions of Consent	95
7.0 APPROVALS REQUIRED	97
7.1 Resource Management Act 1991	97
7.1.1 Approvals under the Heretaunga Hastings District Plan	97
7.1.2 Approvals under the Hawke's Bay Regional Resource Management Plan	98
7.1.3 Approvals under the NES-CS	100
7.1.4 Associated Permitted Activities	100
7.1.5 Overall Activity Status	102
7.2 Heritage New Zealand Pouhere Taonga Act 2014	102
7.3 Wildlife Act 1953	102
7.4 Other Approvals Required	102
8.0 CONSULTATION	102
8.1 Overview of Consultation	102
8.1.1 How consultation has informed the proposal	103
9.0 STATUTORY REQUIREMENTS RELATING TO IWI AUTHORITIES, TREATY SETTLEMENT ENTITIES AND OTHER RELEVANT MĀORI GROUPS	105
9.1 Planning Documents Recognised by a Relevant Iwi Authority	105
9.1.1 Kahungunu ki Uta, Kahungunu ki Tai	105
9.1.2 Mana Ake - Ngā Hāpu o Heretaunga	105
9.1.3 Ngāti Hori Freshwater Resources Management Plan	106
9.2 Tūtaekuri Awa Management and Enhancement Plan	106
9.3 Treaty Settlement Provisions and Redress	106
9.3.1 Heretaunga Tamatea Claims Settlement Act 2018	107
9.3.2 Hawke's Bay Regional Planning Committee Act 2015	107
9.4 Customary Marine Title Groups	107
9.5 Protected Customary Rights	108



10.0 ASSESSMENT AGAINST THE PURPOSE OF THE FTAA 109

11.0 ASSESSMENT AGAINST SECTIONS 5, 6 AND 7 OF THE RMA 112

11.1	Section 5 – Purpose of the RMA	112
11.2	Section 6 – Matters of National Importance	113
11.3	Section 7 – Other Matters	113

12.0 ASSESSMENT AGAINST STATUTORY DOCUMENTS 114

12.1	National Environmental Standards	114
12.1.1	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	115
12.1.2	National Environmental Standards for Detached Minor Residential Units	116
12.1.3	National Environmental Standards for Freshwater	116
12.2	National Policy Statements	117
12.2.1	New Zealand Coastal Policy Statement	118
12.2.2	National Policy Statement for Freshwater Management 2020 (amended 2025)	118
12.2.3	National Policy Statement for Highly Productive Land	119
12.2.4	National Policy Statement for Indigenous Biodiversity 2023 (amended 2025)	122
12.2.5	National Policy Statement for Infrastructure 2025	123
12.2.6	National Policy Statement for Natural Hazards 2025	124
12.2.7	National Policy Statement on Urban Development 2020	124
12.3	Hawke's Bay Regional Policy Statement	126
12.4	Hawke's Bay Regional Resource Management Plan	127
12.5	Hastings District Plan	129
12.6	Napier-Hastings Future Development Strategy 2025-2054	131
12.7	Statutory Documents Assessment Summary	133

13.0 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT 134

13.1	Positive Effects	135
13.2	Economic Effects	136
13.3	Social Effects	137
13.4	Loss of Highly Productive Land Effects	138
13.5	Reverse Sensitivity Effects	139
13.6	Urban Design, Neighbourhood Character and Residential Amenity Effects	141
13.6.1	Integration with Existing Urban Area	141
13.6.2	Density, Lot Sizes and Distribution of Development	142
13.6.3	External Interfaces and Effects on Neighbouring Amenity	142
13.6.4	Residential Amenity within the Development	143
13.6.5	Streetscape, Open Space and Neighbourhood Amenity	143
13.6.6	Overall Urban Design and Amenity Effects	144
13.7	Landscape & Visual Effects	144
13.7.1	Natural Character Effects	145
13.7.2	Landscape Effects	145
13.7.3	Visual Effects	145
13.7.4	Summary	146
13.8	Cultural Considerations	147



13.9 Stormwater & Flooding Effects	148
13.9.1 Flood Risk and Stormwater Quantity Effects	148
13.9.2 Water Quality Effects	148
13.9.3 Receiving Environment and Erosion Effects	149
13.9.4 Summary	149
13.10 Groundwater Effects	149
13.11 Ecological Effects	150
13.11.1 Terrestrial Ecological Effects	150
13.11.2 Freshwater Ecological Effects	150
13.11.3 Overall Ecological Effects	150
13.12 Earthworks, Erosion and Sediment Effects	151
13.13 Contaminated Land Effects	151
13.14 Geotechnical Effects	151
13.15 Climate Change and Natural Hazards	152
13.16 Traffic & Transport Effects	152
13.17 Infrastructure Servicing Effects	154
13.17.1 Wastewater Pump Stations and Residential Amenity	154
13.17.2 Summary	155
13.18 Construction Effects	155
13.19 Heritage & Archaeological Effects	156
13.20 Summary of Effects	157
14.0 ASSESSMENT AGAINST PARTS 3, 6, 8 – 10 OF THE RMA	157
14.1 Part 3 - Duties and Restrictions under the RMA	157
14.2 Part 6 - Resource Consents, Proposals of National Significance, Aquaculture Moratorium	157
14.2.1 Section 105 – Discharges	158
14.2.2 Section 106 – Subdivision	158
14.2.3 Section 107 – Discharge Permit Restrictions	159
14.3 Part 8 - Designations and Heritage Orders	159
14.4 Part 9 - Water Conservation Orders, Freshwater Farm Plans, and Freshwater Ecosystems	159
14.5 Part 10 - Subdivision and Reclamations	159
15.0 FTAA DECISION MAKING FRAMEWORK	160
15.1 Schedule 5 Clause 17 - Criteria and Other Matters for Assessment of Consent Application	160
15.2 Section 85 - Declining an Approval	161
16.0 CONCLUSION	162



List of Appendices

- Appendix 1 - Legal Memorandum
- Appendix 2 - Records of Title
- Appendix 3 - Notice of Decision on Referral Application
- Appendix 4 - Section 30 Notices
- Appendix 5 - Site Location Map
- Appendix 6 - Owners and Occupiers of Land Adjacent to the Site
- Appendix 7 - Civil Engineering & Scheme Drawings
- Appendix 8 – Existing Interests on Record of Titles
- Appendix 9 - Consultation Report
- Appendix 10 - Landscape Effects Assessment
- Appendix 11 - Ecological Assessment & Fauna Management Plan
- Appendix 12 - Geotechnical Investigation Report
- Appendix 13 - Groundwater Assessment
- Appendix 14 - Productive Capacity Assessment
- Appendix 15 – Detailed Site Investigation
- Appendix 16 – Remediation Action Plan
- Appendix 17 - Archaeological Assessment
- Appendix 17A - Archaeological Management Plan
- Appendix 18 - Integrated Transport Assessment
- Appendix 19 - Infrastructure Report
- Appendix 20 - Stormwater Management Plan
- Appendix 21 - Cultural Impact Assessment
- Appendix 22 - Urban Design Assessment
- Appendix 23 - Landscape Concept Report
- Appendix 24 - Landscape Management Plan
- Appendix 25 - Acoustic Assessment
- Appendix 25A - Construction Noise and Vibration Management Plan
- Appendix 26 - District and Regional Plan Rules Assessment
- Appendix 27 - Economics Assessment
- Appendix 28 – Statutory Objectives and Policies Assessment
- Appendix 29 - Adjoining Rural Landowner FDS Submissions
- Appendix 30 – Subdivision plan



Acronyms & Terms

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

Table 1: Acronyms & Terms

Acronym / Term	Definition
AEE	Assessment of Environmental Effects contained in Planning Report
AEP	Annual Exceedance Probability
AgFirst	AgFirst Consultants HB Ltd
AMP	Archaeological Management Plan
Application	Substantive Application under Section 42 of the Fast-track Approvals Act 2024
BEP	Bulk Earthworks Plan
Boffa Miskell	Boffa Miskell Limited
CDL	CDL Land New Zealand Limited
CEMP	Construction Environmental Management Plan
CFG Heritage	CFG Heritage Limited
ChTMP	Chemical Treatment Management Plan
CIA	Cultural Impact Assessment
CMW	CMW Geosciences Limited
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
District Council HDC	Heretaunga Hastings District Council
District Plan HDP	Hastings District Plan Operative 2024



Acronym / Term	Definition
DMP	Dust Management Plan
DSI	Detailed Site Investigation
EA	Engineering Approval(s)
ECOP	Engineering Code of Practice
Ellis Gould	Ellis Gould Lawyers
EPA	Environmental Protection Authority
ESCP	Erosion and Sediment Control Plan
FDS	Napier-Hastings Future Development Strategy 2024 – 2054
Flow	Flow Transportation Consultants
FMP	Fauna Management Plan
FTAA	Fast-track Approvals Act 2024
FTE	Full-time equivalent
GCR	Geotechnical Completion Report
GDP	Gross Domestic Product
GIR	Geotechnical Investigation Report
GRZ	Havelock North General Residential Zone
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPT Act	Heritage New Zealand Pouhere Taonga Act 2014
HPUDS	Heretaunga Plains Urban Development Strategy 2017
Insight Economics	Insight Economics Limited



Acronym / Term	Definition
ITA	Integrated Transport Assessment
JOAL	Jointly Owned Access Lot
LEA	Landscape Effects Assessment
LMP	Landscape Management Plan
LUC	Land Use Capability
McKenna Block	80 & 84 Middle Road, Havelock North
MDRS	Medium Density Residential Standards
MDZ	Medium Density Zone
MfE	Ministry for the Environment
Middle Road Project The Project	The subdivision and development of the land at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North
Middle Road Site Site	92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North
NES	National Environmental Standards
NES-CS	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health
NES-DMRU	National Environmental Standards for Detached Minor Residential Units
NES-F	Resource Management (National Environmental Standards for Freshwater) Amendment Regulations 2025
NKII	Ngāti Kahungunu Iwi Incorporated
NPS	National Policy Statements
NPS-FM	National Policy Statement on Freshwater Management Amendment 2025



Acronym / Term	Definition
NPS-HPL	National Policy Statement on Highly Productive Land Amendment 2025
NPS-I	National Policy Statement for Infrastructure 2025
NPS-IB	National Policy Statement on Indigenous Biodiversity 2025
NPS-NH	National Policy Statement for Natural Hazards 2025
NPS-UD	National Policy Statement on Urban Development 2020
NZCPS	New Zealand Coastal Policy Statement 2010 (amended 2025)
OIO	Overseas Investment Office
Panel	Expert Panel
Part 2	Part 2 of the RMA
Planning Report	Planning Report prepared to support the Application, including Assessment of Environmental Effects
RAP	Remediation Action Plan
Regional Council HBRC	Hawke's Bay Regional Council
Regional Plan RRMP	Hawke's Bay Regional Resource Management Plan
RMA	Resource Management Act 1991
RoT	Record of Title
RPS	Regional Policy Statement
SMMP	Stormwater Management and Maintenance Plan
SWMP	Stormwater Management Plan
SPMP	Spill Management Plan



Acronym / Term	Definition
SVR	Site Validation Report
TANK Plan Change TANK	HBRC Tūtaekurī, Ahuriri, Ngaruroro and Karamū Plan Change 9
TPW	Tamatea Pōkai Whenua
Woods	Wood & Partners Consultants Ltd
WQMS	Water Quality Monitoring Strategy
WWLA	Williamson Water & Land Advisory
WWPS	Wastewater Pump Station



Executive Summary

This Planning Report has been prepared by Wood & Partners Consultants Limited (**Woods**) on behalf of CDL Land New Zealand Limited (**CDL | the Applicant**) in support of a Substantive Application (**Application**) to the Environmental Protection Authority (**EPA**) for the Middle Road Project under the Fast-track Approvals Act 2024 (**FTAA**).

The Project relates to the subdivision and development of approximately 30.6 ha of land at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North. It will deliver a comprehensively planned residential neighbourhood comprising 317 residential lots, supported by an integrated transport network, three-waters infrastructure, stormwater management, open space and landscape networks, and enhancement of the Herehere Stream corridor.

The Application comprises:

- **Volume 1** – Planning Report, including the Assessment of Environmental Effects;
- **Volume 2** – Archaeological Authority; and
- **Volume 3** – Conditions Suite.

The Proposal

The Project provides for the coordinated subdivision, servicing and subsequent residential development of the Site.

Development will occur in two principal phases.

- **Phase 1 – Land Development** will be led by CDL and includes subdivision, bulk earthworks, roads, three-waters infrastructure, stormwater systems, reserves and open space, pedestrian and cycling connections, landscaping, stream enhancement and the creation of 317 residential lots and associated allotments.
- **Phase 2 – House Construction** will be undertaken by CDL's build partners and future landowners, with residential development controlled through consent notices applying either the Havelock North General Residential Zone or Medium Density Residential Zone framework, together with project-specific requirements.

The masterplan (**Figure 1**) has been developed through an integrated multidisciplinary design process. It provides a range of lot sizes and housing opportunities, establishes an internal collector and local road network between Middle Road and Te Aute Road, improves walking and cycling connections, integrates stormwater and open space functions, and establishes specific landscape and design responses to the Site's urban and rural interfaces.



Figure 1: Subdivision Plan (Appendix 30)

FTAA Process

The Middle Road Project was referred into the Fast-track approvals process on 23 June 2026. The referred Project provides for a master-planned residential development of approximately 300–350 residential lots together with supporting transport and three-waters infrastructure, stormwater management and riparian enhancement.

The substantive proposal represents the detailed progression of that referred Project and provides for 317 residential lots within the approximately 30.6 ha core application site, with approvals under the Resource Management Act 1991 (**RMA**) and the Heritage New Zealand Pouhere Taonga Act 2014 (**HNZPT Act**). The McKenna Block at 80 and 84 Middle Road was contemplated as an alternative scenario at referral stage but does not form part of this Application and no approvals are sought for that land. The Application therefore remains within the scope of the referred Project.

The decision-making framework applying to the Application is addressed in detail in this Planning Report and in the Legal Memorandum prepared by Ellis Gould at **Appendix 1**. In summary, the Panel must take into account the relevant RMA, HZNPT Act, planning and other statutory considerations, while giving greatest weight to the purpose of the FTAA: facilitating infrastructure and development projects that provide significant regional or national benefits.



Approvals Required

The Application seeks the following approvals under section 42 of the FTAA:

- Resource Consents that would otherwise be sought under the RMA (s42(4)(a) FTAA).
- Archaeological Authority that would otherwise be sought under the HNZPT Act (s42(4)(i) FTAA).

The overall activity status of the resource consent application is **non-complying**.

Key Issues and Effects

The Project has been subject to comprehensive technical assessment across planning, economics, productive land, urban design, landscape, transport, infrastructure, stormwater and flooding, groundwater, ecology, geotechnical conditions, contamination, archaeology and acoustics.

As identified in the Legal Memorandum at **Appendix 1**, the principal matters expected to require particular consideration through the substantive process are the loss of highly productive land, potential reverse sensitivity effects, and the conditions required to secure appropriate infrastructure servicing (**Volume 3**).

Highly productive land

The Site is currently mapped as Land Use Capability (LUC) Class 2 and approximately 25.6 ha is treated as highly productive land under the National Policy Statement for Highly Productive Land (NPS-HPL). The loss of this land to urban development is acknowledged.

The site-specific Productive Capacity Assessment identifies that there is significant and enduring constraints on productive use of the Site. Factors include soil wetness and waterlogging, shallow groundwater, flood and drainage constraints, the absence of irrigation allocation, existing fragmentation and the influence of surrounding urban and rural-residential activities. The Site is presently used predominantly for low-intensity grazing and a small non-irrigated orchard.

The Applicant's economic assessment has also considered the forgone value of rural production. As summarised in the Legal Memorandum, the quantified consequences of removing the Site from rural production are relatively modest when considered against the economic and housing benefits generated by the Project. The detailed assessment against the NPS-HPL, including the application of clause 3.10, is addressed in this Planning Report and the Productive Capacity Assessment.

Reverse sensitivity and rural interfaces

Potential reverse sensitivity effects associated with adjoining rural land have informed the masterplanning and design of the Project. The response includes larger lots at the open rural interfaces, and fencing treatments, separation provided by stormwater and open space areas, and proposed no-complaints covenants for lots adjoining residual rural-zoned land.

Having regard to the actual character and use of adjoining land, its likely future use, the surrounding urban context and the mitigation proposed, potential reverse sensitivity effects are assessed as less than minor. The legal basis and role of the proposed no-complaints covenants is addressed further in the Legal Memorandum.

Infrastructure servicing

The Project can be serviced by the surrounding infrastructure networks. The final form of the water supply and wastewater servicing arrangements remains subject to confirmation with HDC.

For wastewater, potential servicing options have been identified involving connection through the Breadalbane Wastewater Pump Station (WWPS), with upgrades required under some scenarios. For water supply, HDC has expressed in-principle support for municipal servicing, while the preferred long-term supply arrangement continues to be developed in collaboration between HDC and CDL.

Proposed conditions prevent titles being issued until HDC has confirmed that the necessary wastewater infrastructure and an acceptable water supply solution are in place. As addressed in the Legal Memorandum, these conditions rely on the infrastructure condition precedent mechanism expressly provided for by section 84A of the FTAA.



Other environmental effects

The balance of the technical assessments demonstrate that effects associated with stormwater and flooding, transport, landscape and visual amenity, ecology, groundwater, geotechnical conditions, contaminated land, construction noise and vibration, and archaeology can be appropriately managed through the Project design, mitigation measures, management plans, monitoring and conditions.

The Project will also deliver positive environmental outcomes, including enhancement and riparian planting of the Herehere Stream corridor, new landscape and open space networks, improved pedestrian and cycling connectivity and an integrated stormwater treatment and attenuation system.

Project Benefits

The Project will provide a significant and deliverable addition to housing supply in Havelock North at a location adjoining the existing urban area and within approximately 900 m of the Havelock North town centre.

The economic assessment identifies substantial regional benefits. As summarised in the Legal Memorandum, the Project is expected to generate approximately \$277 million in investment, \$90 million in net GDP, \$43 million in wages and salaries and approximately 697 FTE-years of net employment during construction, together with wider housing market benefits associated with increased supply, choice and land market competition.

These benefits are supported by CDL's established development capability and existing involvement in major residential projects within Havelock North and the wider Hawke's Bay region.

Consultation

Consultation has been undertaken throughout the development of the Project with HDC, HBRC, mana whenua, relevant administering agencies, infrastructure providers, adjacent landowners and other stakeholders.

Engagement has informed the Project's response to stormwater and flooding, freshwater and ecology, infrastructure servicing, transport, productive land, cultural values and adjoining property interfaces. Feedback has resulted in refinement of the masterplan, engineering design, landscape and interface treatments, management plans and proposed conditions. CDL values the constructive engagement with stakeholders throughout the development of the Project and considers that this engagement has resulted in positive refinements to the Project and strengthened the overall proposal.

While engagement will continue as appropriate, the matters understood to remain in dispute have narrowed considerably through this process and are addressed in detail through the Application and the Legal Memorandum.

Statutory Assessment

The Application assesses the Project against the purpose of the FTAA, the relevant provisions of the RMA, HNZPT, applicable National Environmental Standards and National Policy Statements, the Hawke's Bay Regional Policy Statement (**RPS**) and Regional Resource Management Plan (**RRMP**), the Hastings District Plan, the Napier-Hastings Future Development Strategy (**FDS**) and relevant iwi planning documents.

The Project does not align with all aspects of the existing rural planning framework. In particular, the proposed urban development gives rise to tensions with provisions concerning highly productive land, rural character and the existing Plains Production zoning. Those matters are acknowledged and assessed directly rather than being relied upon as determinative of the Application.

As explained further in the Legal Memorandum, the FTAA requires those statutory considerations to be taken into account within the broader decision-making framework, with greatest weight given to the purpose of the FTAA. The relevant consideration is therefore not simply whether the Project is consistent with every planning provision, but the actual nature and significance of its effects and benefits when considered within that statutory framework.



Summary

The Middle Road Project will deliver a comprehensively planned residential neighbourhood in a location that forms a logical extension of the existing Havelock North urban area.

The Project will provide 317 residential lots and deliver significant housing, social and economic benefits. The principal adverse effects associated with the Project have been specifically identified and assessed. In particular, the loss of highly productive land is recognised, but must be considered in the context of the Site's constrained productive capacity and the comparatively limited economic consequences of that loss. Potential reverse sensitivity effects have been addressed through the Project design and proposed mitigation, while conditions will ensure that appropriate water and wastewater infrastructure is available before development proceeds.

The remaining environmental effects can be appropriately managed through the proposed design, mitigation measures, management plans, monitoring and conditions.

Accordingly, for the reasons set out in this Planning Report and the Legal Memorandum at **Appendix 1**, the Project is considered to achieve the purpose of the FTAA, its adverse impacts are not of a scale that is out of proportion to its significant regional benefits, and the approvals sought are considered appropriate to grant subject to the proposed conditions (**Volume 3**).



1.0 Applicant & Property Details

To:	Environmental Protection Authority (EPA)
Site Address:	92, 108 & 148 Middle Road, Havelock North, Hawke's Bay; and 139 Te Aute Road, Havelock North, Hawke's Bay.
Applicant Name:	CDL Land New Zealand Limited (CDL) PO Box 3248 Auckland 1140 Attention: Jackson Bull
Address for Service:	Wood & Partners Consultants Limited (Woods) PO Box 6752 Auckland 1142 Attention: Emma Howie and Hannah O'Kane
Legal Description:	Part Lot 2 DP 10118; Lot 1 DP 10118; Lot 1 DP 600024; Lot 2 DP 600024; and Lot 179 DP 10453 (Herehere Stream). (RoT attached in Appendix 2)
Site Area:	30.6 ha
Site Owner:	CDL Land New Zealand Limited (CDL)
District Council	Heretaunga Hastings District Council (HDC District Council)
District Plan:	Hastings District Plan (HDP District Plan)
Regional Council:	Hawke's Bay Regional Council (HBRC Regional Council)
Regional Plan:	Hawke's Bay Regional Resource Management Plan (RRMP Regional Plan)



2.0 Statement of Qualifications & Experience

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

Hannah O’Kane – Senior Associate Planner, Wood & Partners Consultants Limited

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

I hold a Bachelor of Planning (Hons) from the University of Auckland | Waipapa Taumata Rau, completed in 2012.

I have over 14 years of professional experience in resource management planning, spanning both the public and private sectors. I have extensive experience in resource management, having worked with a diverse range of clients including land developers, commercial businesses, local councils, iwi authorities, and private landowners. My work has encompassed the preparation of resource consent applications, notice of requirement submissions, policy and plan review feedback, and the drafting and presentation of planning evidence at Council hearings. At Woods, I have been involved in securing the Milldale Fast-track Consent and served as the lead planning consultant for the resource consents of Fulton Hogan Land Development projects in Drury East.

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

Euan Williams – Technical Director, Wood & Partners Consultants Limited

I am a Technical Director at Woods. Woods is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure and surveying. I have been employed at Woods since 2016.

I hold the qualifications of Bachelor of Arts (Geography) from the University of Auckland | Waipapa Taumata Rau and Master of Resource Management (Hons) from Lincoln University | Te Whare Wānaka o Aoraki. I am a full member of the New Zealand Planning Institute and member of the Resource Management Law Association (RMLA). I am an accredited commissioner under the Making Good Decisions Programme administered by the Ministry for the Environment, and am currently on the Hearing Commissioners Panel for Auckland Council (and as Duty Commissioner), Palmerston North City Council and Southland District Council. I have been on Expert Consenting Panels for applications under the Covid-19 Recovery (Fast Track Consenting) Act 2020 and Fast Track Approvals Act 2024.

I have 30 years of professional experience in the field of resource management planning and have worked in the public and private sectors. A significant part of my experience relates to land development and subdivision projects. I have extensive experience in leading and preparing resource consent applications for large scale and multi-stage master planned residential projects including Milldale, Millwater, Long Bay, Paerata Rise and Hingaia. These projects involve consents for stormwater discharges, bulk earthworks, stream and wetland reclamations, offset proposals, subdivision, multi-unit housing, roading, and infrastructure. I also have experience in preparing Fast Track applications involving complex and multiple regional and district consenting requirements and conditions.

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

Emma Howie – General Manager, Wood & Partners Consultants Limited

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



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

I have over 16 years of professional experience in resource management planning, spanning both the public and private sectors. My expertise includes land development and subdivision projects, with a focus on delivering master planned communities in Pōkeno, Long Bay, Hingaia, Paerata Rise, and Milldale in Auckland. I have also led planning for large-scale infrastructure projects, including the Notice of Requirement for Auckland Airport's second runway and the planning of new schools and kura across Aotearoa. My expertise covers the preparation and management of a broad range of planning applications, including district and regional resource consents for bulk earthworks, subdivisions, discharges, and comprehensive residential developments, as well as the preparation of Notices of Requirement and Outline Plans. I have been involved in submissions on planning documents and the preparation and presentation of planning evidence at Council hearings and have participated in Environment Court mediation. More recently, I was a key member of the planning team for the Arataki Project Fast Track application, successfully progressing the application through the EPA approval process. I was also involved in the preparation of the Middle Road Referral Application.

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



3.0 Introduction

This Planning Report has been prepared by Wood & Partners Consultants Limited (**Woods**) on behalf of CDL Land New Zealand Limited (**CDL | the Applicant**) in support of a Substantive Application for the Middle Road Project under the Fast-track Approvals Act 2024 (**FTAA**) to be lodged with the Environmental Protection Authority (**EPA**).

This report has been prepared in accordance with sections 42 and 43 of the FTAA and the relevant requirements of Schedule 5 and Schedule 8. It provides the planning assessment supporting the approvals sought, including an assessment of the Project's environmental effects, its consistency with the purpose of the FTAA, and the relevant statutory considerations applying to the resource consent applications and Archaeological Authority.

The Project comprises a comprehensively planned residential development of 317 lots, supported by an integrated transport network, three waters infrastructure and open space, stormwater management designed in accordance with best-practice treatment and attenuation principles, and riparian enhancement of the Herehere Stream.

Development of the Project will occur in two phases:

- **Phase 1 – Land Development:** Led by CDL, the subdivision and associated civil infrastructure works, including bulk earthworks, construction of roads, three waters infrastructure, stormwater management systems, reserves, open space, pedestrian connections, landscape planting, stream enhancement works, and the creation of 317 residential lots, jointly owned access lots (**JOALs**), local purpose reserves and other associated allotments. This phase also includes the registration of consent notices on residential titles identifying the applicable development controls for each lot.
- **Phase 2 – House Construction:** Led by CDL's build partners and future landowners, the construction of residential dwellings and associated site works on each residential lot. Residential development will be undertaken in accordance with the applicable consent notices that require compliance with either the Havelock North General Residential Zone provisions (Lot Type 1) or the Havelock North Medium Density Residential Zone provisions (Lot Type 2), together with any project-specific requirements. This phase includes dwelling construction, driveways, vehicle parking, fencing, landscaping and other associated residential works.

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

As a Referred Project, this Substantive Application has been made in accordance with section 42 of the FTAA. Approval is sought for:

- Resource Consents that would otherwise be sought under the Resource Management Act 1991 (**RMA**) (s42(4)(a) FTAA).
- Archaeological Authority that would otherwise be sought under the Heritage New Zealand Pouhere Taonga Act 2014 (**HNZPT Act**) (s42(4)(i) FTAA).

3.1 Introduction to the Applicant

In accordance with section 42(1) of the FTAA, this substantive Application is lodged by CDL, which is the authorised person for the Middle Road Project.

CDL is an experienced residential land development company with a strong track record of delivering master planned communities and housing-led developments throughout New Zealand (refer to **Table 2**). CDL strives to produce high-quality residential developments that create an excellent quality of life with minimal impact on the environment and community. They believe in innovative design and sustainable development.



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

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

CDL's Arataki development is also located within the eastern edge of Havelock North and obtained approval under the FTAA in March 2026 [FTAA-2506-1083]. The Arataki Project will facilitate the development of 171 dwellings across an 11ha development site. A local road network, pedestrian and cycling connections, and required infrastructure will also be developed to support the development. CDL is intending to commence on-site works Q3 2026.

Table 2: List of CDL New Zealand Developments

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



3.2 Structure of the Application

This Application has been structured to accord with the requirements of Sections 42, 43, and 44 of the FTAA.

The Application comprises:

- **Volume 1** – Planning Report, including the Assessment of Environmental Effects;
- **Volume 2** – Archaeological Authority; and
- **Volume 3** – Conditions Suite.

A detailed description of how the FTAA requirements have been met through this Application is provided in **Section 4**, and subsequent sections of this report, being Volume 1, have been structured as follows:

- **Section 5** – Description of the Application Site & Surrounding Environment
- **Section 6** – Description of Proposed Activity
- **Section 7** – Consents Required
- **Section 8** – Consultation Undertaken
- **Section 9** – Statutory Requirements Relating to Iwi Authorities
- **Section 10** – Assessment Against the Purpose of the FTAA
- **Section 11** – Assessment Against Sections 5, 6 and 7 of the RMA
- **Section 12** – Assessment of Relevant Statutory Documents
- **Section 13** – Assessment of Effects on the Environment
- **Section 14** – Assessment Against Parts 3, 6, 8 – 10 of the RMA
- **Section 15** – FTAA Decision Making Framework

3.3 Supporting Technical Reports

Technical reports have been prepared by relevant experts to support this Application. The technical reports provide detailed site assessments as relevant to their area of expertise, an assessment of the proposal, and, where relevant, the provision of management plans and recommendations on matters to be addressed through conditions of consent.

The technical reports are included as Appendices to this report and are referenced throughout this report, and include:

- Legal Memorandum prepared by Ellis Gould, included in **Appendix 1**
- Engineering/Scheme Plans prepared by Woods, included in **Appendix 7**
- Landscape Visual Assessment prepared by Boffa Miskell, included in **Appendix 10**
- Ecological Assessment prepared by Boffa Miskell, included in **Appendix 11**
- Geotechnical Report prepared by CMW Geosciences, included in **Appendix 12**
- Groundwater Assessment prepared by Williamson Water and Land Advisory, included in **Appendix 13**
- Productive Capacity Assessment prepared by AgFirst, included in **Appendix 14**
- Detailed Site Investigation prepared by AgFirst, included in **Appendix 15**
- Remediation Action Plan prepared by AgFirst, included in **Appendix 16**
- Archaeology & Heritage prepared by CFG Heritage, included in **Appendix 17**
- Traffic Assessment prepared by Flow Transportation Ltd, included in **Appendix 18**
- Infrastructure Report prepared by Woods, included in **Appendix 19**
- Stormwater Report prepared by Woods, included in **Appendix 20**
- Cultural Impact Assessment prepared by Tamatea Pōkai Whenua included in **Appendix 21**



- Urban Design Assessment prepared by Urban Acumen, included in **Appendix 22**
- Landscaping & Planting prepared by Boffa Miskell, included in **Appendix 23**
- Acoustic Assessment prepared by Styles Group Ltd, included in **Appendix 25**
- Economics Assessment prepared by Insight Economics, included in **Appendix 27**

Statements of experience for the authors and reviewers of the supporting technical reports and drawings are provided within each of the appended documents.



4.0 Requirements for Substantive Applications under the FTAA

The FTAA sets out the requirements for Substantive Applications.

This section provides an overview of those requirements and confirms how the Application has addressed these information requirements relating to:

- Referral Applications
- Section 30 – Preliminary Steps for Substantive Applications
- Section 42 – Authorised person may lodge substantive application for approval
- Section 43 – Requirements for substantive applications
- Section 44 – Information specified in sufficient detail

4.1 Referral Decision and Scope of Substantive Application

The Referral Application for the Middle Road Project was lodged under the FTAA on 8 April 2026. On 23 June 2026, the Minister for Infrastructure confirmed that the Middle Road Project would be referred into the Fast-track approvals process as a referred project under the FTAA.

The Referral Decision (**Appendix 3**) identifies:

- **Authorised Person:** CDL Land New Zealand Limited
- **Project Name:** Middle Road
- **Project Description:** The project is to establish a master-planned residential development within a project area of up to 33.7 hectares to deliver approximately 300 to 350 residential lots (to enable future housing construction) including supporting infrastructure (roading, three waters services, stormwater management) and riparian enhancement.
- **Project Area:** The project area is located at 80-148 Middle Road and 139 Te Aute Road, Havelock North, in the Hawke's Bay Region¹.

The referral decision records that the Project met the criteria in section 22 of the FTAA. The reasons identified in the decision include:

- the delivery of approximately 300–350 residential lots over a 7–10 year development period, increasing housing supply and contributing to housing needs and a well-functioning urban environment;
- significant regional economic benefits, including approximately 1,310 full-time equivalent years of employment and approximately \$256.7 million in direct expenditure over the construction period;
- the ability for the required approvals to be considered collectively through a more timely and cost-effective process than the ordinary statutory processes; and
- that referral of the Project was unlikely to materially affect the efficient operation of the Fast-track approvals process, with the Project described as neither novel in the New Zealand context nor beyond the scope of matters ordinarily assessed under the RMA.

The referral decision identifies CDL Land New Zealand Limited as the person authorised to lodge the substantive application and requires that the substantive application be lodged within two years of the date of the referral decision.

4.1.1 Scope of Substantive Application

In accordance with section 46 of the FTAA, the substantive application is within the scope of the referred Middle Road Project. The legal basis for the scope assessment, including the application of section 46 to the Middle Road Project, is addressed in the Legal Memorandum at **Appendix 1**. This

¹ The project area for the substantive application is 92, 108, 148 Middle Road and 139 Te Aute Road only. 80 and 84 Middle Road has been excluded from the proposal.



section provides the corresponding planning assessment of how the substantive proposal compares with the Project accepted for referral.

Following referral, the indicative concept has been progressed through detailed design, technical assessment and consultation. The substantive application now confirms a comprehensively planned residential development of approximately 317 residential lots across the approximately 30.6 ha core application site at 92, 108 and 148 Middle Road and 139 Te Aute Road.

The principal refinements to the Middle Road Project since referral stage include:

- finalisation of the Masterplan and Scheme Plan, including lot layout, road network, pedestrian connections, open space and drainage reserves;
- detailed engineering design for earthworks, transport, three-waters infrastructure, utilities and staging;
- refinement of the stormwater and flood management response;
- further development of landscape, open space and interface treatments;
- detailed technical assessment of matters including geotechnical conditions, contamination, productive land, ecology, landscape, archaeology, transport and noise; and
- development of associated mitigation measures, management plans and proposed consent conditions.

These changes represent the expected progression of the referral-stage concept into a substantive application and do not materially alter the purpose, scale or character of the Project. The proposed yield remains within the referred range of approximately 300–350 residential lots, and the Project continues to provide for the same overall residential development supported by transport, three-waters, stormwater, open space and environmental enhancement works.

The Referral Decision included the McKenna Block within the overall project area. However, the Referral Application contemplated alternative development scenarios both including and excluding that land. The substantive application proceeds without the McKenna Block, and that land does not form part of the application site and for which no approvals are sought. The substantive application therefore represents a refinement within, rather than an expansion beyond, the Project accepted for referral.

The referral decision states that approvals will be required under the RMA and the HNZPT Act. This substantive application has sought approvals under both the RMA and HNZPT Act.

Accordingly, the substantive application remains within the scope of the referred Middle Road Project for the purposes of section 46 of the FTAA.

A copy of the Referral Application and the Minister's referral decision is available on the Fast-track website².

4.2 Preliminary Steps for Substantive Applications

4.2.1 Section 30 – Existing Resource Consents for the Same Activity

Section 30 of the FTAA sets out the preliminary steps for substantive applications. This requires the Councils to advise the Applicant in writing whether there are any existing resource consents to which Section 124C(1)(c) or 165Z1 of the RMA would apply if the approval were to be applied for as a resource consent under that Act. Or alternatively, that there are no existing resource consents of that kind.

CDL confirms that to the best of their knowledge there are no other resource consents of the kind referred to in Section 30(3)(a) that are relevant to the Middle Road Site.

In accordance with Clause 5(1)(l) of Schedule 5 of the FTAA, the Applicant has received a notice from HBRC and HDC, as the consent authorities under section 30(3)(b). The notices were received within the

² <https://www.fasttrack.govt.nz/projects/middle-road>



time frame specified and confirms they have reviewed their records and do not hold any existing resource consents of that kind (refer to **Appendix 4**).

The letters satisfy the requirements of Section 47 of the FTAA relating to the obligations of the EPA following the lodgement of this Application.

4.3 Section 42 - Authorised Person may lodge substantive application for Approval

As a referred project, this Application has been made by CDL in accordance with Section 42 of the FTAA. In accordance with Section 42, this Application has:

- Sought one substantive application for the whole Middle Road Project (s42(1)(a));
- Complies with Section 43 (s42(2)(a)) as detailed in **Section 4.4** below;
- For the approvals sought under the RMA, CDL is eligible to apply for the relevant approvals (s42(3)(a)); and
- This Application is seeking approval for a resource consent that would otherwise be applied for under the RMA (s42(4)(a)) and is not seeking approval for an activity that is prohibited under the RMA (s42(5)(a)).
- This Application is seeking approval for an archaeological authority that would otherwise be applied for under the HNZPT Act (s42(4)(i)).

4.4 Section 43 – Requirements for substantive applications

Section 43 of the FTAA sets out the information to be included in substantive applications. The information provided in this Application satisfies the relevant requirements of Section 43:

- The Application has been lodged with the EPA in the prescribed form and manner;
- The Application relates solely to a referred project under the FTAA; and
- All fees, charges or levies payable under the Fast-track Approvals (Cost Recovery) Regulations 2025 in respect of the Application have been paid.

With regard to specific provisions of Section 43, as set out in **Table 3** below, the information provided in this Application satisfies the relevant requirements.

Table 3: Compliance with Section 43 of the FTAA

FTAA Section	Matter	Addressed in this Application
s43(1)(b)(i)	Explain how the project is consistent with the purpose of the FTAA	Section 10
s43(1)(b)(ii)	For a project referred under section 21(2)(a) (A) Explain how both the relevant stage and the whole project are consistent with the purpose of the FTAA (for staged projects referred under s21(1)(a)) (B) Contain information relating to the likelihood that any later stages of the project will be completed	Not Applicable All stages of the project are proposed to be completed under this Application
s43(1)(c)	Demonstrate that the project does not involve any ineligible activities	Section 4.5



FTAA Section	Matter	Addressed in this Application
s43(1)(d)	If lodged by more than one authorised person, state the proposed approval to be held by each person	Not applicable. The Application is lodged by a single authorised person, CDL Land New Zealand Limited
s43(1)(e)(i)	Comply with any information requirements specified by the Minister under s27(3)(b)(ii)	Not applicable. The Minister's decision did not specify any information requirements under s27(3)(b)(ii).
s43(1)(e)(ii)	Comply with the applicable requirements in s43(3)	Refer Table 4 below for how the Application meets the requirements of Schedule 5 of the FTAA for an approval for resource consent
s43(1)(f)-(h)	Requirements for linear infrastructure and priority projects	Not applicable.
s43(1)(i)	Lodge substantive application prior to the deadline specified in the Minister's decision notice	The substantive application is being lodged prior to the deadline of 23 June 2028.
s43(1)(j)	Must pay fees, levy	Accompanied
S43(2)	Additional requirements for listed projects	Not applicable
s43(3)(a)	For resource consent approvals under s42(4)(a), comply with clauses 5 to 9 of Schedule 5	Refer Table 4 below for how the Application meets the requirements of Schedule 5 of the FTAA
S43(3)(i)	For archaeological authority approval under s42(4)(i), comply with clause 2 of Schedule 8.	Refer Table 5 below for how the Application meets the requirements of Schedule 8 of the FTAA

4.4.1 Requirements for approvals relating to RMA

With regard to specific provisions of Schedule 5 – approvals relating to RMA, as set out in **Table 4** below, the information provided in this Application satisfies the relevant requirements of clauses 5, 6, 7 and 8.



Table 4: Compliance with Schedule 5 of the FTAA

FTAA Schedule 5 Clause	Requirement	Addressed in this Application
Clause 5 – Information Required in Consent Application		
cl 5(1)(a)	Description of the proposed activity	Section 6.0
cl 5(1)(b)	Description and map of the site	Section 5.0 Appendix 5
cl 5(1)(c)	Confirmation that the application complies with s46(2)(a), (b) and (d)	Section 4.0
cl 5(1)(d)	Full name and address of (i) each owner of the site and adjacent land (ii) each occupier of the site and adjacent land identified after reasonable enquiry	Section 5.18 Appendix 6
cl 5(1)(e)	Description of any other activities forming part of the proposal	Section 6.11
cl 5(1)(f)	Description of any other resource consents, notices of requirement, or alterations to designations required	Section 7.4
cl 5(1)(g)	Assessment against sections 5, 6 and 7 of the RMA	Section 11.0
cl 5(1)(h)	Assessment against relevant statutory documents listed in subclause (2)	Section 12.0 Appendices 26 and 28
cl 5(1)(i)	Information relating to Treaty settlements and relevant redress provisions	Section 9.0
cl 5(1)(j)	Identification of relevant customary marine title groups, protected customary rights groups, and relevant iwi/hapū groups	Section 9.0
cl 5(1)(k)	Proposed consent conditions	Section 6.13 Volume 3 – Proposed Conditions
cl 5(1)(l)	Copy of notice received under s30(3)(b) or (5)	Section 4.2.1 Appendix 3



FTAA Schedule 5 Clause	Requirement	Addressed in this Application
cl 5(4)	Assessment of environmental effects including clause 6 requirements and matters specified in clause 7	Section 13
cl 5(5)(a)	Description of permitted activities forming part of the proposal	Section 7.1.4 Appendix 26
cl 5(5)(b)	Assessment against customary marine title planning documents or environmental covenants	Not applicable
cl 5(5)(c)	Assessment relating to taiāpure, mātaihai reserves or Fisheries Act bylaws	Not applicable
cl 5(6)	Statement relating to adjacent Māori land in multiple ownership (if applicable)	Not applicable
Clause 6 – Information Required to assess environmental effects		
cl 6(1)(a)	Assessment of actual and potential environmental effects	Section 13.0
cl 6(1)(b)	Assessment of risks associated with hazardous installations	Not applicable
cl 6(1)(c)	Description of contaminant discharges and receiving environment sensitivity and a description of alternative discharge methods	Section 6.0 and Section 13.0
cl 6(1)(d)	Description of mitigation measures, safeguards and contingency measures	Section 6.12
cl 6(1)(e)	Identification of affected persons and response to consultation feedback	Section 8.0 Appendix 9
cl 6(1)(f)	Reasons iwi or hapū did not respond to consultation (if applicable)	Not applicable
cl 6(1)(g)	Monitoring framework for environmental effects	Section 6.12 Volume 3 – Proposed Conditions
cl 6(1)(h)	Assessment of effects on protected customary rights	Not applicable
Clause 8 – Information required in application for subdivision		



FTAA Schedule 5 Clause	Requirement	Addressed in this Application
cl 8(1)	Information that adequately defines the position of all new boundaries and associated reserves to vest.	Section 6.3 Appendix 7

4.4.2 Requirements for approvals relating to HNZPT Act

With regard to specific provisions of Schedule 8 – approvals relating to HNZPT Act, the information provided in this Application satisfies the relevant requirements of clauses 2, 4, 5 and 7.

With respect to the information required for an Archaeological Authority, clause 2 of Schedule 8 states that if the substantive application includes the information required by subclause (1) for the purposes of an approval described in section 42(4)(a) or (d) (a planning application), the substantive application may include the same information for the purposes of this clause but must ensure that all of the information required by subclause (1) is provided. It is confirmed that all of the information required by subclause (1) has been provided within this planning report as it relates both to the resource consent approvals sought along with the Archaeological Authority.

With respect to clause 4, a full assessment of the application against the relevant sections of the HNZPT Act have been included in **Volume 2** to this Report.

With respect to clause 5, conditions relating to the Archaeological Authority have been proposed within the Conditions Suite included in **Volume 3** to this Report.

With respect to clause 7, this application also includes the approval of a person to carry out the activity under the Archaeological Authority. In this case, the nominated person is Matthew Campbell of CFG Heritage. Details relating to the nominated person are included in **Volume 2**.

4.4.3 Ineligible Activities

Section 43(1)(c) of the FTAA states that a substantive application must demonstrate that the project does not involve any ineligible activities.

Section 5 of the FTAA sets out the meaning of ineligible activity. We make the following comments to confirm that the proposal does not involve any ineligible activities:

- None of the sites subject to the Application would occur on:
 - Identified Māori land;
 - A customary marine title area;
 - Māori customary land;
- Land set apart as a Māori reservation as defined in Section 4 of the Te Ture Whenua Māori Act 1993;
- The proposal is not for an aquaculture activity;
- The proposal is not for an activity that would require an access arrangement under Section 61 or 61B of the Crown Minerals Act 1991;
- The proposal is not for an activity that would be prevented under Sections 165J, 165M, 165Q, 165ZC, or 165ZDB of the RMA as the proposal does not involve a coastal permit or relate to the common marine and coastal area;
- The proposal does not involve land that is listed in Schedule 4 and is unrelated to Section 24 of the FTAA;
- The proposal does not involve land on a national reserve held under the Reserves Act 1977 or a reserve held under the Reserves Act 1977 that is vested to someone other than the Crown, the local authority or Department of Conservation;



- The proposal does not involve a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act;
- The proposal does not involve an activity that is described in Section 15B of the RMA and is a prohibited activity under that Act or regulations made under it;
- The proposal does not involve an activity that is prohibited by Section 15C of the RMA;
- The proposal does not involve a decommissioning-related activity (which is an activity described in section 38(3) of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012); and
- The proposal is not for an offshore renewable energy project.

