

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council
Hearings Committee Meeting

Kaupapataka

Separate attachment document

Private Plan Change 9 - Brookvale East

Te Rā Hui:

Meeting date: **Commencing on Monday, 2 March 2026**

Te Wā:

Time: **9.30am**

Te Wāhi:

Venue: **Council Chamber**
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings

ITEM	SUBJECT	PAGE
2.	PRIVATE PLAN CHANGE 9 – BROOKVALE EAST, 137-161 BROOKVALE ROAD, HAVELOCK NORTH (METLIFECARE LIMITED) (RMA20230358) (PID 58825)	
	<u>Document 2</u> Containing these attachments	
	Attachment B Summary of Recommendations on Submissions and Further Submissions	Pg 3
	Attachment C Technical Memo - 3 Waters	Pg 19
	Attachment D Technical Memo - Transport	Pg 35



SUBMISSIONS

Submission Number	Submitter	Contact Details
S1	Conrad and Verena Waitoa	conrad@iakomaori.nz
S2	Sam Newbigin	sam@newbigin.nz
S3	Gerald Mulinder	gtmul@orcon.net.nz
S4	Pip and Dan Taylor	piptaylor2014@gmail.com
S5	CDL Land New Zealand Limited	emma.howie@woods.co.nz
S6	Paul Maurice Stevenson	pmstevenson@xtra.co.nz
S7	Landsdale Developments Ltd	matthew.holder@developmentous.nz
S8	Tony & Suzy Martin	tonysuzymartin@outlook.com

FURTHER SUBMISSIONS

Submission Number	Submitter	Contact Details
FS1	Jeremy Haines	jeremy.haines@me.com



S1 Conrad and Verena Waitoa

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S1.1	Oppose / Support with Amendment	Traffic Impacts	<p><u>Safety and capacity on Davidson Road and Brookvale Road</u></p> <p>The ITA identifies Davidson and Brookvale as Secondary Collectors, noting very low existing volumes on Davidson and modest volumes on Brookvale, with forecast growth requiring urbanisation and frontage upgrades. It also relies on Council's Brookvale Road Development projects, including upgrades at Napier Road and Thompson Road. These works must be specific, funded, and delivered alongside any staging east of Davidson Road to avoid safety and capacity deficits for existing residents who rely on both roads for access. Roading solutions should reflect care for people and place, ensuring movement occurs safely and harmoniously within the landscape and supports the long-term wellbeing of the community.</p>	<p>Approve with Amendment</p> <p>Urban-standard frontage and intersection upgrades on Brookvale and Davidson Road as a precondition to development east of Davidson Road.</p>	Accept in part
S1.2	Oppose / Support with Amendment	Traffic Impacts	<p><u>Intersection safety and local speed environment</u></p> <p>The ITA confirms the need to urbanise the Brookvale Road / Davidson Road intersection and manage sight distances, including for any new intersection from Area E to Brookvale Road near existing curves and the 50 km/h threshold. Without binding design controls and traffic calming, increased traffic will heighten risk at this rural-form intersection and along the curved approaches. Intersection design should preserve the calm and balance of the area, protecting the lives and dignity of those who travel through while maintaining the natural character of the surrounding land.</p>	<p>Approve with Amendment</p> <p>Urban-standard frontage and intersection upgrades on Brookvale and Davidson Road as a precondition to development east of Davidson Road.</p>	Accept in part
S1.3	Oppose / Support with Amendment	Traffic Impacts	<p><u>Walking, cycling, and public-transport readiness</u></p> <p>The proposal shows shared-path extensions and a crossing of Davidson Road at the back-to-back curves. Safe path continuity, controlled crossing design, and speed</p>	<p>Approve with Amendment</p>	Accept in part



			<p>management at that location must be required up-front. The ITA also notes that current bus access is limited, with plans indicating a trunk service along Brookvale and Arataki. Any early-stage occupancies should deliver bus-ready infrastructure on Brookvale Road, ensuring that future service changes are viable from day one. Well-connected, low-impact transport options strengthen the health of both people and the environment and should form a core part of any early investment.</p>	<p>Controlled crossings and shared-path links are delivered in the initial stages.</p>	
S1.4	Oppose / Support with Amendment	Stormwater	<p><u>Stormwater quality and Crombie Drain / Karituwhenua catchment</u></p> <p>The S32 material and Structure Plan changes extend the Crombie Drain reserve and anticipate detention within it. Given the direct hydraulic linkage under Romanes Drive to Karituwhenua, stormwater design should achieve clear water-quality outcomes, sediment control, and cultural-health monitoring, recognising mana whenua concerns flagged in the S32 regarding cumulative effects. Staged and updated Stormwater Management Plans are anticipated and should be finalised with performance standards for turbidity, metals, and gross pollutants. Water is a living system that sustains all life; therefore, stormwater design must respect its integrity, ensuring that the flow from Brookvale enhances rather than diminishes the life of downstream waterways.</p>	<p>Approve with Amendment</p> <p>Enforceable stormwater and water-quality performance standards for Crombie Drain and downstream receiving environments.</p>	Accept in part
S1.5	Oppose / Support with Amendment	Soil Contamination	<p><u>Contamination and NESCS management</u></p> <p>The Detailed Site Investigation identifies HAIL activities, including historical sheds, chicken houses, and a burn pile with arsenic marginally above the NES high-density residential at one location. Trace chrysotile asbestos was detected in one composite sample within guideline limits. Development must require verified NESCS compliance, a discovery protocol, and disposal pathways for soils that exceed background or ecological guideline values (e.g., zinc exceedance) before bulk earthworks commence. Land carries memory and vitality; remediation should restore balance and health to the soil before construction proceeds to ensure a safe and enduring foundation for future residents.</p>	<p>Approve with Amendment</p> <p>Certified contamination-management and discovery protocols before earthworks.</p>	Accept in part