4.5 Section 44 – Information Specified in Sufficient Detail

Section 44 of the FTAA states that the information required by Section 43 must be specified in sufficient detail to satisfy the purpose for which it is required.

The information provided in this Application is considered sufficient to meet the test of Section 43, and sufficient detail has been provided through this Planning Report and Appendices to enable the EPA to confirm that the Application is complete and within scope.

A completed Application Form has been submitted to the EPA as required.

The Legal Memorandum prepared by Ellis Gould and included in **Appendix 1** has also confirmed that the Application meets the information requirements of the FTAA.

5.0 Site Context

In accordance with Clause 5(1)(b) of Schedule 5 of the FTAA, this section provides a description of the site and its surrounding context.

This is to be read in conjunction with the detailed site information in the technical reports and plans prepared by the specialists.

5.1 Site Map & Location

The Site is located at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North (**Site**). It comprises five titles with a combined area of approximately 30.6 hectares. The Site is relatively flat, is currently used for rural residential and grazing purposes, and contains four existing dwellings. **Figure 2** shows the Site within the wider Havelock North context.

The Site is located on the southwestern edge of Havelock North, approximately 900 metres south of the town centre and its associated retail and commercial activities. Surrounding land uses to the north, east and west are predominantly suburban residential in character, with a retirement village located to the northwest and larger rural landholdings extending to the southwest.



Figure 2: Site Location (Appendix 5)

5.2 Records of Title and Land Ownership

CDL is the owner or has a sale and purchase agreement in place for the five titles comprising the Middle Road site. **Table 5** below identifies the site Records of Title (**RoT**) that are relevant to this Application. Copies of the RoT are included in **Appendix 2**.

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



each interest, their relevance to the Proposal, and how they will be resolved have been included in **Appendix 8**. However, none of the existing interests identified on the RoTs preclude the development of the site

The proposed stormwater management approach has been developed to maintain the continued conveyance of stormwater through the Site, including drainage from upstream and adjacent properties. Existing drainage functions will be incorporated into the overall stormwater management framework, with the proposed system designed to ensure that existing drainage services to benefiting properties are maintained.

The proposed arrangements for ongoing access and maintenance are detailed in the Consultation Report (**Appendix 9, Attachment 1**), including whether responsibility for maintaining particular drainage functions will sit with a private landowner or another party. Where drainage rights are secured through private easements, the creation and ongoing operation of those easements are private property matters and are not, in themselves, matters regulated under the RMA.

Table 5: Middle Road Site Details

Address	Legal Description	Reference	Area (ha)	Interests
92 Middle Road	Part Lot 2 DP 10118	HB200/46	10.0034	606304.1 Gazette Notice acquiring part within land (227m ²) for road and vesting the same in the HDC Subject to a right (in gross) to drain water over part in favour of HBRC created by Gazette Notice 622345.1
108 Middle Road	Lot 1 DP 10118	HB199/54	8.0937	n/a
148 Middle Road	Lot 1 DP 600024	1169351	9.1304	Part Suburban Section 19 drainage rights created by Conveyance 43479 Lot 5 and Lot 6 Deeds Plan 323 drainage rights created by Conveyance 31711 Part Suburban Section 19 drainage rights created by Conveyance 43477 Drainage rights over Lot 6 Deeds Plan 323 created by Conveyance 43477 Right (in gross) to drain water over part marked E on DP 600024 in favour of HDC created by Easement Instrument 13289328.6
139 Te Aute Road ³	Lot 2 DP 600024	1201550	3.0966	13238195.1 CAVEAT BY CDL LAND NEW ZEALAND LIMITED

³ This site is subject to an unconditional Sale and Purchase Agreement with CDL, with OIO approval already obtained. Settlement is deferred for approximately two years, at which point title will transfer to CDL.



Address	Legal Description	Reference	Area (ha)	Interests
Herehere Stream Margin ⁴	Lot 179 DP 10453	HBD3/1535	0.3617	n/a

5.3 Consenting History

The site has several existing resource consents associated with the site. A summary of these consents is provided **Table 6** below.

In reviewing the previously granted resource consents for the Middle Road site, it is confirmed that there are no existing approvals that constrain the proposed development.

Table 6: Middle Road Site Consent History Summary

Site	Consent Ref	Date	Comment	Relevance to Application
District Consents				
92 Middle Road	ABA10049	1983	Alteration to dwelling	Not relevant
	ABA208	1972	Erect shed	
	RMA20220131	19-04-2022	Earthworks to remediate contaminated soil on sites in the Iona and Plains Production zones as part of the Iona development.	
108 Middle Road	P3555	1991	Erect a dwelling	Not relevant
	CH:MAL	1990	Erect accessory building	
	RMA920306	06-04-1999	To operate a produce stall and erect a sign.	
	RMA20220131	19-04-2022	Earthworks to remediate contaminated soil on sites in the Iona and plains production	

⁴ This site is currently under contract for purchase by CDL. OIO Approval has been granted - Settlement scheduled for October 2026. i.e. all landholdings are unconditional.



Site	Consent Ref	Date	Comment	Relevance to Application
			zones as part of the Iona development.	
148 Middle Road	RMA20250129	06-06-2025	Earthworks to deposit material to form two fill platforms exceeding the permitted volumes (Iona development stockpiles).	Not relevant
	RMA20220188	29-04-2022	Establishment of the Iona Structure Plan stormwater pond.	
139 Te Aute Road	NPA546	1987	Operate a rabbit farm	Not relevant
	ABA190	1970 & 1972	Erect a dwelling and second dwelling	
	RMA332	1972	Operate a produce stall	
	ABA4349, ABA4448, ABA13021	1977 & 1987	Erect sheds	
Regional Consents				
92 Middle Road	AUTH-133508-01	22 May 2026	Land use - Monitoring / Investigation	Boreholes for geotechnical investigations.
	AUTH-106432-01	25 August 1993	Land use - Unspecified	Not relevant
	AUTH-100619-01	21 August 1980	Water permit – Water supply for irrigation	
	AUTH-100165-01	21 March 1977	Water permit	
108 Middle Road	HKB900054 (AUTH-104230-01)	9 April 1990	LUC to drill bore	Not relevant
	AUTH-110813-02	19 November 2013	Water permit for water supply – irrigation	



Site	Consent Ref	Date	Comment	Relevance to Application
	AUTH-100977-01	12 March 1981	Discharge permit for orchard	
	AUTH-100976-01	12 March 1981	Water permit – Water supply for irrigation	
148 Middle Road	AUTH-132368-01 and AUTH-132369-01	25 July 2025	To carry out excavation works within 6 m of the Gilpin Drain.	Current site of Iona Pond
	LU920223B (AUTH-105666-01)	20 October 1992	LUC to drill bore	Not relevant
139 Te Aute Road	AUTH-100359-01	16 August 1979	Water permit - Water supply for frost protection	Not relevant
	AUTH-100869-01	21 August 1980	Water permit – water supply for irrigation	
	AUTH-111419-01	3 September 2001	Discharge permit for orchard stormwater	
	AUTH-100870-01	21 August 1980	Discharge permit – Agriculture/Cropping	

5.4 Statutory Planning Context

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

5.4.1 District Plan

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

- High Liquefaction Severity; and
- Within a Statutory Acknowledgement Area.

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

5.4.2 Regional Plan

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

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



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

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

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

5.4.3 Land Use Capability Classification

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

The site is identified as LUC 2 as mapped by the NZ Land Resource Inventory and therefore, by definition, contains:

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

5.5 Current Land Use

The Site is largely in pasture grasslands used for cattle and sheep grazing, with the exception of the small scale orchard at 139 Te Aute Road. The Landscape Effects Assessment (LEA) (**Appendix 10**) and Ecology Assessment (**Appendix 11**) identify vegetation across the Site as primarily exotic trees, shelterbelts and garden planting associated with the existing dwellings, with limited native vegetation.

Current land uses:

- **92 Middle Road:** Contains a dwelling and associated rural outbuildings. Previous investigations identified portions of 92 and 108 Middle Road as having been used for horticultural and rural activities. The Ecology Assessment (**Appendix 11**) also identifies mature trees and ornamental vegetation associated with the residential area.
- **108 Middle Road:** Contains a dwelling and rural structures, including a woolshed, race and holding pens associated with previous farming activities.
- **148 Middle Road:** Has a history of mixed cropping and pastoral farming and contains a dwelling and shed, recorded as having been constructed in 1969. A stormwater infiltration basin associated with the adjoining Iona development has been constructed partly within 148 Middle Road and is operational. Native planting is primarily associated with this stormwater area.



- **139 Te Aute Road:** Contains a residence and an area of low-intensity non-irrigated orchard. The Ecology Assessment (**Appendix 11**) describes this as a 3.1 ha horticultural block with exotic pasture grass ground cover and shelterbelts surrounding much of the orchard. The contamination assessment records that the land was previously under pasture before being developed into an orchard between 1964 and 1980.

5.6 Geology & Topography

A Geotechnical Investigation Report (**GIR**) has been prepared by CMW Geosciences (**Appendix 12**), which describes the existing landform, geology and subsurface conditions across the Site.

The Site is located on the Heretaunga Plains and is characterised by generally flat topography, with a gentle fall towards the northeastern boundary and Te Aute Road. Existing ground levels generally range from approximately RL 10.5 m to RL 8.5 m (NZVD2016). The lowest part of the Site is associated with the central drain, at approximately RL 7.5 m, which discharges to the Herehere Stream.

The Herehere Stream extends along the northeastern boundary of the Site at approximately RL 6.0 m. The stream is channelised and is approximately 2–3 metres deep in places. Beyond the Site, land generally rises to the south towards the Iona development.

Published geological mapping identifies the Site as being predominantly underlain by Holocene-aged alluvial and fan deposits, comprising alluvial gravel, sand, silt and mud. Along the southeastern part of the Site, these deposits are mapped as overlying Early Pleistocene deposits of the Kidnappers Group, comprising conglomerate, sandstone and siltstone, fossiliferous and pumiceous sandstone, and ignimbrite.

The mapped soils are generally poorly to imperfectly drained, reflecting the low-lying alluvial setting of the Site. Further detail regarding existing groundwater conditions is provided in Section 5.7 below.

Site investigations undertaken by CMW found subsurface conditions to be generally consistent with the published geology. The investigated ground profile typically comprises topsoil over alluvial sand, interbedded sandy silt and silty sand, firm to stiff silt, and further sand deposits at depth.

5.7 Groundwater

The GIR for the Site (**Appendix 12**) assessed groundwater conditions across the Site. Groundwater was encountered in all but one of the investigations undertaken, confirming generally shallow but variable groundwater conditions.

Three standpipe piezometers installed across the site recorded groundwater at approximately 2.1–2.3 metres below ground level in the northern part of the Site, 0.45–1.1 metres below ground level through the central area, and 1.1–1.4 metres below ground level toward the southern part of the Site. Monitoring between June and July 2026 recorded groundwater levels between approximately RL 5.9 m and RL 8.15 m, with a rise of approximately 0.2–0.65 metres between monitoring rounds.

A separate Groundwater Assessment prepared by Williamson Water & Land Advisory (**WWLA**) (**Appendix 13**), identifies the Site as being located on the southeastern margin of the Heretaunga Plains groundwater system. The shallow aquifer in this area comprises predominantly unconfined to semi-confined Quaternary gravels and sands, with a greater proportion of silts, clays and organic material than occurs across the central parts of the plains.

Groundwater beneath the Site generally flows toward the Karamū Stream, with localised convergence toward the Herehere Stream and existing farm drains. The available information indicates that groundwater levels vary seasonally, with the groundwater assessment estimating typical annual fluctuations of approximately 2 metres.

Overall, the Site is characterised by a relatively shallow and seasonally variable groundwater table, consistent with its low-lying alluvial setting and poorly to imperfectly drained soils.



5.8 Highly Productive Soils

A Productive Capacity Assessment has been prepared by AgFirst and is included in **Appendix 14**. The assessment considers the existing productive characteristics of the Site, including its LUC classification, soil characteristics, current land use and physical constraints.

The Site is mapped by Hawke's Bay Regional Council and Manaaki Whenua as LUC Class 2, with more detailed mapping identifying the land as LUC 2w1, where wetness and waterlogging are the principal limitations. AgFirst considers that the slow-draining nature of the Site, together with the identified clay loam soils, is more consistent with LUC 3w1 across a large portion of the Site, where wetness persists following drainage.

Mapped soils across the Site comprise a combination of gley and mottled fluvial recent soils. These soils are generally poorly to imperfectly drained, with high water-holding capacity and limited aeration within the root zone. AgFirst identifies waterlogging, limited root-zone aeration and high structural vulnerability as the primary soil-related constraints to productive use of the Site. These characteristics are reinforced by the Site topography, which directs surface water towards a central low point, together with shallow and seasonally elevated groundwater conditions.

Under the transitional mapping provisions of the National Policy Statement for Highly Productive Land, approximately 25.6 hectares of the Site is treated as highly productive land. The remaining 5 hectares is assessed as having no productive capacity due to existing modification associated with residential activities and specified stormwater infrastructure.

The Site is also already fragmented across five separate titles and contains a mix of residential curtilage, rural structures, productive land and stormwater infrastructure. AgFirst identifies this existing fragmentation, together with the surrounding urban and rural-residential land uses, as relevant to the practical use and configuration of the remaining productive land.

The Site is presently used predominantly for low-intensity activities, including pastoral grazing and a small area of non-irrigated orchard. AgFirst records approximately 19.1 hectares as being used for grazing and 2.15 hectares as low-intensity orchard land. The grazing is undertaken principally to maintain the land rather than as a commercial farming enterprise, while the existing non-irrigated orchard is identified as being under stress, with dead and missing trees present.

No irrigation water allocation is held for the Site. AgFirst identifies the lack of a reliable irrigation supply as a significant constraint to the establishment of higher-value horticultural activities, particularly when considered alongside the Site's wetness, drainage and flood-related limitations.

Approximately 4.5 hectares of the Site is also affected by saffron thistle, a declared pest plant. This imposes restrictions on the movement of stock, stockfeed, soil and machinery and represents an additional constraint on productive use of that part of the Site.

The Site is bordered on three sides by existing urban or residential activities, including established Havelock North residential development, the James Wattie Retirement Village and the developing Iona neighbourhood. AgFirst identifies these existing sensitive land uses as a further constraint on the intensification of primary production activities, particularly where crop protection, agrichemical spraying or other intensive horticultural practices would be required.

5.9 Contamination

A Detailed Site Investigation (DSI) and Remediation Action Plan (RAP) have been prepared by AgFirst and included in **Appendix 15 and 16**, which draws on contamination investigations undertaken across the Site between 2020 and 2026. A summary of these previous investigations is provided in Appendix A of the RAP.

The Site has historically been used for rural residential, horticultural and pastoral activities, including orchard use and agrichemical application, along with activities associated with existing and former rural buildings. These activities have resulted in localised areas of soil contamination across the Site.



Site investigations have identified four discrete areas of contamination, comprising approximately 12,556 m² or 3.7% of the development footprint. These include:

- lead-impacted soils surrounding the villa at 92 Middle Road;
- lead-impacted soils surrounding the woolshed at 108 Middle Road;
- arsenic and lead contamination associated with the former woolshed race and holding pens at 108 Middle Road; and
- arsenic-impacted soils across part of the former orchard at 139 Te Aute Road.

The identified contamination is generally confined to discrete areas and the surficial soil layers, although contamination associated with the former woolshed race extends to greater depth.

At 139 Te Aute Road, previous investigations also identified a localised occurrence of asbestos-containing material within the former orchard area. The material was recorded at a low concentration and was assessed as compliant with the applicable residential asbestos-in-soil guideline.

5.10 Built Form and Archaeology

An Archaeological Assessment prepared by CFG Heritage (**Appendix 17**) identifies that the villa located within the Site is most likely of 20th century origin. A separate villa at 84 Middle Road, immediately adjoining the Site to the northeast, may date from the 19th century, although this cannot be confirmed from the available records. No surface evidence of associated archaeological features was identified during the site inspection.

CFG considers there to be a moderate likelihood of pre-1900 historic archaeology surviving in the vicinity of the villas, including features such as wells, rubbish pits, utilities and outbuildings. Conversely, CFG considers there is no reasonable cause to suspect that pre-European Māori archaeology is present within the Site.

5.11 Transport Network & Rooding

The Site is bordered by Middle Road along its southeastern boundary and Te Aute Road along part of its northwestern boundary. Both roads are identified as Primary Collector Roads within the Hastings District rooding hierarchy and provide important connections between the Site, the wider Havelock North urban area and the town centre.

Middle Road is a two-lane road extending along the full southeastern boundary of the Site. Along the Site frontage, the road retains a predominantly rural character and does not currently include a footpath. The opposite side of the road has been urbanised and includes kerb and channel, pedestrian facilities and cycling infrastructure. North of Breadalbane Road, on-road cycle lanes are provided, while further southwest these transition to a shared path on the opposite side of the road.

Te Aute Road is also a two-lane Primary Collector Road and forms part of the northwestern boundary of the Site. Along the Site frontage, the road remains rural in character, with no footpath, and an open swale drain. The opposite side is more urbanised and includes kerb and channel and a shared path that connects into the wider pedestrian network toward the Havelock North town centre.

Walking and cycling facilities directly adjoining the Site are therefore currently limited along both road frontages. However, the existing facilities on the opposite sides of Middle Road and Te Aute Road connect into the wider Havelock North active mode network. Informal walking tracks are also present along the Herehere Stream.

Further detail on the existing transport environment is provided in the Integrated Transport Assessment (ITA) prepared by Flow Transportation Specialists Ltd (**Flow**) (**Appendix 18**).

5.12 Existing Infrastructure

The civil infrastructure within and surrounding the Site is described in the Woods Infrastructure Report (**Appendix 19**) and shown on the Civil Engineering Drawings (**Appendix 7**).



Public wastewater, water supply and utility infrastructure is established within the surrounding road network, including Middle Road, Te Aute Road and Upham Street. The Site also contains a number of existing stormwater and drainage features.

The principal existing infrastructure and drainage features are shown on the Existing Features Plan (Drawing P25-496-00-0020-GE) and are described further below.

5.12.1 Wastewater

The existing dwellings on the site are not currently connected to the council wastewater network. Public wastewater infrastructure is located immediately adjacent to the Site. A 225 mm wastewater pipeline extends along the northern boundary of the Site, beyond the Herehere Stream, and services the residential area to the north before continuing toward the Anderson Park Wastewater Pump Station.

The Breadalbane WWPS is located within Middle Road along the southeastern boundary of the Site, opposite Breadalbane Road. The pump station receives wastewater from existing residential areas to the northeast and southeast via gravity networks and discharges to the northeast through an existing 250 mm rising main.

The Breadalbane WWPS and existing wastewater network are shown on the Existing Features Plan (Drawing P25-496-00-0020-GE) and Wastewater Drainage Layout Plan (Drawing P25-496-00-4000-DR).

5.12.2 Stormwater

Stormwater across the Site is drained predominantly through a network of open drains. The Pomeroy Drain and Bake Drain extend through the Site and discharge to the Herehere Stream, while the Gilpin Drain extends through the southern portion of the Site and ultimately discharges to the Karamū Stream. A number of smaller farm drains are also present across the Site.

Existing piped stormwater infrastructure within Middle Road also discharges into the Site through a 750 mm pipe at the upstream end of the Pomeroy Drain. This network services parts of Middle Road and existing residential areas to the east of the Site.

The existing Iona Pond is located within the southern portion of the Site and provides stormwater detention for the adjoining Iona development. The pond discharges to the upstream end of the Gilpin Drain.

These existing drainage features and stormwater infrastructure are shown on the Existing Features Plan (Drawing P25-496-00-0020-GE) and associated Civil Engineering Drawings (**Appendix 7**).

5.12.3 Water Supply

Public water supply infrastructure is located within both Te Aute Road and Middle Road.

A 250 mm watermain is located within Te Aute Road opposite the northern part of the Site and forms part of the Waiaroha Pressure Zone. Middle Road contains a number of watermain ranging from 50 mm to 250 mm in diameter, which form part of the Middle Road Booster Zone.

The existing water supply network is shown on the Water Reticulation Layout Plan (Drawing P25-496-00-5000-WR) within the Civil Engineering Drawings (**Appendix 7**).

5.12.4 Utilities

Power and telecommunications networks are available from both Middle Road and Te Aute Road.



Unison⁵ has confirmed that the Site can be serviced from the existing power network from either or both road frontages. Tuatahi First Fibre has similarly confirmed that telecommunications fibre can be extended to the Site from either Te Aute Road or Middle Road.

5.13 Flooding

The existing flood environment is described in the Woods Infrastructure Report and supporting stormwater assessments (**Appendix 20**).

The Site is low-lying relative to Middle Road and Te Aute Road, with ground levels falling toward a central low point where ponding and stormwater runoff occurs. Flood modelling undertaken by Woods identifies that nearly the full extent of the Site is within the 1 in 100-year ARI floodplain. Flooding adjacent to Middle Road is generally absent or less than 0.1 metres deep, while inundation toward the Te Aute Road side of the Site is generally between approximately 0.2 and 0.7 metres.

Existing localised flooding is also identified in the surrounding area, including along Upham Street to the north of the Herehere Stream and on rural properties to the south.

The existing drainage features and receiving environments are shown on the Existing Features Plan (Drawing P25-496-00-0020-GE) within the Civil Engineering Drawings (**Appendix 7**).

5.14 Stormwater & Drainage

A Stormwater Management Plan (**SWMP**) has been prepared by Woods (**Appendix 20**), which describes the existing stormwater network, drainage catchments and receiving environments associated with the Site. The Site generally comprises two drainage catchments. The larger northern portion drains to the Herehere Stream via the Bake and Pomeroy drains, while the southern portion drains west via the Gilpin Drain, beneath Te Aute Road and ultimately to the Karamū Stream. The Bake, Pomeroy and Gilpin drains are managed by HBRC as artificial stormwater drainage assets.

The Herehere Stream is the principal receiving environment for the northern part of the Site and joins the Karamū Stream. Approximately 275 m of the stream flows along the northeastern boundary of the Site. The stream is deeply incised in this location and its margins are predominantly covered by exotic vegetation and grass. While highly modified, its rocky substrate provides instream habitat and its overall ecological value has been assessed as moderate (refer to the Ecological Report in **Appendix 11**).

The existing drains also receive flows from upstream areas, including adjacent rural land and existing urban development on the southern side of Middle Road. An existing stormwater pond is located on 148 Middle Road and services the CDL Iona development to the south. Consented works undertaken at 148 Middle Road during 2025 and 2026 have included construction of a detention basin associated with this infrastructure.

5.15 Ecology

An Ecological Assessment has been prepared by Boffa Miskell Limited (**Boffa Miskell**) (**Appendix 11**). Boffa Miskell identifies the terrestrial habitats across the Site as having generally low ecological value and providing limited habitat for indigenous fauna.

The Herehere Stream, which extends along the northern boundary of the Site, is the principal ecological feature and freshwater habitat associated with the Site. The stream provides habitat for a range of freshwater species and connectivity to the Karamū Stream downstream.

No natural inland wetlands were identified within the Site.

⁵ Local owner and manager of electricity lines in Hawke's Bay



5.15.1 Vegetation

Vegetation across the site is predominantly exotic. The majority of the site comprises exotic pasture grasses, with scattered mature willow, poplar and eucalyptus trees. Shelterbelts and other planted vegetation are also present around the horticultural block at 139 Te Aute Road and along parts of the Site boundaries.

Vegetation associated with the existing dwellings comprises predominantly exotic specimen and fruit trees, garden planting and a small number of native trees. Notable native trees include a large mānuka at 148 Middle Road and a large tōtara at 92 Middle Road. Overall, Boffa Miskell assesses the terrestrial vegetation as having low indigenous biodiversity value.

5.15.2 Presence of Fauna

The modified farmland and vegetation provide limited habitat for indigenous terrestrial fauna. No native lizards were identified during hand searching or tracking tunnel surveys, and Boffa Miskell considers the Site unlikely to support native lizard populations.

A number of mature trees within the Site contain features that could provide potential bat roost habitat. However, the nearest recorded long-tailed bat occurrence is approximately 9 kilometres west of the Site, and Boffa Miskell considers long-tailed bats unlikely to use the Site for roosting or foraging.

The pasture, trees and shrubs provide some habitat for birds, with native species expected to occur across the Site in relatively low numbers. The Site is considered unlikely to provide habitat for threatened bird species, although some species may pass through the area.

The artificial drains within the Site also provide aquatic habitat and may support native freshwater fauna, including shortfin eel.

5.15.3 Herehere Stream

The Herehere Stream adjoins approximately 275 metres of the northern boundary of the Site and connects with the Karamū Stream downstream. Boffa Miskell identifies the stream as a highly modified watercourse with relatively low ecological health indicators, but with Moderate overall ecological value.

The stream has a rocky substrate that provides instream habitat and fish cover. Recorded freshwater species include common bully, īnanga and shortfin eel, while more recent investigations have identified a wider range of fish and freshwater crayfish within the stream system. Mana whenua have also identified the presence of tuna within the Herehere Stream and the importance of protecting and improving freshwater habitat.

Riparian vegetation along the Site boundary is predominantly exotic rank grass and weeds, with a small cluster of mature pine trees toward Te Aute Road. The vegetation provides some filtration and bank stabilisation but generally provides limited stream shading.

5.16 Cultural Values

The Site forms part of the wider Heretaunga cultural landscape which has longstanding significance to mana whenua. Waterways are a particularly important component of this landscape, with the Karamū Stream and its tributaries historically supporting mahinga kai and wider cultural and spiritual relationships with freshwater. The Herehere Stream, which adjoins the northern boundary of the Site, forms part of this connected freshwater system. The wider cultural context also includes the historical association of the area with the former Karanema Reserve.

A Cultural Impact Assessment (CIA) has been prepared on behalf of Tamatea Pōkai Whenua (**Appendix 21**). The CIA provides a detailed account of the cultural history and values associated with the Site and surrounding environment and identifies the Herehere Stream and wider Karamū catchment as key cultural features, particularly in relation to water quality, mauri, mahinga kai and freshwater health. These values provide the principal cultural context for the Site and are addressed further in the cultural effects assessment in Section 13.8.



5.17 Surrounding Environment and Adjacent Land uses

The Middle Road Project is located on the southwestern edge of Havelock North and occupies a transitional space between established residential neighbourhoods and the surrounding rural environment. The surrounding environment comprises a mix of residential, community and rural land uses. The LEA (**Appendix 10**) describes the site as having an edge of settlement location with a peri-urban character.

The site is located approximately 900m from the Havelock North Village Centre and is in close proximity to existing residential neighbourhoods, schools, retail and community facilities, with connections to the wider walking, cycling and road networks. The surrounding urban area has expanded over time through successive residential development, including the adjoining Iona residential development immediately southeast of the site.

The surrounding environment of the site is illustrated in **Figure 3** below. For the purposes of describing the receiving environment and assessing environmental effects, the neighbouring properties have been grouped into three interface categories based on their relationship with the Project:

- Urban interfaces;
- Mixed rural interfaces; and
- Open rural interfaces.

Established residential development is located to the northeast of the site beyond the Herehere Stream, with the Iona Development and existing residential neighbourhoods located to the southeast. The Ryman James Wattie Retirement Village is located to the northwest across Te Aute Road. Rural-residential and larger lot rural properties are located to the southwest, while the McKenna Block forms a separate rural residential landholding immediately northeast of the site.

Consultation with adjoining landowners has occurred throughout the preparation of the application. Feedback received through this process has informed aspects of the proposal, particularly the design of boundary interfaces, landscape treatment, access arrangements and other site-specific responses. Further details of the consultation undertaken is provided within the Consultation Report (**Appendix 9**).

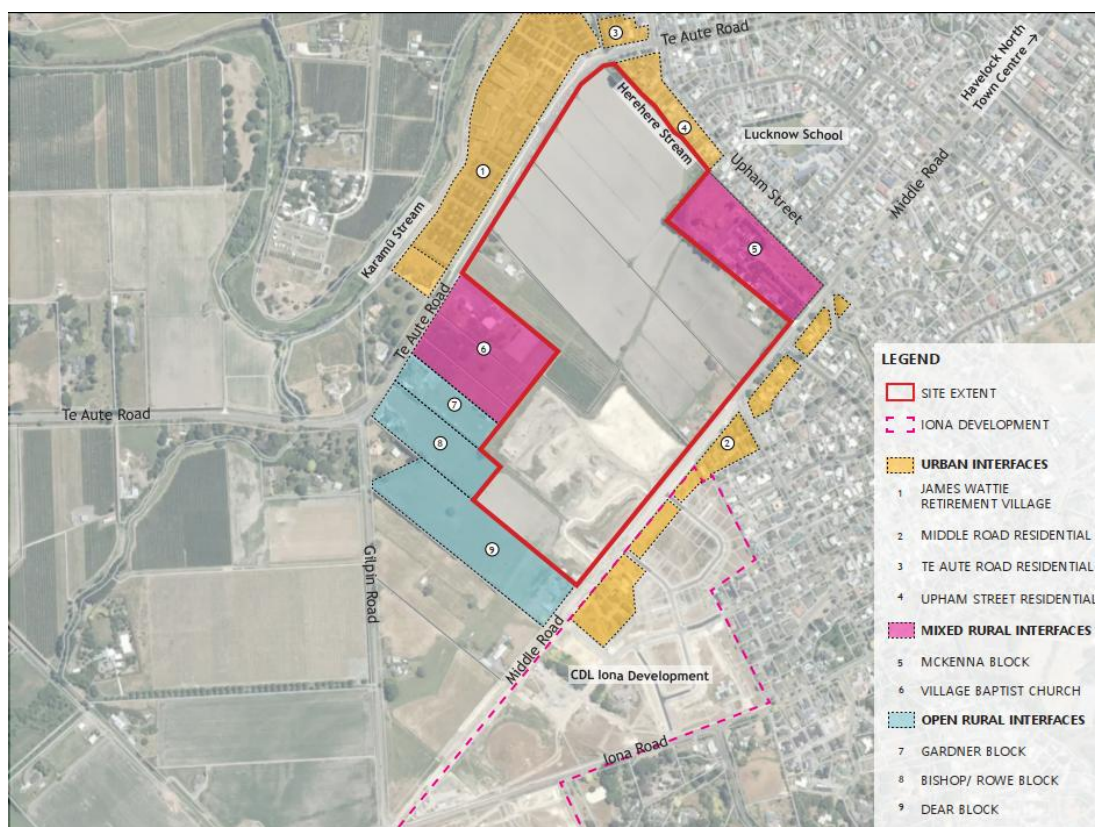


Figure 3: Adjacent Landholding Interfaces

5.17.1 Urban Interfaces

The urban interfaces comprise the residential neighbourhoods and urban activities located to the northwest, northeast and southeast of the site. These areas are characterised by established and developing residential development, community facilities, urban infrastructure and public roads. The urban interface includes:

- Ryman's James Wattie Retirement Village;
- established residential properties along Middle Road;
- established residential properties along Te Aute Road;
- established residential properties along Upham Street; and
- the adjoining Iona residential development.

Ryman's James Wattie Village is located across Te Aute Road to the northwest and comprises a comparatively high density environment, including single story villas and two to three storey serviced apartments. Residential properties along Upham Street are located beyond the Herehere Stream to the northeast, while the existing and developing Iona residential area is located to the southeast on the opposite side of Middle Road.

Collectively, these properties represent the established urban edge of Havelock North. The surrounding urban environment provides access to a range of community facilities, including the Havelock North Village Centre, Lucknow School, nearby secondary schools, retirement living, neighbourhood retail, public transport services, and established walking and cycling connections.

5.17.2 Mixed Rural Interfaces

The mixed rural interfaces comprise neighbouring properties that retain a rural or rural-residential character, or accommodate community activities and are located immediately adjoining the site. These properties include:



- the McKenna Block; and
- Village Baptist Church.

The McKenna Block comprises approximately 3.1 hectares and has recently been subdivided into two parcels of 3,025m² and 2.84ha. The blocks are characterised as rural-residential containing established buildings, a guest house, together with mature trees, particularly along site boundaries.

The Village Baptist Church occupies three land parcels to the west of the Site and contains a number of single-storey buildings, associated car parking and undeveloped land. The boundary with the site is predominantly defined by established shelter planting.

Together, these properties occupy a transitional position between the established urban area and the wider rural environment. The McKenna Block and Village Baptist Church therefore form a mixed interface between the more established residential environment of Havelock North and the rural and rural-residential land to the southwest of the site.

5.17.3 Open Rural Interfaces

The open rural interfaces comprise three rural lifestyle properties adjoining the southern and southwestern portions of the site. These properties form part of the wider rural environment surrounding Havelock North and are characterised by open pastoral landscapes, rural dwellings, associated outbuildings, pasture and established vegetation.

The open rural interface includes:

- the Dear property at 150 Middle Road;
- the Bishop/ Rowe property at 169 Te Aute Road; and
- the Gardner property at 167 Te Aute Road.

These landholdings generally comprise larger rural-residential properties containing a single dwelling and associated outbuildings located toward the road frontage, with the balance of the land grassed and primarily used for grazing. The Urban Design Assessment (**Appendix 22**) notes that none of the three properties are commercially farmed with the land instead accommodating homesteads and pasture for grazing.

The Dear property has an existing land drain along part of the shared southern boundary, while the boundaries with the Bishop/ Rowe and Gardner properties are generally defined by post and wire fencing.

5.17.4 Wider Havelock North Environment

At a wider scale, the site forms part of Havelock North's south-western urban edge, where established urban development, recent residential expansion and rural land uses converge. The wider Havelock North environment is predominantly characterised by low density residential and rural-residential development, with more recent residential growth occurring around the outskirts of the settlement, including the Iona area.

The site is supported by the wider urban network, including local schools, retirement living, neighbourhood services, public transport, and walking and cycling connections. Middle Road and Te Aute Road provide direct connections between the site, the Village and the wider Havelock North road network.

The surrounding context is shown on **Figure 4** and in within the Urban Design Report in **Appendix 22**.

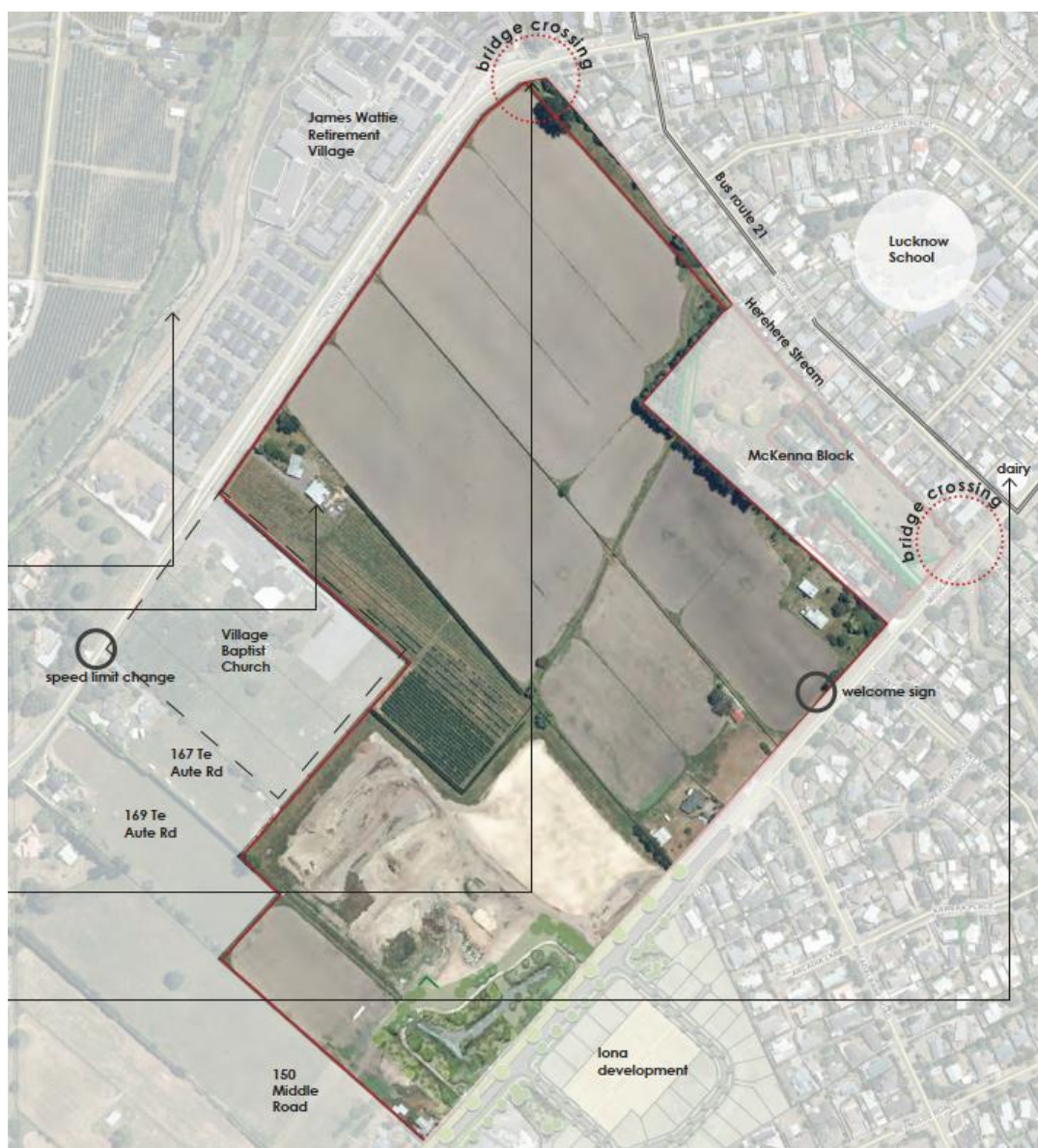


Figure 4: Surrounding Context (Source: Appendix 22)

5.18 Owners and Occupiers of Land Adjacent to the Site

In accordance with schedule 5, clause 5(1)(d) of the FTAA, a list of the owners and occupiers of land adjacent to the site has been included in **Appendix 6**.



6.0 Proposal

This section of the Application sets out the key elements of the proposal provided in accordance with clause 5(1)(a) of Schedule 5 and clause 2(1)(f) of Schedule 8 of the FTAA. Approval is sought through this Application under Section 42(4) of the FTAA for a resource consent that would otherwise be applied for under the RMA and for an archaeological authority that would otherwise be applied for under the Heritage New Zealand Pouhere Taonga Act 2014.

The Middle Road Project is within the scope of the Project approved for referral under the FTAA and is consistent with the proposal described in the Referral Application. The project scope anticipated a master-planned residential development over approximately 33.7 ha, comprising approximately 300–350 residential lots for future housing construction, together with supporting transport and three waters infrastructure, stormwater management and riparian enhancement.

The proposal that is the subject of this substantive application gives effect to the Referred Project, with the detailed design and supporting technical assessments further developed through the substantive application process.

6.1 Project Overview

The Middle Road Project facilitates the development of 317 lots, providing additional housing capacity to Havelock North and the Hawke's Bay region. The Project is supported by an integrated roading, cycling and pedestrian transport network, three waters infrastructure and open space, stormwater management designed in accordance with best-practice treatment and attenuation principles, and riparian enhancement of the Herehere Stream.

The Project proposes a natural extension of the existing urban environment of Havelock North, while providing an appropriate transition to the rural land adjoining the southern edge of the Site.

A copy of the Middle Road Masterplan has been included in **Appendix 30**, and in Figure 5 below.



Figure 5: Subdivision/Master Plan (Source: Appendix 30)

The Project will comprise two phases of development:

- **Phase 1:** The first phase will deliver the residential subdivision (**Figure 6**) of the land by CDL. The residential subdivision and bulk earthworks phase will create 317 residential lots (with an average lot size 497m²), drainage reserves, roads, and accessways to vest, private JOALs, bulk earthworks landform modification, infrastructure provision, extensive landscaping and riparian enhancement, and external boundary fencing.



- **Phase 2:** The second phase of development will deliver the residential built form in accordance with the planned development framework established for the site. CDL's build partners/future lot owners will deliver this phase of development, that involves house construction on individual lots and include vehicle access, parking, landscaping, and fencing.

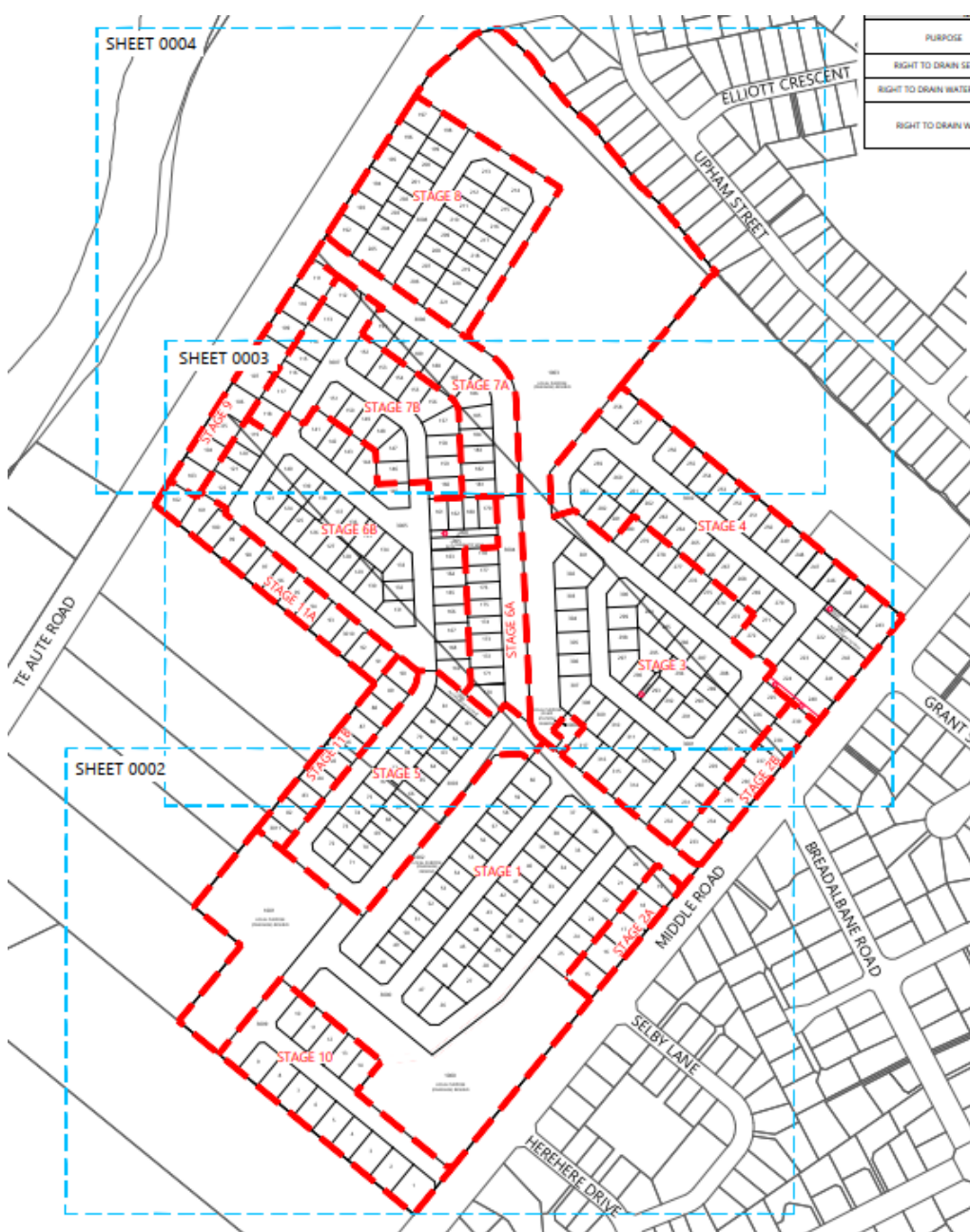


Figure 6: Scheme Plan for the Middle Road Project (Source: Woods, Appendix 7)

6.2 Development Design Objectives

Delivering a well-functioning urban environment has been a core objective of the Middle Road Project. With an underlying rural zoning and existing land uses on adjacent sites, the proposal has been carefully designed to respond to key site constraints, integrate with the existing urban area, and manage the rural–urban interface.

The opportunities and constraints across the Site were identified at the outset of the Middle Road Project (refer **Figure 7** and **Figure 8**). The proposed site layout and development has been shaped through a collaborative design process across the project team. This process identified clear design

objectives to guide the development and informed a set of responses to site-specific constraints and interfaces. The current scheme is considered the most appropriate and balanced response to the site's location, context, and development potential (refer **Figure 1**).

Section 6.2.1 sets out the key urban design objectives, and Section 6.2.2 sets out the primary site interface constraints and how these have been addressed through the proposal. These sections should be read in conjunction with the Urban Design Assessment (**Appendix 22**).

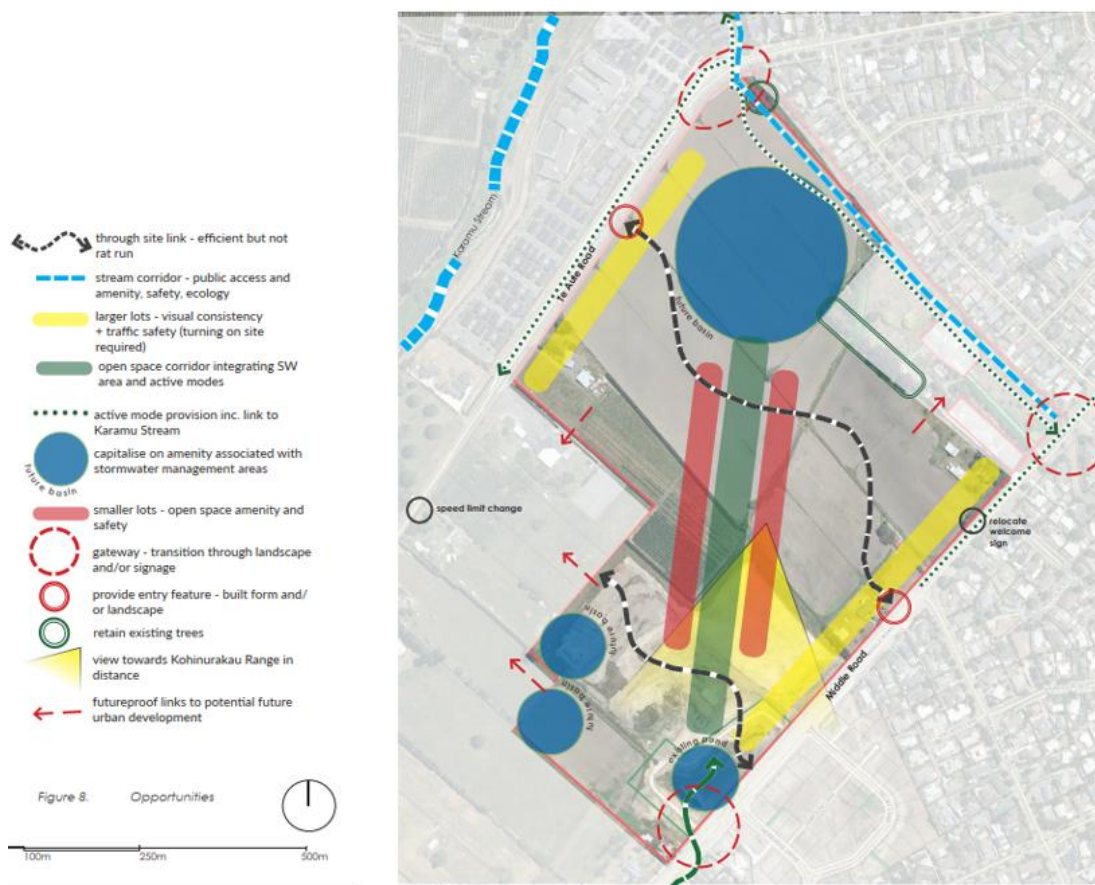


Figure 7: Middle Road Site Opportunities (Source: Appendix 22)

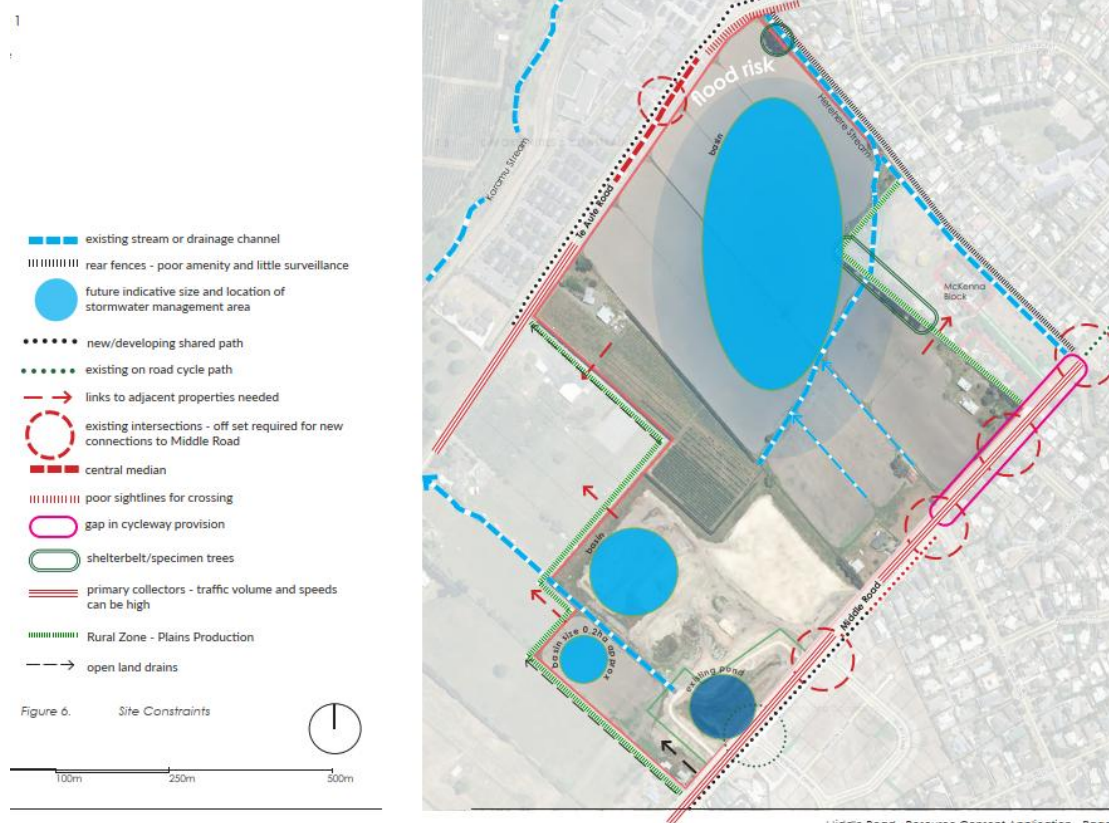


Figure 8: Middle Road Site Constraints (Source: Appendix 22)

6.2.1 Urban Design Objectives

The design objectives that have guided the Middle Road Project are outlined in the Urban Design Assessment (**Appendix 22**) and summarised in **Table 7** below.

Table 7: Design Objectives

Theme	Design Objectives
Urban Form & Integration with the Surrounding Environment	- Balance yield with national imperatives for higher residential density and the site's surrounds and location at the edge of the urban area. - Promote integration with the existing adjacent urban structure and enable a connected urban form with adjoining land if it urbanises in the future.
Movement & Connectivity	- Promote connections across all transport modes, prioritising walking and cycling. - Encourage walking and cycling to school and adjacent public open spaces through safe and attractive routes/links. - Promote cycling on Te Aute and Middle Road by accommodating a shared path (to extend the existing one) and adopting boundary/fencing controls to support cyclist safety.
Landform, Function & Open Space	Undertake necessary earth modification and minimise secondary earthworks needed for housing development.



Theme	Design Objectives
	• Efficiently accommodate necessary stormwater management and overland flow paths and promote multi-functional open spaces. • Establish clear ownership, safety and maintenance of open spaces, and enable passive use of stormwater management areas. • Create high amenity spaces within the public realm through landscaping of public areas including road reserves, pedestrian accessways, and drainage reserves.
Housing Choice & Amenity	• Provide a variety of site sizes, promoting diversity of dwelling type/design as well as a range of price-points. • Adopt a block orientation and dimensions that promote good solar access in private indoors and outdoor spaces. • Maximise opportunities for street trees to provide amenity and reduce urban heat.

6.2.2 Design Responses to Key Site and Interface Constraints

The design responses to key site and interface constraints are summarised in **Table 8** below.

Table 8: Design Response to Site Constraints/Interfaces

Site Constraint / Interface	Design Response
Flood Risk & Stormwater Management	• Integrate stormwater management within the public open space network to provide for detention, conveyance and recreation. • Establish public/vested drainage reserves through the site to manage stormwater while contributing to neighbourhood amenity and connectivity.
Open Space / Drainage Reserve Interface	• Provide road frontage along parts of the corridor to improve public access, activation and passive surveillance. • Where residential lots back onto publicly accessible reserves, use lot orientation, fencing and landscaping controls to maintain passive surveillance while providing appropriate residential privacy.
Herehere Stream Interface	• Enhance the Herehere Stream corridor through riparian planting, public open space and a recreational pathway. • Improve streambank stability and mitigate erosion through regrading and planting of the proposed batters, together with erosion control at the stormwater outlet.
Open Rural Interface - Dear property, Bishop/Rowe property, and Gardner property	• Provide larger and deeper residential lots along the southern boundary to increase separation from adjoining rural properties. • Use drainage reserves, level changes, planting and boundary fencing to provide an appropriate transition between urban and rural land uses. • Maintain opportunities for future integration through a road connection should the Open Rural Interface properties be developed in the future
Mixed Rural Interface - McKenna Block	• Provide medium and larger lots along the adjoining boundary to increase separation between existing and proposed dwellings.



Site Constraint / Interface	Design Response
	Maintain opportunities for future integration should the McKenna Block be developed in the future through a road connection.
Mixed Rural Interface - Village Baptist Church	- Retain the existing drain solely to service the Church property and hydraulically separate it from the Middle Road stormwater network. - Provide deeper residential lots and fencing to maintain privacy and separation between the two properties. - Maintain opportunities for future integration should the Village Baptist Church be developed in the future through a road connection.
Urban Interface	- Lots which adjoin either the adjacent primary arterials (Te Aute Road and Middle Road) are larger/longer to better accommodate either vehicle turning on site and/or landscape planting. - Extend the urbanisation of Middle Road along the site boundary including the provision of a pedestrian bridge enabling the extension of the footpath along the Middle Road frontage of the site. - Extend the urbanisation of Te Aute Road along the site boundary.

6.3 Subdivision Layout & Design

This section of the Application and the subdivision scheme plans prepared by Woods (included in the Civil Drawings set at **Appendix 7**) are provided in accordance with clause 8(1) of Schedule 5 of the FTAA with respect to the information required for subdivision consent.

6.3.1 Subdivision Overview

The lots to be created through the subdivision are identified on the Scheme Plans in **Appendix 7** and summarised in **Table 9** below. Overall, the subdivision will create 317 residential lots, eight (8) Local Purpose Reserves (for drainage, accessways, and a pump station), along with three (3) JOALs, and twelve (12) Roads to vest.

Table 9: Overview of Lots to be created through subdivision

Lot Type	Lot #s	Lot Sizes	Ownership	Purpose
Residential Freehold	1 - 317	15.7554 ha	Private	Subdivision to create vacant lots for residential development
Local Purpose (Drainage) Reserve	1000, 1001, 1002 & 1003	7.4981 ha	Vest with Hastings District Council	Subdivision around the stormwater device
Local Purpose (Accessway) Reserve	1005, 1006, 1007	0.1669 ha	Vest with Hastings District Council	Subdivision around the public accessways
Local Purpose (Pump Station) Reserve	1004	0.00421 ha	Vest with Hastings District Council	Subdivision around the wastewater pumping station



Lot Type	Lot #s	Lot Sizes	Ownership	Purpose
JOAL	2000, 2001 & 2002	0.0649 ha	Held in undivided shares by the owners of the respective lots that are accessed via the JOAL	Provide legal, pedestrian and vehicle access to lots that do not front onto a public road
Roads to Vest	3000 - 3011	7.1632 ha	Vest with Hastings District Council	Expansion of the existing street network to service the development

6.3.2 Subdivision Staging

The subdivision will be carried out on a staged basis as identified in the Scheme Plan and summarised in **Table 10** below.

The subdivision will be delivered across 11 stages, with some stages divided into sub-stages. Stage 1 will be completed first to establish the key stormwater, wastewater and water supply infrastructure required to support later stages. Subsequent stages may then proceed sequentially or concurrently, depending on the availability of the necessary supporting infrastructure.

Conditions of consent have been included that address the subdivision staging and sequencing⁶ (**Volume 3**).

Table 10: Staging of Subdivision

Stage	Lot Type	Lot Numbers
1	Residential Freehold	Lots 20 - 60
	Local Purpose (Drainage) Reserve	Lots 1000 - 1002
	Local Purpose (Pump Station) Reserve	Lot 1004
	Road to Vest	Lot 3000
2A	Residential Freehold	Lots 15 - 19
2B	Residential Freehold	Lots 233 - 239
3	Residential Freehold	Lots 225 – 232, 273 – 280, 284 - 317
	Local Purpose (Drainage) Reserve	Lot 1003
	JOAL	Lot 2001

⁶ Condition 14



Stage	Lot Type	Lot Numbers
	Road to Vest	Lot 3001
4	Residential Freehold	Lots 222 – 224, 240 – 272, 281 - 283
	Local Purpose (Accessway) Reserve	Lot 1007
	JOAL	Lot 2002
	Road to Vest	Lot 3002
5	Residential Freehold	Lots 61 – 81
	Local Purpose (Accessway) Reserve	Lot 1006
	Road to Vest	Lot 3003
6A	Residential Freehold	Lots 170 - 178
	Road to Vest	Lot 3004
6B	Residential Freehold	Lots 119 – 145, 161 – 169, 179 - 180
	Local Purpose (Accessway) Reserve	Lot 1005
	JOAL	Lot 2000
	Road to Vest	Lot 3005
7A	Residential Freehold	Lots 181 - 191
	Road to Vest	Lot 3006
7B	Residential Freehold	Lots 112 – 118, 146 - 160
	Road to Vest	Lot 3007
8	Residential Freehold	Lots 192 - 221
	Road to Vest	Lot 3008
9	Residential Freehold	Lots 103 - 111



Stage	Lot Type	Lot Numbers
10	Residential Freehold	Lots 1 - 14
	Road to Vest	Lot 3009
11A	Residential Freehold	Lots 91 - 102
	Road to Vest	Lot 3010
11B	Residential Freehold	Lots 82 - 90
	Road to Vest	Lot 3011

6.3.3 Proposed Record of Title Limitations

Limitations will be included on the RoT for the proposed residential lots to manage the effects of future development and ensure built outcomes are consistent with those anticipated by this application. RoT limitations will be established through Consent Notices, Covenants, and Easements, with wording of the restrictions set out in the proposed Conditions Suite. **Table 11** below provides an overview of the limitations to be imposed.

Table 11: Overview of Proposed RoT Limitations

Limitation	Mechanism	Purpose	Lots Affected
Geotechnical ⁷	Consent Notice	Future buildings are to be in accordance with the Geotechnical Investigation Report (GIR) or Geotechnical Completion Report (GCR)	1 - 317
Stormwater Management ⁸	Consent Notice	(a) Future impervious areas shall be managed in accordance with the requirements of the SWMP. Maximum impervious surface area of 60% of the net site area allowed on each lot. (b) All roof surfaces shall be constructed from inert materials or painted with non-metal based paint and thereafter maintained in good order.	1 - 317

⁷ Condition 64

⁸ Condition 65



Limitation	Mechanism	Purpose	Lots Affected
Fencing ⁹	Consent Notice	Fencing to be designed and constructed in accordance with the site-wide fencing strategy.	1 - 317
Interface Fencing ¹⁰	Consent Notice	All rear yard fencing must be retained and maintained to provide for continuous rear boundary treatment for the site and to respond to the boundary interface.	1-9, 82-102, 243-258
Reserve Adjacent Fencing ¹¹	Consent Notice	Fencing to be retained and maintained to provide for continuous reserve boundary treatment.	10-15, 25, 48-60, 197-198, 258, 301-307.
On-site vehicle manoeuvring ¹²	Consent Notice	Require on-site manoeuvring for lots fronting Middle Road and Te Aute Road.	1, 15-19, 102-111, 192-197, 233-242
On-site vehicle manoeuvring ¹³	Consent Notice	Require on-site manoeuvring for rear lots.	101, 243, 294, 295
Residential Development Lot Type 1 – General Residential Zone ¹⁴	Consent Notice	Construction of dwellings to be in accordance with development standards of the GRZ along with additional bespoke landscaping standards.	1–27; 31–48; 52–56; 59–61; 71–114; 117–119; 122–123; 126–127; 130–160; 163–170; 185–198; 201; 204–273; 276–279; 282–288; 291; 294–317
Residential Development Lot Type 2 – MDRZ Zone ¹⁵	Consent Notice	Construction of dwellings to be in accordance with development standards of the MRZ.	28–30; 49–51; 57–58; 62–70; 115–116; 120–121; 124–125; 128–129; 161–162; 171–184; 199–200; 202–203; 274–275; 280–281; 289–290; 292–293
Vehicle Access Restriction ¹⁶	Consent Notice	Enable vehicle access to be located closer than 15m to an intersection.	JOAL 2000, 113-115, 117-119, 130, 166-170, 187-189, 223-225, 228-230,

⁹ Condition 66

¹⁰ Condition 67

¹¹ Condition 68

¹² Condition 69

¹³ Condition 70

¹⁴ Condition 71 and 72

¹⁵ Condition 73

¹⁶ Condition 74



Limitation	Mechanism	Purpose	Lots Affected
			259-261, 278-280, 301, 312, 317, 1004.
Vehicle Crossings onto Te Aute Road ¹⁷	Consent Notice	To ensure vehicle crossings onto Te Aute Road do not impact the existing conveyance channel.	102-111, 192-197
Plains Production Permitted Activities Restriction ¹⁸	Consent Notice	To restrict plains production zone permitted activities from being carried out on the residential lots created through the subdivision.	All lots
No Complaints ¹⁹	Covenants	To manage potential reverse sensitivity effects between the proposed residential use of the site, and existing rural zoned land and associated activities. Future residents cannot complain about the effects of activities undertaken as of right in the Plains Production zone	1-9, 82-102, and 243-258
No Complaints ²⁰	Covenants	To manage potential effects relating to the operation and maintenance of the proposed WWPS, and the ongoing maintenance and operation of the existing Breadalbane Wastewater Pump Station.	236, 237, 307-309, and 317
Future Transition to Urban Zoning ²¹	Consent Notice	Addresses a scenario of rezoning to urban in the future.	1 - 317

6.4 Future Residential Development

Following subdivision, residential development of the future lots will occur in accordance with the applicable residential zone standards identified through this Application. This will provide the planning framework for future dwelling construction and associated works, including access, parking, landscaping and fencing.

The Site is currently zoned Plains Production Zone under the HDP, which does not provide for the proposed urban residential development. As part of this Application, resource consent is therefore sought to apply the relevant Havelock North General Residential Zone and Medium Density Residential

¹⁷ Condition 75

¹⁸ Condition 76

¹⁹ Condition 61

²⁰ Condition 62

²¹ Condition 76

Zone development standards to the future residential lots. These standards will be secured through land use consent conditions²² and consent notices registered on the Records of Title.

The approach is intended to provide a clear and practical pathway for future dwelling development, while ensuring that built form and streetscape outcomes are appropriate to the character of the proposed neighbourhood and its surrounding interfaces. This approach was taken in the Arataki Fast Track application [FTAA-2506-1083].

6.4.1 Design Outcomes & Development Standards

Two lot types (Figure 9) have been proposed through the subdivision, as detailed in the Urban Design Assessment (Appendix 22):

- **Lot Type 1:** applies to the majority of sites in the development and those lots that are 400m² and above. These lots will be subject to the applicable Havelock North General Residential Zone development standards, together with limited additional requirements relating to front yard landscaping and fencing; and
- **Lot Type 2:** applies to a small number of smaller lots located internally within the development. These lots will be subject to the applicable Medium Density Residential Zone development standards, together with additional fencing requirements.



Figure 9: Lot Type 1 and Type 2 Allocation (Woods, Appendix 7)

This approach enables the majority of the development to reflect the established General Residential Zone framework, while providing for a more compact form of development in selected internal locations where smaller lots can be appropriately accommodated.

The additional landscaping and fencing requirements have been targeted to matters that are important to the overall streetscape and interface outcomes of the development. They are intended to ensure appropriate presentation to the street and adjoining properties without introducing an unnecessarily complex or prescriptive design regime.

Lot testing has also been undertaken on a range of representative sites to demonstrate how future dwellings can be accommodated within the proposed standards. This testing is included with the Urban Design Assessment (Appendix 22), and supports the suitability of the proposed lot sizes and development controls.

²² Conditions 71 and 73



Overall, the proposed approach provides for housing choice and flexibility while maintaining a coherent residential character and ensuring that future development responds appropriately to the surrounding suburban and rural interfaces.

6.4.2 Implementation of Development Standards

The applicable development standards will be secured through consent notices registered on the RoT for the future residential lots. These consent notices will identify the relevant residential zone standards and any additional landscaping or fencing requirements applying to each lot type.

Future dwellings that comply with the applicable consent notice requirements will be able to proceed without further land use consent under this approval, subject to the relevant certification and building consent processes. Where a future dwelling does not comply with the applicable standards, separate resource consent will be required unless the activity is otherwise authorised by the District Plan provisions applying to the Site at that time.

Private covenants may also be used by CDL to address additional matters associated with building design, landscaping and neighbourhood presentation. These will operate separately from the statutory consent notice requirements.

Together, the consent conditions, consent notices and any private covenants applied by CDL will provide a clear and proportionate framework for managing future residential development and achieving the intended built form and streetscape outcomes across the Site.

6.4.3 Activities Provided for on Residential Lots

This application also seeks approval for residential activities to be enabled on each lot. These activities are outlined in **Table 12** below.

While the activities align with those typically permitted in the **GRZ** zone, consent is required under the current Plains Production zoning to enable them as of right. Including these activities within the scope of this Application now provides greater certainty to future lot owners and avoids the need to obtain additional consents later.

These activities will be secured through consent notices registered on the Records of Title for the future residential lots.

Table 12: Activities Provided for on Residential Lots

Activity	Rationale for Inclusion
Residential Activities	Enables residential activities to be carried out on the lots.
Residential Building	Enables one residential building to be established per site
Supplementary Residential Buildings	Enables residential accessory building(s) to be established, such as detached garages or garden sheds
Home Occupations	Enables small-scale professions or services to be carried out by residents within their households, including home-based education and care services.
Show Homes	This will enable CDL or its build partners to establish show homes within the Middle Road development. This is likely to occur during the development's early sales period.



Activity	Rationale for Inclusion
Earthworks	Enable earthworks to be undertaken for the establishment of a residential dwelling and ancillary works including retaining walls.
One external advertising device per site associated with a home occupation or showhome	Enables home occupations and showhomes to advertise their services in line with the existing residential zone signage provisions of the HDP.
Network Utility Asset Identification signs and Health and Safety signs.	Enables asset and safety signage to be erected to support maintenance and public safety.

6.4.4 Augier Condition – Plains Production Zone

To ensure alignment with the residential development of the site proposed through this Application, and to avoid future land use conflicts, a condition of consent has been proposed which states that once the s224(c) has been issued in respect of any stage (or combination of stages), the Consent Holder shall not undertake any activities permitted under the Plains Production Zone within the relevant stage in reliance on that zoning if the Plains Production zone is in force at the time²³.

6.4.5 Future Transition to Urban Zoning

It is acknowledged that the Middle Road site may be rezoned in the future to align the underlying zoning with its urban land use. Should urban residential zoning be applied, the proposed development provisions would be superseded by the new zoning rules. A condition of consent²⁴ has been included that addresses a scenario of rezoning to urban in the future.

6.5 Landscaping Design & Implementation

The landscape design for the Middle Road Project has been developed as an integral part of the overall masterplan, with a strong emphasis to create an attractive, family-friendly neighbourhood with trees, planting and quality materials whilst also maximising opportunities for ecological enhancement and creating green spaces throughout the development. The planting, streets and pedestrian connections integrate the new residential area with the existing neighbourhood to the north, east and west and the rural landscape to the south.

The Boffa Miskell Landscape Concept Report included in **Appendix 23** sets out the landscape strategy for the Middle Road Project, along with a Landscape Maintenance Plan (also referred to as a Landscape Management Plan)²⁵ included in **Appendix 24** to guide the implementation of the landscaping within the development.

Overall, approximately 27,160 m² (2.72 ha) of planting is proposed across the Site. A summary of the proposed planting areas is provided in **Table 13** below.

²³ Condition 76

²⁴ Condition 76

²⁵ Condition 25



Table 13: Proposed Planting Areas

Planting Type	Approximate Area
Amenity Planting	1,930 m ²
Batter Planting – Low Plant Mix	16,700 m ²
Batter Planting – Shrub Plant Mix	5,360 m ²
Herehere Stream Riparian Planting	2,950 m ²
Hedges	220 m ²
Total	27,160 m²

6.5.1 Vegetation Removal and Management

The existing trees and vegetation across the Middle Road Site will be removed. All tree removal across the Middle Road Site is a permitted activity under the HDP with the exception of the vegetation located within five metres of the Herehere Stream. All vegetation along the western side of the Herehere Stream will be removed in preparation for re-grading of the bank. This requires restricted discretionary consent under the Regional Plan.

In accordance with the proposed Fauna Management Plan (FMP)²⁶, trees will be checked prior to their removal for any nesting native birds. Further, trees will be checked for potential roosting bats prior to their removal.

Native lizards are considered unlikely to be present on the Site. No lizards were detected during targeted hand searching or tracking tunnel surveys and, accordingly, no active lizard salvage or staged clearance programme is considered necessary. The FMP instead includes an incidental discovery protocol, requiring works to cease locally and a suitably qualified ecologist to be contacted should a native lizard be encountered during construction.

6.5.2 Open Rural Interface Treatment

The rural interface along the southern and southwestern boundaries of the Site has been carefully considered through the subdivision and landscape design. The LEA prepared by Boffa Miskell (**Appendix 10**) recognises that the Site occupies an edge-of-settlement location, with a transition from established residential development to the more open rural landscape to the south and west. The proposed layout and landscape treatment have therefore been designed to provide an appropriate transition between the future residential neighbourhood and adjoining rural land.

Along the southwestern boundary, adjoining 167 and 169 Te Aute Road, the interface is formed by the proposed stormwater reserve rather than residential lots. The existing post and wire fencing will be retained and supplemented by native planting, providing a natural buffer and maintaining a more open rural character along this edge (**Figure 10**).

²⁶ Condition 87

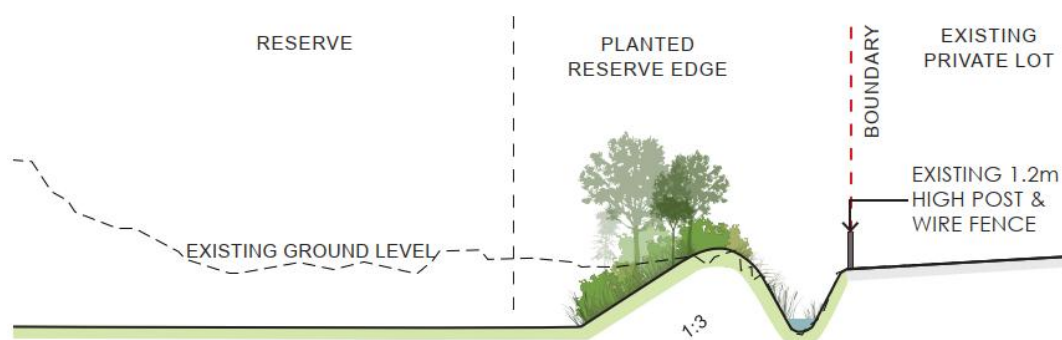


Figure 10: South-Western Boundary Interface (Source: Appendix 23)

Along the southern boundary adjoining 150 Middle Road, the subdivision provides for larger and deeper residential lots to create greater separation from the adjoining rural-residential property (Figure 11). The proposed earthworks form an approximately 5 metre wide batter along this boundary, providing a transition between the finished levels of the residential lots and the adjoining property. While the batter does not operate as a formal building setback, it provides physical separation between the developable portion of the lots and the shared boundary, reducing the likelihood of future built form being located immediately adjacent to the rural edge.

Two fencing treatments are proposed along this boundary. A 1.8 metre closed-boarded timber fence will be provided adjoining Lots 1–4 to provide privacy in the vicinity of the existing dwelling, while a 1.8 metre rural-style open fence will be provided adjoining Lots 5–9 to maintain a softer rural character where the interface is more visible from Middle Road.

An existing farm drain also extends along part of the boundary with 150 Middle Road. The drain will be widened within the Site extent and diverted along the western boundary to connect with the Gilpin Drain. The fencing adjoining Lots 5–9 will initially be set back within the residential lots to maintain access to the drain for maintenance, with the fence able to be relocated along the legal boundary once the drain is no longer required. A consent notice²⁷ is proposed to record and manage this temporary fencing and maintenance access arrangement.

INTERFACE WITH DEAR BLOCK

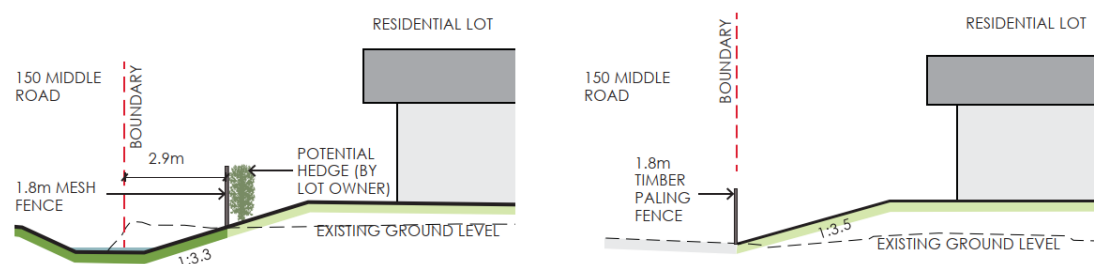


Figure 11: Interface with Dear Block (Source: Appendix 23)

The LEA (Appendix 10) identifies the combination of larger lots along external boundaries, rural-style fencing and coordinated landscape treatment as key measures for integrating the development with its surroundings. These measures will help maintain a sense of openness at the Site edge and provide a clear transition between the proposed residential development and the adjoining rural environment.

²⁷ Condition 67

6.5.3 Mixed-Rural Interface Treatment

The McKenna Block and Village Baptist Church form the two mixed rural interfaces with the Site. Both properties currently retain a rural or semi-rural character but have the potential to form part of the wider urban area in the future. The subdivision layout therefore provides boundary treatments that respond to their existing use while retaining opportunities for future integration.

Along the boundary with the McKenna Block, proposed residential lots are generally medium to large in size and approximately 30 metres deep. A 1.8 metre closed-boarded timber fence will be constructed along the southern part of the shared boundary. Along the northern part of the interface, the proposed stormwater reserve adjoins the McKenna Block and the existing post-and-wire boundary fencing will be retained (**Figure 12**). Existing mature vegetation within the McKenna Block will remain outside the Site and provides additional separation along this part of the boundary.

The subdivision layout also provides for future connections to the McKenna Block should that property be urbanised in the future, enabling the road, pedestrian and open space networks to be extended into adjoining land.



Figure 12: Local Purpose Reserve Interface with McKenna Block (Source: Appendix 23)

Along the boundary with the Village Baptist Church, adjoining residential lots are generally medium to large in size and approximately 30 metres deep. A 1.8 metre closed-boarded timber fence will be provided along the residential interface to provide separation between the proposed lots and the Church property. The subdivision layout also provides for potential future road connections to the Church land should it be developed for urban purposes in the future.

The existing drainage channel along the shared boundary will be retained to continue servicing the Village Baptist Church property. The Middle Road development will be hydraulically separated from this drain, with no stormwater from the proposed residential lots discharging to it. An easement will be established over the portion of the drainage corridor located within the Site in favour of the Village Baptist Church to provide ongoing access for inspection, maintenance and repair. The proposed closed-boarded timber fence will be located outside the easement area so that access to the drain is maintained (**Figure 13**).

INTERFACE WITH BAPTIST CHURCH BLOCK

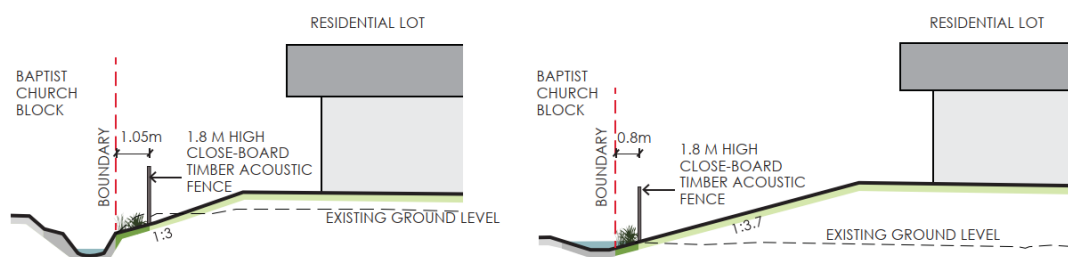


Figure 13: Interface with Baptist Church Block (Source: Appendix 23)

6.5.4 Fencing

Fencing throughout the development is addressed in the Landscape Report (**Appendix 23**) and will be delivered as follows:

- **Phase 1 fencing by CDL:** As part of the Phase 1 land development works, CDL will install fencing along key development interfaces, including boundaries adjoining rural-zoned land, reserve edges, stormwater reserves, on retaining walls over 1m in height, and the proposed wastewater pump station. This fencing will be delivered as part of the coordinated subdivision works to provide consistent treatment of these interfaces.
- **Phase 2 fencing by future lot owners:** Fencing associated with individual residential lots will be installed by future lot owners as part of dwelling construction. This fencing will be undertaken in accordance with the fencing typologies and guidelines shown on the Boffa Miskell Landscape Plans²⁸, which have been developed to support streetscape amenity, passive surveillance and a consistent visual character across the development.

6.5.5 Landscaping of Streetscape & Reserves

Landscaping is proposed within the streetscape, accessways and the Local Purpose (drainage) Reserves as detailed in the Landscape Concept Report (**Appendix 23**). A typical street cross section is provided in **Figure 14** below.

²⁸ Condition 66



Figure 14: Typical Street Cross Section (Source: Appendix 23)

Trees are proposed throughout the development to provide a structure to the network of streets, routes and open spaces. A ‘right tree for the right place’ approach has been taken that sees a mix of native and exotic species being used in locations that suit the scale, form and environmental preferences of the tree.

The Stormwater Reserve at the northern end of the Middle Road site, which will contain a dry basin, has created an opportunity for it to be designed as a multifunctional open space that integrates stormwater management with informal recreational and amenity outcomes. It includes a gently sloped grassed basin with a central flat area suitable for informal passive play when not in flood.

A 2m looped hoggin recreational path network provides walking connections to Te Aute Road and the adjoining pedestrian network. Planting around the reserve includes low native planting, specimen trees and fruit trees, providing landscape structure, seasonal interest and amenity, while riparian planting along the Herehere Stream contributes to ecological enhancement. The perimeter fencing is visually permeable, encouraging passive surveillance and integration with adjoining lots. The reserve is intentionally left unlit at night to limit light pollution and promote use of the safer, well-lit street network.

A ‘green link’ is proposed through the spine of the development, connecting the northern and southern stormwater reserves through a network of vegetated streets, accessways and pedestrian and cycle routes, and extending to the wider “Bull Hill” recreational area within the Iona development. Together, the drainage reserves and associated landscape connections form a connected open space and green infrastructure network through the Site, which also links with the Herehere Stream and wider Karamū Stream network.

The streets and JOALs have predominantly deciduous exotic species, while the stormwater reserve, boundary planting and ‘play along the way’ route features clusters of native trees local to the area.

Landscaping of the streetscape, accessways and reserves will be completed at each stage of development. Conditions of consent have been included that address the delivery of this landscaping prior to the vesting of lots with the District Council²⁹.

²⁹ Conditions 26, 53, 54 and 59

6.5.6 Herehere Stream Riparian Planting

A continuous area of riparian planting is proposed along the southern bank of the Herehere Stream, forming a 10 metre-wide native planting reserve along the Site edge. The planting will complement the proposed stream bank modification works and establish a defined riparian corridor between the stream and the future residential development.

The planting has been designed to respond to the different conditions across the stream bank, with separate water edge, bank face and upper stream bank planting zones. Species will be located according to their tolerance of the respective bank levels and proximity to the stream, with native trees incorporated to provide shade and lower-growing riparian species providing cover and habitat. A pedestrian and maintenance track is also incorporated along the upper bank, providing access while maintaining the planted stream corridor (**Figure 15**).

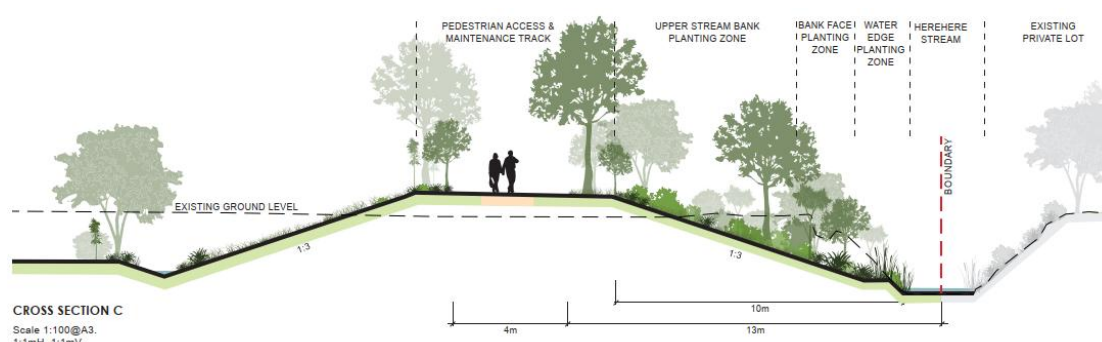


Figure 15: Herehere Stream Cross Section (Source: Appendix 23)

The planting palette has been informed by the Karanema Havelock North Streams Planting Guide 2025 and comprises locally appropriate native species. Species identified for the riparian corridor include tōtara, tī kōuka, kōwhai, lancewood, māhoe and kānuka within the upper bank, together with species such as toetoe, koromiko, harakeke, kahakaha, pūkio and wīwī closer to the stream edge and bank face.

The riparian planting will provide a vegetated transition along the Herehere Stream, assist with bank stabilisation following the proposed regrading works, and improve shading and habitat along the stream corridor.

6.5.7 Play Along the Way

To deliver additional amenity within the Middle Road development, a Play Along the Way route has been identified through the open space network and along the central spine of the development, linking the stormwater reserves, streets and pedestrian connections through the Site. The Urban Design Assessment identifies the Play Along the Way spaces as part of the wider connected open space network, providing opportunities for informal recreation and encouraging residents to move through and engage with these spaces.

The spaces will include elements that have a natural aesthetic, include small sculptures, learning opportunities, playful line marking and alternative routes through planted areas. Examples of these features are identified in **Figure 16** below.

Whilst the route has been identified, the final form and function of the spaces will be developed and agreed with the District Council. A condition of consent has been proposed which requires final details of the play along the way spaces to be submitted to Council for approval³⁰.

³⁰ Condition 25



Figure 16: Play Along the Way Elements (Source: Appendix 23)

6.5.8 Implementation and Maintenance

Landscape implementation and ongoing maintenance will be important to ensure the successful establishment and long-term performance of planting across the development.

Landscaping will be delivered progressively alongside the relevant civil and subdivision stages. This will include street and accessway planting, landscaping within the drainage reserves, and riparian planting along the Herehere Stream. Detailed streetscape planting and the final landscape design for the drainage reserves and stormwater discharge areas will be confirmed through the Engineering Approval process.

A preliminary Landscape Management Plan (LMP) has been prepared by Boffa Miskell and is included in **Appendix 24**. The LMP sets out the proposed approach to landscape establishment and ongoing maintenance across the Site. Conditions of consent are proposed requiring a final LMP to be submitted to Council for approval and implemented in accordance with the approved plan³¹.

6.6 Engineering Design for Roading, Infrastructure & Utilities

The Civil Drawings in **Appendix 7** and the Infrastructure Report in **Appendix 19** provide the necessary detail to understand the proposed land use and subdivision activities.

The Infrastructure Report outlines the development's design, covering key aspects such as earthworks and retaining, roading, stormwater, wastewater, and water supply, along with supporting calculations. These documents confirm that the proposed infrastructure and roading network will adequately service the development and have been designed in accordance with the relevant guidelines and standards. In

³¹ Condition 25



relation to potable water supply, the necessary physical infrastructure has been provided for, while the long-term water supply solution is continuing to be worked through between CDL and HDC. Proposed conditions ensure that residential connections to the public water supply network do not occur until HDC has confirmed that an acceptable supply solution is in place³².

Overall, the Civil Drawings and Infrastructure Report define the scope of the proposed activities and anticipated development outcomes. Sufficient land has been allocated for vesting in the District Council to accommodate transport, wastewater, and stormwater infrastructure.

Following approval under the FTAA, Engineering Approvals (EA) will be prepared and submitted in general accordance with the consent conditions³³ and approved plans. At this stage, detailed engineering design, calculations, and plans will be provided to the Council for review, ensuring compliance with its development engineering standards.

6.6.1 Rooding Layout & Design

Access to the Site will be via new connections off Middle Road and Te Aute Road. The proposed rooding layout and design are shown on the Civil Drawings in **Appendix 7** and summarised below. This should be read in conjunction with the Integrated Transportation Assessment (**Appendix 18**), Infrastructure Report (**Appendix 19**), and Urban Design Assessment (**Appendix 22**).

6.6.1.1 Internal Rooding Network

The Middle Road development will be serviced by twelve new public roads (a total of twelve to vest to address staging splits) and three JOALs, which will provide internal connectivity and integrate with the existing rooding network. The location, alignment and hierarchy of the rooding network have been developed through a collaborative and iterative design process involving Flow, Woods, Urban Acumen and the wider specialist team. This process has considered the Site's physical and environmental constraints, surrounding interfaces, stormwater and infrastructure requirements, pedestrian connectivity and urban design outcomes to establish an integrated and functional rooding layout.

The proposed roads will vest with the District Council, while the JOALs will be held in shared ownership by the adjoining lot owners. The internal rooding network will include:

- **Collector Road:** The two collector roads have a 20-metre road reserve width, consistent with the Hastings Engineering Standards, and feature a 10.4-metre-wide carriageway with 3.0-metre-wide traffic lanes and 2.2 metres of on-street parking on both sides, which can be converted to bus facilities. A 1.5-metre-wide footpath is provided on one side and a 2.5-metre-wide shared path on the other. Both sides include a 1.3-metre-wide back berm for services, with a 1.2-metre-wide front berm adjoining the footpath and a 0.5-metre to 1.5-metre-wide front berm adjoining the shared path. The shared path will meander where the collector roads are located adjacent to the drainage reserve.
- **Access Road – Type 1:** This road has a 16-metre legal width and features a dual crossfall carriageway with 2.75-metre-wide lanes, 2.2 metres of on-street parking on one side, 450mm kerb and channel, a 1.2-metre-wide front berm corridor, 1.5-metre footpaths, and a 1.3-metre back berm on both sides.
- **Access Road – Type 2:** This road has an 18-metre legal width, with a dual crossfall carriageway, 2.75-metre-wide lanes, and 2.2 metres of on-street parking on one side. Berm widths vary: on the eastern side, it has a 3.2-metre front berm, 1.5-metre footpath, and 1.3-metre back berm; on the western side, it has a 1.2-metre front berm, 1.5-metre footpath, and 1.3-metre back berm.
- **Access Road – Type 3:** This road has an 18-metre legal width and features a 7.7-metre-wide carriageway with 2.75-metre-wide lanes and a 2.2-metre on-street parking lane. On the western

³² Condition 24

³³ Condition 18

side, it has a 1.9-metre front berm, 2.5-metre shared path, and 1.6-metre back berm; on the eastern side, it has a 1.2-metre front berm, 1.5-metre footpath, and 1.3-metre back berm.

- **Access Road – Type 4:** This road has a 13.3-metre legal width and features a 7.7-metre-wide carriageway with 2.75-metre-wide lanes and a 2.2-metre on-street parking lane. On the western side, it has a 1.2-metre front berm, 1.5-metre footpath, and 1.3-metre back berm; on the eastern side, it has a 1.3-metre berm for services.
- **JOALs:** JOAL Type 1 will have a 4.0 m legal access width providing for one-way traffic movement at a time to be shared with pedestrians. JOAL Type 2 will have a 6.0 m legal access width, providing for one-way movement at a time and will have provision for landscaping.

6.6.1.2 Urbanisation of Middle Road and Te Aute Road

In order to provide appropriate urban edges to the development, both Middle Road and Te Aute Road will be upgraded as follows:

- **Middle Road** will be upgraded (**Figure 17**) to provide a 9.3-metre-wide berm containing a minimum 1.2-metre front berm for street tree planting and a 1.5-metre footpath. The existing carriageway width and on-street cycle lanes east of Breadalbane Road will be retained. A zebra crossing will be provided near the proposed collector road intersection, and the cycle lanes will transition to the existing shared path on the southern side of Middle Road between Breadalbane Road and the new internal collector road intersection. A second pedestrian bridge will also be added across the Herehere Stream towards the town centre.

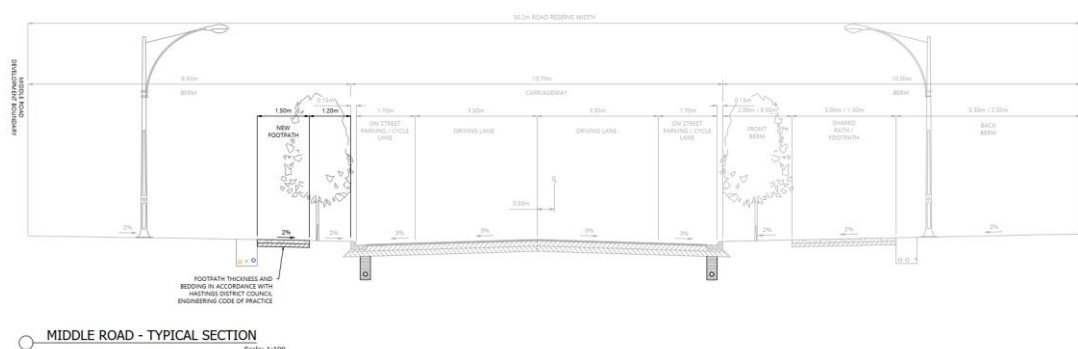


Figure 17: Middle Road Upgrade (Source: Appendix 7)

- **Te Aute Road** will be upgraded (**Figure 18**) to provide a minimum 1.2-metre front berm for street tree planting, a 1.5-metre footpath, a minimum 1.3-metre back berm, and a 2.2-metre on-street parking bay. A zebra crossing and pram crossing will be provided on either side of the vehicle access into the retirement village. The existing raised median chicane island will be removed and replaced with a flush median turning lane.