S1.6	Oppose / Support with Amendment	Highly Productive Land	<u>Productive-land context and the necessity of rezoning</u> The land is LUC 3S1, characterised by shallow stoniness and a shallow clay horizon, which limit productivity and uniform growth. Notably, there are no current irrigation consents, and HBRC is not issuing new ones, making commercial horticulture unsuitable. This supports rezoning in this location rather than displacing higher-class soils elsewhere. This must be transparently recognised in the decision and monitoring to align with national policy intent and the FDS. Land-use decisions should respect the natural limits and potential of the whenua, ensuring future development sustains rather than depletes the balance between people, soil, and water.	Approve with Amendment Recognition of the limited productive value of LUC 3S1 soils to inform balanced rezoning decisions.	Accept in part
S1.7	Oppose / Support with Amendment	Infrastructure	<u>Staging dependencies and infrastructure certainty</u> The S32 report proposes that no occupation in Area D occurs until a new wastewater pump station is available or an alternative solution is provided. That condition must be strengthened, with equivalent certainty for all critical network upgrades, including roading, stormwater detention, and intersection works, before titles or CCC are issued. Development should occur only when the environment, infrastructure, and community systems are ready to receive it, ensuring growth takes place in a way that is measured, balanced, and enduring.	Approve with Amendment Infrastructure staging is tied to readiness and capacity to avoid premature occupation.	Accept in part
S1.8	Oppose / Support with Amendment	Cultural Values	<u>Te ao Māori values and kaitiakitanga</u> The S32 acknowledges engagement with mana whenua and concerns about cumulative sedimentation. The Plan Change should embed requirements for cultural health indicators for the Crombie Drain and for partnership approaches to stormwater and erosion controls during earthworks. This responds to obligations to actively protect taonga and waterways through practical conditions and monitoring.	Approve with Amendment The Plan Change should embed requirements for cultural health indicators for the Crombie Drain and for partnership approaches to stormwater and erosion controls during earthworks.	Accept in part



S2 Sam Newbigin

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S2.1	Support with Amendment	Stormwater	<p>I have no objection to the rezoning of this land. My concern is that sufficient land or provision has been made for stormwater management. I am aware that a close neighbour is in dispute with the HDC over compulsory acquisition of their land under the Public Works Act to provide for stormwater management. It would appear that this was an after thought once the block of neighbouring land was rezoned rather than have that included in the original application to rezone the land.</p> <p>Is there sufficient stormwater management area provided in this application so that the neighbours will not be affected by stormwater runoff or have the HDC try to acquire our land under the Public Works Act (or any similar act that I may not be aware of) at a later date?</p>	<p>Approve with amendment. That sufficient stormwater management land has been put aside so that neighbours are not affected by stormwater runoff and that the HDC will not try to forcibly acquire our land at a later date.</p>	Accept in part

S3 Gerald Mulinder (and FS1 Jeremy Haines)

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S3.1	Support with Amendment	Reverse Sensitivity	<p>We own the land 16.8Hec that boundaries some of this block of land in question. We support the change, with the condition's that our orcharding operation is unhindered. We don't want the situation where we are forced to cease our operation as has happened across the road at the mushroom factory where the new activity encroached on their operation then homeowners and or residents complained and shut his</p>	<p>Approve with amendment. That the re zoning goes through with the condition not to hinder our current land use as</p>	Accept in part



			operation down, which was hugely unfair and unjust. The mushroom farm was there long before houses were put there.	a functioning orchard operation with trucks, tractors spraying machines and other machinery any time of the day or night	
FS1	Support S3.1	Reverse Sensitivity	<p>I support submission S3.1 (Gerald Mulinder) regarding the importance of addressing reverse sensitivity effects on existing rural activities.</p> <p>Our property contains a long-established burn pile used for lawful disposal of green waste associated with horticultural use on both our property and adjoining orchards for decades. It is located on the least productive part of our land, and historically there has been a significant rural buffer separating us from any residential activity.</p> <p>With the proposed high-density aged-care and retirement development being constructed directly against our boundary, it is inevitable that smoke, odour, noise, and normal rural activity will occasionally be detectable across the boundary, even when fully compliant with the Hastings District Plan.</p> <p>No matter what reverse-sensitivity provisions are included, it is realistic to expect that residents of aged-care units—many of whom may be more sensitive to smoke and odour—will lodge complaints, potentially jeopardising activities we have lawfully undertaken for years.</p> <p>Given the sensitivity of the intended residents and the transformed land-use context, it would be prudent for Council to consider planning mechanisms that:</p> <ul style="list-style-type: none"> • reduce the risk of ongoing complaints from new residents, • recognise the practical realities of living beside lawful rural activity, and • ensure integrated outcomes on the Thompson Road interface. <p>Without such measures, Council risks creating a long-term conflict zone between the aged-care facility and existing rural users.</p>	Accept S3.1	Accept in part



			I support S3.1 because it is essential that the Plan Change includes strong, enforceable reverse-sensitivity protections so that lawful primary production activities, including green-waste burning and future horticultural operations, are not compromised or forced to cease due to complaints from new residents.		
S3.2	Support with Amendment	Stormwater	We don't want excessive storm water or run off discharged towards our property, the water needs to be piped away from our property	Approve with amendment. Pipe Stormwater away from 134 Thompson Road	Accept in part
FS1	Support S3.2	Stormwater	I support submission S3.2 (Gerald Mulinder) relating to stormwater effects, boundary impacts, and the risk of land being required for stormwater infrastructure. Our property lies directly downslope of the proposed development area. We seek assurance that stormwater discharge patterns, overland flow paths, and catchment design will not: <ul style="list-style-type: none"> increase flood risk on our land, cause erosion or saturation issues, or lead to requests for access, easements, or compulsory acquisition for stormwater control. Given the scale and intensity of the development, these matters must be addressed with great care at both plan-change and engineering-design stages.	Accept S3.2	Accept in part
S3.3	Support with Amendment	Zone Extent	We would be very happy to have our land considered for rezoning residential at this time.	Approve with amendment. Rezone 134 Thompson Road for residential.	Reject
FS1	Support S3.3	Zone Extent	I also support the intent of S3.3 (Gerald Mulinder), which requests that Council consider the appropriateness of rezoning surrounding rural land (including Plains Production land) when intensification is occurring directly adjacent. Our property is directly affected by the loss of the long-standing rural buffer. The proximity of a sensitive, high-density	Accept S3.3	Reject



			aged-care development against an operating rural property substantially alters the long-term character, viability, and expectations for land use on the adjoining sites. It is reasonable for Council to consider—at minimum—whether certain adjoining areas may also be appropriate for future rezoning, boundary adjustments, or transitional zoning mechanisms to ensure integrated development outcomes and avoid perpetual reverse-sensitivity conflict.		
S3.4	Support with Amendment	Consultation	We wish to be completely kept in the loop on any issue which may affect our property and ourselves as land owners.	Approve with amendment.	Accept in part

S4 Pip and Dan Taylor

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S4.1	Oppose	Amenity	As immediate neighbours at 144 Brookvale Road, we are concerned about the loss of our semi-rural outlook, privacy, the impact of years of construction activity directly opposite our home and traffic safety. The recent Middle Road/Iona development has already demonstrated how large-scale projects can cause long-term disruption and amenity loss for nearby residents. This proposal risks repeating those mistakes.	Decline	Reject
S4.2	Oppose	Amenity	<u>Building Height and Amenity</u> We strongly oppose any buildings higher than single storey. Multi-storey buildings would block sunlight, dominate the streetscape, and compromise privacy and the semi-rural outlook enjoyed by existing homes. The District Plan's amenity objectives (Sections 8.2–8.3) aim to maintain privacy, outlook and character. This proposal would undermine those values. We ask that these effects be fully assessed and mitigated before any rezoning is granted.	Decline If granted, all buildings be limited to single storey (max 5m height) and a substantial landscaped buffer be established along Brookvale Road.	Reject
S4.3	Oppose	Amenity	<u>Loss of Semi-Rural Character</u>	Decline	Reject