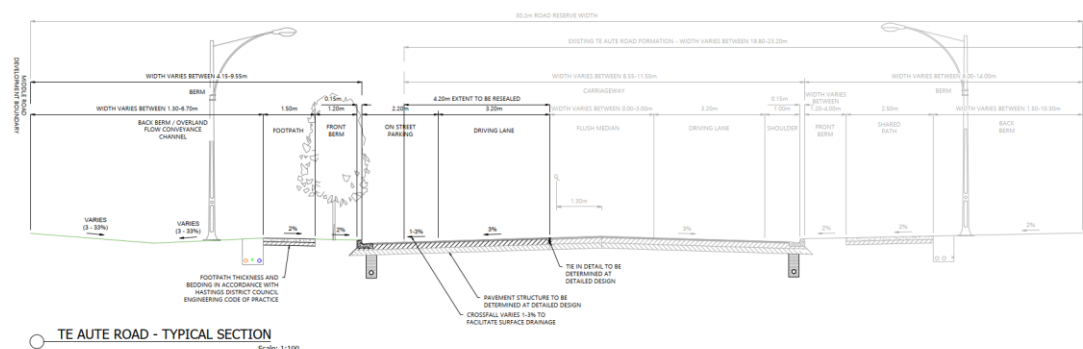


Figure 18: Te Aute Road Upgrade (Source: Appendix 7)

6.6.1.3 Pedestrian and Active Modes Network

Pedestrian connectivity has been a core design priority for the Middle Road Project, both within the development and in linking to the wider Havelock North network. The existing shared paths along Middle Road and Te Aute Road will be extended across these roads and continued along the development frontage, providing direct connections into the site.

Within the site, a connected network of footpaths, shared paths and public accessways is proposed. A shared path along Collector Road CR01 will provide the primary north-south pedestrian and cycling connection through the development, while a further shared path along CR02 will connect with the stormwater reserve paths and provide for potential future connections to land further south. Internal roads will generally provide footpaths on both sides, with crossing points and kerb build-outs provided where key pedestrian routes cross the road network.

A series of public accessways will also form a strong pedestrian spine through the development. This spine will incorporate landscaping and the Play Along the Way spaces (refer to Section 7.4.5 above) and will provide safe and convenient connections through the site and into the proposed Stormwater Reserves. While primarily designed for stormwater management, these reserves will also provide a secondary passive recreational function, with informal walking paths around their perimeter.

Cyclists will be able to use the primary shared path network or travel within the low-speed, low-volume internal road network. Internal pedestrian paths will have a minimum width of 1.5 metres to provide for accessible movement, including wheelchair and mobility scooter users.

6.6.1.4 Middle Road Pedestrian Bridge

A pedestrian foot bridge³⁴ is proposed on the north-western side of Middle Road across the Herehere Stream. The bridge will connect the new footpath along the Middle Road frontage of the Site with the existing footpath at the Upham Street/Middle Road intersection, providing a continuous pedestrian connection between the development and the wider urban network to the east.

The final location and design of the bridge will be confirmed through the EA process in coordination with Hastings District Council. The bridge will span the stream without requiring works within the stream bed and will be designed with appropriate clearance and freeboard above peak water levels. Its delivery will be coordinated with the construction of the adjoining Middle Road frontage footpath.

³⁴ Condition 51



6.6.1.5 Car Parking

Kerbside carparking is provided throughout the development, with a target allocation of 0.75 spaces per lot. Final parking layout will be confirmed at the EA stage, accounting for streetscape elements such as vehicle crossings, street trees, lighting, pedestrian safety, and design constraints³⁵.

Carparking on individual lots will be addressed at the time of dwelling construction. Whilst there is no requirement to have minimum parking standards, the lots have been sized with sufficient space to accommodate at least two off-street parking spaces. The ability to accommodate on-site parking on each lot has been confirmed through the Lot Testing included within the Urban Design Assessment (**Appendix 22**)

6.6.1.6 Public Transport

The existing public transport network currently operates adjacent to the Site along Upham Drive and Middle Road via Route 1 (Napier>Hastings>Havelock North), with Route 11 also operating through the Havelock North town centre approximately 900 metres north of the Site. An opportunity exists for these services to be extended in the future to better serve the Middle Road Project and residential areas in western Havelock North.

To enable this, Collector Road CR01 has been designed to accommodate future bus stops within the Site. A central location has been identified for potential future bus stops, with sufficient space available to also provide a zebra crossing to support safe pedestrian access between the stops and the surrounding development.

6.6.1.7 Vehicle Crossings

Vehicle crossings have been provisioned throughout the development as follows:

- **Phase 1:** Vehicle crossings will be constructed to service the proposed JOALs and wastewater pump station.
- **Phase 2:** The remaining vehicle crossings will be constructed in conjunction with the construction of individual dwellings. For those lots that will be within 15 metres of an intersection, consent notices have been applied to ensure that the development of future vehicle crossings on these lots can be accommodated without the need for an additional resource consent.

Typical crossing design and details are shown on the Civil Drawings (**Appendix 7**). All vehicle crossings will be constructed to District Council's Engineering Code of Practice (**ECoP**) standards³⁶, using the District Council urban concrete driveway specifications in accordance with drawing P25-496-00-2800-RD.

6.6.1.8 Lighting Design for Roads

A lighting design has been prepared for the proposed roads throughout the development as detailed in the Civil Drawings (**Appendix 7**), Infrastructure Report (**Appendix 19**) and Landscape Concept Report (**Appendix 23**). Lighting will provide for appropriate levels of lighting within these spaces during the hours of darkness.

Lighting will be used to create a hierarchy of routes as set out below:

- The existing lighting along Middle Road and Te Aute Road will be retained;
- Along proposed internal roads, lighting will be provided at appropriate intervals at a 6m and 8m mounting height; and
- Pedestrian accessways will have lighting at a mounting height of 6m.

³⁵ Condition 18

³⁶ Condition 17



Final details of any street lighting will be submitted to the District Council at EA stage³⁷.

6.6.2 Infrastructure and Utilities

The following details the proposed stormwater, wastewater, potable water supply and utilities servicing for the development, which should be read in conjunction with the Civil Drawings attached in **Appendix 7** and the Infrastructure Report attached in **Appendix 19**.

6.6.2.1 Stormwater

A new public stormwater network is proposed to service the Middle Road Project. The primary stormwater network will comprise a series of piped networks draining to six hydraulically connected dry basins located within the site, before discharging to the Herehere Stream and Gilpin Drain.

The proposed stormwater design incorporates:

- Catchment 1 (approximately 20.71 ha), which will discharge to the Herehere Stream at the northern corner of the site. This catchment also incorporates an existing stormwater network servicing land external to the site, which will be intercepted and conveyed through the proposed network;
- Catchment 2 (approximately 7.66 ha), which will discharge to the Gilpin Drain at the south-western corner of the site;
- A series of independent piped stormwater networks conveying flows from the respective sub-catchments to the dry basins;
- Gross pollutant traps within each piped network to provide treatment prior to discharge to the dry basins; and
- Six hydraulically connected dry basin areas, separated by earthen embankments and connected through the wider stormwater network.

The dry basins will provide stormwater attenuation and treatment prior to discharge to the receiving environments. New stormwater discharge consents are sought for discharges to both the Herehere Stream and Gilpin Drain as part of the Fast-track application. Details of the stormwater discharge from the proposed development are provided in Section 6.7.1 below.

6.6.2.2 Wastewater

A new public wastewater network is proposed to service the Middle Road Project. The network will comprise of mostly gravity reticulation draining to a new wastewater pump station located centrally within the development. The pump station will discharge via a rising main to the existing Breadalbane Pump Station on Middle Road.

The proposed wastewater design incorporates:

- A gravity wastewater network servicing the majority of the development, located within road reserves and beneath the carriageway where practicable;
- A new wastewater pump station comprising dual submersible pumps within a single wet well;
- A restricted discharge rate from the new pump station, together with additional storage capacity, to manage flows entering the Breadalbane Pump Station;
- A rising main connecting the new pump station to the existing Breadalbane Pump Station;
- Low pressure sewer connections for the 16 lots fronting Te Aute Road, reducing the depth of the wastewater network in this lower part of the site; and
- Upsized wastewater mains which will be directionally drilled from low points within the development to the new pump station, allowing the wider gravity network to remain as shallow as practicable.

³⁷ Condition 18



The pump station has been designed on the basis of an anticipated residual capacity of 6 L/s at the Breadalbane Pump Station. Hastings District Council is currently confirming the available capacity, and the design of the proposed pump station will be refined through the EA process. Should additional capacity be required, potential upgrade options for the Breadalbane Pump Station have also been identified within the Pump Station Upgrades Memo prepared by Woods in **Appendix 19**.

The wastewater network has been designed to respond to the relatively high groundwater table across the site by minimising pipe depths where practicable and using trenchless construction methods for deeper sections of the network. Further refinement of the wastewater reticulation and pump station design will be undertaken through detailed design³⁸.

The proposed wastewater network will be designed in accordance with the Hastings District Council ECoP.

Proposed Wastewater Pump Station

A new wastewater pump station (**WWPS**) is proposed within Lot 1004, adjoining the new development road and Local Purpose (Drainage) Reserve. The WWPS will receive wastewater from the proposed gravity network and pump flows via the rising main toward the existing Breadalbane wastewater network.

The WWPS will comprise dual submersible pumps operating in a duty/standby arrangement within a single wet well. The station has been designed around a restricted discharge rate of approximately 6 L/s to manage the rate at which flows are introduced to the downstream Breadalbane Pump Station. As the restricted pumping rate is below peak incoming flows, additional storage will be provided within the pump station site. This comprises approximately 31m³ of peak-flow storage, in addition to 134m³ of emergency storage, providing approximately 165m³ of total storage.

Odour will be managed through a dedicated ventilation and treatment system comprising ventilation of the wet well and storage tanks, an extraction fan, carbon filtration and a vent pole. The vent pole will be located at least 12 metres from the nearest residential property boundary.

Operational noise from the WWPS will be managed through at-source acoustic treatment. All fans, pumps and controllers associated with the WWPS will be located either below ground or within an acoustic enclosure. All acoustic enclosure will be designed to provide a minimum noise reduction of 15 dBA. Scheduled servicing and maintenance of the WWPS will be undertaken during daytime hours, with no maintenance-related truck movements occurring at night except in an emergency.

The pump station site will be landscaped and fenced to integrate it with the surrounding residential environment. A 1.8 metre closed-boarded timber fence will be provided along boundaries adjoining residential lots, with visually permeable fencing along the road and drainage reserve frontages. A 1 metre landscape strip will also be provided around the hardstand areas using low-maintenance planting. Vehicle access and hardstand areas will enable Council maintenance vehicles to enter and service the station, and a generator connection will be provided for emergency operation.

Hastings District Council's engineering guidelines for wastewater pump stations provide for a 20 metre separation distance between a pump station and residential dwellings. Reverse sensitivity consent notices³⁹ are therefore proposed for Lots 307-310 and 317, which are located within 20 metres of the WWPS boundary. Lot testing included in **Appendix 22** confirms that each of these lots has sufficient area to accommodate a dwelling outside the 20 metre setback.

Conditions of consent are proposed requiring permanent fixed plant associated with the WWPS to comply with a Noise Rating Level of 45 dB LAeq between 7:00 am and 10:00 pm, and 35 dB LAeq and 65 dB LAmx between 10:00 pm and 7:00 am, when measured and assessed in accordance with NZS 6801:2008 and NZS 6802:2008⁴⁰.

³⁸ Condition 18

³⁹ Condition 62

⁴⁰ Condition 101



The final pump station layout, equipment and associated landscape treatment will be refined through the Engineering Approval process⁴¹.

Existing Breadalbane Wastewater Pump Station

Wastewater from the Middle Road development will ultimately discharge to the existing Breadalbane Wastewater Pump Station on Middle Road. Hastings District Council has confirmed that the downstream rising main and trunk wastewater network have capacity to accommodate additional flows, however, the residual pumping capacity available at the Breadalbane Pump Station itself is still being confirmed.

The proposed Middle Road WWPS has therefore been designed to restrict discharge to approximately 6 L/s and provide additional onsite storage to attenuate peak flows, reducing the demand placed on the Breadalbane Pump Station.

Pending confirmation of the available capacity by the District Council, three potential servicing scenarios have been identified:

- **Capacity is available for Middle Road:** no upgrade to the Breadalbane Pump Station would be required.
- **Insufficient capacity is available as a result of the Middle Road development:** additional capacity would be provided through developer-funded upgrades to the Breadalbane Pump Station.
- **The existing and already anticipated development demands exceed the available capacity, excluding Middle Road:** the District Council would lead the required upgrade process, with potential developer contributions toward the upgrade cost.

Potential upgrade options have been investigated by Woods and include changing the existing pump operation from duty/standby to duty/assist, changing pump impellers, replacing the pumps, or introducing variable speed drives. These options are detailed in the Breadalbane Wastewater Pumping Station Upgrades Review Memorandum included in the Infrastructure Report in **Appendix 19**.

Hastings District Council's requirements also provide for a 20 metre reverse sensitivity setback around existing wastewater pump stations. No complaint covenants⁴² are therefore proposed for Lots 307-309 and 317, which are located within 20 metres of the existing WWPS boundary. Lot testing included in **Appendix 22** has confirmed that the lots within this setback have sufficient area to contain a dwelling outside of the setback area.

6.6.2.3 Potable Water Supply

A new public water supply network is proposed to service the Middle Road Project. The primary connection will be to the existing 250 mm watermain in Te Aute Road, which forms part of the Waiaroha Pressure Zone. The network will extend through the site and connect to the existing watermain in Middle Road, with closed valves maintaining separation from the Havelock North Booster Zone. This connection will provide additional resilience and can be opened for maintenance or emergency purposes.

The proposed water supply network will incorporate:

- A 150 mm principal ring main through the development;
- 100 mm watermains and 50 mm rider mains servicing the internal road network;
- A looped network arrangement to provide resilience, maintain water circulation and avoid dead ends;
- Capacity for up to 393 residential lots, including allowance for potential future development of the adjoining McKenna Block and a contingency for minor changes in yield; and

⁴¹ Condition 18

⁴² Condition 62



- Fire hydrants provided in accordance with the minimum spacing requirements of SNZ PAS 4509:2008.

Hydrant testing of the existing Te Aute Road watermain and hydraulic modelling of the proposed network confirm that the development can be serviced in accordance with Hastings District Council requirements for pressure, velocity, headloss and residential firefighting flows.

6.6.2.4 Wider Potable Water Supply

The Project is being progressed in the context of HDC undertaking wider potable water supply and demand planning and consideration of network constraints across Havelock North. HDC has confirmed its preference for the development to be supplied from the Waiaroha Pressure Zone, rather than the Havelock North Booster Zone, due to the availability and greater efficiency of supply.

While HDC has expressed in principle support for the development being supplied from the municipal network, the preferred long-term supply arrangement remains under development as part of this wider planning work. As such, CDL and Woods are continuing to work collaboratively with HDC to establish a sustainable long-term municipal water supply solution. This work is considering water supply and demand across Middle Road, Iona and Arataki collectively and includes investigation of:

- Water-efficient household fixtures and appliances;
- Reduced use of potable water for irrigation;
- Domestic water metering and demand monitoring;
- Wider network pressure management and leakage reduction; and
- The potential transfer of an existing groundwater allocation to municipal water supply, subject to the necessary Hawke's Bay Regional Council approvals.

A proposed condition of consent will prevent titles being issued until HDC has confirmed that an acceptable water supply solution is in place⁴³.

The proposed water supply network will be designed in accordance with the Hastings District Council ECoP and SNZ PAS 4509:2008, with detailed design to be further refined through the engineering approval process.

6.6.2.5 Utilities

Preliminary discussions with service providers indicate that there is sufficient capacity within the respective power supply and telecommunication networks to service the proposed subdivision and future land use development. In relation to utilities:

- Power reticulation will be provided for all lots by an extension of the existing reticulation in the surrounding road network. The extension and any upgrades will be designed by Unison.
- Any power transformers installed within the development will be designed, installed and operated to comply with the applicable operational noise limits for the Project.
- Telecommunication reticulation will be provided for all lots by an extension of the existing reticulation in the surrounding road network. The extension and any upgrades will be designed by Tuatahi First Fibre; and
- Natural gas is not proposed as part of the Middle Road Project.

6.6.2.6 Waste Management

Waste management will be via kerbside collection from the proposed public road network. The waste collection strategy set out in the Civil Drawings (**Appendix 7**) and Infrastructure Report (**Appendix 19**) identifies the anticipated bin presentation locations and collection routes.

⁴³ Condition 24



For lots accessed via JOALs, bins will be presented at designated collection points adjoining the public road network rather than requiring Council collection vehicles to enter the JOALs. This approach provides for safe and efficient collection while avoiding unnecessary collection vehicle movements within private accessways.

This approach has been discussed in principle with the District Council at the pre-application stage.

6.7 Stormwater and Flood Management

The proposed stormwater management strategy for the site is described in detail in the SWMP prepared by Woods and contained in **Appendix 20**. The strategy adopts a best practicable option and water sensitive design approach to manage stormwater quantity, quality and flood risk associated with development of the Site.

In summary:

- The Site will be divided into two principal stormwater catchments (**Figure 19**) based on the existing receiving environments: The Northern Catchment, which will discharge to the Herehere Stream to the north, and Southern Catchment, which will discharge to the Karamū Stream via the Gilpin Drain to the south-west.
- Stormwater runoff from the development will be conveyed through the primary stormwater network to a series of six hydraulically connected dry basin areas. Three basin areas will drain north to the Herehere Stream, while the remaining three will drain south-west to the Gilpin Drain.
- Water quality treatment will be provided through a treatment train comprising proprietary baffle box devices, or similar, and the dry basins. The treatment train is expected to achieve approximately 84% total suspended solids removal, exceeding the 75% treatment requirement under the HBRC guidelines.
- The dry basins will provide extended detention and attenuation of stormwater flows, including attenuation to pre-development peak flow rates for the 2-, 10- and 100-year storm events. They will also maintain floodplain storage within the Site.
- The northern stormwater catchment will discharge to the Herehere Stream via a new outlet located closer to the Te Aute Road bridge, while the southern catchment will discharge to the Gilpin Drain. Both outlets will incorporate erosion and energy dissipation measures.
- The Herehere Stream bank will be regraded and riparian planting established to improve flow capacity and bank stability and assist in addressing existing erosion risk.
- Stormwater and flood modelling incorporates future climate change and demonstrates that the proposed system can appropriately manage stormwater generated by the development without creating material adverse flooding effects on surrounding land.

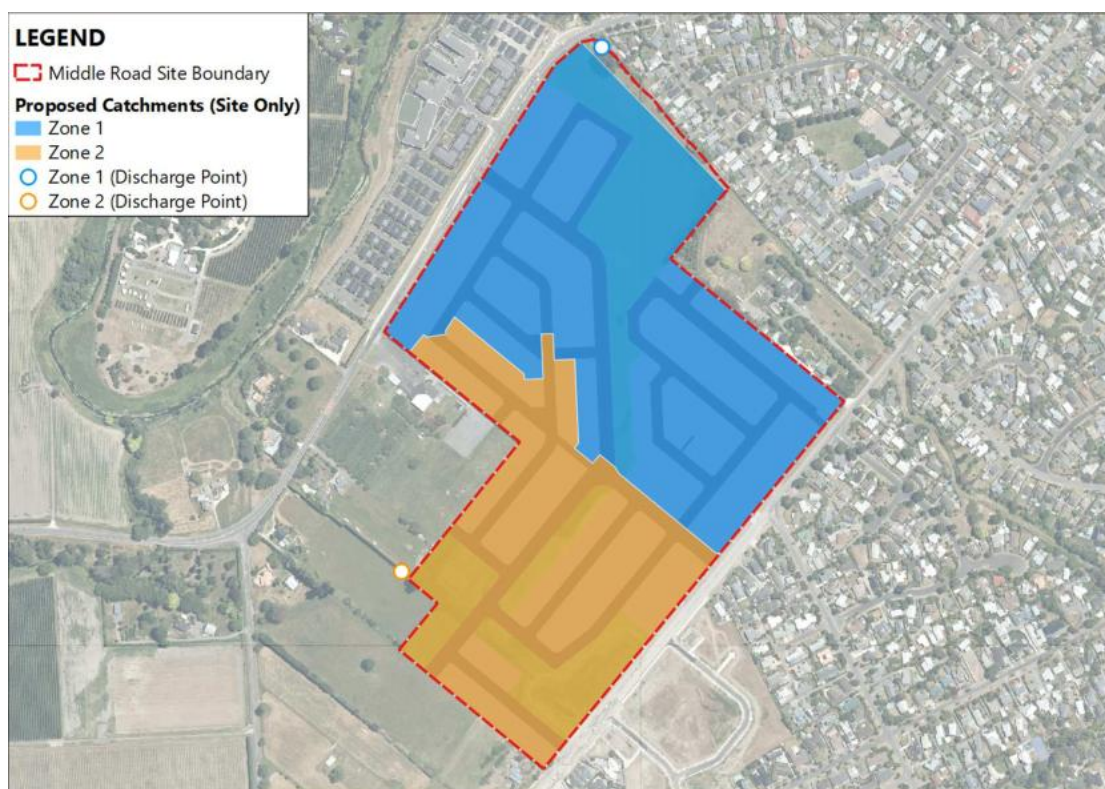


Figure 19: Proposed Catchment Boundaries (Source: Appendix 20)

6.7.1 Global Stormwater Discharge Consent

Hastings District Council currently holds a global stormwater discharge consent (DP090355Wb / AUTH-118324-03) authorising the diversion and discharge of stormwater from identified urban catchments within Hastings District. The consent was originally due to expire on 31 May 2022; however, following legislative changes extending certain consent durations, the consent now expires on 31 December 2031. HDC has also lodged a replacement global stormwater consent application (APP-127409) with Hawke's Bay Regional Council.

For the Middle Road Project, the proposed discharges to the Herehere Stream and Gilpin Drain are not presently relied upon as being authorised under HDC's existing global consent. Accordingly, CDL is seeking a separate stormwater discharge consent as part of this Application. Discussions with HDC have indicated that this is an appropriate approach, consistent with that adopted for the approved Arataki Fast-track development, with the potential for the Middle Road discharges to be incorporated into HDC's wider global stormwater consent framework in the future (refer Consultation Report in **Appendix 9**).

To support this approach, conditions of consent⁴⁴ have been proposed to retain flexibility for the project-specific discharge consent to be surrendered or transferred to HDC if and when the relevant discharges are able to be managed under HDC's global stormwater consent framework.

6.7.2 Stormwater Dry Basin

The proposed stormwater management system incorporates six hydraulically connected dry basin areas within the Site, which collectively provide stormwater treatment, detention and attenuation. Three basin areas will drain north to the Herehere Stream, while the remaining three will drain south-west to the Gilpin Drain.

⁴⁴ Conditions 161 and 162



The dry basin network can be summarised as follows:

- The basins will receive stormwater runoff from the proposed development following treatment through proprietary baffle box devices, forming part of a treatment train for water quality management.
- The basins will provide temporary stormwater storage and attenuation, with peak flows managed to pre-development levels for the 2-, 10- and 100-year storm events.
- Extended detention will also be provided to assist in managing erosion risk within the Herehere Stream.
- The basins will generally remain dry outside rainfall events and are designed to drain down over a 24-hour period.
- The six basin areas will be hydraulically connected through culverts and piped connections, allowing stormwater to move through the basin network before reaching the respective discharge points.
- Outlet structures will control discharge from the northern and southern basin systems to the Herehere Stream and Gilpin Drain respectively.
- Emergency spillways will provide a safe overflow route during extreme rainfall events or where the primary outlet is obstructed.
- Informal recreational paths will be incorporated through parts of the northern basin network, allowing the stormwater reserve to also provide a passive recreational function.
- An Operations and Maintenance Manual has been prepared to support the ongoing operation and maintenance of the dry basin network.

Overall, the dry basins have been designed as an integrated stormwater management and open space network. In addition to providing water quality treatment, detention and flood storage, the basins will incorporate landscaping and informal pedestrian connections to provide amenity and passive recreation benefits within the development.

6.7.3 Stormwater Outlet Structure

Stormwater from the proposed dry basin network will discharge through two new outlet structures, one to the Herehere Stream and one to the Gilpin Drain. The outlet structures have been designed in accordance with the HBRC Stormwater Management Guidelines and incorporate measures to dissipate energy and minimise scour and erosion within the receiving watercourses.

The proposed outlet structures can be summarised as follows:

- Herehere Stream Outlet: Stormwater from the northern catchment will discharge via a wingwall outlet to a riprap basin incorporating baffle blocks for energy dissipation. The outlet structure and associated erosion protection will be located outside the bed of the Herehere Stream and wholly within the Site.
- Gilpin Drain Outlet: Stormwater from the southern catchment will discharge via a wingwall outlet and riprap apron located at the new head of the Gilpin Drain. The outlet will be located wholly within the Site, with the wingwall positioned at the base of the widened drain.
- Riprap, stilling and energy dissipation measures will be incorporated at both outlets to manage discharge velocities and minimise the potential for erosion or scour.
- Riparian planting along the southern bank of the Herehere Stream will assist in visually integrating the northern outlet structure into the wider stream corridor.

The Herehere Stream outlet works will be undertaken alongside the proposed regrading of the southern stream bank. The final design of both outlet structures, including erosion protection, energy dissipation and landscaping, will be further refined through the engineering approval process.



6.7.4 Water Quality Monitoring

Water quality has been a key consideration in the development of the stormwater management approach for the Middle Road Project, particularly given the sensitivity of the receiving stream environment identified through early engagement with mana whenua.

Stormwater runoff from the development will be treated through a treatment train approach comprising proprietary baffle box devices, or similar, followed by the proposed dry basins. The combined treatment system is expected to achieve approximately 84% total suspended solids removal, exceeding the 75% treatment requirement identified in the HBRC Waterway Guidelines.

Potential temperature effects on the Herehere Stream have also been specifically considered. Vegetation will be provided on the dry basin batters and within the low-flow channels, while the shallow basin grades will assist in detaining and draining runoff during smaller rainfall events. These measures are intended to manage potential increases in stormwater temperature prior to discharge to the receiving environment.

Overall, the stormwater treatment system has been designed to minimise the discharge of sediment and contaminants and protect the water quality and ecological values of the downstream receiving environments.

6.7.5 Ongoing Operation, Maintenance & Ownership

A Stormwater Management and Maintenance Plan (SMMP)⁴⁵ will be developed for the stormwater management system, including the dry basin and outlet structure.

While the discharge consent will initially be held by CDL, it is intended that this consent will be transferred to Hastings District Council once the assets are vested. A condition of consent has been included to ensure the discharge consent is formally transferred to the Council at the end of the maintenance period, aligning with asset ownership and long-term management responsibilities⁴⁶.

6.8 Streamworks

6.8.1 Herehere Stream Bank Modification

Modification of the southern bank of the Herehere Stream is proposed along the Site frontage to address existing erosion risk and improve the hydraulic performance and stability of the stream corridor. Hastings District Council's stream erosion review has identified moderate to high erosion risk within sections of the Herehere Stream, with significant reaches also subject to high flow velocities during larger storm events.

The proposed works will comprise:

- Regrading the existing stream bank to a 1:3 slope, creating a wider stream corridor with increased flow capacity and a safer and more stable bank profile;
- Stabilising the regraded bank with biodegradable erosion protection matting;
- Establishing riparian planting across the modified bank in accordance with the proposed landscape design; and
- Integrating the stream bank works with the wider stormwater management system and proposed northern stormwater discharge.

A specific assessment of the Herehere Stream found that modelled shear stresses within the assessed reach exceed the adopted critical shear stress, confirming an existing susceptibility to erosion. The proposed widening and regrading is predicted to reduce flow velocities and provide an overall benefit to stream bed and bank stability, particularly along the modified bank.

⁴⁵ Condition 138

⁴⁶ Condition 161 and 162



A site-specific erosion and sediment control methodology has been developed for the stream bank works. This approach is required because installing the standard erosion and sediment controls would result in extensive disturbance of the Herehere Stream bed. The methodology therefore seeks to minimise works within the stream while managing the risk of sediment entering the watercourse.

The works will be undertaken progressively during forecast dry weather to minimise the potential for sediment to enter the stream. Only an area capable of being excavated, topsoiled and stabilised within the same day will be opened at any one time. Coir logs and geotextile will be used to provide temporary erosion and sediment protection, with biodegradable matting installed as permanent stabilisation while riparian vegetation establishes. All works will be undertaken from the top of the bank, with plant and machinery excluded from the stream bed.

The riparian planting, covering an area of approximately 2,950m² along a length of 275m, will also provide ecological benefits by improving bank stability and increasing shade to the stream, assisting in reducing water temperatures and aquatic plant growth.

The proposed bank modification has been discussed with Hastings District Council, Hawke's Bay Regional Council and Tamatea Pōkai Whenua Iwi, with support received for the proposed approach.

6.9 Siteworks & Bulk Earthworks

Siteworks and bulk earthworks are proposed across the site to establish a suitable land contour for the proposed residential lots and associated roads and infrastructure.

Details of the proposed site clearing, bulk earthworks, civil earthworks, associated erosion and sediment control measures, contamination remediation, and geotechnical remediation works are below. These should be read in conjunction with the Infrastructure Report in **Appendix 19** and the Civil Drawings in **Appendix 7**, and in particular the Construction Environmental Management Plan (CEMP) attached to the Infrastructure Report.

6.9.1 Site Clearing

At the commencement of the project, site clearing will be carried out across the entire site to facilitate the earthworks. The existing features across the site to be cleared are identified on the Civil Drawings (**Appendix 7**) and will include the following:

- Vegetation (in accordance with the FMP⁴⁷;
- Buildings and ancillary structures including fencing;
- Boreholes and Wells; and
- Existing farm drains where required to facilitate the proposed earthworks and stormwater network.

Vegetation clearance will be undertaken in accordance with the FMP prepared by Boffa Miskell (**Appendix 11**). The FMP includes protocols for the management of native birds, potential bat roost trees, lizards and native fish during site clearance and earthworks. Where required, native fish will be captured and relocated prior to the removal or modification of existing drains.

Existing buildings will be surveyed by a licensed asbestos assessor prior to demolition, with any asbestos-containing material managed in accordance with the Remediation Action Plan and applicable regulatory requirements.

Any existing bores encountered during the works will be appropriately decommissioned and sealed to prevent contamination of groundwater.

While no recorded archaeological sites have been identified within the Site, there is potential for pre-1900 archaeological features to be encountered during site clearance and earthworks. These matters

⁴⁷ Condition 86



will be managed in accordance with the archaeological authority and Archaeological Management Plan described in Section 6.9.2 below.

6.9.2 Archaeological Authority and Management

An Archaeological Assessment has been prepared by CFG Heritage in support of the Application (**Appendix 17**). No recorded archaeological sites have been identified within the Site, and no archaeological features were identified during the site assessment. However, the assessment identifies a moderate likelihood that pre-1900 historic archaeological features may survive in the vicinity of the existing villa areas, including features potentially associated with the adjacent property at 84 Middle Road.

On this basis, CDL is seeking an archaeological authority as part of this substantive application under section 42(4)(i) and Schedule 8 of the FTAA to authorise the modification or destruction of any archaeological sites or features that may be encountered during the Project works. The authority will be granted through the Fast-track process and administered by Heritage New Zealand Pouhere Taonga.

The Archaeological Authority application documentation is included in **Volume 2** and should be read alongside the Archaeological Assessment and Archaeological Management Plan.

An Archaeological Management Plan (**AMP**) has also been prepared by CFG Heritage and is included at **Appendix 17A**. The AMP establishes the procedures that will apply during site clearance and earthworks, including pre-start contractor briefings, archaeological monitoring within areas of higher archaeological potential, and an on-call procedure for works undertaken elsewhere across the Site.

Where archaeological material is identified, works in the immediate vicinity will cease to allow the Project Archaeologist to investigate and record the material in accordance with the authority and AMP. Specific protocols also apply where Māori archaeological material, taonga or kōiwi tangata are encountered, including notification and engagement with the relevant hapū representatives and Heritage New Zealand Pouhere Taonga.

Conditions of consent are proposed requiring the Project works to be undertaken in accordance with the archaeological authority and approved Archaeological Management Plan, including the specified pre-start, monitoring, discovery and reporting requirements⁴⁸.

6.9.3 Earthworks Design Objectives

The key design objectives underpinning the proposed earthworks are:

- Achieve a suitable contour across the site to deliver planned urban development, including anticipated urban form on residential lots, associated roading and other infrastructure;
- Facilitate road and pedestrian connections that tie into the existing road network;
- The minimisation and, where practicable, avoidance of visually dominant retaining walls;
- Tie into existing levels and gradients on adjacent site;
- Enable a landform free of flooding and other hazards; and
- Respond to the recommendations of the Geotechnical Investigation Report.

6.9.4 Bulk Earthworks

This Application seeks land use consent to undertake bulk earthworks across the entire Site over an area of 30.6 ha to facilitate building platforms, roading networks, infrastructure services and utilities.

The earthworks are detailed in the Civil Drawings (**Appendix 7**), and will include:

- Cut depths of up to 3.5m;
- Fill depths of up to 2.5m; and

⁴⁸ Conditions 1 – 8 of the Archaeological Authority Approval



- Cut to Fill volumes as detailed in **Table 14** below.

Table 14: Earthworks Volumes

	Cut (m ³)	Fill (m ³)	Balance (m ³)	Area (m ²)
Topsoil Volumes	90,500	60,000	30,370	300,900
Cut / Fill Volumes	70,500	255,100	184,795	305,400

Further earthworks associated with the formation of future building platforms, driveways, and landscaping will be undertaken during individual house construction. These are enabled through the permitted activity standards for earthworks within the Plains Production Zone under EM1. If earthworks beyond these standards are required, the future lot owners are responsible for seeking the relevant consents.

A condition of consent has been included that requires the submission of a finalised BEP, prior to the commencement of earthworks⁴⁹. The BEP will provide finalised details of the cuts and fill across the site.

6.9.5 Earthworks Sequencing & Staging

Following completion of bulk earthworks within each stage area, civil works will be undertaken to service the proposed lots. The development is divided into 11 principal stages, with Stages 6, 7 and 11 further divided into sub-stages to provide flexibility in the delivery of infrastructure.

The proposed staging can be summarised as follows:

- Stage 1 will be completed first and establishes the key enabling infrastructure, including the three southern dry basins, wastewater pump station, and initial stormwater, wastewater and water supply networks.
- Stages 2, 5 and 10 may proceed concurrently with, or following, Stage 1, as they rely only on the infrastructure established in Stage 1.
- Stage 3 will follow Stage 1 and will establish the northern dry basins, extend Access Road AR01 and extend the associated water and utility networks. Stage 4 may proceed concurrently with, or following, Stage 3.
- Stages 6 and 7 will follow Stages 1 and 5 and may be delivered concurrently or sequentially. Sub-stages 6A and 7A provide flexibility to complete Collector Road CR01 and establish the permanent Te Aute Road water supply connection earlier if required.
- Stage 8 will follow Stage 7A, with Stage 9 able to proceed concurrently with, or following, Stage 8.
- Stage 11A may proceed concurrently with, or following, Stage 6B, while Stage 11B may proceed concurrently with, or following, Stage 5.

Stage 1 is the key enabling stage, after which several work fronts can progress in parallel. The staging has been designed to provide flexibility in the timing of lot delivery and infrastructure connections, particularly the permanent water supply connection to Te Aute Road.

The estimated construction periods for each stage of civil works is as follows:

- Stage 1: 5 months
- Stage 2: 1 months
- Stage 3: 5 months
- Stage 4: 4 months

⁴⁹ Condition 76



- Stage 5: 3 months
- Stage 6A: 4 months
- Stage 6B: 3 months
- Stage 7A: 3 months
- Stage 7B: 3 months
- Stage 8: 3 months
- Stage 9: 1 month
- Stage 10: 3 months
- Stage 11A: 1 month
- Stage 11B: 1 month

6.9.6 Water Take and Dewatering During Construction

Temporary groundwater take and dewatering will be required during construction where excavations extend below the groundwater table. This is expected to occur during construction of the dry basins and low-flow channels, deeper pipeline excavations and the wastewater pump station. Water encountered within these excavations will be pumped at a controlled rate to the sediment retention ponds for management prior to discharge or reuse, as appropriate.

During the construction phase, water will also be impounded within the dry basins and sediment retention ponds. Water taken from these devices for construction purposes will be used for dust suppression within the Site during the bulk earthworks. Where sufficient water is not available onsite, water will be sourced from the Hastings District Council water take fill point.

The use of water for dust suppression will form part of the wider Dust Management Plan requirements for the Project, including the provision of water carts and daily monitoring and management of dust across the Site.

Records of water use will be maintained through daily logs, including:

- Volumes of water taken per day;
- Areas treated;
- Instances where activities were paused due to wind; and
- Any off-site dust incidents and corrective measures taken.

Conditions of consent have been included to manage the temporary groundwater take and dewatering activities, together with the storage and use of water for dust suppression⁵⁰.

6.9.7 Groundwater Diversion Post Construction

The proposed earthworks will also result in a permanent diversion of shallow groundwater following completion of the development. In particular, the bases of the proposed dry basins will extend below typical groundwater levels, resulting in groundwater seepage into portions of the basin network. This groundwater will be intercepted by the low-flow channels and conveyed through the stormwater outlet structures to the receiving watercourses.

The anticipated average groundwater inflow to the northern dry basins is approximately 2.5 L/s, which will discharge to the Herehere Stream. The southern dry basins are anticipated to receive an average groundwater inflow of approximately 0.9 L/s, which will discharge via the Gilpin Drain to the Karamū Stream.

The groundwater assessment confirms that, while parts of the dry basin floors may experience groundwater seepage during periods of elevated groundwater levels, groundwater pressure is not

⁵⁰ Conditions 112 - 118



predicted to exceed the crest levels of the basins. The low-flow channels will capture and convey this seepage, avoiding groundwater-driven overtopping of the basin network.

Subsoil drainage will also be incorporated beneath kerbs and channels, accessways and stormwater pipelines near the dry basins to intercept subsurface seepage and convey it into the stormwater network and ultimately to the outlet structures.

Ongoing groundwater monitoring will inform the detailed design of the drainage system, including whether any additional subsoil drainage is required to manage localised groundwater seepage and maintain the intended operation of the dry basins⁵¹.

6.9.8 Groundwater Monitoring

Groundwater monitoring is proposed to verify the groundwater conditions across the Site and confirm that the effects of the development remain consistent with the predictions of the Groundwater Assessment prepared by WWLA (**Appendix 13**).

Three existing groundwater monitoring piezometers (MH01, MH02 and MH03) will be retained and fitted with automatic water level loggers to provide continuous groundwater level data. Monitoring will commence approximately one year prior to construction, where practicable, and continue throughout construction to at least the completion of Stage 3.

The monitoring will provide a site-specific record of groundwater fluctuations across a range of seasonal and climatic conditions and will be used to verify the groundwater modelling undertaken for the Project. The results will also inform the detailed design of the dry basins and associated drainage infrastructure and enable any unexpected changes in groundwater conditions to be identified and responded to if required.

A condition of consent is proposed requiring groundwater monitoring to be undertaken in accordance with the recommendations of the Groundwater Assessment⁵².

6.9.9 Retaining Walls

Retaining walls are proposed throughout the Site to manage level differences between proposed building platforms, road reserves, accessways and adjoining properties.

The retaining walls are detailed in the Civil Drawings (**Appendix 7**).

Retaining walls constructed during the civil works phase will have a maximum height of 1.7 metres and are proposed to be constructed using either cantilever timber or keystone block or as approved through detailed design stage. Walls greater than 1 metre in height will incorporate Building Code compliant fall protection fencing.

Retaining walls will be constructed during the Phase 1 civil works to establish finished building platform and JOAL levels and enable individual lots to be developed independently during Phase 2. These will include walls:

- Between residential lots;
- Within residential lots adjoining road reserves and accessways; and
- Between residential lots and neighbouring properties.

The final design of retaining walls will be undertaken at detailed design stage and will be subject to Building Consent approval.

Any additional retaining walls required to facilitate development on individual lots will be constructed during Phase 2 by the respective build partners. These lot-specific walls are expected to be limited to landscaping or minor grading purposes and are not anticipated to exceed 0.8 metres in height.

⁵¹ Condition 106

⁵² Condition 106



6.9.10 Geotechnical Remediation

A detailed analysis of the site geology and geotechnical constraints is outlined in the GIR prepared by CMW (**Appendix 12**).

The proposal incorporates the geotechnical measures recommended by CMW. The key geotechnical issue identified across the Site is liquefaction, with some potential for lateral spreading near the Herehere Stream and proposed stormwater basins. The majority of the Site is suitable for standard TC2-type foundations, with some localised areas potentially requiring more specific foundation treatment or ground improvement. These requirements will be confirmed through further investigation and post-earthworks testing.

The proposed stormwater basin and Herehere Stream batters have also been assessed as achieving the required stability criteria at the proposed 1(V):3(H) grades. Any lot-specific geotechnical requirements will be identified through the Geotechnical Completion Report following completion of the earthworks.

The GIR confirms that the site is suitable for the proposed earthworks and future residential development. All works will be carried out in accordance with the recommendations of the GIR, and a suitably qualified geotechnical engineer will supervise all earthworks and geotechnical remediation works. A condition of consent has been included which will ensure the recommendations are adhered to during work⁵³.

A Geotechnical Completion Report (**GCR**) will be prepared upon completion of the earthworks. The GCR will:

- Report on the works undertaken;
- Confirm foundation design parameters;
- Describe future building and/or earthworks limitations if required; and
- Apply any restrictions that require further engineering investigation and/or design on individual lots to avoid future building works exacerbating a natural hazard is required.

A condition of consent⁵⁴ is proposed that ensures the GCR is provided to the District Council to confirm that all residential lots are stable and suitable for development when applying for a certificate under section 224(c) of the RMA.

6.9.11 Contaminated Land Remediation

Previous contaminated land investigations undertaken across the Site have identified four discrete areas requiring remediation, comprising approximately 12,556 m², or 3.7% of the development footprint. The primary contaminants of concern are arsenic and lead associated with historic orchard, horticultural and farming activities and lead-based building materials.

A Remediation Action Plan (**RAP**) prepared by AgFirst Consultants Hawkes Bay Ltd (refer to **Appendix 16**) sets out the recommended measures and controls for managing potential human health and environmental risks associated with the remediation of the three localised areas and for material disturbance generally. Please refer to the RAP for specific details on the remediation of contaminated land. A condition of consent has been included requiring that the recommendations included in the DSI/RAP will be followed during the site remediation works⁵⁵.

Within three months following completion of site remediation works, a Site Validation Report (**SVR**) will be prepared and provided to the District Council. The report will document the results of the remediation/management, validation inspection and sampling and will be prepared in accordance with the relevant Ministry for the Environment (**MfE**) Guidelines for Contaminated Land Management.

⁵³ Condition 35

⁵⁴ Condition 45 of Subdivision Consent

⁵⁵ Condition 37



A condition of consent has been included requiring the SVR to be submitted when applying for a certificate under section 224(c) of the RMA⁵⁶.

6.9.12 Erosion & Sediment Control

Erosion and sediment control will be managed in accordance with the CEMP in the Infrastructure Report in **Appendix 19**.

Erosion and sediment control measures will be installed prior to any works occurring on the site to minimise adverse effects associated with the discharge of sediment into the receiving environment. A draft of the Erosion and Sediment Control Plan (**ESCP**) for the Middle Road Project has been included within this application (**Appendix 7**), and the provision of a final ESCP prior to the commencement of earthworks has also been included as a condition of consent⁵⁷.

Earthworks will involve the installation of best practice erosion and sediment control measures, consistent with the standards set out under the Regional Council Waterway Guidelines Document Erosion and Sediment control, April 2009. This is particularly the case for works proposed within the vicinity of Herehere stream associated with the stormwater outlet structure and streamworks.

A specific departure from the standard erosion and sediment control approach is proposed for the Herehere Stream bank widening works. The Infrastructure Report identifies that implementing the standard controls would require extensive disturbance of the stream bed. A site-specific methodology has therefore been developed to minimise disturbance to the stream while managing the risk of sediment entering the watercourse. The methodology includes undertaking works during forecast dry weather, limiting the extent of open works and progressively stabilising completed areas.

The erosion and sediment control measures to be adopted during works will include:

- The primary sediment controls for the site will be sediment retention ponds;
- Secondary controls include silt fences and super silt fences. There will also be a strong focus of erosion prevention prior to rain events; and
- Other devices which may be installed during the course of the works due to operational decisions including clean water diversion drains; stabilised access roads; contour drains; super silt fences located along watercourse margins; silt fences; hay bales; grass filter strips; and other controls if the proposed devices can no longer service areas.

The site will be progressively opened, closed, and stabilised within each completed earthworks area. Once all earthworks are completed, all erosion and sediment control measures will be removed, and the work areas will be stabilised with grass seed and mulch.

A condition of consent has been included requiring a final ESCP to be submitted to Council prior to the commencement of earthworks⁵⁸.

6.9.13 Construction Noise & Vibration Controls

An Acoustic Report and Construction Noise and Vibration Management Plan (**CNVMP**) has been prepared by Styles Group (**Appendix 25 and 25A**) to support the Middle Road Project. The CNVMP confirms that construction noise and vibration levels associated with the Middle Road Project will comply with the long-term duration noise limits of NZS 6803:1999 and the cosmetic damage vibration limits of DIN 4150-3:2016, as referenced by the Hastings District Plan. No high-noise or high-vibration generating activities are proposed.

Construction activities will occur between 7:30am and 6:00pm Monday to Saturday, with no works on Sundays or Public Holidays. Quiet arrival and setup activities may occur prior to 7:30am. Specific

⁵⁶ Condition 38

⁵⁷ Condition 77

⁵⁸ Condition 77



measures are proposed to manage early morning activity near sensitive receivers, including adherence to setback distances (e.g. 130 metres from occupied dwellings for works between 7:00 and 7:30am).

The CNVMP outlines the best practicable option (**BPO**) approach to noise management during works and provides mitigation strategies, including:

- Operational protocols such as slow vehicle speeds, use of electric or quieter equipment where practicable, and managing impact noise from loading/unloading.
- Vibration management practices, including consultation with nearby landowners if predicted levels exceed 1 mm/s PPV.
- A complaints procedure, community engagement plan, and nomination of a Noise Liaison Manager.
- Notification of works to nearby residents.

The applicant proposes to adopt the recommendations of the CNVMP and will implement appropriate management practices throughout the construction period. Conditions of Consent have been included to address these requirements⁵⁹.

6.9.14 Earthworks Management Plans

The Infrastructure Report (**Appendix 19**) includes a high-level Preliminary CEMP to provide an overview of the typical measures contractors implement to manage potential adverse effects associated with bulk earthworks and construction activities. This CEMP outlines strategies to mitigate environmental impacts and ensure compliance with relevant regulations.

The CEMP incorporates the following key management plans:

- Bulk Earthworks Plan (**BEP**): This plan details the staging of works within each stage of construction addressing site establishment, detailed programme of construction works tasks, stabilisation of the site, and completion of works including removal of devices and plant along with final walkovers and site certifications.
- Construction Traffic Management Plan (**CTMP**): This plan addresses the safe and efficient movement of construction-related traffic, including site access, haul routes, parking, and measures to minimise disruptions to the surrounding road network;
- Erosion & Sediment Control Plan (**ESCP**): The ESCP submitted with the Application will be reviewed and finalised by the contractor and submitted to Council.
- Dust Management Plan (**DMP**): This plan outlines strategies to control and mitigate dust emissions generated during earthworks and construction, including the use of water suppression, staging of works, and monitoring to minimise off-site impacts; and
- Chemical Treatment Management Plan (**ChTMP**): This plan details the use of chemical treatments for erosion and sediment control, specifying application methods, monitoring requirements, and environmental safeguards to prevent contamination of water bodies and surrounding areas.
- Spill Management Plan (**SPMP**): The SPMP minimises the risk of accidental discharges of hazardous substances during construction activities. The SPMP will outline the procedures for safe storage, handling, and use of fuels and chemicals on site, and will include clear protocols for spill response, containment, and reporting.
- Fauna Management Plan (**FMP**): The CEMP will reference the FMP prepared by Boffa Miskell to ensure alignment between the proposed construction works and the FMP measures to avoid, minimise, and manage potential effects on native wildlife during construction.
- Water Quality Monitoring Strategy (**WQMS**): The WQMS will characterise and track the effects of stormwater and water runoff discharges on water quality in the receiving environment during earthworks.

⁵⁹ Condition 85



Together, these plans ensure that the potential impacts of earthworks and construction are effectively managed throughout the project.

Conditions of consent have been included to address the requirements for the CEMP to be finalised prior to the commencement of works⁶⁰.

6.10 Consent Duration, Construction & Staging and Lapse Period

Section 43 of the FTAA requires the substantive application to:

- State whether the Application relates to a priority project, and if so, states specific requirements (s43(h)); and

This application does not relate to a priority project.

With regards to staging, the Middle Road Project is planned to proceed in stages. The Infrastructure Report identifies an initial bulk earthworks phase, followed by staged civil works and subdivision across 11 stages, with a number of those stages further divided into sub-stages to provide flexibility in the delivery of infrastructure and residential lots. While staging is not itself a specific requirement under section 43, it is relevant to the lapse periods sought for the approvals and provides context for the timeframe required to implement the Project.

CDL is seeking a period of 10 years to give effect to the resource consents. The longer duration reflects the scale and complexity of the Project, including the number of subdivision stages and the significant enabling infrastructure required to support the development. This includes the stormwater dry basin network and associated discharge infrastructure, wastewater pump station, Herehere Stream bank modification works, new and upgraded road infrastructure, three waters networks and the new Middle Road pedestrian bridge. The ten-year duration will enable these works to be delivered progressively and coordinated with the release of residential stages.

For the ongoing operational permits, a 35-year consent duration is sought following commencement. The lapse periods and consent durations sought are summarised in **Table 15** below.

Table 15: Consent Durations

Approval	Lapse Period	Consent Duration
Subdivision Consent	10 years	-
Land Use Consent	10 years	-
Bulk earthworks consent	10 years	-
Temporary construction water take	10 years	-
Water take	10 years	35 years
Stream works consent	10 years	-

⁶⁰ Condition 76



Approval	Lapse Period	Consent Duration
Stormwater discharge permit	10 years	35 years

The 35-year duration sought for the ongoing water take and discharge permits provides long-term certainty for the operation of the infrastructure required to service the completed development, while the 10-year lapse period provides sufficient flexibility for the staged implementation of the Project.

The development is intended to proceed broadly as follows:

- **Bulk earthworks:** Bulk earthworks are anticipated to commence within one year of consent being granted and continue for approximately 19 months. Earthworks will progress across the Site in stages, allowing civil works to commence in completed areas while earthworks continue elsewhere. Early works will include shaping and stabilisation adjoining the Herehere Stream and the northern drainage reserve, followed by the drainage reserves and Collector Road CR01.
- **Civil works:** Civil works will follow the bulk earthworks within each respective stage. Stage 1 will be completed first and will establish key enabling infrastructure, including the three southern dry basins, wastewater pump station and initial stormwater, wastewater and water supply networks. Subsequent stages have been structured to allow several work fronts to proceed concurrently where the necessary supporting infrastructure has been established.
- **Residential development:** Following completion of the civil works and subdivision within each stage, the individual residential lots can be developed independently. All public infrastructure and lot connections are intended to be established through the civil works phase, with dwelling construction, landscaping, vehicle crossings and private drainage undertaken subsequently on each lot.

The estimated civil construction periods for each stage are:

- Stage 1: 5 months
- Stage 2: 1 month
- Stage 3: 5 months
- Stage 4: 4 months
- Stage 5: 3 months
- Stage 6A: 4 months
- Stage 6B: 3 months
- Stage 7A: 3 months
- Stage 7B: 3 months
- Stage 8: 3 months
- Stage 9: 1 month
- Stage 10: 3 months
- Stage 11A: 1 month
- Stage 11B: 1 month

These timeframes are indicative, with a number of stages able to overlap or proceed concurrently. This provides flexibility to respond to infrastructure delivery, servicing requirements and market demand while maintaining the overall sequencing required to service the development.

6.11 Any other Activities

This section is provided in accordance with clause 5(1)(e) of Schedule 5 of the FTAA.

There are no other activities that are part of the proposal to which the Application relates.



6.12 Management Plans & Monitoring

This section of the Application is provided in accordance with clause 6(1)(d) and (g) of Schedule 5 of the FTAA, that an application provides a description of the mitigation measures to be undertaken to help prevent or reduce the actual and or potential effects of the activity, and a description of any monitoring to be undertaken.

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

Table 16 below provides a high-level overview of the key management plans or monitoring proposed through this application or where mitigation has been embedded into the project through design.

Table 16: Middle Road Management Plans & Monitoring

Area	Approach to Management & Monitoring
Archaeology	• Assessment and Approval: Archaeological assessment of the Site and an archaeological authority has been sought as part of the substantive application. • Management and Monitoring during construction: Works to be undertaken in accordance with the Archaeological Management Plan, including pre-start contractor briefings, archaeological monitoring in areas of higher archaeological potential, and on-call procedures elsewhere across the Site. • Discovery Protocols: If archaeological material is encountered, works in the immediate vicinity will cease and the Project Archaeologist will assess and manage the find. Specific protocols apply to Māori archaeological material, taonga and kōiwi tangata.
Contamination	• Assessment: Contamination Detailed Site Investigation (DSI) assessment and risk identification • Management and monitoring during construction: Remediation Action Plan (RAP) to be implemented during works • Reporting: Site Validation Report (SVR) confirming site remediation has been completed
Ecology	• Assessment: Ecological assessment of the Site • Management and monitoring during construction: Fauna Management Plan (FMP) implemented to check for native birds, lizards and bats prior to works commencing
Economics	• Assessment: Economic assessment undertaken to evaluate market demand and contribution to housing supply, ensuring development mix is appropriate.
Engineering / Infrastructure	• Assessment: Engineering site assessment and infrastructure capacity analysis. • Mitigation: Mitigation of site constraints through engineering design and further refined through Engineering Plan approvals stage. • Monitoring during construction: Construction phase inspections and monitoring. • Reporting: 224C certification confirming all works carried out in accordance with the conditions of consent
Earthworks / Civil Construction Works	• Assessment: Engineering site assessment to determine site constraints for earthworks and civil design • Mitigation: Mitigation of site constraints through bulk earthworks design, staging and proposed management plans. • Management and monitoring during construction: Implementation of Construction Environmental Management Plan (CEMP), which will include a Bulk Earthworks Plan



Area	Approach to Management & Monitoring
	(BEP), Erosion & Sediment Control Plan (ESCP), Dust Management Plan (DMP), Chemical Treatment management Plan (ChTMP), Spill Management Plan (SPMP), Water Quality Monitoring Strategy (WQMS), and ongoing monitoring of works during construction.
Streamworks	• Assessment: Ecological and stormwater assessments undertaken to inform the Herehere Stream bank regrading, stormwater outlet, erosion protection and riparian planting works. • Management and monitoring: Stream works to be undertaken in accordance with the CEMP and ESCP, including controls to minimise disturbance to the stream and manage erosion and sediment effects. Ongoing inspection and monitoring of the streambank, outlet works and riparian planting will be undertaken in accordance with the conditions of consent, with remedial works undertaken where required.
Groundwater	• Assessment: Groundwater Assessment and geotechnical investigations undertaken to identify groundwater levels and assess potential effects associated with construction dewatering and groundwater take. • Management and monitoring: Groundwater levels will be monitored during construction in accordance with the conditions of consent. Groundwater encountered during excavation will be managed on Site, including temporary impoundment within the dry basins and reuse for dust suppression where appropriate.
Geotechnical	• Assessment: Geotechnical site assessment and risk identification • Mitigation: Mitigation of site constraints through civil design • Monitoring during construction: Conducting regular inspections and monitoring during the construction phase. • Reporting: Geotechnical Completion Report (GCR)
Landscape Design	• Assessment: Site assessment to determine appropriate planting strategy for development • Mitigation: Landscape Concept Design for development including reserves, roads and JOALS. • Management: Landscape Management Plan (LMP) (design and implementation) • Monitoring: Ongoing monitoring and management of landscaping before it is vested with the Council in reserves and Roads or passed on to future lot owners who will be responsible for management and maintenance.
Noise	• Assessment: Assessment of proposed construction to ensure appropriate levels and compliance with HDP. • Mitigation: Construction methodology selected to avoid high noise/vibration equipment • Management: Noise management during construction to be covered under a Construction Noise Vibration Management Plan (CNVMP) • Monitoring: Complaints register and spot monitoring during works
Soils / Land Use Capability	• Assessment: LUC assessment to confirm suitability of land for residential development.
Stormwater	• Assessment: Infrastructure capacity assessment and flooding assessment to inform design. • Mitigation: Stormwater design integrated into civil engineering plans to manage water quality and runoff, including treatment devices and attenuation • Management: Stormwater Management & Maintenance Plan (SMMP) for stormwater devices



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

6.12.1 Management Plans Referenced in Conditions

The requirements for management plans and monitoring associated with the proposal have also been addressed and included within the proposed consent conditions **Volume 3**.

In summary, the following Management Plans and Documents have been submitted in support of this Application and are included in Schedule 1 of the proposed conditions:

- Construction Environmental Management Plan Requirements (including sub management plans):
 - iv. Construction Traffic Management Plan
 - v. Erosion and Sediment Control Plan
 - vi. Bulk Earthworks Plan / Construction Staging Methodology
 - vii. Dust Management Plan
 - viii. Spill Management Plan (including Chemical Treatment Management Plan)
 - ix. Fauna Management Plan
 - x. Water Quality Monitoring Strategy
- Construction Noise and Vibration Management Plan
- Operations & Maintenance Manual
- Geotechnical Investigation Report
- Groundwater Monitoring Programme
- Archaeological Management Plan
- Landscape Concept Report
- Landscape Management Plan
- Proprietary Gross Pollutant Trap Device Operation & Maintenance Manual
- Remediation Action Plan
- Residential Development Framework
- Civil Engineering Drawings

6.13 Conditions of Consent

This section of the application is provided in accordance with clause 5(1)(k) of Schedule 5 and clause 5 of Schedule 8 of the FTAA. The conditions of consent the applicant proposes for the resource consent and Archaeological Authority are included in **Volume 2 and Volume 3**. The proposed conditions, that



seek to implement the mitigation and monitoring that have been identified in the technical assessments as being necessary, are included within the consent conditions.

In recommending the proposed conditions of consent for this application in accordance with Clause 5(1)(k) of the FTAA, the conditions are proposed to:

- Appropriately manage adverse effects, including providing mitigation to prevent or reduce adverse effects during and after construction in accordance with Clause 6(1)(d) of Schedule 5;
- Provide for monitoring as required by Clause 6(1)(g) of Schedule 5;
- Give effect to those matters that the Panel must consider under Section 81(2)(a);
- Are proportionate to the proposal and required management of effects in accordance with section 83; and
- Ensure that infrastructure is appropriately provided to service the project in accordance with section 84A.

The Conditions document includes an overview outlining the approach to the proposed conditions, key working principles, and their structured application across each component of the proposal.

The conditions have been designed to provide clarity, practicality, and regulatory alignment, establishing a structured framework that enables efficient implementation, long-term compliance, and robust environmental safeguards. This approach balances the interests of the applicant, both the District and Regional Councils, and CDL's future build partners, ensuring that each part of the Middle Road Project can be progressed while adhering to best practice resource management principles.

It is considered that the proposed conditions meet the requirements of the FTAA, and that the Panel is invited to grant the resource consents subject to the conditions in accordance with Section 81(1)(a) of the FTAA.



7.0 Approvals Required

7.1 Resource Management Act 1991

In accordance with s42(4)(a) of the FTAA, the Middle Road Project proposed through this Application requires a resource consent that would otherwise be applied for under the RMA under the provisions of the District Plan, Regional Plan, and NES-CS.

A high-level summary of the consent requirements of the Application is provided in **Table 17** below, with a detailed list of the reasons for consent provided in Sections 8.1 – 8.3.

A detailed assessment of the Project against all relevant rules in the Regional Plan and the District Plan is contained in **Appendix 26**.

In addition to this, and in accordance with clause 5(a) of Schedule 5 of the FTAA, a description of the permitted activities associated with the Application is also provided in Section 7.1.4 below.

Table 17: Summary of consent requirements under this Application

Plan / NES	Consent Requirements
District Plan	- Land Use consent (RMA s9) - Subdivision consent (RMA s11)
Regional Plan	- Land Use consent for Stream Works, structures and associated disturbance (RMA s9) - Water Take consent for temporary groundwater take/dewatering during construction (RMA s14) - Water diversion consent for modification/diversion of existing drains (RMA s14) - Divert & Discharge consent for stormwater discharges to the Herehere Stream and Gilpin Drain/Karamū Stream system (RMA s15)
NES-CS	Land use consent (RMA s9)

7.1.1 Approvals under the Heretaunga Hastings District Plan

Overall, the proposal will require consent as a **non-complying activity** under the Hasting District Plan (HDP | **District Plan**). Approvals under the HDP are required for the following activities listed in **Table 18** below.

Table 18: Hastings District Plan Required Approvals

Rule/Standard	Detail
Plains Production Zone – Section 6.2	
PP24	Any permitted or controlled activity not meeting one or more of the terms in Section 6.2.5 and Section 6.2.6 is a restricted discretionary activity under PP24. The proposal will not meet the following:



Rule/Standard	Detail
	6.2.5A – Maximum height for buildings or structures is 10m. The lots that will utilize the MDRZ standards are permitted to have gabled roofs up to 11m. 6.2.5B – Residential activities require front setbacks of 7.5m and 15m to all other boundaries. The proposed boundary setbacks are 3m to front boundaries and 1m to all other boundaries. 6.2.5J – The maximum building coverage (including hardstand and sealed areas) shall not exceed 35% of the net site area or 1500m², whichever is the lesser. The proposal provides for a building coverage of 45% of the net site area. 6.2.6B – More than one residential dwelling per 2,500m² will be established.
PP38	A non-complying activity consent under Rule 6.2.4 (PP38) for 317 residential buildings within the Plains Production Zone, where Rule 6.2.6B permits a maximum of one residential building per site.
PP39	The proposed activities are not provided for as Permitted, Controlled, Restricted Discretionary or Discretionary within the Plains Production Zone within Table 6.2.4 and are therefore a non-complying activity .
PP39	The proposal seeks to enable showhomes to establish on the site. This activity is not provided for in the Plains Production Zone and is a non-complying activity under PP39.
PP39	The proposal seeks to enable home occupations to establish on the site. This activity is not provided for in the Plains Production Zone and is a non-complying activity under PP39.

Subdivision Consent – Section 30.1

SLD25	Any subdivision which is unable to comply with one or more of the relevant Subdivision Site Standards and Terms in section 30.1.6 is a non-complying activity (SLD25). The proposal will not meet the following: 30.1.6A (10A) – The minimum net site area in the Plains Production Zone is 12 hectares. 30.1.7A - Each lot which is capable of containing a residential dwelling, shall identify at least one stable building platform of 30 metres by 30 metres.
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7.1.2 Approvals under the Hawke’s Bay Regional Resource Management Plan

Overall, the proposal will require consent as a **non-complying activity** under the Hawke’s Bay Regional Resource Management Plan (RRMP | **Regional Plan**). Land use, water and discharge approvals under the RRMP are required for the following activities listed in **Table 19** below:

Table 19: Regional Resource Management Plan Required Approvals

Rule/Standard	Detail
<i>Operative Hawke’s Bay Regional Resource Management Plan</i>	
Land Use Activities – Section 6.3	



Rule/Standard	Detail
RRMP - Rule 8 (s9 land use)	A restricted discretionary resource consent is required under Rule 8 for vegetation and soil disturbance.
Discharges to Land/Water – Section 6.6	
RRMP - Rule 52	A discretionary activity consent under Rule 52 for the temporary discharge of contaminants to land and water associated with earthworks and construction activities, including the discharge of treated water from sediment retention devices; and The discharge of groundwater into surface water in the Karamu water quality management unit not complying with Rule 31(d).
Water Takes, Uses & Diversions – Section 6.7	
RRMP - Rule 55 (s9 water)	A discretionary resource consent is required under Rule 55 for a surface water take (impounded water during construction) that does not comply with the requirements of Rule 54.
RRMP – Rule 59 (s14 water)	A discretionary resource consent is required under Rule 59 for the diversion of open drains.
Use of River and Lake Beds – Section 6.8	
RRMP – Rule 71 (s9 land use)	A discretionary resource consent is required under Rule 71 for structures and land disturbance within 6m of the bed of a stream within a land drainage or flood control scheme area. • Revegetation planting works are proposed within 6m of the stream bed. • A pedestrian footbridge structure is proposed over the Herehere Stream. • Stormwater outlet structures are required to the Herehere Stream and Gilpin Drain. • Stream stabilization works (including HBRC / HDC required works) alongside the Herehere Stream which may include deposition of stabilization material. • Reclamation of the current alignment of artificial watercourses (drains) through the site and integrating these into the new stormwater conveyance system.
TANK Plan Change 9	
TANK 8 – Removal of Vegetation (s9 land use)	A restricted discretionary consent is required under TANK 8 for the removal of native vegetation within 10m of a stream not meeting the requirements of TANK 7.
TANK 10 – Groundwater and Surface water take (low flow)	A discretionary consent is required under TANK 10 for the temporary take and use of surface water and ground water not meeting the requirements of TANK 8 or 9 during construction and for the diversion of groundwater post construction.



Rule/Standard	Detail
(s14 water)	
TANK 15 - Take and use from a dam or water impoundment (s14 water)	A restricted discretionary consent is required under TANK 15 for the use of surface water (from the stormwater pond) during the construction period and not meeting the requirements of TANK 6.
TANK 23 – stormwater diversion and discharge from local authority network. (s15 discharge)	A controlled resource consent is required under TANK 23 for the diversion and discharge of stormwater from an existing or new local authority managed stormwater network into water, or onto land where it may enter water. An application must include an integrated CMP in accordance with Schedule 33 of the RRMP which includes an assessment of the activity against the target attribute states of Schedule 26 of the RRMP.

7.1.3 Approvals under the NES-CS

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

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

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

7.1.4 Associated Permitted Activities

In accordance with clause 5(a) of Schedule 5 of the FTAA, the activities listed in **Table 20** below are permitted under the District Plan and Regional Plan. A description that demonstrates that the activity complies with the requirements for the permitted activity (so that a resource consent is not required for that activity) has been provided in **Section 7.0** above.

Table 20: Associated Permitted Activities

Rule/Standard	Detail
RRMP	
Rule 4	The proposed decommissioning of existing bores on the Site can be undertaken as a permitted activity as it can meet the standards of 6.3.1.
Rule 7	Proposed vegetation clearance and soil disturbance on the Site can be undertaken as a permitted activity as it can meet the standards of 6.3.3.



Rule/Standard	Detail
Rule 42	Stormwater diversion and discharge is permitted under Rule 42 as it can meet the permitted activity standards.
Tank 21	The diversion and discharge of stormwater into water, or onto land where it may enter water as it meets the permitted activity standards.
HDP	
PP2 & PP3	Activities provided for as permitted within the Plains Production Zone under Rule Table 6.2.4 are one Residential Building per site (PP2) and one Supplementary Residential Building per site (PP3).
NU2	Installation of three-water, telecommunications and electricity utilities is permitted under Network utilities – Rule 22.1.5.1 NU2 which provides for the construction, operation and maintenance of both inground and above ground network utilities and household connections.
TP1	Parking, loading and access associated with an activity that meets the general standards in section 26.1.6 is a permitted activity under Rule Table 26.1.5 (TP1). The proposal is zoned Plains Production Zone and provides: • Rule 26.1.6A Access – one vehicle access per site meeting Table 26.1.6.1-1 • Rule 26.1.6B Safe Sightlines – intersections are located so that safe sightlines are achieved. • Rule 26.1.6D Parking – no minimum or maximum numbers; parking spaces will meet the vehicle dimension requirements.
NS1	Noise that meets the Section 25.1.6 performance standards for the Plains Production Zone is a permitted activity under Rule Table 25.1.5 (NS1).
EM1	Earthworks – Rule 27.1.5(a) states that earthworks listed in the Rule Table 27.1.5 assessed with any subdivision consent or building consent will be considered a permitted activity that does not have to comply with the performance standard and terms in section 27.1.6.
EM3	The removal offsite of more than 25 cubic metres of topsoil in the Plains Production Zone - Rule 27.1.5(a) states that earthworks listed in the Rule Table 27.1.5 assessed with any subdivision consent will be considered a permitted activity that does not have to comply with the performance standard and terms in section 27.1.6.
ADS1	Non illuminated advertising devices are a permitted activity under Rule Table 28.1.5 (ADS1) up to an area of 2.5m ² under Rule Table 28.1.6A.
30.1.7D	Stormwater disposal – Rule 30.1.7D provides for stormwater disposal as a permitted activity if it is connected to a public system or where a new site is not connected to a public reticulated system, an alternative satisfactory method. The stormwater strategy described in Section 6.7 of this report outlines the stormwater solution for the proposal and complies with this rule.



7.1.5 Overall Activity Status

Overall, the proposal requires assessment as a **non-complying activity**⁶¹.

7.2 Heritage New Zealand Pouhere Taonga Act 2014

An Archaeological Assessment has been prepared by CFG Heritage and is included at **Appendix 17**. The assessment identifies that, while no archaeological sites are currently recorded within the Site, there is potential for pre-1900 historic archaeological features associated with early residential occupation to be present.

Accordingly, an archaeological authority is sought as part of this substantive application under section 42(4)(i) and Schedule 8 of the Fast-track Approvals Act 2024. The authority will authorise the modification or destruction of any archaeological sites or features that may be encountered during the Project works and, if granted, will be administered by Heritage New Zealand Pouhere Taonga.

An Archaeological Management Plan (**Appendix 17A**) has also been prepared to accompany the authority application and sets out the procedures for archaeological monitoring and management during construction.

The Archaeological Authority application documentation is included **Volume 2** and should be read alongside the Archaeological Assessment and Archaeological Management Plan.

7.3 Wildlife Act 1953

No Wildlife Authority is required under the Wildlife Act 1953.

The Ecology Report (**Appendix 11**) confirms that indigenous biodiversity values are low and no protected wildlife species, including lizards, were identified on site or through surveys.

7.4 Other Approvals Required

This section of the Application is provided in accordance with clause 5(1)(f) of Schedule 5 of the FTAA, that an application provides a description of any other resource consents, notices of requirement for designations, or alterations to designations required for the project to which the consent application relates.

No other resource consents, notices of requirement for designations, or alterations to designations are required to be obtained by the applicant prior to any works commencing on the site.

8.0 Consultation

8.1 Overview of Consultation

As a referred project under the FTAA, the consultation requirements relevant to the substantive application are contained within clause 6(1)(e) of Schedule 5 of the FTAA. Clause 6(1)(e) requires the assessment of environmental effects to identify persons who may be affected by the activity and to include any response to the views of persons consulted, including iwi or hapū consulted in relation to the proposal.

Consultation undertaken for the Middle Road Project has been proportionate to the scale and complexity of the proposal and reflects the collaborative and iterative approach adopted by CDL throughout the preparation of the referral and substantive application.

⁶¹ Under the FTAA, the usual threshold test in section 104D of the RMA does not apply to the Panel's consideration of the substantive application.



Engagement has focused on ensuring that stakeholders were provided with appropriate opportunities to understand the proposal, identify key issues, and provide feedback relevant to the Project and associated approvals sought under the FTAA.

Consultation has been undertaken with a range of stakeholders relevant to the Project, including local authorities, mana whenua, central government agencies, infrastructure providers, adjacent landowners, and other potentially affected parties.

Key stakeholders engaged throughout preparation of the substantive application include:

- Hastings District Council;
- Hawke's Bay Regional Council;
- Ngāti Kahungunu Iwi Incorporated;
- Tamatea Pōkai Whenua;
- Environmental Protection Authority;
- Department of Conservation;
- Heritage New Zealand Pouhere Taonga;
- Ministry of Education;
- Health New Zealand; and
- Adjacent and potentially affected landowners in proximity to the site.

The consultation undertaken has assisted in identifying and responding to matters relating to infrastructure servicing, flooding and stormwater management, highly productive land, transport, ecology, cultural values, reverse sensitivity, and urban integration.

A detailed summary of consultation undertaken, the matters raised through engagement, and how those matters have informed the final proposal is provided within the Consultation Summary Report appended to this application in **Appendix 9**.

8.1.1 How consultation has informed the proposal

Consultation has occurred alongside development of the masterplan and preparation of the supporting technical assessments and has therefore formed an integral part of the iterative development of the Project. CDL and the Project team have engaged with HDC, HBRC, mana whenua, relevant government agencies and adjoining landowners throughout the design and assessment process, with matters raised through consultation progressively considered alongside technical advice and the evolving masterplan.

This collaborative process has enabled key issues to be identified and worked through at an early stage, specialist investigations to be tested and refined, and design and mitigation responses to be developed in an integrated manner. Where feedback has identified an opportunity to improve the Project, this has been incorporated into the design or supporting management framework. Where a change to the Project has not been considered necessary or appropriate, the matter has nevertheless been assessed and responded to through the substantive application.

The consultation process has informed the Project in the following key areas:

- **Masterplan design:** The masterplan has evolved in response to feedback on reserve interfaces, rural boundaries, road connections, pedestrian accessibility, future connectivity and the Herehere Stream corridor. This has informed lot size and orientation, fencing and landscape treatments, reserve frontages, pedestrian connections, future links to adjoining land, and the relationship between development and the open space network.
- **Urban and rural interfaces:** Engagement with adjoining landowners has informed site-specific responses along the Project boundaries, including lot layout, fencing, landscaping, drainage, maintenance access and the transition between the proposed residential development and adjoining rural, residential and community land uses.
- **Technical assessment:** Feedback from HDC, HBRC and other stakeholders has informed further investigation and refinement of the technical assessments addressing stormwater and flooding,



groundwater, drainage capacity, stream erosion and stability, ecology, productive capacity, transport and infrastructure servicing. This has enabled the technical response to develop alongside the design rather than as a separate assessment undertaken after the masterplan was established.

- **Environmental mitigation and management:** Consultation has informed a range of measures to avoid, remedy or mitigate potential effects, including streambank stabilisation and riparian planting, stormwater treatment and attenuation, erosion and sediment controls, rural-interface treatments, reverse-sensitivity measures, monitoring requirements and construction management measures addressing noise, vibration, dust, traffic and communication with neighbouring properties.
- **Infrastructure:** Ongoing engagement with HDC and HBRC has informed the water supply, wastewater, stormwater and transport strategies. This includes the proposed connection to the Waiairoha Pressure Zone, the Middle Road wastewater pump station and assessment of Breadalbane capacity, the regional stormwater consenting approach, and the design of the road, walking and cycling networks.
- **Cultural and heritage outcomes:** Engagement with mana whenua and Heritage New Zealand Pouhere Taonga (HNZPT) has informed the Project's response to cultural and heritage values, including the treatment and enhancement of the Herehere Stream corridor, riparian planting and freshwater outcomes, cultural monitoring provisions, and archaeological assessment and management measures.
- **Highly productive land and strategic planning:** Feedback relating to highly productive land and strategic growth has informed further assessment of the productive capacity of the Site and refinement of the planning assessment under the NPS-HPL, regional planning provisions and the wider strategic growth framework.
- **Residential development controls:** Consultation has informed the proposed framework for controlling future development of the residential lots. Consent notices are proposed to establish appropriate controls for matters including building height, setbacks, site coverage, fencing and the number of dwellings per lot, providing a clear residential development framework notwithstanding the underlying Plains Production zoning.

Overall, the consultation process has contributed to a more integrated and responsive proposal. It has enabled the masterplan, infrastructure design, environmental mitigation and planning framework to be developed together, with regard to the interests and responsibilities of the relevant authorities, mana whenua and neighbouring landowners. The resulting Project provides for residential development while responding to the Site's environmental characteristics, infrastructure constraints and adjoining land uses, and incorporates measures intended to deliver positive outcomes for both the future community and the wider receiving environment.

CDL acknowledges and appreciates the time, input and constructive engagement provided by parties throughout the consultation process. The feedback received has materially assisted in informing the final form of the proposal and supporting technical assessments and has contributed to the development of an integrated and responsive urban development outcome for the Middle Road Project.



9.0 Statutory Requirements Relating to Iwi Authorities, Treaty Settlement Entities and other relevant Māori Groups

This section addresses the statutory requirements under Schedule 5 of the FTAA relating to iwi authorities, planning documents, Treaty settlements, and customary rights.

9.1 Planning Documents Recognised by a Relevant Iwi Authority

Clause 5(1)(i) of Schedule 5 the FTAA requires an application to provide an assessment of the activity against any relevant provisions in any of the planning document recognised by a relevant iwi authority and lodged with a local authority.

The planning documents recognised by a relevant iwi authority and that have been lodged with the District and Regional Councils identified in **Table 21** below.

Table 21: Planning Document Recognised by a Relevant Iwi Authority

Name	Document Title	Scope
Ngāti Kahungunu Iwi Incorporated	<u>Kahungunu ki Uta, Kahungunu ki Tai</u>	Iwi Management Plan - Marine and Freshwater Fisheries Strategic Plan
Te Taiwhenua o Heretaunga	<u>Mana Ake</u>	Hapu Management Plan
Ngāti Hori	<u>Ngāti Hori Freshwater Resources Management Plan</u>	Karamū Stream Management Plan
Nga Hapu o Tutaekuri	<u>Tutaekuri Awa Management and Enhancement Plan</u>	Hapu Management Plan

9.1.1 Kahungunu ki Uta, Kahungunu ki Tai

This Iwi Management Plan sets out expectations for the use and management of marine and freshwater fisheries within Ngāti Kahungunu rohe.

While this Plan is not directly relevant to this Project, the proposal aligns with broader water quality outcomes which contribute to the health of fisheries by incorporating a best-practice stormwater management system, avoiding and mitigating the effects of stormwater discharges to the environment, and enhancing ecological function through a comprehensive landscape strategy.

9.1.2 Mana Ake - Ngā Hāpu o Heretaunga

Mana Ake – Ngā Hāpu o Heretaunga represents a consolidated hapu management plan prepared to represent the views and aspirations of the hapū and marae who whakapapa to Heretaunga and Ngāti Kahungunu. It outlines aspirations for restoring the mauri of ecosystems, supporting cultural relationships with land and water, and ensuring meaningful hapū and marae participation in governance.

The overarching goals of Mana Ake relevant to this Application include supporting whānau ora (wellbeing), safeguarding taonga for future generations, and upholding mana motuhake in the governance of natural resources.

The Middle Road Project responds to these goals through early and ongoing engagement with mana whenua facilitated by Tamatea Pōkai Whenua, including preparation of a Cultural Impact Assessment and subsequent engagement on the recommendations arising from that assessment. A key focus of this engagement has been the Herehere Stream and wider Karamū Stream catchment, including the



protection and enhancement of water quality, mauri, mahinga kai and ecological values. These matters have informed the stormwater design, streambank enhancement, riparian planting and proposed technical and cultural monitoring framework.

The proposal also provides for conditions requiring cultural induction and contractor training, cultural monitoring during relevant earthworks, archaeological and accidental discovery protocols, and appropriate karakia, together with ongoing engagement with TPW through construction. Native planting and enhancement of the Herehere Stream corridor further support the ecological and cultural outcomes identified through engagement.

Mana whenua have helped to shape the development outcomes of the Project, and this is addressed more comprehensively in Section 13.8 of this report. CDL remains committed to maintaining a collaborative relationship with mana whenua as the Project progresses through implementation.

9.1.3 Ngāti Hori Freshwater Resources Management Plan

The Ngāti Hori Freshwater Resources Management Plan sets out the priorities and objectives in relation to freshwater in rohe of Ngāti Hori. This includes the Karamū Stream which is in the catchment of the wider the receiving environment of the Project's stormwater discharges. Priorities include improving water quality, protection and restoration of native riparian vegetation, improvement of habitat and achieving sufficient water flow.

Through engagement with mana whenua and commitment to avoiding and mitigating effects, the Project achieves the objectives of the Plan through the following measures:

- Best practice stormwater treatment measures, including proprietary treatment devices and six dry detention basins, will provide a treatment train approach that is expected to achieve approximately 84% total suspended solids removal, exceeding the identified 75% treatment requirement, and improve the quality of water discharged to the Herehere Stream and Karamū Stream catchment.
- The Project will enhance the Herehere Stream corridor through streambank recontouring and stabilisation, erosion mitigation and riparian planting along the southern bank, improving riparian vegetation cover and ecological function within this part of the catchment.
- By managing stormwater quality and flows prior to discharge, the development will protect downstream receiving environments. The proposed outlet structures incorporate riprap and energy-dissipation measures to manage scour and erosion, with the Herehere Stream outlet and associated erosion protection located outside the stream bed.
- The stormwater management system has been designed to manage post-development hydrology, with detention and attenuation of the 2, 10 and 100-year storm events to pre-development peak flow rates, thereby managing potential effects on downstream flows and receiving environments.

The Middle Road Project aligns with the priorities of the Ngāti Hori Freshwater Resources Management Plan by implementing a stormwater system that improves water quality, supports the restoration of native vegetation, and protects downstream aquatic habitats. Through at-source treatment, hydrological controls, and monitoring requested through mana whenua engagement, the project contributes positively to the mauri of the Karamū Stream and reflects a genuine commitment to kaitiakitanga and long-term freshwater health.

9.2 Tūtaekuri Awa Management and Enhancement Plan

The Tūtaekuri Awa Management and Enhancement Plan is not considered relevant to the Middle Road Project, as the site does not discharge to the Tūtaekuri catchment. All stormwater from the development discharges to the Karamū Stream catchment and a relevant assessment for this catchment is captured in Section 13.8 above.

9.3 Treaty Settlement Provisions and Redress

In response to clause 5(1)(i) of Schedule 5 of the FTAA, there is one Treaty settlement that applies in the area covered by the Middle Road project as outlined below.



9.3.1 Heretaunga Tamatea Claims Settlement Act 2018

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

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

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

Of particular relevance to the Project, the Act provides for a statutory acknowledgement over the Karamū Stream and its tributaries, recognising the cultural, spiritual, historical and traditional association of Heretaunga Tamatea with this freshwater system. The Karamū Stream and its tributaries are also subject to a deed of recognition.

The Project will discharge treated stormwater to the Herehere Stream, which connects downstream to the Karamū Stream, and via the Gilpin Drain to the Karamū Stream. These receiving environments are therefore an important consideration for the Project.

The Project has responded to these matters through ongoing engagement with Tamatea Pōkai Whenua, including preparation of a Cultural Impact Assessment, and through the substantive design of the stormwater and freshwater response. This includes treatment and attenuation of stormwater, enhancement and stabilisation of the Herehere Stream corridor, riparian planting, and proposed technical and cultural monitoring. The Project has therefore sought to recognise and provide for the cultural values associated with the Karamū Stream and its tributaries throughout the design and assessment process.

9.3.2 Hawke's Bay Regional Planning Committee Act 2015

The Hawke's Bay Regional Planning Committee Act 2015 establishes the Hawke's Bay Regional Planning Committee and provides a statutory framework for tāngata whenua participation in regional resource management planning. Its purpose is to improve tāngata whenua involvement in the development and review of regional policy statements and regional plans prepared under the RMA.

The Committee brings together representatives of Hawke's Bay Regional Council and tāngata whenua entities from across the region. Its functions are principally focused on regional planning, including the preparation, review and monitoring of regional policy statements and regional plans.

The Middle Road Project has involved engagement with relevant mana whenua, including Tamatea Pōkai Whenua, through the referral process and preparation of this substantive application. Cultural values associated with the Site and surrounding waterways have informed the development of the Project, particularly the response to stormwater management, the Herehere Stream corridor, ecological enhancement and construction management.

While the Act is primarily concerned with regional planning rather than individual resource consent applications, the Project is consistent with its broader intent through the ongoing engagement undertaken with mana whenua and the recognition of cultural values within the design and proposed management framework.

9.4 Customary Marine Title Groups

In response to clause 5(5)(b) of Schedule 5 of the FTAA, there are currently several hundred applications for recognition of customary marine title before the High Court under the Marine and Coastal Area (Takutai Moana) Act 2011, alongside direct negotiations with the Crown.



The proposal is not located within an area subject to a customary marine title, and therefore assessment under clause 5(5)(b) of Schedule 5 of the FTAA is not required. Additionally, the activity does not occur in an area that is within the scope of a planning document prepared by a customary marine title group under Section 85 of the Marine and Coastal Area (Takutai Moana) Act 2011.

In response to clause 5(5)(c) of Schedule 5 of the FTAA the activity is not occurring in an areas that is a taiāpure-local fishery, a mātaītai reserve, or an area that is subject to bylaws under the Fisheries Act 1996.

9.5 Protected Customary Rights

Clause 5(1)(j) of Schedule 5 of the FTAA requires an application to include an assessment of any effects of the activity on the exercise of a protected customary right.

There are no protected customary rights that relate to the site, and as such, an assessment under Clause 5(1)(j) is not required.



10.0 Assessment Against the Purpose of the FTAA

Section 43(1)(b)(i) of the FTAA requires the Application to explain how the project to which the application relates is consistent with the purpose of the FTAA.

The purpose of the FTAA is set out in Section 3 as follows:

“The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits”

“Significant regional or national benefits” is not specifically defined in the FTAA. However, Section 22(2)(a) of the FTAA provides guidance on the matter and provides the following criteria (emphasis added):

(a) *whether the project—*

(i) *has been identified as a priority project in a central government, local government, or sector plan or strategy (for example, in a general policy statement or spatial strategy), or a central government infrastructure priority list:*

(ii) *will deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure:*

(iii) *will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020):*

(iv) *will deliver significant economic benefits:*

(v) *will support primary industries, including aquaculture:*

(vi) *will support development of natural resources, including minerals and petroleum:*

(vii) *will support climate change mitigation, including the reduction or removal of greenhouse gas emissions:*

(viii) *will support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards:*

(ix) *will address significant environmental issues:*

(x) *is consistent with local or regional planning documents, including spatial strategies:*

The proposal is a Referred Project under the FTAA. This means that the Middle Road Project has already been identified as having significant regional or national benefits. However, for completeness, we provide further commentary below.

The economic impacts of the application have been comprehensively assessed in the Economics Assessment prepared by Insight Economics included in **Appendix 27**. We rely on this assessment to evaluate the economic benefits of the proposal.

In our opinion, the proposal is consistent with the purpose of the FTAA for the following reasons:

- The delivery capacity for approximately 317 dwellings in Havelock North represents a significant contribution to housing supply within the Hastings District and wider Hawke’s Bay Region. The Economics Assessment identifies a long-term greenfield housing capacity shortfall of approximately 330 dwellings across the Hastings District, meaning the Project would, on its own, address almost the entirety of that identified shortfall.
- The additional housing supply will help improve housing choice and increase competition within the local housing market, supporting improved housing affordability and economic efficiency within the district and wider region. These benefits are particularly relevant given that, as at Q4 2025, the median Hastings District home cost approximately 6.3 times the median household income, it took



approximately 8.4 years to save a 20% deposit, and mortgage payments represented approximately 36% of gross median household income for a new purchaser.

- Increasing housing supply, enabling a greater diversity of housing typologies, and responding to projected demographic growth is consistent with Objectives 1 and 2 and Policy 1 of the National Policy Statement on Urban Development 2020 (NPS-UD). The proposed lots have an average section size of approximately 500 m², compared with an average of approximately 1,450 m² across the existing Havelock North housing stock, materially broadening the range of housing options available.
- The Project will provide for a comprehensively planned residential neighbourhood supported by integrated transport, three waters infrastructure, stormwater management, and open space networks, enabling efficient and coordinated urban growth adjacent to the existing Havelock North urban area.
- The development will contribute significant economic benefits to the Hawke's Bay Region through construction activity, employment generation, and increased economic output. The Project represents approximately \$277.3 million of investment and is estimated to generate approximately \$92 million in GDP and \$44 million in wages and salaries (NPV) during the development period.
- The Project will support local employment opportunities across the civil construction, infrastructure, housing, and professional services sectors over the anticipated development period. The development is estimated to support approximately 735 FTE-years of employment, equivalent to an average of approximately 92 full-time positions per annum over the indicative eight-year development period.
- At full build-out, residents of the development are also estimated to generate more than \$23 million in annual household expenditure, supporting the ongoing vitality of Havelock North, Hastings and Napier.
- The Project will facilitate investment in strategic infrastructure upgrades and stormwater management systems, including improvements to existing flooding and drainage constraints affecting the site and surrounding environment.
- The proposal represents an efficient use of land located immediately adjacent to existing urban development, infrastructure networks and community facilities, including proximity to the Havelock North town centre. Approximately 18.5 ha, or 60% of the Site, already lies within the Havelock North urban area as defined by Stats NZ, and the Site is located approximately 900 metres from the Havelock North town centre. The Economics Assessment therefore characterises the Project as a logical and contiguous extension of the existing urban area rather than an isolated greenfield release.
- The Project supports the efficient utilisation and extension of existing public infrastructure networks, including wastewater, water supply, roading and wider transport infrastructure. The coordinated master-planned approach also enables infrastructure to be appropriately sized and delivered efficiently, rather than through fragmented or ad hoc development.
- The proposal aligns with long-term strategic planning directions for urban growth in Havelock North. While the Site remains zoned Plains Production Zone and has not yet been rezoned through a plan change process, the former Heretaunga Plains Urban Development Strategy identified part of the Middle Road land as a Reserve residential growth area. The draft Napier-Hastings Future Development Strategy subsequently assessed the Site as a potential growth area at the southern edge of Havelock North. While the adopted FDS did not ultimately include the Site, its consideration through successive strategic growth processes demonstrates the Site's long-standing relationship with the anticipated growth of Havelock North.
- Technical assessments undertaken for the Project identify that the Site is subject to a range of physical and productive constraints, including flooding, drainage limitations, groundwater constraints, and limitations associated with long-term productive land use viability. In particular, the Economics Assessment notes the Productive Capacity Assessment's finding that the lack of viable access to irrigation water would make commercially viable orchard production difficult to achieve. Despite this, the economic modelling conservatively assumes productive rural use across



the entire 30.6 ha Site, including approximately 3.1 ha of pipfruit and 27.5 ha of grazing, thereby deliberately overstating the economic value of the rural counterfactual.