			<p>Rezoning this land from productive rural use to intensive residential will permanently erode the semi-rural character of the Brookvale area. Residents currently enjoy open space, light and rural views - all of which contribute to wellbeing and property value.</p> <p>This proposal represents unnecessary urban sprawl inconsistent with the Hastings District Plan and the purpose of the Resource Management Act 1991 (Section 5 - sustainable management).</p> <p>We ask that these effects be fully assessed and mitigated before any rezoning is granted.</p>		
S4.4	Oppose	<p>Construction Impacts</p> <p>Traffic Impacts</p>	<p><u>Construction Impacts on Neighbours</u></p> <p>As directly opposite neighbours, we are very concerned about years of disturbance from construction noise, heavy vehicles, dust and vibration.</p> <p>Sections 16 and 17 of the Resource Management Act require the avoidance or mitigation of unreasonable noise and adverse effects. We ask that these effects be fully assessed and mitigated before any rezoning is granted.</p>	<p>Decline If granted, Strict construction management conditions be applied to protect neighbours' amenity. Strict limits on construction hours (weekday daytime only), mandatory dust suppression and vibration monitoring, advance notice to residents of major works and a Construction Traffic Management Plan (CTMP) before any works commence</p>	Reject in part
S4.5	Oppose	Highly Productive Land	<p>It also conflicts with the Hastings District Plan, the National Policy Statement on Highly Productive Land, and the amenity provisions of the Resource Management Act.</p> <p><u>Inconsistency with Planning Policy</u></p>	Decline	Reject



			<p>The Plains Production Zone is intended to protect versatile land for primary production and avoid irreversible loss of productive soils.</p> <p>The National Policy Statement on Highly Productive Land (2022) requires councils to protect such land from urban development.</p> <p>This rezoning would conflict with both.</p>		
S4.6	Oppose	Structure Plan	<p>The proposal lacks the comprehensive structure planning, consultation, and infrastructure assessment that supported the Iona/ Middle Road Residential rezoning.</p> <p>The Middle Road/Iona development has shown how large-scale rezoning and subdivision can create years of construction activity, traffic disruption, and loss of amenity for surrounding residents. Council should take those impacts into account before permitting another major development on the opposite side of Havelock North.</p>	Decline	Reject
S4.7	Oppose	Traffic Impacts	<p>Brookvale Road already experiences high traffic volumes from local residents, school traffic, cyclists and service vehicles. A large retirement village and residential development will significantly increase this, increasing safety risks, especially during the construction period.</p> <p>We request that no access be allowed from Brookvale Road. If the proposal proceeds, the main access should be from Davidson Road, where there are no houses at present and therefore there is less direct residential impact.</p>	<p>Decline If granted, no access be allowed from Brookvale Road. Main site access be via Davidson Road, not Brookvale Road.</p>	Reject
S4.8	Oppose	Infrastructure Traffic Impacts	<p>Cumulative impacts from new developments in the wider Havelock North area (including the Middle Road/Iona area) may exceed the capacity of existing infrastructure and roads.</p>	<p>Decline If granted, comprehensive traffic and environmental assessments be completed.</p>	Reject



S5 CDL Land New Zealand Limited

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S5.1	Support	Residential Development	CDL supports the intent and direction of the Brookvale East Plan Change as it complements and reinforces the planned pattern of residential development along the eastern edge of Havelock North.	Approve	Accept
S5.2	Support	Consultation	CDL confirms that Section 6.6 of the Plan Change Request Application correctly records the engagement that has occurred between Matlifecare and CDL to date.	Approve	Accept
S5.3	Support	Consultation	CDL also acknowledges the ongoing dialogue between the two parties continues in a constructive and collaborative manner, reflecting a shared commitment to ensuring integrated outcomes for the broader Havelock North area.	Approve	Accept
S5.4	Support	Structure Plan	CDL considers that continued coordination between developers in the area, Hastings District Council, and Hawkes Bay Regional Council will be important to ensure that infrastructure, transport connections, and urban design outcomes are aligned and that growth is delivered in a well-sequenced manner.	Approve	Accept

S6 Paul Maurice Stevenson

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S6.1	Oppose	Stormwater	My concerns regard water detention based on my previous experience of not having my voice heard. I oppose this submission based on a lack of water detention in this whole area and am concerned that more of my land be taken without my knowledge due to unfair process.	Decline	Reject



			That Council do not give approval for this submission on the grounds that water detention ponds are already inadequate in this area. The Karamu Creek is already under pressure if a major event was to take place.		
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S7 Landsdale Developments Ltd

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S7.1	Oppose / Support with Amendment	Infrastructure Staging	<p>Landsdale Developments Ltd supports the orderly urban expansion of Brookvale but opposes PC9 unless modified to secure integrated servicing, fair capacity allocation, and the staging sequence that has previously established through the Environment Court.</p> <p>Landsdale is directly affected by PC9 because its land is within the same integrated servicing network (stormwater, wastewater, transport). The Council's delay in delivering stormwater infrastructure has already constrained its development. PC9 changes servicing timing and priority in ways that could further delay or increase costs for Areas A and B.</p>	Retain and strengthen Appendix 13B staging and servicing requirements to ensure that any adverse effects on Landsdale are adequately avoided, remedied and /or mitigated.	Accept in part Reject
S7.2	Oppose / Support with Amendment	Consultation	Landsdale have not been formally consulted as part of this plan change prior to its notification.		Reject
S7.3	Oppose / Support with Amendment	Stormwater	<p>Stormwater / Crombie Drain Capacity</p> <p>The 28 m Crombie Drain Reserve is the trunk corridor for the entire Structure Plan catchment. There is still outstanding work being undertaken by the council which properly defines the required area of land necessary to achieve the current outcomes of the structure plan, notwithstanding a greater level of development is now proposed ahead of this being resolved for areas A and B as defined by the current structure plan.</p> <p>Therefore, the proposed "updated, integrated Stormwater Management Plan" must retain sufficient detention and</p>	Require the integrated SMP to demonstrate adequate Crombie Drain capacity for all Structure Plan areas and how the identified stormwater	Accept in part