- Overall, the economic assessment concludes that the Project will generate substantial positive economic and social benefits for the district and wider region, with those benefits significantly outweighing any identified adverse economic effects. After accounting for forgone rural production, the Project is estimated to generate a net benefit of approximately \$90 million in GDP (NPV), 697 FTE-years of employment and \$43 million in wages and salaries (NPV). Even when the full economic value of forgone highly productive land is considered, that forgone value is equivalent to only approximately 2.4% of the Project's construction-phase GDP benefit.

For these reasons, in our opinion, the proposal is consistent with the purpose of the FTAA.



11.0 Assessment against Sections 5, 6 and 7 of the RMA

This section of the Application provides an overall assessment of the activity against Sections 5, 6 and 7 of the RMA, as required by clause 5(1)(g) of Schedule 5 of the FTAA.

Part 2 contains the purpose and principles of the RMA. Section 5 sets out the purpose of the RMA and requires a broad judgement as to whether a proposal would promote the sustainable management of natural and physical resources. This exercise of this judgment is informed by the principles in Sections 6 to 7 and considered in light of the particular circumstances of each application.

As set out throughout this Application and supporting technical assessments, the proposal is considered to be consistent with Sections 5, 6 and 7 of the RMA. The proposal also generally aligns with the relevant objectives and policies of the Hastings District Plan, Hawke's Bay Regional Resource Management Plan, and relevant national policy direction. It is therefore considered that the proposal will not offend against the general resource management principles set out in Part 2 of the RMA. Further assessment against these sections is provided below.

11.1 Section 5 – Purpose of the RMA

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This includes managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic wellbeing and health and safety, while sustaining the potential of those resources for future generations, safeguarding the life-supporting capacity of air, water, soil and ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

It is considered that the proposed development is consistent with these objectives as it will provide for the social and economic wellbeing of people and communities by increasing housing supply within Havelock North and the wider Hawke's Bay Region, while also generating significant economic and employment benefits through the construction and operational phases of the Project. The proposal will enable approximately 317 new dwellings supported by integrated transport, infrastructure, stormwater management and open space networks. The Site adjoins the existing urban area and established infrastructure, enabling growth to occur in a logical location while making efficient use of existing and planned physical resources.

The proposal has also been designed having regard to the natural and physical resources of the Site. While development will result in the loss of existing rural land, the Productive Capacity Assessment identifies significant constraints to its long-term productive use. The Project will instead provide coordinated investment in infrastructure, stormwater and flood management, open space and transport networks that will support the long-term needs of the future community.

As addressed elsewhere in this report, the proposal also provides an opportunity to comprehensively address existing flooding, drainage and infrastructure constraints affecting the site through coordinated development and infrastructure investment. The life-supporting capacity of water, soil and ecosystems will be safeguarded through the proposed stormwater treatment and attenuation system, management of contaminated soils, erosion and sediment controls, and ecological and landscape enhancement. In particular, the Herehere Stream corridor will be enhanced through streambank regrading, retirement of grazing and riparian planting, while the wider drainage reserve network will provide additional ecological connectivity and open space.

Technical assessments accompanying the Application demonstrate that the proposal can be appropriately managed and carried out in a manner that avoids, remedies or mitigates adverse environmental effects to an acceptable level. Overall, the Project enables the Site to be developed in a manner that provides for present and future community wellbeing while appropriately managing and protecting the natural and physical resources of the Site and surrounding environment.

It is therefore considered that the proposal is consistent with the sustainable management purpose of the RMA.



11.2 Section 6 – Matters of National Importance

Section 6 of Part 2 identifies matters of national importance that are to be recognised and provided for. The proposal recognises and provides for those relevant matters as follows:

- *The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga (Section 6(e))*

The Applicant has undertaken engagement with mana whenua through hui and ongoing correspondence as part of the referral process. Cultural values associated with the site and surrounding waterways, including the health and mauri of the Herehere Stream and wider catchment, have been acknowledged through the design and technical assessment process. Ongoing engagement with mana whenua is proposed through the substantive application phase, including input into stormwater management, riparian treatment, planting approaches, and environmental outcomes for the Project.
- *The protection of protected customary rights (Section 6(g))*

No protected customary rights have been identified within or adjacent to the site. The proposal does not affect any recognised customary marine title area, customary rights order, or relevant planning document prepared under the Marine and Coastal Area (Takutai Moana) Act 2011.
- *The management of significant risks from natural hazards (Section 6(h))*

Technical assessments relating to flooding, stormwater management, geotechnical conditions and infrastructure servicing have been undertaken to assess and appropriately manage natural hazard risks affecting the site. The proposal incorporates an integrated stormwater management strategy, including detention and treatment devices, finished floor level controls, overland flow path management, and infrastructure upgrades to ensure flood risks are appropriately managed. The development also provides an opportunity to improve the existing stormwater and drainage environment through coordinated infrastructure investment and catchment management.

11.3 Section 7 – Other Matters

Section 7 of the RMA identifies a number of other matters to which particular regard must be had. These include, amongst other things, kaitiakitanga, the efficient use and development of natural and physical resources, the maintenance and enhancement of amenity values, and the maintenance and enhancement of environmental quality. The proposal is considered to be consistent with the relevant matters identified in Section 7.

The site represents a logical and efficient location for residential growth as it is contiguous with the existing urban area of Havelock North and adjacent to established residential development, infrastructure networks, public transport routes, and community facilities. The proposal enables the efficient use and extension of existing infrastructure and supports a coordinated urban growth pattern consistent with the wider strategic direction for Havelock North.

The proposal will provide for a comprehensively planned residential neighbourhood incorporating integrated infrastructure, stormwater management, open space networks, and landscape treatment. The development has been designed to respond to the site's physical characteristics and constraints, including the Herehere Stream corridor and existing flooding conditions, while maintaining and enhancing environmental quality and amenity values.

Overall, the Project enables a coordinated residential development outcome that will provide significant social and economic benefits while appropriately managing environmental effects and infrastructure requirements.



12.0 Assessment Against Statutory Documents

This section of the Application is provided in accordance with clauses 5(1)(h), 5(2) and 5(3) of Schedule 5 of the FTAA. The FTAA requires that applications must include an assessment of the activity against the relevant provisions and requirements of those documents listed in clause 2(2) being:

- (a) a national environmental standard;
- (b) other regulations made under the Resource Management Act 1991;
- (c) a national policy statement;
- (d) a New Zealand coastal policy statement;
- (e) a regional policy statement or proposed regional policy statement;
- (f) a plan or proposed plan; and
- (g) a planning document recognised by a relevant iwi authority and lodged with a local authority.

A comprehensive assessment of the Project against the relevant statutory objectives, policies and other provisions is provided in **Appendix 28**. That assessment should be read alongside this section and provides the detailed statutory basis for the conclusions reached below.

12.1 National Environmental Standards

The current National Environmental Standards (NES) are listed in **Table 22** below, with a comment provided as to whether the NES is relevant to the Middle Road Project. An assessment of the Project against the relevant NES is provided below.

Table 22: National Environmental Standards

National Environmental Standard	Description	Relevance to Middle Road Project
National Environmental Standards for Air Quality	This NES prohibits discharges from certain activities and sets a guaranteed minimum standard for air quality for people living in New Zealand.	Not relevant
National Environmental Standards for Commercial Forestry	This NES provides nationally consistent regulations to manage the environmental effects of forestry.	Not relevant
National Environmental Standards for Electricity Transmission Activities	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high-voltage electricity transmission lines.	Not relevant
National Environmental Standards for Freshwater	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.	Not relevant
National Environmental Standards for Greenhouse	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.	Not relevant



National Environmental Standard	Description	Relevance to Middle Road Project
Gas Emissions from Industrial Process Heat		
National Environmental Standards for Marine Aquaculture	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms, and changing farmed species. In some instances, they allow regional council rules to remain in force.	Not relevant
National Environmental Standards for Sources of Human Drinking Water	This NES sets requirements to protect sources of human drinking water from becoming contaminated.	Not relevant
National Environmental Standards for Storing Tyres Outdoors	This NES provides nationally consistent rules for the responsible storage of tyres.	Not relevant
National Environmental Standards for Telecommunication Facilities	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.	Not relevant
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS)	This NES includes requirements for assessing and managing potentially contaminated soil.	Relevant Refer to assessment below (Section 12.1.1)
National Environmental Standards for Detached Minor Residential Units (NES-DMRU)	This NES enables the development of detached minor residential units up to 70 m ² and sets the rules and standards for permitted units.	Relevant Refer to assessment below (Section 12.1.2)
National Environmental Standards for Freshwater (NES-F)	This NES regulate activities that pose risks to the health of freshwater and freshwater ecosystems.	Relevant Refer to assessment below (Section 12.1.3)
National Environmental Standards for Papakāinga (NES-P)	This NES streamlines the development of papakāinga (Māori housing) on ancestral land.	Not relevant

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

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



Under the NES-CS, land is considered actually or potentially contaminated where an activity or industry listed on the Hazardous Activities and Industries List (**HAIL**) has been, is being, or is more likely than not to have been undertaken. Where subdivision, a change in land use or soil disturbance is proposed on HAIL land, the NES-CS applies.

Detailed contamination investigations have been undertaken by AgFirst and confirmed that HAIL activities have occurred on the Site and that localised areas of soil contamination are present. As a result, resource consent is required as a Restricted Discretionary Activity under Regulation 10 of the NES-CS.

A RAP has been prepared by AgFirst (**Appendix 16**) which sets out the remediation requirements and associated site management controls to ensure that the Site is suitable for residential use.

Further details relating to contamination and the proposed remediation and management measures are provided in Section 6.9.11 of this report.

12.1.2 National Environmental Standards for Detached Minor Residential Units

The National Environmental Standards for Detached Minor Residential Units (**NES-DMRU**) provide nationally consistent permitted activity standards for detached minor residential units of up to 70 m². The Site remains zoned Plains Production and the NES-DMRU is therefore relevant to the Project. In particular:

- The NES-DMRU is relevant to the assessment to the extent that it could enable the establishment of Detached Minor Residential Units (**DMRUs**) within the future subdivision of the Site.
- The NES-DMRU sets out permitted activity rules and standards for detached minor residential units of up to 70 m². Compliance with Regulations 6–9 is required. For the Middle Road Site, the relevant standards include:
 - building coverage must comply with the applicable District Plan rural zone standard under Regulation 6(b)(i). The maximum building coverage in the Plains Production Zone is 35% under Rule 6.2.5J; and
 - a DMRU must be set back 10 metres from the front boundary and 5 metres from side and rear boundaries under Regulation 6(d)(ii).
- Given the proposed lot sizes, it is unrealistic that any DMRU could establish as a permitted activity within the Middle Road subdivision due to the applicable building coverage and setback requirements.
- The Middle Road Project does not propose to incorporate the permitted activity standard for Supplementary Residential Units that applies within the Havelock North Residential Zone under Rule 8.2.4.1 – HNGR2.
- The Plains Production Zone also provides for one supplementary residential building as a permitted activity under Rule PP3 6.2.4. However, in the context of the future urbanised Middle Road Site, the applicable building coverage and setback requirements would be too restrictive to realistically establish a DMRU on any of the proposed allotments.

Ultimately, the NES-DMRU does not alter the conclusions reached elsewhere in this report regarding infrastructure capacity or anticipated built form outcomes. The Project has been assessed on the basis of the proposed residential yield, while the consent notice and covenant framework will continue to control the bulk, location and form of future development. Accordingly, the NES-DMRU is not considered to materially change the servicing, character or amenity assessment for the Project.

12.1.3 National Environmental Standards for Freshwater

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

The Middle Road Project interacts with freshwater environments through the Herehere Stream and the wider Karamū Stream catchment. An Ecological Assessment has been prepared by Boffa Miskell



(Appendix 11) which assesses the freshwater features of the Site and the relevant requirements of the NES-F. Key aspects of the proposal relevant to the NES-F are as follows:

- No natural inland wetlands have been identified within the Site.
- The Herehere Stream will be retained, with no loss of river or stream extent proposed. Works along the stream corridor is limited to bank recontouring and stabilisation, together with riparian planting, to address existing erosion and improve riparian and ecological values.
- No structures are proposed within the bed of the Herehere Stream that would adversely affect fish passage.
- Existing internal drains have been assessed as artificial watercourses rather than rivers or streams. These drains will be removed or modified as part of the proposed stormwater system, with fish capture and relocation undertaken prior to works where required.
- The stormwater management approach incorporates detention, treatment and conveyance measures to manage water quantity and quality before discharge to the Herehere Stream and the Karamū Stream catchment. Riparian planting, erosion and sediment controls and streambank stabilisation further support the management of freshwater effects.

Overall, the Project is considered consistent with the intent of the NES-F. The proposed design adopts an integrated and risk-based approach to managing freshwater effects, including avoidance of impacts on natural inland wetlands, retention of the Herehere Stream, maintenance of fish passage, attenuation and treatment of stormwater, and riparian enhancement. The Project is not expected to increase adverse hydrological effects on receiving environments and provides opportunities to maintain and enhance freshwater values within the Site. No separate resource consent requirement has been identified under the NES-F.

12.2 National Policy Statements

The current National Policy Statements (NPS) are listed in Table 23 below, with a comment provided as to whether the NPS is relevant to the Middle Road Project. An assessment of the Middle Road Project against the relevant NPS is provided below.

Table 23: National Policy Statements

National Policy Statement	Description	Relevance to Middle Road Project
New Zealand Coastal Policy Statement 2010 (amended 2025) (NZCPS)	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.	Not Relevant but comments have been provided Refer to assessment below (section 12.2.1)
National Policy Statement for Electricity Networks 2026	This NPS sets out the objective and policies for managing the electricity transmission network.	Not relevant Middle Road is a residential development project.
National Policy Statement for Freshwater Management 2020 (NPS-FW)	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.	Relevant Refer to assessment below (section 12.2.2)
National Policy Statement for Greenhouse Gas	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas	Not Relevant



National Policy Statement	Description	Relevance to Middle Road Project
Emissions from Industrial Process Heat 2023	emissions from industries using process heat. It works alongside the National Environmental Standards for Greenhouse Gases from Industrial Process Heat.	Middle Road is a residential development project.
National Policy Statement for Highly Productive Land 2022 (NPS-HPL)	This NPS sets out the objective and policies for the management of highly productive land.	Relevant Refer to assessment below (section 12.2.3)
National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB)	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity, requiring at least no further reduction in indigenous biodiversity nationally.	Relevant Refer to assessment below (section 12.2.4)
National Policy Statement for Infrastructure 2025 (NPS-I)	This NPS provides guidance for the development and management of infrastructure.	Relevant Refer to assessment below (section 12.2.5)
National Policy Statement for Natural Hazards 2025 (NPS-NH)	This NPS provides direction for local authorities to manage the risk of natural hazards on subdivision and development.	Relevant Refer to assessment below (section 12.2.6)
National Policy Statement for Renewable Electricity Generation 2011	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.	Not relevant Middle Road is a residential development project.
National Policy Statement on Urban Development 2020 (NPS-UD)	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks, and infrastructure.	Relevant Refer to assessment below (section 12.2.7)

12.2.1 New Zealand Coastal Policy Statement

The Site is not located within the coastal environment, and the Project does not involve any activities within the coastal marine area. Accordingly, the New Zealand Coastal Policy Statement (NZCPS) is not considered to be directly relevant to the assessment of the Project.

Notwithstanding this, the proposed stormwater management measures will provide treatment of runoff prior to discharge to the receiving environment and will contribute to maintaining downstream water quality.

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

The NPS-FM came into force on 3 September 2020 and has an overarching objective to ensure that natural and physical resources are managed in a way that prioritises the health and wellbeing of water bodies and freshwater ecosystems, while providing for the health needs of people and enabling



communities to provide for their social, economic and cultural wellbeing, now and in the future. The relevant policies of the NPS-FM broadly seek to:

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

As noted above, the Project interacts with freshwater primarily through the Herehere Stream and the wider Karamū Stream catchment. The SWMP prepared by Woods and the Ecological Assessment prepared by Boffa Miskell demonstrate that the Project has been designed to respond to these freshwater values. A detailed assessment of the proposal against the relevant objectives and policies is provided below and demonstrates that the Project is consistent with the NPS-FM. In summary:

- The proposal adopts an integrated stormwater management approach that addresses both water quantity and water quality. The proposed detention system attenuates post-development peak flows for the 2-, 10- and 100-year rainfall events to pre-development rates, thereby managing changes in runoff associated with urbanisation.
- The approach is consistent with Te Mana o te Wai, recognising the importance of freshwater health through the treatment and attenuation of stormwater prior to discharge to the Herehere Stream and wider Karamū Stream catchment.
- The Project responds positively to the Herehere Stream, which is retained and enhanced through streambank stabilisation, riparian planting and integration with the wider open space and stormwater network. No natural inland wetlands have been identified within the Site, and the Project does not result in the loss of river or stream extent.
- The stormwater management framework generally reflects the existing catchment and drainage patterns across the Site, including the Bake, Pomeroy and Gilpin drainage systems, while maintaining appropriate downstream conveyance.
- Stormwater will be managed through an integrated treatment train approach, with detention basins and associated treatment measures providing for contaminant removal and management of urban runoff prior to discharge to the receiving environment.
- Effects associated with land disturbance and construction will be managed through erosion and sediment controls, staging and construction management measures, while the permanent stormwater system provides for the long-term management of runoff following development.
- Taken together, the approach reflects an integrated ki uta ki tai response, recognising the relationship between land use, stormwater infrastructure, the Herehere Stream and downstream receiving environments, while enabling residential development in a manner that maintains and enhances freshwater values.

Overall, the Project is considered consistent with the objectives and policies of the NPS-FM. The proposed stormwater and ecological response adopts an integrated, catchment-based approach that manages changes in hydrology and water quality, retains and enhances the Herehere Stream corridor, and provides for the maintenance and enhancement of freshwater values. The technical assessments demonstrate that the effects of the development on freshwater environments can be appropriately managed through the measures incorporated into the Project.

12.2.3 National Policy Statement for Highly Productive Land

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

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



- Protect highly productive land for us in land-based primary production, both now and for future generations (Objective 1).
- Avoid the subdivision of highly productive land, except as provided for in the NPSHPL (Policy 7).
- Protect highly productive land from inappropriate use and development (Policy 8).
- Manage reverse sensitivity effects so as not to constrain land-based primary production activities on highly productive land (Policy 9).

Clause 3.10 Exemption Test

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

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

a. the subdivision, use, or development:

- i. avoids any significant loss (either individually or cumulatively) of productive capacity of highly productive land in the district; and*
- ii. avoids the fragmentation of large and geographically cohesive areas of highly productive land; and*
- iii. avoids if possible, or otherwise mitigates, any potential reverse sensitivity effects on surrounding land-based primary production from the subdivision, use, or development; and*

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

A productive capacity and rural land use assessment was prepared by AgFirst and is attached at **Appendix 14** and identified the following permanent long-term constraints:

- The Site contains poorly drained soils and a shallow and variable groundwater table, resulting in prolonged waterlogging. This was identified by AgFirst and supported by site-specific geotechnical investigations and groundwater monitoring undertaken by CMW Geosciences, together with soil mapping, site observations and stormwater modelling. The wet soil conditions constrain productive capacity by limiting the period during which soils are suitable for cultivation, reducing rooting depth and increasing drought susceptibility during drier periods. Mitigating these conditions would require substantial land recontouring and/or a pumped subsurface drainage system, together with flood management measures, which AgFirst considers are not reasonably practicable in the context of an economically viable primary production activity.
- Limited to no access to irrigation water, with no existing or reasonably foreseeable water allocation available to support high-value horticultural use on the Heretaunga Plains to historic overallocations.
- The proximity of established and emerging residential development and urban infrastructure along multiple site boundaries which constrains rural land uses and gives rise to land use compatibility and reverse sensitivity issues.
- A fragmented landholding pattern - the site is already subdivided into multiple smaller parcels, limiting scale, operational efficiency and economic viability.
- The absence of high-value productive use – the historic and current pattern of productive use is consistent with the identified physical and operational constraints. While historic use is not itself determinative of future productive capacity, the Site has predominantly supported relatively low-intensity productive activities.



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

In reaching this conclusion, AgFirst has considered alternative forms of land-based primary production, land improvement and drainage, water storage and efficiency measures, and boundary adjustment or amalgamation, and concludes that these do not provide a reasonably practicable means of overcoming the identified constraints.

In relation to 1(bi) of the 3.10 exemption test, it is noted that the AgFirst report has highlighted that the Site has limited “productive capacity” as defined in the NPS-HPL. Accordingly, there will be no significant loss of the productive capacity of highly productive land in the district as a result of the proposed subdivision. In addition, when considered in the context of the wider HPL resource within the district, it is considered that the Project would not result in a significant cumulative loss of productive capacity overall at a district or regional-wide level.

In relation to clause 3.10(1)(b)(ii), the Site is located at an existing urban edge and is already substantially influenced by fragmented land ownership and is impacted by urban development. Residential development adjoins the Site to the north, east, south-east and north-west, with existing infrastructure, rural lifestyle development and other non-productive uses also present in the immediate environment. The Project would consolidate the existing urban edge rather than extend urban development into an otherwise large and geographically cohesive area of HPL.

Consideration has also been given to the potential effect of the Project on the HPL at 80 and 84 Middle Road. Those properties are themselves located within an existing fragmented urban-edge environment. Overall, it is considered that the Project would not result in fragmentation that materially affects the productive capacity or operation of a large and geographically cohesive area of the HPL.

In relation to 1(biii) of the 3.10 exemption test, the AgFirst report concludes that the Project would not materially increase existing reverse sensitivity constraints on surrounding land-based primary production, given the existing urbanised context and the nature and use of adjoining rural properties. In addition, adjoining rural properties are used for rural lifestyle purposes, rather than primary production purposes. Further consideration relating to the potential for reverse sensitivity effects is contained in Section 4.8.3 interface effects of this report which similarly concludes that potential reverse sensitivity effects can be appropriately managed and therefore meets the requirements of 1(biii) of the 3.10 exemption test.

In relation to 1(c) of the 3.10 exemption test, Sections 4.3 of this report highlights the benefits of the project. The principal long-term cost of the Project for the purposes of clause 3.10(1)(c) is the permanent removal of approximately 25.6 ha of HPL from potential land-based primary production. This cost is acknowledged. Its significance is, however, reduced by the permanent and long-term constraints identified by AgFirst, which substantially limit the productive capacity and economic viability of the land over the relevant 30-year period.

Overall, it is considered that these benefits outweigh any long term costs associated with loss of highly productive land for land-based primary production. Specifically:

- The Project will enable the development of a residential area that is contiguous with the existing urban extent of Havelock North, representing a logical and efficient extension of the urban area.
- As identified in the AgFirst report, the site has limited productive capacity and is subject to a range of constraints that significantly limit its ability to support economically viable primary production. Therefore, the loss of highly productive land on this site does not result in a significant loss of productive capacity of the district overall.
- The opportunity cost associated with retaining the land for primary production is low, given its limited viability. The AgFirst report identifies that the current and potential productive use of the land is constrained and would generate relatively low economic return compared to alternative uses.
- The Economics Memo (**Appendix 27**) identifies that the Project will generate significant economic benefits at a regional scale, including approximately \$277 million in project investment, supporting



approximately 735 FTE-years of employment and generating approximately 92 million in GDP during the development period.

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

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

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

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

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

Supported by the findings of the Ecological Assessment (**Appendix 11**), it is considered that the Project aligns with the objectives and policies of the NPS-IB for the following reasons:

- Mana whenua has been consulted throughout the Project (Consultation Report, **Appendix 9**), with early engagement identifying the importance of the Herehere Stream and receiving environment, together with a preference for more naturalised development approaches. These matters have informed the Project's approach to riparian enhancement, stormwater management and the integration of natural freshwater features within the development, with ongoing engagement helping to ensure that cultural values are appropriately reflected in the development.
- The Site does not contain any identified SNA or remnant areas of indigenous vegetation. It is predominantly modified pasture and horticultural land, with shelterbelts, scattered trees and existing rural development. The Ecological Assessment identifies terrestrial habitats as having generally low indigenous biodiversity value. Native lizard surveys did not identify any lizards, and the Site is considered unlikely to support native lizard populations.
- While the Site is highly modified, the Project provides opportunities to maintain and enhance indigenous biodiversity across the wider development. Planting is proposed within reserves, stormwater areas, streetscapes and other public spaces, increasing vegetation cover and habitat complexity and providing additional feeding, nesting and roosting opportunities for indigenous fauna.
- The integration of open space, stormwater management and landscape planting provides opportunities to strengthen ecological connectivity across the Site, including through reserves, drainage corridors and streetscapes, rather than limiting biodiversity enhancement to individual isolated areas.



- Particular consideration has been given to the Herehere Stream corridor. The development provides an integrated open space and stormwater response alongside the stream, including approximately 275 metres of riparian planting, streambank stabilisation and erosion mitigation. These measures will improve shading, riparian cover and ecological function relative to the existing modified stream environment.
- Potential effects on indigenous fauna will be managed through the proposed Fauna Management Plan, including pre-clearance checks for active native bird nests and potential bat roosts, together with fish capture and relocation where artificial drains are affected by works.

Overall, the Project is considered consistent with the NPS-IB. While the Site currently has limited indigenous biodiversity value, the proposed design avoids significant ecological effects and integrates biodiversity enhancement throughout the wider landscape and open space network. The proposed riparian enhancement planting, stream enhancement works and fauna management measures will maintain indigenous biodiversity values and provide positive ecological outcomes within the Site.

12.2.5 National Policy Statement for Infrastructure 2025

The National Policy Statement for Infrastructure 2025 (NPS-I) provides national direction for the efficient delivery, operation and upgrading of infrastructure, recognising its role in supporting the wellbeing of people and communities and enabling urban development. It seeks to ensure infrastructure is well-functioning, resilient and delivered in a timely and efficient manner.

The Project is supported by an integrated infrastructure response. In summary:

- Provides the essential infrastructure required to support the development, including stormwater, wastewater, water supply, transport and utility networks. The substantive engineering assessments demonstrate that the necessary infrastructure can be provided.
- Efficiently utilises and extends existing infrastructure networks, with proposed connections to existing water, wastewater, transport and utility networks rather than relying on wholly standalone systems. In relation to water supply, the proposed internal network and connections can be provided, while CDL and Woods continue to work collaboratively with HDC on the wider supply solution, including opportunities for water efficiency, demand management and system-wide savings across Middle Road, Iona and Arataki. This is consistent with Policy 4, which seeks to enable the efficient and timely operation of infrastructure and more effective use of existing infrastructure.
- Provides for infrastructure upgrades where required, particularly in relation to wastewater servicing. The proposal includes a new wastewater pump station, storage and rising main, with downstream network and Breadalbane pump station requirements continuing to be coordinated with HDC as part of the overall servicing response.
- Integrates infrastructure with the natural environment, including an integrated stormwater management approach that responds to the Herehere Stream and wider catchment, and incorporates water quality treatment, detention and attenuation, together with streambank stabilisation and riparian enhancement.
- Supports infrastructure resilience and the management of natural hazards, including through flood modelling, on-site attenuation, overland flow management and engineering design that responds to existing flood risk and climate change considerations.
- Enables urban development in a well-located area adjoining the existing Havelock North urban area, supporting efficient land use and the provision of additional housing through infrastructure that connects with and builds upon established networks.

Overall, the Project is considered consistent with the NPS-I. The proposed infrastructure provides an integrated and resilient servicing response, makes effective use of existing networks and provides for upgrades where required. The technical assessments demonstrate that the Site can be appropriately serviced, with the remaining municipal water supply and downstream wastewater matters being progressed in coordination with HDC. On this basis, the infrastructure required to support the proposed residential development can be delivered in an efficient and coordinated manner.



12.2.6 National Policy Statement for Natural Hazards 2025

The National Policy Statement for Natural Hazards 2025 (**NPS-NH**) provides national direction for managing natural hazard risk associated with subdivision, use and development. It promotes a risk-based and proportionate approach, having regard to the likelihood and consequences of natural hazards, together with the potential effects of climate change.

The relevant natural hazards affecting the Site have been assessed through the SWMP prepared by Woods (**Appendix 20**) and the Geotechnical Investigation Report prepared by CMW Geosciences (**Appendix 12**). In summary:

- **Flooding:** due to the Site's location at the lower end of the catchment adjacent to the Herehere Stream, flooding is a key Site constraint. This has been addressed through detailed flood modelling, including climate change allowances, lifting the site levels, and an integrated stormwater management approach incorporating on-site storage and attenuation. Finished floor levels will also provide a minimum 0.5 metre freeboard above the modelled 1% Annual Exceedance Probability (**AEP**) flood level.
- **Geotechnical hazards:** These include liquefaction vulnerability, potential lateral spread near the Herehere Stream and weak near-surface soils. The CMW Geotechnical Assessment identifies the majority of the Site as suitable for TC2-type foundations, with localised areas requiring further investigation and potentially TC2/TC3 hybrid solutions. These hazards will be managed through appropriate foundation design, ground improvement and engineering measures.
- **Slope stability and erosion:** The proposed works adjacent to the Herehere Stream have been assessed by CMW, including the proposed regrading and stabilisation of the streambank. The proposed approximately 1V:3H batter and associated erosion mitigation measures are considered suitable to manage slope stability risk.
- **Seismic hazard:** Earthquakes are a natural hazard in the region; however, the CMW Geotechnical Assessment confirms that no known active faults cross the Site. The nearest active fault, the Te Mata Fault Zone, is approximately 2.3 kilometres to the south, and the risk of fault rupture affecting the proposed development is assessed as low.

Overall, the natural hazards affecting the Site have been appropriately identified and assessed through the stormwater and geotechnical investigations. The Project adopts a risk-based and proportionate approach, with flooding, liquefaction, lateral spreading, slope stability, erosion and seismic hazards addressed through the proposed landform, stormwater management, climate change allowances, freeboard, foundation design and other engineering controls. The technical assessments demonstrate that, with these measures implemented, the identified risks can be appropriately managed and do not preclude the proposed residential development of the Site.

12.2.7 National Policy Statement on Urban Development 2020

The NPS-UD recognises the national significance of:

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

The NPS-UD contains objectives and policies that require councils to undertake long-term, integrated planning to accommodate urban growth and support well-functioning urban environments. There is a strong emphasis on enabling growth both within existing urban areas and through planned urban expansion, while ensuring that planning provisions do not unnecessarily constrain development. The NPS-UD also directs that higher density development be enabled in locations with good access to



employment, infrastructure, services and demand, and, in appropriate circumstances, removes minimum car parking requirements to support efficient urban form and transport outcomes.

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

- The Project will provide for 317 residential lots, representing a significant addition to housing capacity in Havelock North. The Economics Assessment identifies an existing need for additional greenfield housing capacity and considers that the Project will make a material contribution toward meeting that demand, consistent with the housing supply and development capacity outcomes sought by Objectives 1 and 2 and Policy 2.
- The Site is located directly adjoining the existing Havelock North urban area, with established urban residential development to the north, west and east of the Site. Its location enables a logical extension of the existing urban environment, rather than isolated or ad hoc development, and allows the Project to integrate with established streets, infrastructure and services.
- The development is supported by an integrated infrastructure servicing response. Stormwater, wastewater, water supply and utility infrastructure can be provided to service the development, with connections to and extensions of existing urban networks proposed. The municipal water supply solution and any downstream wastewater requirements continue to be progressed in coordination with HDC, consistent with the NPS-UD emphasis on integrating land use and infrastructure planning.
- The proposed urban structure has been informed by the Urban Design Assessment and provides a connected and legible street and open space network, supporting accessibility and ease of movement throughout the development and connections with the surrounding urban area.
- The Project incorporates walking and cycling connections within the Site and links to the surrounding transport network. The transport design also provides for integration with existing and potential future public transport opportunities, supporting increased transport choice over time.
- The Project provides a range of lot sizes, with smaller lots generally located internally and larger lots proposed toward external and rural interfaces. This provides for a range of future housing opportunities and supports housing choice and market responsiveness, consistent with the characteristics of a well-functioning urban environment under Policy 1. Policy 1 expressly recognises the importance of enabling a variety of homes that respond to differing household needs, alongside good accessibility and resilient urban form.
- The masterplan integrates streets, open space, stormwater management and the Herehere Stream corridor, providing recreational and amenity opportunities alongside ecological and stormwater functions. This contributes to a coordinated urban environment with good access to natural and open spaces.
- The development responds to flooding, geotechnical and other site constraints through measures incorporated into the landform, stormwater system and engineering design. This supports a resilient urban form and responds to the NPS-UD requirement that well-functioning urban environments are resilient to the likely current and future effects of climate change.
- The scale and comprehensively planned nature of the Project enables coordinated urban expansion, allowing transport, infrastructure, open space, stormwater and interface responses to be planned together rather than through fragmented development of individual properties.
- Policy 10 directs local authorities to achieve integrated land use and infrastructure planning, including additional infrastructure. The Project will be fully serviced by development infrastructure and additional infrastructure, including public health services, and schools, which has been confirmed as having the capacity to meet the needs of the Middle Road Project (refer to the Consultation Report in **Appendix 9**).
- While the Site is not identified for urban development within the operative FDS (as adopted by HDC), the Project will provide significant additional development capacity in a location adjoining the existing urban area. Objective 6 requires urban development decisions to be responsive, particularly to proposals that would provide significant development capacity. Policy 8 similarly establishes a policy direction that planning decisions should be responsive to significant



development opportunities that contribute to well-functioning urban environments, including where that capacity was not anticipated by planning documents or is out of sequence with planned land release. The Middle Road Project represents a well-located, feasible and comprehensively planned development opportunity that can be appropriately serviced, integrated with the existing urban area and delivered in a coordinated manner. On this basis, it is considered to represent the type of responsive planning outcome contemplated by the NPS-UD.

Overall, the Middle Road Project is consistent with the objectives and policies of the NPS-UD. The Project provides significant additional housing capacity through a comprehensively planned extension of the existing Havelock North urban area and responds positively to the NPS-UD direction for well-functioning urban environments. The proposal integrates land use, infrastructure, transport, open space and natural hazard responses, while providing a range of lot sizes and housing opportunities. It also represents a responsive development opportunity that can be appropriately serviced, integrated with the existing urban area and delivered in a coordinated manner. On this basis, the Project will make a meaningful contribution to housing supply, choice and urban growth within Havelock North and the wider Hawke's Bay region.

12.3 Hawke's Bay Regional Policy Statement

The Hawke's Bay Regional Policy Statement (RPS) is included within the Regional Plan and provides an overview of the resource management issues of the region and the ways in which integrated management of the region's natural and physical resources will be achieved. It provides policy direction to resource users and local councils by stating objectives, policies and methods but does not contain rules.

The RPS applies to the entire Hawke's Bay region, including the coastal marine area (offshore to approx. 22km). The RPS provides direction on matters relevant to the growth of settlements within the region. Chapter 3.1B – Managing the Built Environment of the RPS is relevant to the Middle Road Project. The RPS seeks to manage urban development and strategic integration of infrastructure avoiding the effects of sporadic and unplanned urban development, particularly in the Heretaunga Plains sub-region (ISS UD1).

It is considered that the proposed development accords with the RPS for the following reasons:

- The Project represents a consolidated and comprehensively planned extension of the existing Havelock North urban area, rather than isolated or sporadic development within the wider rural environment. The Site directly adjoins established urban development, and the proposed 317-lot development provides a connected urban form that integrates with the surrounding streets, open space and infrastructure networks. This responds positively to OBJ UD1 and OBJ UD4, which seek compact, strongly connected urban form and integrated, planned urban development.
- The Project has considered the RPS direction relating to the versatile land of the Heretaunga Plains. While the development will result in the urbanisation of land mapped as highly productive land, the Productive Capability of Land Assessment identifies material constraints to its productive use, including drainage, shallow groundwater, waterlogging, lack of irrigation, fragmentation and proximity to existing urban development, and concludes that economically viable land-based primary production is not reasonably anticipated. The location of the Site directly adjoining the existing Havelock North urban area also enables growth to occur as a consolidated extension of the settlement rather than through dispersed rural fragmentation. This is relevant to OBJ UD1 and POL UD1.
- The development is supported by a coordinated approach to infrastructure servicing, including stormwater, wastewater, water supply, transport and utility networks. The Project makes use of and extends existing urban infrastructure, while providing new infrastructure and upgrades where required. The municipal water supply solution and downstream wastewater requirements continue to be progressed in coordination with HDC. This is consistent with OBJ UD5, POL UD12 and POL UD13, which seek integration between land use and infrastructure and the efficient servicing of urban development.



- While the Project is not being progressed through a district plan change, it has been developed through a comprehensive masterplanning process that addresses the substantive matters contemplated by the RPS structure planning provisions. The application identifies the proposed land use pattern, principal roads and connections, stormwater infrastructure, open spaces, pedestrian and cycle connections, infrastructure requirements, natural hazards and key environmental and landscape features. The comprehensive technical assessments supporting the application similarly address the matters identified in POL UD10.1, POL UD10.3, POL UD10.4 and POL UD12.
- The proposed urban structure provides a range of residential lot sizes, a connected and legible street network and integrated open space, while responding to the Site's rural interfaces through fencing and larger lots where appropriate. These measures support the quality, housing choice, amenity and urban design outcomes sought by OBJ UD1 and POL UD12.
- The Project integrates transport and land use planning, providing walking and cycling connections throughout the development, connections to the surrounding network and the ability to accommodate public transport opportunities. This responds to OBJ UD6 and POL UD12, which seek good connectivity by a range of transport modes and reduced reliance on private vehicles.
- The masterplan integrates stormwater management, open space and the Herehere Stream corridor, including detention and treatment of stormwater, streambank stabilisation and riparian enhancement. Natural hazard constraints, including flooding, liquefaction and lateral spreading, have also informed the proposed landform and engineering response. These matters respond directly to the environmental, stormwater, open space and resilience considerations identified in POL UD12.
- The Project contributes to housing supply and residential capacity within Havelock North, providing 317 residential lots through a comprehensively planned development. The proposal also responds to the rural–urban edge context through larger lots, fencing and stormwater/open space buffers where appropriate. This supports the housing and urban development outcomes sought by OBJ UD2 while providing an appropriate transition to adjoining rural land.

Overall, the Middle Road Project is consistent with the direction of the RPS. The Project provides for a comprehensively planned and connected extension of the existing Havelock North urban area, supported by coordinated infrastructure, transport, stormwater and open space networks. While the development involves the conversion of productive land, the productive capability assessment identifies significant constraints to its ongoing productive use, and the Site's location adjoining the existing urban area enables growth to occur in a consolidated rather than fragmented manner. The Project therefore responds positively to the RPS direction for planned urban growth, efficient infrastructure use, good urban form and integrated management of environmental and natural hazard constraints.

12.4 Hawke's Bay Regional Resource Management Plan

The Middle Road Project has been assessed against the relevant objectives and policies of the Regional Plan contained in the following Sections of Chapter 5:

- 5.1 – Environmental Objectives and Policies
- 5.2 – Land
- 5.4 – Surface Water Quality
- 5.5 – Surface Water Quantity
- 5.6 – Groundwater Quality
- 5.7 – Groundwater Quantity
- 5.8 – Beds of Rivers and Lakes

TANK Plan Change 9 (TANK) to the Regional Plan introduces additional provisions for the management of land and waterways within the Tūtaekurī, Ahuriri, Ngaruroro and Karamū catchments. The Site is located within the Karamū catchment and TANK is therefore directly relevant to the Project. TANK was



notified on 2 May 2020 and the Independent Hearing Panel's decision was notified on 9 September 2022. TANK remains subject to Environment Court appeals and is not yet operative. However, the rules contained in the consent order version issued on 29 April 2026 now have legal effect and supersede the notified and decision-version rules. Until TANK becomes operative, both the operative RRMP rules and the TANK rules apply, with the more stringent activity status applying where both regulate the same activity.

A full assessment of the Middle Road Project against the relevant objectives and policies of the Regional Plan (including TANK) is included in **Appendix 28**.

In summary, it is considered that the proposed development accords with the relevant objectives and policies of the Regional Plan for the following reasons:

- The Project provides for the collection, treatment, attenuation and discharge of stormwater from the Site to the Herehere Stream and, via the Gilpin Drain, the Karamū Stream. Stormwater quality will be managed through a treatment train comprising proprietary treatment devices and the proposed dry basins, providing an estimated 84% total suspended solids removal, exceeding HBRC's 75% treatment requirement. The dry basins provide extended detention and attenuate the 2-, 10- and 100-year post-development peak flows to pre-development rates, while maintaining floodplain storage and accounting for climate change. This is consistent with OBJ 40 and POL 71, together with OBJ TANK 3, 4, 5 and 10 and POL TANK 3, 12, 13 and 26 - 28, which collectively seek to manage urban stormwater effects, maintain or improve freshwater quality and ecosystem health, provide for riparian enhancement and respond to climate change. The current TANK provisions specifically address water quality, riparian margins, the Karamū and Clive catchment and urban stormwater management.
- The Proposal requires temporary groundwater take and dewatering during construction, together with the permanent diversion of shallow groundwater associated with the dry basins and low-flow channels. Groundwater intercepted by the development will be conveyed through the drainage system to the receiving waterways rather than being taken for consumptive use. The Groundwater Assessment predicts average groundwater inflows of approximately 2.5 L/s to the northern dry basins and 0.9 L/s to the southern dry basins, and groundwater monitoring is proposed to verify the modelled response during construction and following development. This is consistent with Objective 44 and Policy 77, which seek to maintain a sustainable groundwater resource, and with Objectives TANK 1 and 11 and the relevant TANK groundwater management policies, which recognise the connectivity between groundwater and surface water and seek to manage groundwater levels and effects on connected water bodies.
- The Proposal involves substantial earthworks across the Site. The potential for erosion and sediment discharges will be managed through staged earthworks, sediment retention ponds, decanting earth bunds, chemical treatment, diversion controls and progressive stabilisation in accordance with the CEMP and final Erosion and Sediment Control Plan. The Ecology Assessment concludes that, with these controls, sediment discharges are unlikely to result in significant deposits or suspended sediment outside the natural range, with ecological effects within the Herehere Stream assessed as low and no effects expected within the Karamū Stream. This is consistent with Objective 38 and Policy 67, which address the sustainable management of the land resource and effects on soil and water quality, together with Objectives TANK 1 and 4 and Policies TANK 2 and 19 relating to land management, sediment loss and freshwater quality.
- The Proposal includes works along approximately 275 m of the southern bank of the Herehere Stream, including bank recontouring and stabilisation, stormwater outlet works and riparian planting. These works respond to existing erosion and bank instability and will establish a more stable and vegetated riparian margin. The Herehere Stream will remain in its existing alignment, there will be no loss of river extent, and no structures are proposed that would impede fish passage. The works are consistent with OBJ 45 and POL 79 and 80, which seek to maintain or enhance the natural and physical resources and values of river beds, including fish passage, bed stability, habitat and flood conveyance. They also respond positively to OBJ TANK 5 and 10 and POL TANK 12 and 13, which promote riparian enhancement, reduced streambank erosion, improved aquatic habitat and indigenous biodiversity. The Ecological Assessment identifies the proposed



riparian planting as having positive effects through reduced erosion, increased shading and improved ecological function.

- The Project also incorporates measures to protect groundwater quality. Existing bores encountered through the works will be appropriately decommissioned and sealed to prevent contamination pathways and vertical movement of groundwater. These measures are consistent with OBJ 42 and 43 and POL 75, which seek to prevent degradation of groundwater quality within the Heretaunga Plains aquifer system, together with OBJ TANK 4A, which specifically seeks no degradation of existing groundwater quality within the Heretaunga Plains aquifer system.

Overall, the Middle Road Project is consistent with the relevant objectives and policies of the RRMP, including TANK. The Project adopts an integrated approach to land and water management, with stormwater treatment and attenuation, comprehensive erosion and sediment controls, groundwater protection and monitoring, and streambank stabilisation and riparian enhancement incorporated into the design. The technical assessments demonstrate that effects on surface water quality and quantity, groundwater and river values can be appropriately managed, while the proposed works to the Herehere Stream provide positive opportunities to improve bank stability, riparian function and ecological values.

12.5 Hastings District Plan

The Middle Road Project has been assessed against the relevant objectives and policies of the District Plan contained in the following chapters:

- Section 2.4 – Urban Strategy
- Section 2.5 – Transport Strategy
- Section 2.8 – Rural Resource Strategy
- Section 3.1 - Tangata Whenua and Mana Whenua
- Section 6.1 – Plains Strategic Management Area
- Section 6.2 – Plains Production Zone
- Section 15.1 – Natural Hazards
- Section 22.1 – Network Utilities
- Section 25.1 – Noise
- Section 26.1 – Transport & Parking
- Section 27.1 – Earthworks
- Section 30.1 – Subdivision & Land Development

A full assessment of the Middle Road Project against the relevant objectives and policies of the District Plan is included in **Appendix 28**.

In summary, it is considered that the proposed development accords with the objectives and policies of the District Plan for the following reasons:

- **Section 2.4 Urban Strategy** - The proposal aligns with the strategic direction of the District Plan by providing 317 residential lots through a comprehensively planned extension of the existing Havelock North urban area. The Site directly adjoins the existing urban environment and has been planned in an integrated manner, with land use, transport, infrastructure, stormwater, open space and natural hazard responses considered together. The development will make a material contribution to housing supply and choice within Havelock North while supporting a compact and coordinated pattern of urban growth.
- **Section 2.5 Transport Strategy** - The strategy seeks to establish a safe, efficient, and environmentally sustainable transportation network by managing traffic effects, protecting infrastructure, integrating land use planning, and promoting alternative transport modes across the District. The proposal aligns with the strategic directions and outcomes of the transport strategy in that it integrates with the existing road network with minimal effects on the overall functioning of the network. The proposal includes footpaths and cycling links and thereby encourages sustainable



and alternative transport modes. The proposal also avoids pressure on existing residential streets and will result in a well-integrated transport and land use outcome overall.

- **Section 2.8 Rural Resource Strategy** – The Rural Resource Strategy seeks to sustainably manage versatile rural land and soil resources by enabling productive use, protecting rural character, and managing pressures from urban expansion and reverse sensitivity. The Project will result in the urbanisation of land mapped as LUC 2 highly productive land. However, the Productive Capability of Land Assessment identifies significant constraints to productive use, including drainage, shallow groundwater, waterlogging, drought risk, lack of irrigation, fragmentation and proximity to the existing urban area, and concludes that economically viable land-based primary production is not reasonably anticipated over the long term. Furthermore, the proposal is respectful of the adjoining rural land through larger and deeper lots, fencing, planting and stormwater/open space interfaces, thereby managing potential reverse sensitivity effects and providing an appropriate rural–urban transition.
- **Section 3.1 Tangata Whenua and Mana Whenua** – This section outlines the approach to achieving Tangata Whenua outcomes by recognising mana whenua relationships, integrating Treaty principles, and enabling active partnership in resource management. These values and outcomes have been upheld as part of the proposal through Mana Whenua consultation and an overall conclusion that the proposed development can be constructed and operated in a manner that is consistent with the environmental outcomes sought by the relevant iwi authorities and expressed within the relevant Management Plans.
- **Section 6.2 Plains Production Zone** - The Site is zoned Plains Production under the Hastings District Plan. The Project provides for a comprehensively planned residential extension of Havelock North, with the proposed subdivision layout, infrastructure, open space and urban form responding to the Site's location and surrounding environment. The Productive Capability of Land Assessment also identifies material constraints to the long-term productive use of the Site.

In the absence of an underlying residential zoning, consent notices will establish appropriate development controls for future residential development on individual lots. These controls will guide built form, fencing, landscaping and other relevant development outcomes so that the intended character and amenity of the Project are maintained as individual lots are developed.

The proposed residential activities and subdivision pattern are considered appropriate in the context of the urban form delivered through the Project. The overall layout and interface response, together with the proposed consent notice and covenant framework, will also assist in managing potential reverse sensitivity effects and maintaining an appropriate relationship with adjoining rural land.

- **Section 15.1 Natural Hazards** - The substantive technical assessments identify flooding, liquefaction, lateral spreading, slope stability, erosion and seismic hazards as relevant to the Site. These matters have been incorporated into the design through detailed flood modelling, stormwater detention and attenuation, minimum finished floor freeboard, earthworks and landform design, foundation and ground improvement requirements, and stabilisation of the Herehere Stream bank. The assessments demonstrate that the identified hazards can be appropriately managed through the proposed design and engineering measures, and that the Site is suitable for the proposed residential development.
- **Section 22.1 – Network Utilities** - The Project provides the network utility infrastructure required to service the proposed development, including electricity, telecommunications, water supply and wastewater. Servicing has been coordinated with existing networks and relevant providers, with extensions and upgrades incorporated where required. The proposed wastewater pump station and internal water supply network form part of this integrated servicing response, while the wider municipal water supply solution continues to be progressed with HDC.
- **Section 25.1 Noise** - Construction noise and vibration will be managed through a CNVMP and compliance with the applicable District Plan standards and NZS 6803:1999. Operational noise associated with the proposed wastewater pump station has also been assessed, with plant enclosure and operational controls incorporated within the design to achieve the relevant noise limits. Future residential activities will remain subject to the applicable noise standards.



- **Section 26.1 Transport & Parking** - The transport network has been designed to provide safe and efficient movement for vehicles, pedestrians, and cyclists within and beyond the site, as outlined in the ITA (**Appendix 18**). A new internal roading network will service the development along with the urbanisation of Te Aute and Middle Road. Pedestrian and cycle connectivity has been integrated into the development to promote active transport and connection to the wider Havelock North area.
- **Section 27.1 Earthworks** - Bulk earthworks will be undertaken to prepare the site for subdivision, including cut and fill to create developable building platforms and ensure effective stormwater drainage and the provision of other infrastructure. Earthworks will be managed through a CEMP, with erosion and sediment controls implemented in accordance with best practice.
- **Section 30.1 Subdivision and Land Development** - The subdivision layout has been designed to deliver a suitable extension of Havelock North applying contemporary urban design principles while acknowledging the existing pattern of urban subdivision. The proposed lots are of an appropriate size and shape to achieve the anticipated built form outcomes and national policy directives such as the NPS-UD. Stormwater, wastewater, water supply and utility infrastructure can be provided to service the development, with the wider municipal water supply solution and remaining downstream wastewater matters continuing to be progressed in coordination with HDC. Consent notices and the proposed covenant framework will also establish appropriate built form, landscaping and fencing controls for future development.

Overall, the Middle Road Project is considered consistent with the strategic direction and relevant objectives and policies of the District Plan. It provides for a well-integrated extension of Havelock North, with effects on rural character, infrastructure and the environment appropriately managed through the proposed design, consent conditions and supporting technical assessments.

12.6 Napier-Hastings Future Development Strategy 2025-2054

The Napier-Hastings Future Development Strategy (FDS) provides the long-term strategic framework for accommodating residential and business growth across the Napier-Hastings urban environment. It is intended to guide the location and sequencing of urban development over a 30-year period, while coordinating growth with infrastructure and balancing housing and business land requirements against matters such as highly productive land, freshwater, natural hazards and environmental values. The FDS replaces the former Heretaunga Plains Urban Development Strategy (HPUDS).

The treatment of Middle Road through the FDS process requires some context. The Site has a long history of being considered as part of the future growth of Havelock North. Part of the Middle Road area was identified as a Reserve Residential Growth Area under HPUDS 2017, providing a future growth option where additional capacity was required or other identified greenfield areas were unable to be delivered. The Middle Road area was subsequently assessed through the FDS technical and spatial planning process as HN3a and HN3b and was considered as a potential greenfield growth area on the southern edge of Havelock North. The project material records that the technical assessment recognised the area's relationship with the existing urban area and infrastructure corridors.

While its inclusion was recommended by the Independent Hearings Panel considering the FDS, Middle Road was ultimately not included in the adopted FDS. Importantly, however, the decision-making record does not indicate that the Site was excluded because it represented an illogical or isolated urban growth location. Rather, HDC's decision was principally driven by the Site's classification as LUC 2 highly productive land, together with the view that its inclusion was not necessary at that time to meet projected housing demand. HDC also expressly acknowledged⁶² that the FDS would be reviewed in three years, providing an opportunity to respond to any future imbalance between housing demand and capacity.

⁶² <https://www.hastingsdc.govt.nz/home/article/3535/hdc-approves-draft-future-development-strategy-with-changes?s=1&t=featured>



Further context regarding the Independent Hearings Panel's recommendation, the differing positions of the partner councils, and the relevance of the FDS process to the Site is set out in the Legal Memorandum at **Appendix 1**.

There was also not a uniform position between the partner councils. The adopted FDS records that Napier City Council supported the inclusion of Middle Road, while HDC and HBRC supported its exclusion⁶³. This divergence reinforces that the treatment of Middle Road was a strategic policy judgement made through the FDS process rather than a finding that the location was fundamentally unsuitable for urban development.

Having regard to that history and the more detailed technical work now undertaken for the Project, the following matters are particularly relevant:

- The Site represents a logical and contiguous extension of Havelock North. It adjoins the established urban area and the emerging Iona development and is located approximately 900 metres from the Havelock North town centre. The Economics Assessment notes that approximately 60% of the Site already falls within the Stats NZ-defined Havelock North urban area and considers the Project to represent a contiguous extension of the town rather than an isolated greenfield release.
- The reason for protecting the land through the FDS needs to be considered against its actual productive capacity, rather than its mapped LUC classification alone. The Productive Capacity Assessment confirms that, while approximately 25.6 ha is treated as highly productive land under the transitional NPS-HPL mapping, the Site is subject to a combination of permanent and long-term constraints, including soil wetness and waterlogging, flooding, shallow groundwater, the absence of irrigation allocation, pest plant constraints, surrounding sensitive land uses and the cost of the land improvements that would be required to enable more intensive production.
- The Site is already fragmented and does not operate as part of a large, cohesive productive landholding. It is held across five titles and includes existing residential uses, a stormwater facility, low-intensity grazing and a small non-irrigated orchard. AgFirst has considered amalgamation of the titles and alternative forms of primary production and concludes that these do not overcome the permanent and long-term constraints affecting the Site. The available productive area is also too small to support several conventional pastoral or forestry enterprises on an economically viable basis.
- The surrounding environment has already transitioned substantially away from a productive rural context. Residential development adjoins the Site on multiple sides, including the established Havelock North urban area, the James Wattie Retirement Village and the emerging Iona development. The McKenna Block is principally rural-residential in character, the Village Baptist Church is not a land-based primary production activity, and the remaining immediate rural properties are predominantly lifestyle and low-intensity grazing properties rather than intensive productive operations. The Productive Capacity Assessment identifies existing residential activity on three sides of the Site as an additional constraint on the intensity of primary production that could realistically establish.
- The specific economic evidence also changes the context in which the FDS capacity judgement can now be considered. The Economics Assessment identifies a long-term greenfield housing capacity shortfall of approximately 330 dwellings in Hastings District and concludes that the Project's 317 dwellings would provide a significant and deliverable addition to housing supply, while also improving housing choice and land market competition.
- The Economics Assessment has deliberately adopted a conservative rural counterfactual, assuming productive use across the full Site through a combination of grazing and pipifruit production. Even on that basis, the forgone rural production is estimated at approximately \$2 million GDP in NPV terms, compared with approximately \$92 million of construction-related GDP, resulting in a net regional GDP benefit of approximately \$90 million. This reinforces that retaining the Site in rural use does not represent a comparable long-term economic use of the land.

⁶³ <https://www.hastingsdc.govt.nz/hastingsnapierfuturedevelopment/>



- The substantive technical assessments also demonstrate that the Site can function as a well-integrated urban environment. The Project provides a comprehensively planned neighbourhood with 317 residential lots, integrated transport and three-waters infrastructure, open space, active transport connections and a coordinated response to natural hazards and stormwater. This addresses the core FDS objectives relating to well-functioning urban environments, infrastructure integration and efficient urban form. The FDS itself identifies these as central considerations in determining future growth locations.
- The Project has also been designed so that it can integrate with further urban development in the wider Middle Road area if that occurs over time, including through future connections to adjoining land. However, the planning merits of the current Project do not depend on that future urbanisation occurring. The Site is already sufficiently connected to the existing Havelock North urban area to operate as a logical residential extension in its own right.

Overall, while the Middle Road Site is not identified for growth in the adopted FDS, the Project remains consistent with its broader strategic direction. The Site is a logical extension of Havelock North, can be efficiently serviced, and the detailed productive land and economic assessments demonstrate that continued rural productive use is materially constrained. The Project therefore represents a credible and well-integrated urban growth outcome notwithstanding its exclusion from the final FDS.

12.7 Statutory Documents Assessment Summary

Overall, the Middle Road Project is considered to be consistent with, and not contrary to, the applicable provisions of the relevant National Environmental Standards, National Policy Statements, Regional Policy Statement and the District and Regional Plans.



13.0 Assessment of Effects on the Environment

This section of the Application is provided in accordance with clause 5(4) of Schedule 5 of the FTAA. This requires the Application to include an assessment of the activity's effects on the environment that includes the information required by clause 6 and clause 7 of Schedule 5 of the FTAA.

This also includes an evaluation of:

- Known adverse effects of the project on the environment as required by s43(2) and 13(4)(h) of the FTAA; and
- A description of whether and how the project would be affected by climate change and natural hazards as required by s43(2) and 13(4)(v) of the FTAA.

Clause 7 of Schedule 5 of the FTAA outlines the matters to be covered in the assessment of environmental effects. This includes:

(a) any effect on the people in the neighbourhood and, if relevant, the wider community, including any social, economic, or cultural effects:

(b) any physical effect on the locality, including landscape and visual effects:

(c) any effect on ecosystems, including effects on plants or animals and physical disturbance of habitats in the vicinity:

(d) any effect on natural and physical resources that have aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:

(e) any discharge of contaminants into the environment and options for the treatment and disposal of contaminants:

(f) any unreasonable emission of noise:

(g) any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations.

These matters are addressed in this section of the report below.

The existing environment, in particular the existing land uses and allotment areas of the subject site, as well as sites in the surrounding environment, are a relevant consideration to the proposal and are set out in Section 5.0 above.

The activities that are permitted on the site under the Regional and District Plans are identified in Section 7.1.4 above.

An assessment of all actual and potential effects on people and the environment is set out below, as well as within the supporting specialist reports.

It is considered that effects in relation to the following matters are relevant:

- Positive Effects
- Economic Effects
- Social Effects
- Loss of Highly Productive Land Effects
- Reverse sensitivity Effects
- Urban Design, Neighbourhood Character and Residential Amenity Effects
- Landscape & Visual Effects
- Cultural Considerations
- Stormwater and Flooding Effects
- Groundwater/Drinking Water/Aquifer Effects
- Ecological Effects



- Earthworks, Erosion and Sediment Effects
- Contaminated Land Effects
- Geotechnical Effects
- Climate Change and Natural Hazards
- Traffic and Transport Effects
- Infrastructure Servicing Effects
- Construction Effects
- Heritage and Archaeological Effects

These matters are set out and discussed below.

13.1 Positive Effects

The proposal accords with the purpose of the FTAA to facilitate the delivery of infrastructure and development projects with significant regional or national benefits including:

- The proposal will provide for 317 new residential lots, directly contributing to housing supply in Havelock North and the wider Hawke's Bay region. It will assist in alleviating housing pressures and supporting improved affordability by increasing the availability of residential lots in a high-demand area.
- The proposal supports the delivery of a well-functioning urban environment, consistent with the NPS-UD, by providing housing close to schools, amenities, transport links and network infrastructure.
- Provides greater housing choice through the introduction of a range of lot sizes supported by bespoke consent notices to guide future residential development, including smaller site options not widely available in Havelock North. This will contribute to more diversity and include affordable options in a contemporary, masterplanned urban development.
- Promotes the efficient use of land by delivering compact urban development on a Site directly adjoining the existing Havelock North urban area, where detailed productive land assessment has identified material constraints to long-term viable primary production. The Project therefore represents a positive urban growth outcome that supports consolidated development in a logical and strategically located area.
- An estimated \$92 million in regional GDP, \$44 million in wages and approximately 735 FTE-years of employment will be generated in Hawke's Bay over the development period. After allowing for the loss of existing rural production, the net impact remains approximately \$90 million in GDP and 697 FTE-years of employment⁶⁴.
- The proposal will support local businesses and suppliers during construction and in the long-term through increased population and consumer demand.
- The proposal enables efficient use of existing infrastructure and integrates with the existing transport and cycling/pedestrian networks.
- The landscape and urban design elements including street trees, landscaped accessways, multi-purpose reserve spaces and connected cycling and pedestrian links, will contribute positively to the amenity and character of the local neighbourhood.
- Reverse sensitivity and rural interface issues are proactively managed through the subdivision layout, fencing, consent notices and no-complaints covenants on relevant lots.
- The stormwater system will improve water quality outcomes through a treatment train approach incorporating proprietary treatment devices and six dry detention basins, providing an estimated 84% total suspended solids removal and exceeding the applicable treatment requirement.

⁶⁴ Refer to the Economics Assessment undertaken by Insight Economics in support of the application.



- Long term water quality monitoring is proposed to ensure the ongoing effectiveness of the stormwater management system to support the catchment wide goals of improved stream health.
- The proposal will result enhanced landscape and ecological outcomes with native planting and enhanced habitat opportunities within reserve areas and stormwater infrastructure.
- The Project will enhance the Herehere Stream corridor through a substantial development setback, regrading of the true left bank, retirement of grazing and riparian planting. These measures will improve the stability, natural character and ecological function of the stream margin, while strengthening ecological connectivity with the wider reserve and stormwater network.
- Best practice construction management methodology to ensure potential effects associated with the construction phase of the project are appropriately avoided, remedied, or mitigated through a comprehensive suite of management plans and controls proposed via conditions of consent.
- Early and ongoing engagement with mana whenua ensuring cultural values and local knowledge are considered in the design and outcomes.

Ultimately, the above positive effects can be realised more quickly through the FTAA process compared to a traditional resource consenting process under the RMA.

13.2 Economic Effects

An Economic Assessment has been prepared by Insight Economics and is included at **Appendix 27**. The assessment considers the economic effects of the Project relative to a to a scenario whereby the site remains in rural production. It addresses both quantified effects, including GDP, employment and wages, and wider effects relating to housing supply, affordability, housing choice and land market competition.

The quantitative assessment considers effects over a 30-year period and adopts a conservative methodology. This includes excluding induced effects, counting only 80% of estimated direct and indirect impacts, and attributing 75% of the Project's estimated economic impacts to the Hawke's Bay Region.

The Project represents approximately \$277 million of investment in land development, infrastructure and residential construction. This investment is estimated to generate approximately \$92 million in GDP and \$44 million in wages and salaries (NPV) within the Hawke's Bay Region, while supporting approximately 735 FTE-years of employment during the development period. This equates to an average of around 92 full-time positions per year over the indicative eight-year development period. A significant proportion of these effects will occur through the wider regional supply chain, beyond the construction Site itself.

The development will result in the loss of existing and potential rural production from the Site. Insight Economics has treated this as an adverse economic effect and adopted a conservative counterfactual which seeks to maximise the value attributed to the forgone rural production. On this basis, the rural counterfactual is estimated to support approximately 38 FTE-years of employment, \$1 million in wages and \$2.1 million in GDP (NPV) over 30 years.

Insight Economics has also considered the wider non-market economic values associated with the loss of highly productive land. Even when these values are included, the estimated economic cost of forgone rural production remains equivalent to less than 3% of the construction-phase GDP benefit.

After accounting for the loss of rural production, the Project is estimated to generate a net increase of approximately \$90 million in GDP (NPV), \$43 million in wages and salaries (NPV), and 697 FTE-years of employment within the Hawke's Bay Region.

The Project will also provide wider economic benefits through the delivery of approximately 317 additional dwellings. The Economic Assessment identifies a long-term greenfield capacity shortfall of approximately 330 dwellings across the Hastings District. The Project would therefore make a substantial contribution towards addressing that identified shortfall. It would also increase competition and contestability within the residential land market, broaden the range of housing available, and support improved housing affordability outcomes over time.



The master-planned nature of the Project also enables infrastructure and open space to be delivered in a coordinated manner and provides for a contiguous extension of the existing Havelock North urban area. Insight Economics identifies this as supporting more efficient infrastructure provision and the orderly expansion of the town.

Overall, the Economic Assessment identifies significant regional economic benefits, together with district-level housing market benefits. The quantified costs associated with forgone rural production are small relative to the employment, GDP and wider housing-market benefits identified. Insight Economics concludes that the economic benefits of the Project clearly and substantially outweigh the identified economic costs.

13.3 Social Effects

The Middle Road Project has been designed to support positive social outcomes by providing a well-planned residential neighbourhood that contributes to the lifestyle, cohesion, housing supply and wellbeing of both future residents and the wider Havelock North community

The consultation process has involved engagement with key stakeholders, mana whenua, and neighbouring landowners. While feedback has helped shape key aspects of the design, it is acknowledged that some neighbouring residents remain concerned, particularly in relation to the proposed inclusion of smaller residential lots and the scale of the development.

The Applicant has considered this feedback alongside broader planning objectives, housing demand, and the need for efficient land use, and considers that the proposed development strikes an appropriate balance between these sometimes competing considerations. The key findings in respect of potential social effects are outlined below:

- The development will deliver a range of section sizes, including smaller sections, to support housing choice within the Havelock North market in a location adjoining the existing urban area and capable of integrating with existing infrastructure and services. The Economic Report (**Appendix 27**) confirms that there is sufficient demand to support additional housing supply in this location. There are no identified capacity constraints, and the development will introduce a new market offering in Havelock North.
- The site adjoins the existing urban area of Havelock North and represents a logical and efficient extension of the township. Its location enables the provision of new housing close to existing social infrastructure (i.e. schools), reducing pressure on services and limiting the need for significant new transport or community facility upgrades.
- The neighbourhood-focused layout is intended to foster community interaction and encourage social inclusion through walking and cycling connections, a dual-purpose stormwater reserve, direct linkages to existing playgrounds and schools, a comprehensive landscaping strategy, and quality housing design controlled by consent notices. The design responds to the needs of families, individuals, and a range of life stages, providing for residents' ability to participate in community life.
- Discussions with the Ministry of Education have confirmed that local schools have sufficient capacity to accommodate the expected population growth associated with the development (refer Consultation Report **Appendix 9**).
- The layout and land use pattern have been designed to respect the established urban form and character, while enabling the efficient use of land to respond to local housing demand. Larger section sizes (including larger site widths) are concentrated along Te Aute Road and Middle Road to reflect the surrounding suburban character, with smaller lots positioned internally to support a compact, efficient development form that maximises housing choice.
- A safe and legible roading layout has been developed, supported by footpaths, shared paths, and access to public transport options, enabling greater mobility and reducing reliance on private vehicles. Connectivity and access to community infrastructure, such as schools, existing reserves and accessways have been provided for in the development scheme.



- Construction activity will be managed to minimise disruption to neighbours, including controls on noise, dust, and hours of work. These effects will be temporary and mitigated through consent conditions and management plans.
- The layout promotes safety through passive surveillance, lighting, and clear pedestrian connections.
- The stormwater reserve acts as a dual space, both providing for stormwater management and a passive recreation space, including a walking track. Play along the way spaces are included within the accessway designs. These public spaces and features, along with the wider landscaping concept for the development, will contribute to both physical health and mental wellbeing of future residents.

In summary, the Middle Road Project is anticipated to have positive social effects by contributing to a well-functioning, inclusive, and resilient community. The design supports strong social outcomes and addresses potential adverse effects through thoughtful design and effective mitigation.

13.4 Loss of Highly Productive Land Effects

A Productive Capacity Assessment has been prepared by AgFirst and is included at **Appendix 14**. That assessment has been relied upon in considering the effects of permanently removing the Site from land-based primary production.

The Site is mapped as LUC Class 2 land by the New Zealand Land Resource Inventory and is therefore treated as highly productive land under the transitional mapping provisions of the NPS-HPL. Approximately 25.6 ha of the 30.6 ha Site is considered highly productive land, with the remaining approximately 5 ha having no productive capacity due to existing residential use and modification associated with specified infrastructure.

The Project will result in the permanent loss of the productive potential of the highly productive land within the development footprint. However, the Site is subject to a number of permanent and long-term constraints that materially limit its ability to support economically viable land-based primary production. These include:

- poor drainage, shallow groundwater and regular waterlogging, followed by increased drought susceptibility during drier periods;
- the absence of existing irrigation allocation and no reasonably foreseeable mechanism for obtaining additional water allocation;
- existing fragmentation of the landholdings and modification associated with infrastructure;
- proximity to established and developing urban residential activities, which constrains the range and intensity of productive activities that could practically occur; and
- the practical and economic limitations associated with drainage, land improvement and other measures that would be required to address these constraints sufficiently to enable more intensive productive use.

A range of reasonably practicable alternatives has also been considered, including alternative forms of primary production, land improvement and drainage, water efficiency and storage, boundary adjustments, amalgamation and leasing arrangements. AgFirst concludes that these options would not provide a reasonably practicable means of overcoming the identified constraints so as to enable economically viable land-based primary production on the Site for at least 30 years.

The location and surrounding environment also reduce the significance of the loss in a wider productive land context. The Site is already fragmented across multiple titles and is bordered extensively by established or developing urban activities. This includes the land at 80 and 84 Middle Road, which is itself located within an existing urban-edge environment and is already substantially influenced by surrounding urban development. The Project will therefore not fragment a large and geographically cohesive area of highly productive land or introduce a new urban interface into an otherwise intact productive landscape.



The remaining direct interface with land that could potentially support land-based primary production is limited. Only a small number of residential lots directly adjoin such land at 150 Middle Road, which is presently used as a rural-residential lifestyle property. Potential reverse sensitivity effects on adjoining rural land, including the interface treatments incorporated into the Project, are assessed further in Section 13.5 below.

The economic cost associated with the loss of productive land has also been expressly accounted for in the Economic Assessment. Using a deliberately conservative counterfactual, Insight Economics estimates the forgone rural production at approximately \$2.1 million in GDP (NPV) over 30 years. When broader non-market and intangible values associated with highly productive land are taken into account, the total economic value of the forgone rural production remains less than 3% of the Project's construction-phase GDP benefit.

Accordingly, while the permanent loss of approximately 25.6 ha of land currently classified as highly productive land is acknowledged as an adverse effect, the actual loss of productive capacity is limited given the Site's existing and long-term constraints. The Site is not considered capable of supporting economically viable land-based primary production for at least 30 years, and the Project will not result in any significant loss of productive capacity within the District or fragmentation of a large and geographically cohesive area of highly productive land.

On this basis, the adverse effects associated with the loss of highly productive land are considered to be minor. A detailed assessment against clause 3.10 of the NPS-HPL is provided in Section 12.2.3 above.

13.5 Reverse Sensitivity Effects

Reverse sensitivity issues arise when lawfully established activities cause potential, actual or perceived adverse environmental effects on a new activity to the extent where the new activity might seek to restrict or require mitigation of the effects of the established activity.

In the context of the adjoining rural land, potential reverse sensitivity effects could arise from normal rural activities including the operation of agricultural machinery, vehicle movements, noise, dust, odour and agrichemical application. The relevant consideration is whether the introduction of residential activities through the Project could result in complaints or other pressures that constrain the continued or future reasonable use of adjoining rural land for land-based primary production.

Potential reverse sensitivity effects have been an important consideration throughout the design and refinement of the Project. In particular, the masterplanning process has carefully considered the nature of the existing and potential activities on adjoining land, the extent and character of each rural interface, and the opportunities available within the subdivision layout to provide appropriate separation and transition between residential and rural activities. The resulting design deliberately responds to these interfaces through the location of open space and stormwater areas, the distribution and depth of residential lots, fencing and other interface treatments. These measures have been integrated into the overall layout with the objective of limiting the potential for land use conflict and enabling the reasonable continued use of adjoining rural land.

Existing urban activities surround the Middle Road Project on three boundaries. The remaining mixed rural and open rural interfaces are confined to the southern boundaries of the Site. The Project therefore establishes a defined urban edge, with the remaining interfaces with rural land concentrated along the southern boundary where specific design responses have been incorporated to provide separation and transition between residential and rural activities. As identified in Section 5.17 above, the adjacent rural properties are:

- The McKenna Block
- The Dear Block
- The Gardner Block
- The Bishop/Rowe Block

The interface considerations of the Project with these properties is considered below and is followed by a consideration of potential reverse sensitivity effects.



- **The McKenna Block** at 80 – 84 Middle Road, is located at the north-eastern corner of the Site and interfaces along both a side and rear boundary. The property is characterised by rural lifestyle use rather than productive rural activities and has recently been subdivided into two land parcels. It already adjoins established residential development to the north (Upham Street). The property includes an established cluster of dwellings and accessory buildings (with some used for visitor accommodation) located toward the south-eastern portion of the site (on 84 Middle Road). This existing built form is already positioned relatively close to the shared boundary for about 50% of its extent, while the primary dwelling (80 Middle Road) is located more centrally and oriented away from the proposed development to the north.

Along much of the shared southeastern boundary, the proposed Middle Road development will include residential lots adjoining the McKenna Block, with open space and stormwater reserves interfacing with the McKenna Block's northwestern boundary. Notwithstanding the existing built context on the McKenna Block, the subdivision layout has been designed to enable future integration of the McKenna Block, should it be redeveloped, ensuring that the current interface does not constrain longer-term urban outcomes. Overall, the existing use, established built form and proposed layout mean that potential reverse sensitivity effects are low. Furthermore, the owners have provided their high level support for the urbanisation of the site via a letter in support (**Appendix 9, Attachment 10-D**) and as part of their FDS submission (**Appendix 29**).

- **The Dear Block** at 150 Middle Road comprises approximately 4 hectares of rural zoned land and interfaces with the Site along approximately 250 metres of its side boundary. The property contains an existing dwelling and is not used for productive rural purposes. As set out in the landowner's submission on the FDS (**Appendix 29**), the site is not economically viable for primary production and is currently utilised as a rural lifestyle block. The submission also supports residential outcomes in this location. Consistent with this, the existing use of the property does not give rise to potential reverse sensitivity effects associated with farming activities, and the proposed development is therefore considered to be compatible with this rural-residential interface.

This boundary represents the primary location where proposed residential lots directly adjoin rural land to the south. In response, the development has deliberately provided for either stormwater reserves or larger and deeper residential lots along this interface. Along the boundary with 150 Middle Road, a 5 m batter, together with rural fencing treatment, provides additional physical separation and a transition between the future residential development and the adjoining rural-residential property. These measures provide an appropriate buffer at the interface and reduce the potential for conflict between the respective land uses.

- **The Gardner Block** at 167 Te Aute Road comprises approximately 1.2 hectares and interfaces with the Site along approximately 60 metres of its rear boundary. The property is used for rural residential purposes rather than rural production. Along this interface, the proposed development provides a stormwater reserve, with residential lots set well back from the shared boundary. The nearest dwellings are likely to be located approximately 60m from the shared boundary, resulting in a clear physical separation and reducing the potential for adverse interface effects.
- **The Bishop/Rowe Block** at 169 Te Aute Road interfaces with the Site along approximately 130 metres and similarly reflects rural lifestyle use. The landowners' submission on the FDS (**Appendix 29**) acknowledges the constraints associated with farming this land and supports residential development of the area. Along this interface, a stormwater reserve is proposed, with residential lots set back from the shared boundary. The nearest dwellings are anticipated to be located approximately 35 metres from the boundary, providing physical separation and reducing the potential for adverse interface effects. On this basis, the potential for reverse sensitivity effects on rural production activities is minimal, and the interface is considered to be appropriate.

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



Notwithstanding the existing pattern of land use, the assessment has also considered the potential for rural activities to occur in the future consistent with the underlying rural zoning. The assessment and design of the Project have therefore not relied solely on the absence of productive rural activity at the present time, but have considered how the proposed residential development would interface with potential future rural activities on adjoining land.

Potential reverse sensitivity effects associated with rural noise have also been specifically assessed in the Acoustics Assessment (**Appendix 25**). This includes consideration of the potential use of crop protection devices, including frost fans and audible bird scarers, on adjoining Plains Production zoned land. The assessment identifies that the Project would introduce additional noise-sensitive receivers and could therefore further restrict the locations where these devices could operate as a permitted activity. However, their use is already substantially constrained by existing dwellings, the Village Baptist Church and the James Wattie Retirement Village. There are no existing crop protection devices on the adjoining properties, and the areas subject to additional constraint as a result of the Project are considered unlikely to be used for cropping or crop protection activities in the future.

Potential reverse sensitivity effects have been specifically considered through the design and refinement of these interfaces. In particular, the interface with 150 Middle Road comprises larger and deeper residential lots, a 5 m earth batter along the length of the boundary and appropriate fencing treatment. The interfaces with 167 and 169 Te Aute Road are substantially separated from residential development by the proposed stormwater reserve. At 80 and 84 Middle Road, the interface comprises a combination of residential lots, fencing and open space/stormwater reserve.

The use of these different treatments reflects the characteristics and constraints of each interface, rather than applying a single generic interface treatment across the Site. Collectively, they provide physical separation and transition between future residential activities and adjoining rural land, reducing the potential for normal rural activities to result in land use conflict or reverse sensitivity effects.

Overall, having regard to the existing urban and rural-residential context, the limited extent of direct residential interface with rural land, the absence of existing productive rural operations immediately adjoining the Site, the deliberate design of large lots along these boundaries to enable the incorporation of setbacks, open space, stormwater areas and fencing incorporated into the design of the Project, coupled with no complaints covenants, the introduction of residential activities is not expected to materially constrain the continued or future reasonable use of adjoining rural land for land-based primary production. Potential reverse sensitivity effects are therefore considered to be appropriately avoided where practicable and otherwise mitigated. This conclusion also supports the assessment against clause 3.10(1)(b)(iii) of the NPS-HPL in Section 12.2.3.

13.6 Urban Design, Neighbourhood Character and Residential Amenity Effects

An Urban Design Assessment has been prepared by Urban Acumen and is included at **Appendix 22**. The assessment considers the overall urban form and density of the Project, its integration with the existing urban area, the relationship with adjoining rural and semi-rural properties, the quality and safety of the public realm, and the residential amenity available to future residents.

The Project will result in a clear change from the existing rural and rural-residential character of the Site to an urban residential environment. Given the scale of the Project, that physical change will be readily apparent. However, the relevant urban design consideration is whether the resulting development is appropriately integrated with its surroundings and provides a functional, attractive and high-amenity residential environment. Landscape and visual effects associated with the change in land use are assessed separately in Section 13.7.

13.6.1 Integration with Existing Urban Area

The Site occupies an edge-of-settlement location but is already strongly influenced by the surrounding urban environment. Established and developing residential areas are located around much of the Site,



including Upham Street, Middle Road, Te Aute Road and Iona, together with the James Wattie Retirement Village. These areas collectively form the existing urban edge of Havelock North. The Site is also located close to the Havelock North Village Centre, schools, reserves, public transport and established walking and cycling connections.

The subdivision has been designed as a natural extension of this existing urban environment. The street network provides a new connection between Te Aute Road and Middle Road, with a hierarchy of public streets and pedestrian and cycling routes providing movement through the Site. The layout also retains the ability for future connections to the McKenna Block, Village Baptist Church and other adjoining land should those properties urbanise in the future. This avoids creating an inward-facing development that would constrain the longer-term development of the wider area.

The Project also improves active-mode connections through the area, including shared paths between Te Aute Road and Middle Road, the Middle Road pedestrian bridge over Herehere Stream, connections through the open space network and along the Herehere Stream corridor, and provision for a future bus route through the Site. These connections support integration between the new neighbourhood, existing residential areas and nearby community facilities.

Overall, the Project is considered to provide a logical and well-connected extension of the existing Havelock North urban area.

13.6.2 Density, Lot Sizes and Distribution of Development

The Project proposes 317 residential lots ranging from approximately 325m² to 833m². Of these, 76 lots are 600m² or greater, 188 are between 400m² and 600m², and 53 are between 300m² and 400m². Accordingly, approximately 84% of the residential lots are 400m² or greater, with the smaller lots comprising approximately 16% of the total yield.

The proposed density is higher than some of the older residential areas around Lucknow School, where larger lots are common, but is more comparable with the developing Iona area. The future built form will continue to be characterised predominantly by detached, single or two-storey dwellings with private gardens rather than terraces or other intensive housing forms.

The distribution of lot sizes has been deliberately designed in response to the surrounding environment. Larger lots are generally located along Middle Road and Te Aute Road and at sensitive external interfaces. This better reflects the scale and frontage widths of existing development, provides greater space for landscaping and, where necessary, accommodates on-site vehicle manoeuvring. Smaller lots are predominantly located internally within the development, where their effect on the character of surrounding neighbourhoods will be limited.

The smaller lots have also been located where their orientation enables good solar access to private indoor and outdoor living areas and where they are well connected to public open space, pedestrian routes and the proposed public transport corridor. Their regular shape enables them to accommodate functional private open space and building setbacks.

The inclusion of a limited proportion of smaller lots therefore does not result in an overly intensive or incompatible residential character. Instead, the mix of lot sizes provides housing choice while maintaining an overall development pattern that responds appropriately to the Site's suburban-edge context.

13.6.3 External Interfaces and Effects on Neighbouring Amenity

The relationship between the Project and adjoining properties has been a key consideration in development of the subdivision layout. Different responses are proposed according to the characteristics and sensitivity of each interface, including the use of larger and deeper lots, stormwater and open space reserves, increased building setbacks due to earth batters, landscaping and different fencing treatments.

Along Middle Road and Te Aute Road, larger lots provide greater separation between future dwellings and the road frontages and allow more substantial landscaping to establish. This assists the new



residential development in responding to the established suburban character on the opposite sides of these roads.

The McKenna Block and Village Baptist Church interfaces have similarly been designed with predominantly medium and larger lots and greater lot depths, reducing the likely proximity of future dwellings to the shared boundaries. Closed-board fencing is proposed in appropriate locations to provide privacy, while the subdivision layout retains opportunities for future road connections should these lots be developed for urban use in the future.

At the open rural interfaces with 167 and 169 Te Aute Road, stormwater reserve areas provide physical separation between future dwellings and the adjoining properties, supplemented by native planting. Along the boundary with 150 Middle Road, the adjoining residential lots are larger and approximately 30m deep, with an earth batter proposed along the shared boundary providing a natural building setback. Fencing treatments respond to the location of the existing dwelling and the more open rural character further west.

These measures provide appropriate separation, privacy and outlook for adjoining properties and avoid undesirable built-form relationships at the Site boundaries. Potential reverse sensitivity effects associated with adjoining rural-zoned land are assessed separately in Section 13.5.

13.6.4 Residential Amenity within the Development

The subdivision layout has also been designed to ensure that future residential lots are capable of providing an excellent level of on-site amenity. Lot size, shape and orientation have been considered together to provide for solar access, private outdoor living, building separation and privacy.

The majority of the subdivision follows a conventional street-based block structure, with dwelling fronts addressing streets or accessways and private rear yards generally adjoining other private rear yards. This provides a clear distinction between public and private space and limits opportunities for overlooking and privacy conflicts. Almost all lots are capable of providing an active frontage to a public road or private accessway.

Where lots have rear boundaries adjoining drainage reserves, the interface has been designed to provide a positive relationship with these open spaces. The drainage reserves provide additional outlook and visual openness for adjoining lots, while the orientation of dwellings and private outdoor areas provides opportunities for passive surveillance over the reserve areas. Fencing and landscaping controls will maintain an appropriate balance between residential privacy and visual connection to the reserves, avoiding an enclosed or poorly surveilled reserve edge.

Particular attention has also been given to orientation. Smaller lots have been positioned to achieve good solar access to rear private living areas, while north-facing lots are generally wider or shallower to allow both vehicle access and primary living areas to be accommodated on the northern side of the dwelling.

Lot testing undertaken as part of the Urban Design Assessment demonstrates that General Residential and Medium Density lots can accommodate dwellings while complying with the relevant maximum building coverage, setbacks, height in relation to boundary and outdoor living requirements. This confirms that the proposed lot sizes do not rely on compromised residential amenity in order to achieve the proposed yield.

Future residential development will also be controlled through the development standards and consent notices described in Section 6.4 of this report. These controls provide certainty that future built form will maintain the intended relationship between buildings, streets, private outdoor areas and adjoining properties.

13.6.5 Streetscape, Open Space and Neighbourhood Amenity

The public realm is an important part of the overall urban design response. The Project provides a connected network of streets, pedestrian and cycling routes, drainage reserves and passive open spaces, rather than treating the stormwater areas solely as infrastructure.



The central open space and stormwater corridor forms a significant green element through the development and is supported by street trees, landscaping, shared paths and "Play Along the Way" opportunities. The wider open space network also connects toward the Herehere Stream and surrounding walking and cycling network. These spaces will contribute to neighbourhood identity, recreation and day-to-day amenity for future residents.

The relationship between future dwellings and public open space has also been specifically designed to support safety and passive surveillance. Lots adjoining reserves have been orientated to encourage habitable rooms and outdoor living areas to overlook these spaces. Low and visually permeable fencing, sightlines through landscaping and separation between shared paths and private boundaries provide an appropriate balance between surveillance of public space and privacy for residents.

The combination of active street frontages, street trees, accessible open space and pedestrian connections will therefore provide a legible and attractive residential environment and contribute positively to the amenity and identity of the future neighbourhood.

13.6.6 Overall Urban Design and Amenity Effects

The Urban Design Assessment concludes that the subdivision provides excellent urban design outcomes and can be supported from an urban design perspective. In particular, it finds that the Project represents a logical extension of the existing urban area, integrates with the surrounding neighbourhood, successfully manages external interfaces, provides a legible and safe public open space network, and creates residential sites capable of achieving high levels of private amenity.

While the Project will result in a substantial physical change from the existing rural land use to an urban residential neighbourhood, the proposed density, subdivision pattern and future built form have been carefully distributed and managed to respond to the surrounding environment. The development will provide appropriate amenity for both adjoining properties and future residents while also delivering positive urban design outcomes through improved connectivity, housing choice, landscaping and public open space.

On this basis, the adverse urban design, neighbourhood character and residential amenity effects of the Project are considered to be less than minor. The Project is also expected to generate positive urban design and amenity effects through the creation of a connected, legible and well-designed residential neighbourhood.

13.7 Landscape & Visual Effects

A LEA has been prepared by Boffa Miskell and is included at **Appendix 10**. The assessment considers natural character, physical landscape, landscape character and visual amenity effects and has been undertaken in accordance with the principles of *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*. A seven-point scale ranging from Very Low to Very High has been used to assess the level of landscape and visual effects.

The Project will result in a clear change to the Site, from a predominantly rural and semi-rural landscape to an urban residential neighbourhood. However, a change in landscape character does not, in itself, constitute an adverse landscape effect. The relevant consideration is the effect of that change on the landscape values and visual amenity of the Site and surrounding area.

The Site is located within a highly modified urban-edge environment and is closely associated with existing and developing residential areas of Havelock North. The landscape design has therefore focused on integrating the Project with this surrounding context while establishing a high-quality residential landscape through street tree planting, open space, drainage reserves, riparian enhancement and carefully managed rural interfaces.



13.7.1 Natural Character Effects

The Herehere Stream is the principal natural landscape feature associated with the Site. While the stream and its margins are currently modified, the Project will involve regrading of the true left bank to reduce its steepness and enable the proposed stormwater and landscape response.

The bank works will result in temporary modification to the stream margin during construction. However, works will avoid direct encroachment into the active stream channel, and the built components of the residential development will be substantially set back from the stream. On this basis, the adverse natural character effects during construction are assessed as Low.

The long-term outcome will improve the natural character of the stream corridor. Grazing will be removed from the Site-side stream margin and replaced with riparian planting, while the adjoining drainage reserves and native planting will create a more continuous network of green infrastructure. These measures will increase the extent of vegetation along the stream margin and improve its perceived naturalness.

Accordingly, while there will be short-term adverse effects associated with construction, the completed Project is expected to result in a beneficial natural character effect on the Herehere Stream.

13.7.2 Landscape Effects

The Project will physically modify the existing Site through earthworks, removal of existing vegetation and construction of roads, stormwater infrastructure and residential development. Given the relatively flat nature of the Site, the proposed earthworks will alter the landform but will not result in substantial or visually prominent changes in topography. Existing vegetation is also relatively limited, and extensive new planting is proposed throughout streets, drainage reserves, pedestrian connections and the Herehere Stream corridor.

The initial physical landscape effects associated with earthworks and construction are assessed as Low. As planting establishes, the proposed landscape framework will increasingly integrate the new built form and contribute positively to the landscape quality of the Site.

The more significant landscape change relates to the conversion of the Site from rural and peri-urban land to an urban residential neighbourhood. This change is acknowledged. However, the Site is located immediately adjoining and partly surrounded by established and developing residential areas and is not identified as an Outstanding Natural Landscape or Significant Amenity Landscape. Residential development within Iona is also already changing the character of this part of Havelock North.

The subdivision layout has been designed to manage this transition. Larger lots are generally located along external road and rural interfaces, with smaller lots positioned internally. Drainage reserves, landscape planting and rural-style fencing provide further transition at the southern and southwestern edges. Along Middle Road and Te Aute Road, the scale and form of future development will be broadly consistent with the established residential character on the opposite side of these roads.

The Project will therefore result in an appreciable change in local landscape character, but that change can be accommodated within the modified urban-edge setting. Overall, physical landscape effects are assessed as Low and landscape character effects as Low-Moderate.

13.7.3 Visual Effects

The primary sources of visual change will be the removal of existing vegetation and the progressive establishment of 317 residential lots, together with new roads, footpaths, infrastructure and landscaping. The extent and significance of those effects varies depending on the location and sensitivity of the visual receptors.



13.7.3.1 Public Visual Effects

The more prominent public views of the Project will be obtained from the sections of Middle Road and Te Aute Road adjoining the Site. From these locations, the existing open rural outlook will change to a residential streetscape, with dwellings, roads and planting visible on both sides of the road.

This will be a noticeable change, particularly during the early stages of development. However, the resulting built form will be broadly comparable with existing residential development in the surrounding area. Larger lots along the road frontages and new street tree planting will provide continuity with the existing streetscape and progressively soften views of future dwellings. Adverse visual effects from Middle Road and Te Aute Road are therefore assessed as Low initially, reducing to Very Low as street trees and other landscape planting establish.

Views from Grant Street, Breadalbane Road, Selby Lane and Herehere Drive will generally be filtered by existing houses, vegetation and the proposed drainage reserves. These viewing locations already have an established or developing residential character, and adverse visual effects are assessed as Very Low.

More distant views are available from selected locations including Gilpin Road, Iona Road and Te Mata Peak. From Te Mata Peak, the Site forms only a very small component of the wider panoramic view across the Heretaunga Plains and will read as an extension of the existing Havelock North urban area. Visual effects from this location are assessed as Neutral.

Overall, adverse visual effects from public locations will be Very Low to Low and therefore less than minor, reducing further as the proposed landscape framework establishes.

13.7.3.2 Private Visual Effects

The closest surrounding residential properties will experience varying degrees of visual change depending on their proximity, orientation, existing vegetation and structures, and the extent to which views toward the Site are currently available.

For the majority of surrounding properties on Middle Road, Te Aute Road, Upham Street and Gilpin Road, views toward the Site are already filtered or screened by existing vegetation, fences, dwellings and other structures. No individual dwelling is expected to obtain views across the entire development.