			<p>conveyance capacity for Areas A and B and not allow Area D/E to occupy that capacity prematurely.</p> <p>Three options have been presented as part of the servicing report prepared by Strata Group. It would be expected that a confirmed solution is selected at the time of structure planning, which does not presently appear to be the case, and therefore appears to remain unresolved.</p> <p>One of the options presented (Option 3) intends to utilise land outside of the proposed structure plan area on Plains Production land. This discrepancy with the Structure Plan requires resolution.</p> <p>None of the proposed stormwater solutions have been tested through detailed 1d and/or 2d modelling to properly assess the impacts of the proposed solutions, including the assessment of backwater effects from the Karamu and Karituwhenua catchments to the west, as well as the Taco Stream to the east, which is physically disconnected from the Crombie Drain at present. It is suggested that the solutions presented are tested to assess these dynamic influences and effects.</p> <p>No assessment of stormwater quality management have been provided. This requires consideration and incorporation into a proposed structure plan solution.</p> <p>Should there be any required modification to the Drain where it has detrimental effects on Landsdale's land and development this needs to be properly defined and understood. Landsdale wish that this be confirmed. All actual or adverse effects on Landsdale should be avoided, remedied or mitigated.</p>	<p>detention area can be developed without adverse effect of Landsdale and other landowners in the area.</p>	
S7.4	Oppose / Support with Amendment	Infrastructure	<p><u>Wastewater Pump Station Sequencing</u></p> <p>Rule 8.2.6G links occupation in Area D to availability of a new pump station but does not appear to provide no mechanism to guarantee capacity for earlier stages. A parallel control should confirm equitable timing and allocation for Areas A and B. The costs sharing associated with this should also be clarified, as should the point of discharge to the network within the Structure Plan.</p>	<p>Amend Rule 8.2.6G to ensure equitable pump-station capacity and timing for Areas A and B.</p>	<p>Accept in part</p>



S7.5	Oppose / Support with Amendment	Structure Plan	<u>Structure Plan Integrity and Staging</u> Appendix 13B requires development in general accordance with staging and integrated servicing. These provisions must remain so that later rezonings cannot undermine the logical and well-ordered progression endorsed by the Environment Court. Landsdale should not be adversely affected (both economically and infrastructurally) in terms of this staging in achieving the orderly and currently permitted development of this area.	Insert a policy in Section 8.2 ensuring logical and well-ordered progression of development consistent with Appendix 13B.	Reject
S7.6	Oppose / Support with Amendment	Infrastructure	<u>Fairness and Cost Sharing</u> Landsdale has already borne delays and cost due to Council's servicing program. PC9 must not shift infrastructure burdens or re-prioritise delivery to the detriment of Landsdale.	Provide transparent, equitable infrastructure cost-sharing across the Structure Plan area.	Accept in part

S8 Tony & Suzy Martin

Submission Point	Support / Oppose / Support in Part / Support with Amendment	Topic	Submission Summary	Decision Requested	Decision Recommended
S8.1	Support with Amendment	Traffic Impacts	We are concerned about the current 100 km/h speed limit directly outside our property, particularly given how close this stretch of road is to the 50 km/h residential zone. With the additional traffic generated by both the Brookvale East and Arataki Extension developments, the transition from 50 km/h to 100 km/h within such a short distance feels unsafe. We strongly suggest that Council review and lower the speed limit on this section of Brookvale Road to reflect the increasing residential activity and traffic volumes.	Approve with amendment Lowering the speed limit along Brookvale Road near the residential zone	Accept in part
S8.2	Support with Amendment	Traffic Impacts	Even before these developments proceed, the eastern (country) end of Brookvale Road is already hazardous for	Approve with amendment	Accept in part



			<p>walkers, runners, and cyclists, as there is no dedicated footpath or cycleway.</p> <p>With an expected increase in residents seeking the lifestyle benefits of this semi-rural area, it is likely many will use Brookvale Road for recreation or to access nearby areas by foot or bike.</p> <p>We ask that Council consider the provision of a shared pathway or safe pedestrian/cyclist route between Brookvale East and Thompson Road to ensure safety and accessibility for all users.</p>	<p>Providing safe walking and cycling infrastructure to the Eastern end of Brookvale Road as part of your proposal.</p>	
S8.3	Support with Amendment	Infrastructure	<p>We understand the new development includes an upgrade to the wastewater system extending up to approximately 161 Brookvale Road.</p> <p>We would appreciate clarification on whether properties beyond this point, such as ours at 185 Brookvale Road, will have the opportunity to connect to the new system in future.</p>	<p>Approve with amendment Clarifying access to wastewater connections for neighbouring properties</p>	Accept in part
S8.4	Support with Amendment	Commercial Services	<p>With more than a thousand new households expected across the Brookvale East and Arataki developments, we feel it is important to provide local amenities to support this growing community.</p> <p>Facilities such as a service station, dairy, or small food market located along Napier Road would significantly enhance convenience for residents and reduce the need for frequent travel into town for basic needs.</p>	<p>Approve with amendment Planning for appropriate local amenities to support the growing population</p>	Accept in part



MEMORANDUM

File Ref: ENV-17-9-06-25-0003

To: Rebecca Hill
From: Kelly Nikora
Date: 17 Dec 2025
Subject: PPC9 – Brookvale East – 3 Waters Infrastructure

Appendix 9: Infrastructure and Civil Design Assessment

I've undertaken a review of the Infrastructure and Civil Design Assessment prepared by Strata Group Consulting Engineers Ltd. While the report demonstrates that servicing solutions are conceptually feasible, a number of matters require clarification or further detail to enable Council to fully assess the effects at resource consent stage.

Stormwater:

Section 2.2 relies on the Brookvale Structure Plan Drainage Modelling (BM April 2024) as a foundational input for the existing scenario and subsequent stormwater assessment. This modelling was provided to the applicant/Strata for information only, to assist their understanding of the Structure Plan work, and was not commissioned for this private plan change site-specific assessment. The BM report includes caveats on scope and intended use and should not be adopted wholesale without independent verification. Due diligence and verification by the applicant's team will need to be undertaken to confirm the BM model is fit-for-purpose if this report is relied upon further to inform the full engineering design at resource consent stage.

Section 2.3 contains placeholder text ("XX The objective of the post-development stormwater solution is to achieve XX XX"). This should clearly articulate for example:

- The adopted level(s) of service (minor / major events),
- Whether the objective is no-worsening, HBRC 80% rule compliance only, or broader flood-risk reduction
- How outcomes align with the Operative District Plan and Brookvale Structure Plan intent.

Overland flow from the Arataki catchment has been estimated using proportional catchment assumptions based on the Brookvale Romanes Structure Plan Stormwater Modelling (BM, Dec. 2020) and SSA modelling rather than site-specific flood modelling. Confirmation on the assumed 100-year ARI overland flow of approximately 1,571 L/s will be required at resource consent stage given:

- They have based results of an assumption made to proportion with the catchment characteristics of the Arataki Catchment and the Whakatomo Catchment to obtain an approximate OLF via the Arataki Road based on a report not written for this PPC.