Most nearby properties are assessed as experiencing Very Low to Low adverse visual effects during the first year, reducing to Very Low as planting establishes. A number of properties are assessed as experiencing Neutral effects due to existing screening.

The highest visual effects occur for a small number of dwellings located closest to the Site, particularly properties opposite the Middle Road frontage and one adjoining property to the west. For these properties, removal of existing vegetation and the introduction of residential built form will result in a more noticeable change in outlook. These effects are assessed as Low-Moderate at Year 1, reducing to Low by Year 10 as street trees and planting within the development mature.

The Project will therefore alter the outlook from some neighbouring properties, particularly during the establishment period. However, the change will occur within an urban-edge context, and the proposed landscape treatment, lot distribution, setbacks and planting will progressively soften the new built form. The highest effects are localised to a small number of adjoining properties and reduce over time.

13.7.4 Summary

The LEA concludes that the Site has the capacity to accommodate the proposed change from rural and semi-rural land to residential development. The landscape response has been incorporated into the overall subdivision design and includes extensive street tree planting, integrated drainage and open space reserves, riparian enhancement along the Herehere Stream, rural-style interface treatments and a coordinated streetscape and planting strategy.

The resulting effects are summarised as follows:

- natural character effects will be Low during construction and beneficial in the long term;



- physical landscape effects will be Low;
- landscape character effects will be Low-Moderate;
- public visual effects will generally be Very Low to Low; and
- private visual effects will generally be Very Low to Low, with Low-Moderate effects initially for a small number of properties, reducing to Low as planting matures.

On this basis, the majority of adverse landscape and visual effects will be less than minor. The highest localised landscape character and visual effects are considered to be no more than minor and will reduce as the proposed landscape treatment establishes. Overall, the adverse landscape and visual effects of the Project are considered to be no more than minor, with beneficial long-term natural character and landscape outcomes associated with the Herehere Stream and new landscape framework.

13.8 Cultural Considerations

The Site lies within the rohe of Heretaunga Tamatea. Mana whenua engagement has been undertaken through Tamatea Pōkai Whenua Trust (TPW), including engagement with representatives of Korongatā Marae and Mihiroa Marae, with Ngāti Kahungunu Iwi Incorporated also engaged as part of the wider consultation process. A Cultural Impact Assessment (CIA) has been prepared on behalf of TPW and is included at **Appendix 21**. Further details of consultation undertaken with mana whenua are set out in the Consultation Report at **Appendix 9**.

The primary cultural consideration identified through the CIA and wider engagement is the health and mauri of freshwater. In particular, the CIA records the historical importance of the Herehere Stream as a source of mahinga kai and drinking water and identifies the continued presence of culturally significant species, including kōura and tuna. Concerns relate particularly to existing streambank erosion, sedimentation and water quality, together with the potential for urban development to introduce additional contaminants to the receiving environment. A key aspiration is therefore to protect and, where practicable, enhance the ecological and cultural health of the Herehere Stream and downstream Karamū catchment.

Other matters raised through the CIA include the protection of cultural and archaeological values during earthworks, restoration and native planting within the stream corridor, the incorporation of cultural values within stormwater management, and continued mana whenua involvement in the development and implementation of the Project. The CIA also identifies opportunities for cultural recognition through naming, interpretation and other design elements.

In response to the feedback received through the engagement process, the development has incorporated a range of measures to address key cultural considerations:

- The Project adopts a best-practice stormwater management approach intended to protect the quality and mauri of the receiving environment. Stormwater will be treated through a treatment train comprising proprietary treatment devices and six dry basins, providing approximately 84% total suspended solids removal, together with detention and attenuation prior to discharge to the Herehere Stream and Karamū Stream catchment. The stormwater design has expressly sought to incorporate mana whenua values within the management approach.
- The Herehere Stream corridor will be substantially enhanced, including streambank recontouring and stabilisation and approximately 2,950 m² of riparian planting. The stream response has been developed collaboratively with TPW, the project ecologist and landscape architect, and TPW has acknowledged the positive outcomes achieved through that process. Approximately 2.7 ha of planting is proposed across the development overall.
- Appropriate fauna recovery and relocation will be undertaken where required prior to works affecting existing drains, with the final methodology to be confirmed with the project ecologist and TPW. The Bake and Pomeroy Drains have been assessed as artificial farm drainage features rather than freshwater habitat of ecological value and, accordingly, aquatic offsetting is not considered to be required. TPW has nevertheless expressed a preference for CDL to consider an informal contribution to wider freshwater enhancement outside the consenting process.



- A Water Quality Monitoring Strategy⁶⁵ and complementary cultural monitoring programme will be developed with TPW, focused on the Herehere Stream and including mātauranga Māori, mahinga kai and cultural health outcomes. Cultural and archaeological values during construction will also be addressed through the archaeological authority and discovery protocols, cultural induction and monitoring, appropriate karakia, and ongoing engagement with TPW on cultural recognition and Project delivery.

The Applicant acknowledges local mana whenua as kaitiaki of the area and the deep cultural connection to the whenua and awa. Given CDL's long term involvement in the Hawkes Bay Region, the intention is to maintain a positive and enduring relationship with mana whenua throughout the life of the Project. Overall, the cultural values expressed through the engagement process have meaningfully influenced the development design and will continue to shape its delivery.

13.9 Stormwater & Flooding Effects

A SWMP has been prepared by Woods and is included at **Appendix 20**. The assessment considers stormwater quantity, flood risk, water quality and effects on the receiving environments. The proposed system has been designed using a water-sensitive design approach to manage the change from rural to urban land use and to avoid material adverse effects upstream or downstream of the Site.

13.9.1 Flood Risk and Stormwater Quantity Effects

Development of the Site will increase impervious surfaces and stormwater runoff. This will be managed through the proposed dry basin network, which will provide extended detention, attenuation to pre-development peak flow rates for the 2, 10 and 100 year storm events, and retention of existing floodplain storage within the Site.

Flood modelling has been undertaken including allowance for future climate change. The modelling demonstrates that flows leaving the Site are generally lower than pre-development flows and that the Project results in a net improvement in flooding across much of the surrounding catchment. Small, localised increases are identified at the McKenna Block boundary, along Te Aute Road and at the James Wattie Retirement Village, however these remain within the existing floodplain extent or within modelling tolerances.

The secondary flow network has also been designed to safely convey larger storm events through roads and designated flow paths to the basin system, with flood hazard assessed for pedestrian and vehicle safety.

On this basis, the adverse flooding and stormwater quantity effects on surrounding land are considered to be less than minor.

13.9.2 Water Quality Effects

The change to residential land use will introduce additional urban contaminants associated with roads, driveways, roofs and vehicles. These effects will be managed through a treatment train comprising proprietary baffle box devices, or similar, followed by treatment within the dry basins.

The combined system is expected to achieve approximately 84% total suspended solids removal, exceeding the 75% treatment benchmark identified in the relevant HBRC guidance.

Potential temperature effects on the Herehere Stream have also been considered. The dry basin design incorporates shallow grades and planting within basin batters and low-flow channels, with smaller rainfall events expected to be detained and drain to ground before discharge.

The Ecology Assessment concludes that, with treatment, stormwater contaminant concentrations are expected to be similar to or lower than those from other urban areas in Havelock North. While some localised effects on macroinvertebrate communities may be detectable, no substantial reduction in MCI

⁶⁵ Condition 138



or effects on native fish communities are expected, and any localised effects are not expected to extend into the Karamū Stream.

Accordingly, adverse stormwater quality effects are considered to be less than minor.

13.9.3 Receiving Environment and Erosion Effects

Stormwater from the northern catchment will discharge to the Herehere Stream, while the southern catchment will discharge to the Gilpin Drain and ultimately the Karamū Stream.

Both outlets will incorporate erosion and energy dissipation measures, while extended detention within the dry basins will reduce the erosive effects of stormwater discharges. The Project also includes regrading and riparian planting along the Herehere Stream bank to address existing erosion risk and improve bank stability and hydraulic performance. These works have received in-principle support from HDC, HBRC and Tamatea Pōkai Whenua.

On this basis, adverse effects associated with stormwater discharge and erosion of the receiving environments are considered to be less than minor.

13.9.4 Summary

The proposed stormwater system has been designed to maintain pre-development flow characteristics, retain floodplain storage, provide appropriate water-quality treatment and safely convey discharges to the Herehere Stream and Gilpin Drain. Flood modelling indicates that the Project will not materially increase flood risk on surrounding land and will improve flood conditions across much of the surrounding catchment.

Overall, adverse stormwater and flooding effects on the receiving environment and third-party land are considered to be less than minor. This is consistent with the conclusion of the SWMP.

13.10 Groundwater Effects

A Groundwater Assessment has been prepared by Williamson Water & Land Advisory (WWLA) and is included at **Appendix 13**. The assessment considers existing shallow groundwater conditions, interaction between groundwater and the proposed dry basins, and the potential effects of the Project on groundwater levels and flows.

Temporary groundwater take and dewatering will be required during construction where excavations extend below the groundwater table, including for the dry basins, low-flow channels, deeper pipelines and wastewater pump station. Dewatering will be temporary and undertaken at controlled rates, with water managed through the construction stormwater system before discharge or reuse.

Following development, portions of the dry basins will extend below typical groundwater levels and will intercept shallow groundwater. Average groundwater inflows are predicted to be approximately 2.5 L/s to the northern basins and 0.9 L/s to the southern basins. This groundwater will be conveyed through the low-flow drainage system to the Herehere Stream and Gilpin Drain respectively rather than being abstracted for consumptive use.

Groundwater modelling indicates that the Project is not at significant risk of groundwater-driven flooding, with groundwater pressure heads not predicted to exceed the crest elevations of the dry basins. Some localised seepage and temporary saturation of parts of the basin floors may occur during periods of elevated groundwater, and this will be managed through the proposed low-flow channels and, where required, additional subsoil drainage.

WWLA notes that the available site-specific groundwater monitoring record is currently limited. Accordingly, the existing piezometers will be continuously monitored, commencing approximately one year before construction where practicable and continuing through construction to at least completion of Stage 3. The monitoring will verify the model predictions and inform any refinements to the basin drainage design if unexpected groundwater conditions are identified.



On the basis of the modelling, proposed drainage design and ongoing monitoring, adverse effects on groundwater levels, groundwater resources and surrounding land are considered to be less than minor.

13.11 Ecological Effects

An Ecological Assessment has been prepared by Boffa Miskell and is included at **Appendix 11**. The assessment considers terrestrial vegetation and fauna, freshwater ecology, stormwater effects and the proposed management of ecological effects. The Site is predominantly modified agricultural land with generally low ecological values, with the Herehere Stream forming the principal ecological feature associated with the Site. No natural inland wetlands have been identified within the Site.

13.11.1 Terrestrial Ecological Effects

Vegetation removal and earthworks will remove areas of predominantly exotic vegetation and potential habitat for birds, bats and lizards. However, the existing terrestrial habitat values are limited. No lizards were detected during targeted surveys, and the Site is considered unlikely to support a resident lizard population.

Potential effects on protected fauna will be managed through the Fauna Management Plan, including pre-clearance management of native bird nests, checks of potential bat roost trees prior to felling and incidental discovery procedures.

The Project will also substantially increase vegetation cover over time through riparian, reserve, street and private planting. This will increase habitat complexity and provide additional feeding, nesting and roosting opportunities for native fauna.

Accordingly, adverse terrestrial ecological effects are considered to be less than minor, with positive effects expected as the proposed planting establishes.

13.11.2 Freshwater Ecological Effects

The Herehere Stream will be retained in its existing alignment and there will be no loss of stream extent or new structures affecting fish passage. The internal drains to be removed or modified are artificial watercourses. Native fish present within these drains will be captured and relocated before works are undertaken in accordance with the Fauna Management Plan.

Potential effects on freshwater ecology principally arise from construction sediment and the longer-term change in stormwater runoff associated with urbanisation. These matters are addressed through erosion and sediment controls, attenuation of peak flows and the stormwater treatment train described in Section 13.9 above. The Ecological Assessment concludes that sediment-related effects within the Herehere Stream will be temporary and localised, with no effects expected within the Karamū Stream. Following treatment, urban stormwater contaminant effects on aquatic communities are expected to be low.

Approximately 275 m of the Herehere Stream margin will also be riparian planted. This will reduce erosion, increase shading and help reduce stream temperatures and aquatic plant growth, resulting in a positive ecological effect.

13.11.3 Overall Ecological Effects

The proposed effects-management measures include fauna management during vegetation clearance, native fish relocation, erosion and sediment controls, stormwater treatment and attenuation, avoidance of works within the Herehere Stream bed where practicable, and riparian enhancement planting. Boffa Miskell concludes that the Effects Management Hierarchy is satisfied and that residual ecological effects will be Low or Negligible.

On this basis, adverse ecological effects are considered to be less than minor. The Project will also result in positive ecological effects through riparian restoration and the substantial increase in vegetation and habitat across the Site.



13.12 Earthworks, Erosion and Sediment Effects

Bulk earthworks are required across the approximately 30.6 hectares of Site to establish building platforms, roads, stormwater infrastructure and associated services. The works involve approximately 70,695 m³ of cut and 255,100 m³ of fill and are expected to occur over approximately 19 months.

Potential effects associated with the earthworks include the discharge of sediment-laden runoff to the Herehere Stream and, ultimately, the wider Karamū catchment. The Site is relatively flat, which reduces its inherent erosion potential, and the works will be progressively staged to limit the extent of exposed earth. Up to approximately 15ha of bulk earthworks will be open at any one time, with completed areas progressively stabilised as works advance.

Erosion and sediment controls will be implemented in accordance with the HBRC Waterway Guidelines – Erosion and Sediment Control. The principal controls will include sediment retention ponds, decanting earth bunds, silt and super silt fences, clean and dirty water diversions, chemical treatment and progressive stabilisation. Final stage-specific Erosion and Sediment Control Plans and a Chemical Treatment Management Plan will be prepared and approved prior to the relevant earthworks commencing.

The Herehere Stream bank works will be undertaken using a specific methodology to minimise sediment entering the stream. Works will occur progressively during forecast dry weather, with only areas that can be excavated, topsoiled and stabilised within the same day opened at any one time. Machinery will operate from the top of the bank and will remain outside the stream bed.

The Ecological Assessment concludes that, with the proposed controls, sediment discharges are unlikely to result in significant deposits or suspended sediment outside the natural range. Any effects within the Herehere Stream are expected to be temporary and localised, with no effects expected within the Karamū Stream.

On this basis, potential adverse erosion and sediment effects are considered to be no more than minor.

13.13 Contaminated Land Effects

A Remediation Action Plan has been prepared by AgFirst and is included at **Appendix 16**. Previous investigations have identified four discrete areas requiring contamination remediation, comprising approximately 12,556 m², or 3.7% of the development footprint. The principal contaminants of concern are arsenic and lead associated with historic orchard, horticultural and farming activities and lead-based building materials.

The identified contamination is localised and can be appropriately remediated to enable residential use of the Site. The RAP sets out the required remediation and management procedures, including controls for soil disturbance and handling, dust and sediment management, disposal or appropriate reuse of impacted material, unexpected discoveries and validation of completed remediation.

Following completion of the remediation works, a Site Validation Report will be prepared by a Suitably Qualified and Experienced Practitioner to confirm the works undertaken and demonstrate that the affected areas are suitable for their intended use.

Subject to implementation of the RAP and proposed consent conditions, adverse contaminated land effects on human health and the environment are considered to be less than minor.

13.14 Geotechnical Effects

A Geotechnical Investigation Report has been prepared by CMW Geosciences and is included at **Appendix 12**. The assessment confirms that the Site is suitable for the proposed subdivision, subject to the recommended geotechnical design, construction and verification measures.

The majority of the Site is assessed as suitable for TC2-type foundations. Localised areas have been identified where TC2/TC3 hybrid foundation solutions may be required due to predicted liquefaction settlement, with further investigation to confirm the extent of these areas during detailed design.



The geotechnical recommendations include further investigation and detailed design where required, review of the final earthworks and landform design, compaction control and construction monitoring, post-earthworks testing of building platforms, and specific design of ground improvement, stormwater infrastructure and retaining walls where necessary.

A Geotechnical Completion Report will be prepared following completion of the bulk earthworks to confirm the geotechnical conditions and any lot-specific foundation or development requirements for the future residential allotments.

On this basis, the identified geotechnical risks can be appropriately managed through detailed design, construction and verification, and adverse geotechnical effects are considered to be less than minor.

13.15 Climate Change and Natural Hazards

The Project has been assessed for its susceptibility to natural hazards and the potential implications of climate change. The principal natural hazards relevant to the Site are flooding and seismic hazards, including liquefaction.

The Site is subject to existing flood risk, with much of the land located within the 1% AEP floodplain. Stormwater management has therefore been specifically designed to respond to both the existing flood environment and the effects of climate change, including increased rainfall intensity. Climate change has been incorporated into the flood modelling using RCP6.0 rainfall projections to 2100.

The proposed dry basin and stormwater system will manage Site-generated runoff and retain floodplain storage. Flood modelling demonstrates a net improvement in flooding across much of the surrounding catchment, with only small, localised increases that remain within the existing floodplain or modelling tolerances. Future dwellings will also be required to achieve appropriate freeboard above the modelled 1% AEP flood level⁶⁶.

The Site is also subject to liquefaction risk. Geotechnical investigations confirm that the majority of the Site is suitable for TC2-type foundations, with some localised areas requiring further investigation and potentially more specific foundation solutions. These matters can be appropriately addressed through detailed design and the geotechnical requirements applying to future development.

There are no known active faults crossing the Site, with the risk of fault rupture assessed as Low. Other natural hazards such as coastal erosion and sea level rise are not relevant given the inland location of the Site.

Based on the above, the Project is considered appropriately resilient to the anticipated effects of climate change and the natural hazards affecting the Site. The development will not materially increase hazard risk on surrounding land, and adverse climate change and natural hazard effects are considered to be less than minor.

13.16 Traffic & Transport Effects

The proposed transport network is shown on the Civil Drawings in **Appendix 7** and described in Section 6.6 of this Assessment of Environmental Effects (AEE). In summary, the Project includes:

- upgrades to the Middle Road and Te Aute Road frontages, including new footpaths, pedestrian crossing facilities and associated urbanisation works;
- a new internal road network, including Collector Road CR01 connecting Middle Road and Te Aute Road, Collector Road CR02 providing for future connection to adjoining land, and a series of local access roads and JOALs;
- on-street parking and provision for on-site parking within residential lots; and
- an integrated walking and cycling network comprising footpaths, shared paths, public accessways and a new pedestrian bridge across the Herehere Stream at Middle Road.

⁶⁶ Condition 18



From a traffic and transport perspective, the relevant planning documents generally seek an integrated, safe and efficient transport network that supports urban growth and provides for walking, cycling and public transport. An ITA has been prepared by Flow Transportation Specialists and is included at **Appendix 18**.

Transport matters raised through consultation with HDC and HBRC included the location of intersections on Middle Road and Te Aute Road, capacity of the wider road network, pedestrian connectivity and crossing facilities, and provision for public transport. These matters have informed the proposed road layout and transport response.

Having regard to the ITA and the transport outcomes sought by the relevant planning documents, the traffic and transport effects of the Project are considered acceptable for the following reasons:

- Once fully developed, the Project is predicted to generate approximately 270 vehicle trips during each of the morning and evening peak hours. The ITA concludes that this traffic can be accommodated by the surrounding road network without significant adverse effects. The key intersections are predicted to continue operating at acceptable levels of service, with the new CR01 intersections at Middle Road and Te Aute Road operating at LOS A.
- No adverse road safety effects have been identified. The internal roads will provide a low-speed residential environment supported by traffic-calming measures, while the proposed intersections and vehicle crossings will provide appropriate visibility. The urbanisation of Middle Road and Te Aute Road, together with new footpaths and crossing facilities, will also improve safety and accessibility along the Site frontages.
- The Project generally complies with the relevant District Plan transport standards. The exception is the required separation of vehicle crossings from intersections, with 32 lots proposing crossings within 15 m of an intersection. Flow considers the effects of these infringements to be negligible given the low traffic volumes associated with individual crossings, low operating speeds, adequate visibility and dispersal of traffic across the internal road network.
- Vehicle crossings onto the collector roads have been minimised where practicable. Crossings onto Middle Road and Te Aute Road will serve individual dwellings and will be subject to requirements for on-site manoeuvring so vehicles are not required to reverse directly onto these roads.
- Adequate parking can be provided. Future dwellings will have space for on-site parking, while on-street parking is provided throughout the development. The current design targets approximately 0.75 kerbside parking spaces per residential lot, and lot testing confirms that individual lots have sufficient space to accommodate at least two off-street parking spaces.
- The Project will significantly improve walking and cycling connections through and around the Site. Footpaths are generally proposed on both sides of internal roads, with shared paths along the collector roads connecting Middle Road and Te Aute Road and linking to the wider existing network. The footpath on Middle Road has been extended beyond the site boundaries to the north, enabling connection to the north without the need for pedestrians to cross Middle Road.
- Public accessways and paths through the drainage reserves provide further connections through the neighbourhood. The design of these pathways has created a strong pedestrian spine through the development connecting it to the north and south and providing a green linkage to the Bull Hill reserve located within the Iona development.
- The existing Route 1 public transport service operates adjacent to the Site. The internal collector road network has been designed to accommodate potential future bus services and bus stops, providing the opportunity for public transport to be extended through the development as demand and the wider network develop.
- The road network has been designed to accommodate emergency and service vehicles.
- Construction traffic will be managed through a Construction Traffic Management Plan prepared prior to construction. This will include management of construction access and routes, with heavy vehicle movements directed toward the rural road connections southwest of the Site via Te Aute Road where practicable to minimise effects on existing residents and road users.



Overall, the Project will integrate effectively with the existing transport network and provide safe and convenient connections for vehicles, pedestrians and cyclists. The ITA concludes that the Project will have negligible effects on the function, capacity and safety of the surrounding transport network.

On this basis, adverse traffic and transport effects are considered to be less than minor.

13.17 Infrastructure Servicing Effects

The relevant planning framework seeks to ensure that urban development is efficiently integrated with infrastructure and services. Woods has prepared an Infrastructure Report, supported by specific water and wastewater assessments, to confirm the servicing requirements for the Project (refer **Appendix 19**).

The assessments conclude the following in relation to infrastructure servicing:

- **Water supply** – The proposed water supply network is intended to be fed from the existing 250 mm watermain in Te Aute Road within the Waiaroha Pressure Zone. A looped internal network is proposed, with a normally closed connection to the Middle Road network providing additional resilience. Hydraulic modelling confirms that the proposed network arrangement is capable of providing appropriate pressure and firefighting supply, subject to an acceptable long-term potable water supply solution being confirmed with HDC. Proposed conditions will prevent issuing of titles until HDC has confirmed that such a solution is in place.
- **Wastewater** – Wastewater will be conveyed primarily by gravity to the proposed Middle Road WWPS and then pumped via a new rising main to an existing manhole near Grant Street. From there, flows will enter the existing 375 mm gravity network and ultimately discharge to the Breadalbane WWPS. Further assessment of the pump stations is provided below.
- **Stormwater** – A suitable stormwater management system has been developed for the Project, and the associated effects are addressed in Section 13.9 above.
- **Power and telecommunications** – Existing networks are available from both Middle Road and Te Aute Road. Unison has confirmed that the development can be supplied from the existing power network, while Tuatahi First Fibre has confirmed that fibre connections can be provided to the development, subject to detailed design and normal installation requirements.
- **Waste collection** – Standard kerbside collection will occur from the public road network, with rear lots accessed by JOALs bringing bins to the adjoining road frontage for collection.
- **Roading and access** – Suitable road, pedestrian and cycling infrastructure is proposed and is addressed in Section 13.16 above.

13.17.1 Wastewater Pump Stations and Residential Amenity

A new wastewater pump station is proposed on Lot 1004 to service the development. The station will receive gravity flows from the Site and has been designed to restrict discharge to approximately 6 L/s, with additional storage provided to manage peak flows and reduce demand on the downstream network.

The pump station has also been designed to operate within the future residential environment. The site will be landscaped and fenced, and reverse sensitivity covenants are proposed on Lots 307–310 and 316–317 within the 20 m setback identified by HDC.

Potential operational noise effects have been assessed by Styles Group in **Appendix 25**. Pumps, fans and controllers will be located below ground or within acoustic enclosures providing at least 15 dBA attenuation. Conditions are proposed requiring permanent fixed plant to comply with noise limits of 45 dB LAeq between 7:00 am and 10:00 pm and 35 dB LAeq and 65 dB LAmx at night. Styles considers these limits sufficient to avoid unreasonable amenity effects and sleep disturbance at the nearest residential sites. Maintenance activities will generally occur during the day, except where emergency access is required.



Odour will be managed through the proposed extraction and carbon treatment system incorporated into the WWPS design. On this basis, operational effects associated with the new pump station can be appropriately managed within the residential environment.

Wastewater from the development will ultimately pass through the existing Breadalbane WWPS on Middle Road. HDC has confirmed that the downstream wastewater network has capacity to accommodate the additional flows, however the residual pumping capacity available at the Breadalbane WWPS itself is still being confirmed. The proposed Middle Road WWPS has therefore been designed with additional storage and a restricted discharge rate to reduce demand on Breadalbane.

Depending on the final capacity confirmed by HDC, either no upgrade will be required, an upgrade attributable to the Middle Road development will be developer funded, or a wider HDC-led upgrade will be required where existing and already anticipated development demands exceed the available capacity. Woods has identified a range of technically feasible upgrade options should additional capacity be required.

13.17.2 Summary

Overall, the Infrastructure Report confirms that the Project can be serviced through the proposed infrastructure solutions and identifies no engineering impediment that would prevent the development from proceeding. In relation to potable water supply, an acceptable long-term supply solution with HDC is being worked through, as addressed above.

Based on the above, the Project has a feasible pathway to being effectively and efficiently serviced, and the operational effects associated with the proposed infrastructure can be appropriately managed. Adverse infrastructure and servicing effects are therefore considered to be less than minor.

13.18 Construction Effects

As described earlier in this report, construction of the Project will be undertaken progressively and will include site preparation, remediation works, bulk earthworks, stream works, installation of roads and infrastructure, stormwater and landscape works and, ultimately, construction of dwellings.

The scale and duration of the works means that construction will result in temporary effects on surrounding residents and the environment, including noise and vibration, construction traffic, dust, sediment and disturbance associated with earthworks. A comprehensive construction management framework is proposed to manage these effects.

A Construction Environmental Management Plan (**CEMP**) will be prepared for the bulk earthworks and each relevant stage of civil construction prior to works commencing. The Infrastructure Report includes draft CEMP requirements which establish the matters to be addressed by each site-specific CEMP, including project management, working hours, site access, environmental controls and construction staging. The CEMP framework includes the following supporting plans and protocols:

- Bulk Earthworks Plan / Construction Staging Methodology – will set out the sequencing and methodology for earthworks, material handling, stockpiling and progressive stabilisation of completed areas.
- Construction Traffic Management Plan (**CTMP**) – will manage construction access, haul routes and traffic movements to maintain the safe and efficient operation of the surrounding road network. As addressed in Section 6.9, heavy vehicle movements will be directed towards the rural road connections to the southwest via Te Aute Road where practicable.
- Erosion and Sediment Control Plans (**ESCPs**) – stage-specific plans will be prepared in accordance with HBRC requirements and will detail the sediment retention ponds, decanting earth bunds, diversions and other controls required during earthworks. These matters are addressed further in Section 6.9.12.
- Chemical Treatment Management Plan (**ChTMP**) – will set out the chemical treatment requirements for sediment retention devices, including dosing, monitoring and maintenance.



- Dust Management Plan (**DMP**) – will manage potential nuisance dust through measures including water carts, progressive stabilisation, management of stockpiles and haul roads, monitoring and complaint-response procedures. Water will be sourced from impounded water within the dry basins where available or from HDC's approved water supply point.
- Spill Management Plan (**SPMP**) – will establish procedures for the storage and handling of fuels and chemicals and the containment, clean-up and reporting of any accidental spills.
- Fauna Management Plan (**FMP**) – a draft FMP prepared by Boffa Miskell is included with the Ecological Assessment. It provides procedures for vegetation clearance, management of native bird nests, checks of potential bat roost trees and native fish capture and relocation from drains affected by the works.
- Remediation Action Plan (**RAP**) – the AgFirst RAP will apply to works involving identified contaminated soils and includes controls for soil handling, dust, stormwater, disposal and unexpected discoveries. Existing buildings will also be surveyed for asbestos-containing materials prior to demolition or development works.
- Archaeological Management Plan and discovery protocols – archaeological works will be undertaken in accordance with the CFG Heritage Archaeological Management Plan and associated Archaeological Authority requirements, including contractor inductions, monitoring where required and procedures for any unexpected archaeological discoveries.
- Construction Noise and Vibration Management Plan (**CNVMP**) – will manage noise and vibration from construction plant and activities, including through appropriate equipment selection, separation from sensitive receivers, communication and monitoring where required.

Construction noise and vibration have been specifically assessed by Styles Group in **Appendix 25**. Construction works will generally be restricted to 7:30 am to 6:00 pm Monday to Saturday, with no construction works on Sundays or public holidays, subject to limited exceptions for quiet activities. Vibration will also be managed against specified amenity and building-damage limits, with additional mitigation and communication required where the recommended amenity limit may be exceeded. Styles Group concludes that construction noise will comply with the relevant Hastings District Plan permitted limits.

The proposed management plans provide a coordinated framework for managing construction effects throughout the staged development of the Site. While surrounding residents will experience periods of construction activity, these effects will be temporary and will reduce as works progress across the Site.

Subject to implementation of the proposed management plans and consent conditions, adverse construction effects are considered to be no more than minor.

13.19 Heritage & Archaeological Effects

An Archaeological Assessment has been prepared by CFG Heritage and is included at **Appendix 17**. No recorded archaeological sites have been identified within the Site, and no archaeological features were identified during the site assessment. The existing villa within the Site is considered most likely to date from the 20th century. However, the villa at 84 Middle Road, immediately adjoining the Site, may date from the 19th century, and associated features such as wells, rubbish pits, utilities or outbuildings may extend into the Site. CFG therefore considers there to be a moderate likelihood of pre-1900 historic archaeology surviving in the vicinity of the villas.

There is no reasonable cause to suspect that pre-European Māori archaeology is present within the Site.

Given the scale of the proposed earthworks and the possibility of previously unidentified historic archaeological features, CDL is seeking an archaeological authority as part of this substantive application under section 42(4)(i) and Schedule 8 of the FTAA. CFG has also prepared an Archaeological Management Plan to guide works undertaken under that authority. The Archaeological Authority application and associated Archaeological Management Plan are provided in **Volume 2** of the Application.



The Archaeological Management Plan requires pre-start contractor briefings, archaeological monitoring within areas of higher archaeological potential and spot-monitoring or an on-call procedure elsewhere across the Site. Where suspected archaeological material is encountered, works will cease in the immediate area to allow the Project Archaeologist to investigate and record the find before works recommence.

Specific procedures will also apply if Māori archaeological material, taonga or kōiwi tangata are encountered, including ceasing works and notifying the appropriate mana whenua representatives, including TPW, and relevant authorities.

Subject to the archaeological authority, Archaeological Management Plan and associated conditions, potential adverse heritage and archaeological effects can be appropriately managed and are considered to be less than minor.

13.20 Summary of Effects

Overall, the actual and potential adverse effects of the Middle Road Project are considered to be less than minor. The proposal has been carefully designed to avoid, remedy or mitigate effects through the application of contemporary, context-responsive urban design principles, best practice stormwater management, rural interface buffers, infrastructure upgrades, and construction management.

Through the stakeholder engagement phase, concerns and feedback were actively considered, and the proposal has been refined and updated where appropriate to address potential effects and respond to feedback.

Supporting technical assessments confirm that environmental effects can be appropriately managed, and the proposal will integrate well with the existing urban environment. Subject to the proposed conditions of consent, the Middle Road Project is considered to represent a sustainable and well-managed form of urban development.

14.0 Assessment against Parts 3, 6, 8 – 10 of the RMA

This section of the Application provides an overall assessment of the activity against Parts 3, 6, 8 – 10 of the RMA, as required by clause 17(1)(b) of Schedule 5 of the FTAA.

14.1 Part 3 - Duties and Restrictions under the RMA

Part 3 of the RMA relates to the duties and restrictions under the RMA, with particular regard to use of land, subdivision, discharge of contaminants, uses of beds of rivers, and contravention of designations. It is considered that the proposal meets Part 3 of the RMA as the proposal seeks resource consent to provide for land use activities that have been identified as contravening a standard or rule.

14.2 Part 6 - Resource Consents, Proposals of National Significance, Aquaculture Moratorium

Part 6 of the RMA relates to resource consents, proposals of national significance and aquaculture moratorium. With particular regard to resource consents, the proposal is considered to be consistent with and assesses against the resource consent framework identified within Part 6 of the RMA, as modified by the FTAA. In particular, the matters relevant to the Panel's assessment of the resource consent applications are addressed in accordance with clause 17 of Schedule 5 of the FTAA. While the proposal has an overall non-complying activity status, the section 104D threshold test does not apply under that framework.

For the reasons identified within this AEE it is considered that the proposal will not offend against Part 6 of the RMA as they apply through the FTAA process.



Section 105 – Discharge and Coastal Permits, Section 106 – Subdivisions, and Section 107 – Discharge Permit Restrictions contained within Part 6 of the RMA are considered to be directly relevant to this Application.

14.2.1 Section 105 – Discharges

With respect to discharges, under Section 105(1) of the RMA, in addition to the matters in Section 104(1) of the RMA, a consent authority must have regard to:

- the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
- the applicant's reasons for the proposed choice; and
- any possible alternative methods of discharge, including discharge into any other receiving environment.

With regard to the stormwater discharges, it is considered that the discharges will be acceptable due to the nature of the discharges being proposed, the nature of the receiving environment, and the proposed treatment methods as outlined in the SWMP (**Appendix 20**).

Alternative methods of discharge have been considered. In summary, the proposed stormwater discharge points to the Herehere Stream to the north and Gilpin Drain to the south have been selected as the most practicable and least disruptive option for the Middle Road development. Pre-development flows from the Site already naturally fall to these two existing watercourses, and there is no existing stormwater infrastructure in or around the Site that has adequate capacity. The Site acts as flood storage for the Herehere Stream when flows over top into the Site during significant storm events, and this flood storage is required to be maintained post development. The flood storage basins required for the Site were rational locations for the Sites stormwater network to discharge into. Alternative options, such as draining via gravity to other large watercourses (Karamu Stream) or a stormwater pump station discharging to existing infrastructure, were ruled out due to high costs, significant construction disruption, and levels constraints with other discharge locations.

The proposed wastewater discharge point to the existing Breadalbane Pump Station network was selected as the most practical option for the Middle Road development. The proximity of the existing pumpstation along with Councils indication of residual capacity within the pumpstation made it the most logical choice for discharge. Alternative options, such as discharging to other pumpstations close to the Site or to existing gravity networks further downstream from the Site, were ruled out due to more significant infrastructure costs, disruption to the wider neighbourhood, and capacity constraints in other nearby pumpstations.

Overall, the application demonstrates that effects will be avoided, remedied or mitigated by the nature of the activity and the proposed conditions of consent.

14.2.2 Section 106 – Subdivision

Section 106 of the RMA sets out additional circumstances when a consent authority may refuse subdivision consent if it considers that there is significant risk from natural hazards, or sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.

Despite the subdivision being subject to natural hazards referred to in Section 106, the subdivision will not worsen any flooding or land instability hazards and includes appropriate mitigation measures to manage these hazards including specific dry basin design, and geotechnical completion report requirements. Sufficient provision has been made for legal and physical access to each allotment created by the subdivision. As a consequence, there are no reasons to refuse to grant the subdivision under Section 106 of the RMA.



14.2.3 Section 107 – Discharge Permit Restrictions

Under Section 107 of the RMA, unless there are exceptional circumstances, or the discharge is temporary, or it is associated with maintenance work, a consent authority cannot grant a discharge permit that would have following effects:

- if, after reasonable mixing, the contaminant or water discharged (either by itself or in combination with the same, similar, or other contaminants or water), is likely to give rise to all or any of the following effects in the receiving waters
- the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials
- any conspicuous change in the colour or visual clarity
- any emission of objectionable odour
- the rendering of fresh water unsuitable for consumption by farm animals
- any significant adverse effects on aquatic life.

The proposal is not anticipated to give rise to any of the matters listed above. As detailed in the SWMP (**Appendix 20**), the stormwater management approach of the Project has been comprehensively considered to ensure stormwater discharge from the site will not adversely affect receiving freshwater environments. Furthermore, conditions of consent are proposed to address the above matters.

14.3 Part 8 - Designations and Heritage Orders

Part 8 of the RMA relates to designations and heritage orders. No designations nor heritage orders apply to the site or are proposed. Part 8 of the RMA is not relevant to this proposal.

14.4 Part 9 - Water Conservation Orders, Freshwater Farm Plans, and Freshwater Ecosystems

Part 9 of the RMA relates to water conservation orders, freshwater farm plans and use of nitrogenous fertiliser. Part 9 of the RMA is not relevant to this proposal.

14.5 Part 10 - Subdivision and Reclamations

Part 10 of the RMA relates to subdivision and reclamations. The proposal is considered to be consistent with and assesses against the subdivision framework. In particular, an assessment of effects has been undertaken in **Section 13** above, and all new boundaries and allotments have been provided within the Scheme Plan as required by Schedule 4 of the RMA. Conditions of consent within **Volume 3** will ensure that the proposal accords with Section 223 and Section 224 and also provides for roads, accessways and reserves to vest, and granting of easements.



15.0 FTAA Decision Making Framework

In deciding whether to grant the approvals sought through this Application, the Panel must consider the requirements in Section 81 of the FTAA. This includes applying the specific decision-making criteria set out in Schedule 5.

15.1 Schedule 5 Clause 17 - Criteria and Other Matters for Assessment of Consent Application

Clause 17 of Schedule 5 of the FTAA sets out the criteria and other matters for assessment of consent applications. This relates to Section 81 of the FTAA, which sets out the process for making decisions on approvals sought in a substantive application.

Clause 17 states that when considering a consent application, including conditions, the Panel must take into account the following, giving the greatest weight to (a), being the purpose of the FTAA:

(a) the purpose of this Act; and

(b) the provisions of Parts 2, 3, 6, and 8 to 10 of the Resource Management Act 1991 that direct decision making on an application for a resource consent (but excluding section 104D of that Act); and

(c) the relevant provisions of any other legislation that directs decision making under the Resource Management Act 1991.

Section 81(4) states that when taking the purpose of the FTAA into account, the Panel must consider the extent of the project's regional or national benefits.

The preceding report has provided a comprehensive assessment of the Middle Road project, including the matters listed in (a) to (c) above. In summary, in relation to the Application, it is considered that:

The Purpose of the FTAA

The purpose of the FTAA is simply to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. As described in **Section 13.1** of this Report, the proposal has significant regional benefits, as assessed by both the Government, having been approved as a Referred Project, and as assessed in this Application. Those benefits are significant in their extent, including the provision of additional housing capacity and choice, economic investment and employment generation. The Panel would give effect to the purpose of the FTAA by granting consent, as this would facilitate, or enable, the project to occur.

Provisions of the RMA

The criteria in clause 17 also states that the various provisions of the RMA must also be taken into account, excluding Section 104D and Section 8 of Part 2. The assessment included in this Report demonstrates that the proposal is entirely consistent with the relevant provisions of the RMA and is considered to be consistent with the purpose of the RMA.

In terms of the actual and potential effects of the proposal on the environment (s104(1)(a)), the proposal will have significant social and positive economic effects, by enabling an increase in the supply housing to the Hawke's Bay Region, and by enabling job creation during construction and economic growth for the sub-region. Where the proposal is likely to generate adverse effects, these are temporary and/or can be appropriately mitigated through the design of the development and the proposed conditions of consent.

As set out in the Economics Assessment (**Appendix 27**), the Project represents approximately \$277.3 million of investment and is estimated to generate approximately \$92 million in regional GDP, \$44 million in wages and salaries and 735 FTE-years of employment over the development period. After accounting for the forgone rural production associated with development of the Site, the estimated net economic contribution remains approximately \$90 million in GDP and 697 FTE-years of employment.

With respect to the relevant statutory documents (s104(1)(b)), the Project is generally consistent with the relevant objectives and policies applying to the Site (refer Section 12 above). While the Site is not



identified for urban development in the adopted Napier-Hastings Future Development Strategy, it has previously been recognised as a potential growth location through the Regional Policy Statement, HPUDS and the draft FDS. The substantive technical assessments now undertaken demonstrate that the Site represents a logical and well-integrated extension of Havelock North and that the environmental and infrastructure effects associated with its urban development can be appropriately managed. Overall, the assessment concludes that the Project is consistent with the relevant statutory direction.

Any Other Relevant Legislation

In relation to clause 17(c), the proposal has been assessed against the relevant national direction that directs decision making under the RMA, including NPS and NES. The proposal is consistent with the relevant provisions of these documents, and approvals have been sought, and a comprehensive assessment has been provided where required.

15.2 Section 85 - Declining an Approval

Section 85 of the FTAA sets out the circumstances in which the panel must or may decline applications (referred to collectively as 'approvals' in the FTAA).

The Panel must decline an approval if one or more of the situations in s85(1) apply. None of those situations are apply to the Application:

- *The application does not seek approval for an ineligible activity as defined in Section 5 of the FTAA.*
- *The assessment of Treaty settlements that apply to the site in **Section 9** confirms that granting the approvals sought would be consistent with obligations arising under existing Treaty settlements.*
- *Therefore, granting the approval would not breach Section 7 of the FTAA.*
- *Clause 17(5) Schedule 5 does not apply to the resource consent approvals sought because they do not include an application for a coastal permit for aquaculture activities.*

Under Section 85(3), the Panel may decline an approval if, in complying with Section 81(2), it considers that the adverse impacts of the approval sought are sufficiently significant to be out of proportion to the project's regional or national benefits, even after taking into account any conditions in relation to those effects.

As set out in the Assessment of Effects on the Environment (**Section 13** above), to the extent that the Middle Road Project generates any adverse effects, these are appropriately avoided, remedied, mitigated, or offset through the proposed management plans and consent conditions. No adverse impacts have been identified which are in addition to or beyond these adverse effects which have already been avoided, remedied, mitigated or offset. Accordingly, any adverse impacts are not considered sufficiently significant to outweigh the project's regional benefits.



16.0 Conclusion

The Middle Road Project will facilitate the development of approximately 317 residential lots, providing significant additional housing capacity for Havelock North and the wider Hawke's Bay region. The development will be supported by integrated transport connections, pedestrian and cycling networks, three waters infrastructure, stormwater management systems, and connected open space and stream corridor enhancements.

The Middle Road Project represents a logical and efficient extension of the existing Havelock North urban environment. The site is contiguous with established residential development and existing infrastructure networks and is located in close proximity to the Havelock North town centre, public transport routes, community facilities, and existing growth areas, including the adjoining Iona development.

The proposal responds appropriately to the physical characteristics and constraints of the site, including existing flooding and drainage conditions associated with the Herehere Stream corridor. The development has been designed to integrate stormwater management, flood mitigation, infrastructure servicing, landscape treatment, and ecological enhancement into a comprehensively planned residential neighbourhood. The proposal also provides for an appropriate interface with adjoining rural land through setbacks, landscape treatment, open space connections, and integrated stormwater design responses.

Based on the above report, it is considered that:

- The proposal achieves the purpose of the FTAA by facilitating the delivery of regionally significant housing and supporting infrastructure in a coordinated and efficient manner;
- Appropriate consultation and engagement have been undertaken with Hastings District Council, Hawke's Bay Regional Council, mana whenua, administering agencies, and adjoining landowners;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with the relevant local authorities has been undertaken;
- Having considered the actual and potential effects of the proposal, the Project will generate adverse effects that are able to be appropriately avoided, remedied or mitigated through the recommended conditions of consent, management plans, and monitoring frameworks;
- The archaeological authority sought as part of the Application is appropriate, having regard to the archaeological assessment and the identified potential for pre-1900 historic archaeological remains. The proposed Archaeological Management Plan and associated authority conditions provide an appropriate framework for managing potential effects on archaeological values during construction;
- The proposal generally accords with the relevant objectives and policies of the Hastings District Plan and Hawke's Bay Regional Resource Management Plan;
- The proposal is consistent with the relevant National Environmental Standards;
- The proposal is consistent with the relevant National Policy Statements, including the NPS-UD; and
- The proposal is considered to be consistent with Parts 2, 3, 6 and 8 to 10 of the RMA.

In summary, the Middle Road Project represents a well-considered and integrated urban development that aligns with the strategic growth direction for Havelock North and supports sustainable urban development outcomes within the Hawke's Bay region.

The proposal has been informed through engagement with local authorities, mana whenua, administering agencies, and adjoining landowners, and is supported by a comprehensive suite of technical assessments. These assessments confirm that environmental effects can be appropriately managed through detailed design, integrated infrastructure planning, staged delivery, and implementation of robust management and monitoring measures.

The Project responds to identified housing demand, enables efficient use of existing and planned infrastructure networks, and provides an opportunity to comprehensively address existing flooding and



drainage constraints affecting the site. In doing so, the proposal fulfils the purpose of the FTAA by enabling the delivery of regionally significant housing supply and associated infrastructure, while remaining consistent with the sustainable management purpose of the RMA.

It is therefore concluded that the Application satisfies the matters required to be considered by the Expert Panel under the FTAA and that the proposed approvals can be granted, subject to appropriate conditions.