The report notes that some secondary overland flow from the Whakatomo Place catchment is conservatively included in the Arataki overland flow allowance. Confirmation at resource consent stage will be required for:

- The proportion of Whakatomo catchment flow assumed to enter Area D,
- The mechanism by which this flow is conveyed through the site,
- Whether cumulative effects of upstream development have been explicitly assessed.

Detention Option 2 states the required detention volumes will be achieved via a combined basin within areas D and E. This option has not been fully assessed as clarification is required to confirm:

- If the basin sizing within area D is sufficient to service area D only until such time as area E is uplifted
- What the proportionate attenuation values are for areas D and E as it would seem based on the proposed sizing that a proportion of the required attenuation required for both areas D and E is pushed onto area E
- The mechanisms proposed to ensure the basin within area E is built if it is required to attenuate both areas D and E including who builds it and the basis for vesting to HDC

Detention Option 3 relies on detention storage located outside the Private Plan Change area and outside the Future Development Area. This option has not been fully assessed as clarification is required to

- Confirm whether this land is within the applicant's control
- Clarify how reliance on land outside the PPC is consistent with enabling development through a plan change
- Whether additional groundwater investigation will be undertaken to firm up the feasibility of this option

The design of outlet controls (orifices, spillways, throttling structures) is deferred to future subdivision consent. Please provide:

- An outline of the assumed outlet control philosophy at resource consent stage.

Wastewater:

- Latest modelling information is such that we will have capacity for a single discharge to Brookvale Road for the development proposed under RMA20230361 plus the PPC area. This provides development certainty and does not rely on joint developer solutions.
- In the first instance, any and all emergency storage will need to be demonstrated within a dedicated emergency storage chamber, and this will need to be sized to accommodate area C1 which will developed under RMA20230361 within the existing Brookvale Structure Plan area that as I understand it will discharge to this wastewater pump station
- The report is silent on area C1 which will developed under RMA20230361 for which will share the pumpstation proposed for the PPC. Consideration around this will need to be included in the full engineering design to ensure the full picture is captured.

Appendix 13B Brookvale Structure Plan Proposed Private Plan Change 9 – Brookvale East:

Water:

- There have been changes to many of the aspects of the current Brookvale Structure Plan and water among others is one of them. This is out of date but does not need to change for the purposes of this

exercise as they will need to show how water supply services are to be demonstrated at the time of any application for subdivision.

Stormwater:

- As I read the amendments, the “28m drainage reserve” and “detention areas” can be one and the same so the following clarification needs to be sought to ensure things are clear
 - Stormwater detention for areas D and E need to be stand alone and have the ability to integrate into the downstream stormwater philosophy and infrastructure with no impact on the capacity and function of that infrastructure
 - The 28m wide reserve and other detention areas are to vest to HDC at no cost.

Wastewater:

- There have been changes to many of the aspects of the current Brookvale Structure Plan and wastewater among others is one of them. This is out of date but does not need to change for the purposes of this exercise as they will need to show how wastewater supply services are to be demonstrated at the time of any application for subdivision.
- The pump station in Area D will need to be fully funded by the developer.

Conclusion –

Area D is suitable for residential development, subject to the above provisos and detailed engineering design at the consenting stage. Area E is subject to a further plan change process.

Water supply: Services are available to the site with no further investment required by Council.

Wastewater: Services are available in Brookvale Road with no further investment required by Council, subject to a pump station in Area D that must be fully funded by the developer.

Stormwater: Can be managed within these areas and must be independent from the SMA in Area B (i.e., self-sufficient). Crombie Reserve and any other detention areas should be vested at no cost to Council. Council only considered Option 1 as the other options are outside Area D and no evidence has been provided that these areas are within the developer’s control.

Flood hazard: Can be suitably managed through stormwater design, earthworks, and minimum floor levels.

Kelly Nikora
3 Waters Growth & Development Manager

kellyn@hdc.govt.nz



2. Stormwater

Sub Point	Support / Oppose / Support in Part	Submission Summary	3 Waters Comments
S1.4	Oppose / Support with Amendment	<p><u>Stormwater quality and Crombie Drain / Karituwhenua catchment</u></p> <p>The S32 material and Structure Plan changes extend the Crombie Drain reserve and anticipate detention within it. Given the direct hydraulic linkage under Romanes Drive to Karituwhenua, stormwater design should achieve clear water-quality outcomes, sediment control, and cultural-health monitoring, recognising mana whenua concerns flagged in the S32 regarding cumulative effects. Staged and updated Stormwater Management Plans are anticipated and should be finalised with performance standards for turbidity, metals, and gross pollutants. Water is a living system that sustains all life; therefore, stormwater design must respect its integrity, ensuring that the flow from Brookvale enhances rather than diminishes the life of downstream waterways.</p>	<p>Any urban development that discharges into the HDC urban stormwater network will be required to comply with the conditions and standards imposed through the HDC Stormwater Network consent and the Brookvale Stormwater Management Plan. This ensures that appropriate stormwater quality and quantity controls are in place to mitigate the impacts of development on the receiving environment.</p> <p>Any required regional consents required for sw discharge will likely set enforceable water-quality performance outcomes (including, where relevant to the risk profile, parameters such as turbidity/sediment, metals, and gross pollutant controls), plus maintenance and monitoring requirements that are capable of audit and reporting through the relevant HDC/HBRC consent pathways.</p>
S2.1	Support with Amendment	<p>I have no objection to the rezoning of this land. My concern is that sufficient land or provision has been made for stormwater management. I am aware that a close neighbour is in dispute with the HDC over compulsory acquisition of their land under the Public Works Act to provide for stormwater management. It would appear that this was an afterthought once the block of neighbouring land was rezoned rather than have that included in the original application to rezone the land.</p> <p>Is there sufficient stormwater management area provided in this application so that the neighbours will not be affected by stormwater runoff or have the HDC try to acquire our land under the Public Works Act (or any similar act that I may not be aware of) at a later date?</p>	<p>Any development enabled by the plan change will be required to demonstrate, at subdivision and/or land-use consent stage, that sufficient land and infrastructure are provided within the development footprint (or within land otherwise lawfully secured by the developer) to manage stormwater effects.</p> <p>Hastings District Council is not proposing, nor intending, to pursue compulsory acquisition of neighbouring land under the Public Works Act (or any similar legislation) to enable stormwater management for this rezoning.</p> <p>The responsibility for stormwater mitigation sits with the developer, who must provide a self-sufficient stormwater solution that avoids adverse effects on neighbouring properties.</p>

		<p>Detailed stormwater design will be required to show that:</p> <ul style="list-style-type: none"> Post-development stormwater runoff does not worsen pre-development conditions on adjacent land Adequate detention, conveyance, and overland flow paths are provided to manage storm events in accordance with HDC standards Stormwater can be managed without reliance on additional land outside the rezoning area or the Council's existing stormwater network capacity <p>If a compliant stormwater solution cannot be achieved within the land subject to the plan change (or land otherwise controlled by the applicant), development would not be supported.</p> <p>This ensures that neighbouring properties are protected from increased stormwater runoff effects and that Council is not required to seek additional land to enable development.</p> <p>Strata have demonstrated through their infrastructure report that stormwater can be fully managed and contained within the footprint of the Private Plan Change area. Council supports this approach, as it provides a self-sufficient stormwater solution that does not rely on land outside the plan change area.</p> <p>Council does not support Option 3, which proposes stormwater mitigation to be achieved outside the PPC footprint, as this approach relies on land beyond the plan change area and introduces uncertainty regarding delivery and land control.</p>
S3.2	Support with Amendment	<p>We don't want excessive storm water or run off discharged towards our property, the water needs to be piped away from our property.</p> <p>Urban development proposals are required to demonstrate that stormwater quantity and overland flow effects are appropriately managed so that development does not result in increased flood risk, nuisance, or adverse effects on neighbouring properties.</p> <p>Any development enabled by the plan change will be required, at subdivision and/or land-use consent stage, to comply with Hastings District Council's Engineering Code of Practice (ECOP) and the stormwater performance requirements imposed through Council's</p>

			<p>stormwater network discharge consent framework. This includes demonstrating that:</p> <ul style="list-style-type: none"> Post-development stormwater runoff does not worsen pre-development conditions for downstream and adjacent properties; Overland flow paths are clearly identified, appropriately designed, and managed within the development footprint or designated drainage reserves; and Stormwater is conveyed via engineered pipe networks, detention basins, and controlled outlets, rather than being allowed to discharge in an uncontrolled manner onto neighbouring land. Detailed stormwater design will be required to confirm that runoff is appropriately collected, conveyed, and attenuated, with pipe sizing, detention storage, and surface flow controls designed in accordance with HDC standards. Where overland flow must be accommodated during large rainfall events, this will be managed through defined and engineered flow paths that avoid adverse effects on neighbouring properties. <p>Accordingly, the plan change does not enable uncontrolled stormwater discharge toward neighbouring land. Instead, it requires that stormwater effects be resolved through detailed engineering design and consenting, ensuring that development can proceed without increasing stormwater runoff impacts on adjacent properties.</p>
FS1	Supports S3.2	<p>I support submission S3.2 (Gerald Mulinder) relating to stormwater effects, boundary impacts, and the risk of land being required for stormwater infrastructure.</p> <p>Our property lies directly downslope of the proposed development area. We seek assurance that stormwater discharge patterns, overland flow paths, and catchment design will not:</p> <ul style="list-style-type: none"> increase flood risk on our land, cause erosion or saturation issues, or lead to requests for access, easements, or compulsory acquisition for stormwater control. 	<p>Any development enabled by the plan change will be required, at subdivision and/or land-use consent stage, to comply with Hastings District Council's Engineering Code of Practice (ECOP) and the stormwater performance requirements imposed through Council's stormwater network discharge consent framework. This includes demonstrating that:</p> <ul style="list-style-type: none"> Post-development stormwater runoff does not worsen pre-development conditions for downstream and adjacent properties;

		<p>Given the scale and intensity of the development, these matters must be addressed with great care at both plan-change and engineering-design stages.</p>	<ul style="list-style-type: none"> Overland flow paths are clearly identified, appropriately designed, and managed within the development footprint or designated drainage reserves; and Stormwater is conveyed via engineered pipe networks, detention basins, and controlled outlets, rather than being allowed to discharge in an uncontrolled manner onto neighbouring land. Detailed stormwater design will be required to confirm that runoff is appropriately collected, conveyed, and attenuated, with pipe sizing, detention storage, and surface flow controls designed in accordance with HDC standards.
S6.1	Oppose	<p>My concerns regard water detention based on my previous experience of not having my voice heard. I oppose this submission based on a lack of water detention in this whole area and am concerned that more of my land be taken without my knowledge due to unfair process.</p> <p>That Council do not give approval for this submission on the grounds that water detention ponds are already inadequate in this area. The Karamu Creek is already under pressure if a major event was to take place.</p>	<p>The submitter's concerns are acknowledged, particularly in relation to past experiences and the adequacy of stormwater detention in the wider area.</p> <p>The existing Brookvale stormwater management system has been designed and modelled to provide sufficient detention and mitigation up to 80% of the 1 in 100-year flood for development enabled under the Brookvale Structure Plan within an existing flood plain, hence the large basin requirement.</p> <p>It should be noted that downstream effects resulting from the Karamu flood heights were considered and modelled to determine Karamu flood height boundary conditions and how they impact the Karituhewa and Crombie drains (backwater). This design has informed Council's stormwater planning and consenting framework for the area.</p> <p>The proposed plan change does not rely on additional detention capacity within the existing stormwater management system, nor does it require the use or acquisition of neighbouring land and any development enabled by the plan change must provide a self-sufficient stormwater solution, including on-site detention, that does not worsen flood risk or downstream effects.</p> <p>Council is not proposing to acquire additional private land to facilitate stormwater detention for this development. If adequate detention</p>

			<p>cannot be achieved within the plan change area (or land otherwise controlled by the developer), development would not be supported.</p> <p>Accordingly, the plan change framework ensures that stormwater effects must be appropriately managed without increasing pressure on downstream waterways or impacting neighbouring landowners.</p>
S7.3	Oppose / Support with Amendment	<p><u>Stormwater / Crombie Drain Capacity</u></p> <p>The 28 m Crombie Drain Reserve is the trunk corridor for the entire Structure Plan catchment. There is still outstanding work being undertaken by the council which properly defines the required area of land necessary to achieve the current outcomes of the structure plan, notwithstanding a greater level of development is now proposed ahead of this being resolved for areas A and B as defined by the current structure plan. Therefore, the proposed “updated, integrated Stormwater Management Plan” must retain sufficient detention and conveyance capacity for Areas A and B and not allow Area D/E to occupy that capacity prematurely.</p> <p>Three options have been presented as part of the servicing report prepared by Strata Group. It would be expected that a confirmed solution is selected at the time of structure planning, which does not presently appear to be the case, and therefore appears to remain unresolved.</p> <p>One of the options presented (Option 3) intends to utilise land outside of the proposed structure plan area on Plains Production land. This discrepancy with the Structure Plan requires resolution. None of the proposed stormwater solutions have been tested through detailed 1d and/or 2d modelling to properly assess the impacts of the proposed solutions, including the assessment of backwater effects from the Karamu and Karituhenua catchments to the west, as well as the Taco Stream to the east, which is physically disconnected from the Crombie Drain at present. It is suggested that the solutions presented are tested to assess these dynamic influences and effects.</p> <p>No assessment of stormwater quality management have been provided. This requires consideration and incorporation into a proposed structure plan solution.</p>	<p>The existing 28 m Crombie Drain reserve functions as the primary trunk corridor for stormwater servicing within the Brookvale Structure Plan catchment. Importantly, the stormwater management system planned and delivered by Council has been designed to service development enabled under the existing Structure Plan only. It has not been designed or sized to accommodate additional development enabled through this plan change.</p> <p>Accordingly, development enabled by the plan change for Areas D and E cannot rely on, occupy, or pre-empt stormwater detention or conveyance capacity intended for Areas A and B and any stormwater solution for Areas D and E must be stand-alone and self-sufficient, achieving equivalent performance outcomes without consuming capacity within the existing or planned public stormwater system.</p> <p>Three stormwater detention options have been presented in the applicant’s servicing report. Council does not support Option 3, which relies on land outside the plan change and Structure Plan area, as this approach is inconsistent with enabling development through a plan change and introduces uncertainty regarding land control and delivery.</p> <p>Council’s assessment proceeds on the basis that any acceptable solution must be contained within the plan change footprint (or land otherwise lawfully secured by the developer).</p> <p>While detailed stormwater quality investigations and design have not been provided at plan-change stage, this is not unusual as these matters will be appropriately addressed through subdivision and land-use consenting where sw quality compliance with Council standards and regional requirements will need to be demonstrated.</p>

		Should there be any required modification to the Drain where it has detrimental effects on Landsdale's land and development this needs to be properly defined and understood. Landsdale wish that this be confirmed. All actual or adverse effects on Landsdale should be avoided, remedied or mitigated.	No modifications to the Crombie Drain within the extents of the existing Brookvale Structure Plan area or reliance on Landsdale land are required to enable the plan change.
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5. Infrastructure

Sub Point	Support / Oppose / Support in Part	Submission Summary	3 Waters Comments
S1.7	Oppose / Support with Amendment	<p><u>Staging dependencies and infrastructure certainty</u></p> <p>The S32 report proposes that no occupation in Area D occurs until a new wastewater pump station is available or an alternative solution is provided. That condition must be strengthened, with equivalent certainty for all critical network upgrades, including roading, stormwater detention, and intersection works, before titles or CCC are issued. Development should occur only when the environment, infrastructure, and community systems are ready to receive it, ensuring growth takes place in a way that is measured, balanced, and enduring.</p>	<p>The Brookvale Stormwater Management design provides sufficient storage and mitigation up to 80% of the 1 in 100-year rain event to support discharges from existing and planned future development within the Brookvale Structure Plan area upstream of Romanes Drive.</p> <p>The application for rezoning of areas D and E has not been considered in the Brookvale Stormwater Management Area solution and will therefore require an independent developer led solution that achieves the same performance outcomes without consuming capacity or having a detrimental effect to the current stormwater service area.</p> <p>Wastewater</p> <p>Extensive wastewater modelling confirms there is sufficient capacity in the 375 mm wastewater main fronting the Brookvale Road development, provided the planned upgrades at the Napier Road bifurcation chamber are completed.</p> <p>These upgrades will allow a controlled overflow into the reserve DN600 trunk main, effectively doubling downstream capacity and reducing surcharging across the Romanes / Brookvale Road network.</p> <p>A full modelling review and on-site fatal flaws/constructability assessment has been completed. HDC is now finalising detailed design, with budget allocated in this financial year to construct the solution.</p>

			<p>The modelling has considered the entire Brookvale Structure Plan catchment, including this development and Arataki Extension.</p> <p>Water</p> <p>Extensive water-supply modelling was undertaken as part of the Brookvale Structure Plan. In response, water infrastructure has been upsized along Karituwhenua Drive and Romanes Drive to ensure adequate supply. The final stage of the Romanes Drive watermain upgrade is currently under construction, with completion forecast for later this year which completes the water infrastructure upgrades to enable development.</p> <p>On 6 June 2025, sensitivity modelling was completed to test the effects of increased development across the wider area. This assessment included growth within Brookvale Areas D and E, as well as Arataki Extension. For future developments, additional dwellings were added to the model and assessed.</p> <p>The modelling also compared projected 2045 demand under a high-growth scenario for the broader Brookvale area (1,035 properties modelled) against HPUDS expectations for Brookvale (575 properties).</p> <p>Results confirm that wider network impacts are minimal. No significant capacity constraints were identified in terms of pressure or flow.</p> <p>While minor operational adjustments at pump stations and PRVs could be made if required to maintain current levels of service, the predicted effects are less than minor, and no operational changes are proposed at this time.</p>
S4.8	Oppose	Cumulative impacts from new developments in the wider Havelock North area (including the Middle Road/Iona area) may exceed the capacity of existing infrastructure and roads.	
S7.1	Oppose / Support with Amendment	Landsdale Developments Ltd supports the orderly urban expansion of Brookvale but opposes PC9 unless modified to secure integrated servicing, fair capacity allocation, and the staging sequence that has previously established through the Environment Court. Landsdale is directly affected by PC9 because its land is within the same integrated servicing network (stormwater, wastewater, transport). The Council's delay in delivering stormwater infrastructure has already constrained its development. PC9 changes	<p><u>Stormwater</u> - Landsdale's position is noted. However, it is important to clarify the stormwater servicing context and the relationship between PC9 and Council's wider capital programme.</p> <p>First, the existing Council stormwater network in the Brookvale Structure Plan catchment was not designed or sized to accommodate the additional development enabled through PC9. The current network has been modelled and planned around the Brookvale Structure Plan assumptions and associated staging. As such, any development that proceeds under PC9 cannot rely on the public</p>

		<p>servicing timing and priority in ways that could further delay or increase costs for Areas A and B.</p>	<p>stormwater system to provide capacity beyond what has already been planned.</p> <p>PC9 proponents will need to demonstrate that stormwater can be managed independently (stand-alone) within their own development footprint and discharge arrangement, in a way that does not create adverse effects on the downstream public system or wider catchment.</p> <p>Second, PC9 does not change, re-prioritise, or otherwise affect Council's existing capital works programme. The variation is a planning framework change; it does not redirect funding, alter project sequencing, or reduce Council's obligations to deliver infrastructure. All current HDC capex projects—including stormwater infrastructure that have been identified to enable the Brookvale Structure Plan remain governed by Council's adopted Long Term Plan / Annual Plan, business cases, and delivery timelines. In short, PC9 has no bearing on other HDC capex projects, including stormwater, and it should not be interpreted as either accelerating or displacing Council-led infrastructure delivery elsewhere.</p> <p>So while Landsdale is correct that it sits within an integrated servicing environment given the receiving environment is the Combine Drain, the practical implication is this:</p> <ul style="list-style-type: none"> • PC9 adds development pressure that the public stormwater network was not built to absorb, therefore PC9-enabled development must be serviced on a self-sufficient basis for stormwater; and • PC9 does not alter Council's capital delivery commitments for Brookvale or any other growth area. Existing HDC stormwater capex remains as programmed and funded independently of PC9. <p>Wastewater: Landsdale's comments are noted. From a wastewater perspective, however, PC9 sits outside and does not interact with Landsdale's integrated servicing, capacity allocation, or staging pathway.</p> <p>First, PC9 does not propose, require, or enable any integration of wastewater servicing with Landsdale's landholdings or future developments. The PC9 site is serviced independently through a pumped direct connection to the HDC wastewater network on Brookvale Road. This connection does not traverse or depend on</p>
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			<p>Landsdale infrastructure, nor does it form part of a shared servicing solution.</p> <p>Second, HDC's wastewater modelling has specifically assessed the receiving 375 mm Brookvale Road main and the downstream network, including the planned augmentations. The modelling confirms there is sufficient capacity to service PC9 without adverse effects elsewhere in the catchment. While there is no formal or pre-assigned wastewater "capacity allocation" for Landsdale within the public network, the capacity assumptions that can reasonably be inferred from the Structure Plan modelling for Areas A and B are not diminished or constrained by PC9.</p> <p>Third, because PC9 discharges directly into the HDC public main at Brookvale Road and does not rely on any shared or intermediary wastewater infrastructure, it does not alter:</p> <ul style="list-style-type: none"> • the integrated servicing approach for Landsdale land, • the capacity allocation assumptions underpinning the Structure Plan and Environment Court staging, or • the sequencing and delivery pathway established for Areas A and B. <p>In short: PC9 is serviced independently, proven to fit within the wastewater capacity envelope already modelled for the wider Brookvale catchment, and has no bearing on Landsdale's integrated servicing, capacity allocation, or staging sequence.</p>
S7.4	Oppose / Support with Amendment	<u>Wastewater Pump Station Sequencing</u> Rule 8.2.6G links occupation in Area D to availability of a new pump station but does not appear to provide no mechanism to guarantee capacity for earlier stages. A parallel control should confirm equitable timing and allocation for Areas A and B. The costs sharing associated with this should also be clarified, as should the point of discharge to the network within the Structure Plan.	<p>Landsdale's comments on Rule 8.2.6G are noted. However, a parallel control to guarantee capacity for earlier stages is not required in this instance for the following reasons.</p> <p>First, the new pump station referenced in Rule 8.2.6G is specific to servicing Area associated with PC9 and is a standalone asset. It is not part of, nor reliant on the Landsdale pump station and downstream servicing solution intended to serve Areas A and B. In practical terms, the Area D pump station functions as an independent servicing pathway for the catchment of PC9, with its own capacity envelope and discharge configuration.</p> <p>Second, there is no impact on Areas A and B capacity or timing because the Area D pump station is stand-alone, its delivery (and the occupation trigger tied to it) does not consume, pre-empt, or otherwise affect the wastewater capacity available to Areas A and B</p>

			<p>as areas A and B remain serviced through the Landsdale pump station.</p> <p>Therefore, there is no need for an additional rule mechanism to "guarantee" capacity for earlier stages of Areas A and B, as that capacity is not contingent on the Area D pump station being delivered.</p> <p>Third, given the separation of servicing pathways:</p> <ul style="list-style-type: none"> • Cost sharing for the Area D pump station rests with the Area D development (or its proponents). It does not impose any cost burden on Landsdale's Areas A and B, and it is not integrated with the Landsdale pump station in any way. Accordingly, no cost contribution or compensation to Landsdale for use of their pump station or wastewater infrastructure delivered via their developments is required or justified. • The point of discharge for Area D is determined through its own servicing design and approvals, consistent with Council's infrastructure standards. It is not tied to, nor does it reconfigure, the Landsdale discharge location already established for Areas A and B under the Structure Plan.
S7.6	Oppose / Support with Amendment	<p><u>Fairness and Cost Sharing</u></p> <p>Landsdale has already borne delays and cost due to Council's servicing program. PC9 must not shift infrastructure burdens or re-prioritise delivery to the detriment of Landsdale.</p>	<p>Landsdale's concerns are understood. From an infrastructure and delivery perspective, however, PC9 does not create the outcomes Landsdale is worried about.</p> <p>First, PC9 does not re-prioritise Council infrastructure delivery as PC9 is a planning framework change only.</p> <p>It does not alter HDC's adopted capital programme, budget allocations, or delivery sequencing for Brookvale or any other growth area. Council stormwater, wastewater, and transport projects remain governed by the LTP/Annual Plan. Accordingly, PC9 cannot shift priority or timing of Council works to the detriment of Landsdale.</p> <p>Second, the onus sits with the PC9 proponent to provide a self-sufficient/mitigated solution. In other words, PC9-enabled development must "carry its own weight" and cannot rely on Landsdale infrastructure or consume capacity allocated for the Brookvale Structure Plan.</p> <p>Third, Landsdale's servicing pathway remains unchanged Landsdale's developments in Areas A and B continue to be serviced through the</p>

			established pump station and Brookvale Structure Plan network. PC9 does not connect into, depend on, or draw from that servicing solution, and therefore does not affect the feasibility, timing, or cost of Landsdale's delivery pathway.
S8.3	Support with Amendment	<p>We understand the new development includes an upgrade to the wastewater system extending up to approximately 161 Brookvale Road.</p> <p>We would appreciate clarification on whether properties beyond this point, such as ours at 185 Brookvale Road, will have the opportunity to connect to the new system in future.</p>	<p>Council has no plans to extend the wastewater network further along Brookvale Road.</p>

6. Cultural Values

Sub Point	Support / Oppose / Support in Part	Submission Summary	3 Waters Comments
S1.8	Oppose / Support with Amendment	<p><u>Te ao Māori values and kaitiakitanga</u></p> <p>The S32 acknowledges engagement with mana whenua and concerns about cumulative sedimentation. The Plan Change should embed requirements for cultural health indicators for the Crombie Drain and for partnership approaches to stormwater and erosion controls during earthworks. This responds to obligations to actively protect taonga and waterways through practical conditions and monitoring.</p>	<p>The engagement with mana whenua and concerns regarding cumulative sedimentation effects are acknowledged.</p> <p>Matters such as cultural health indicators, sediment control, erosion management, and monitoring are most appropriately addressed through subdivision, land-use, and regional consents, where detailed design and construction methodologies are confirmed.</p> <p>At those stages, development will be required to:</p> <ul style="list-style-type: none"> • Demonstrate compliance with HDC's Engineering Code of Practice and stormwater management requirements • Meet Hawke's Bay Regional Council requirements for earthworks, stormwater discharges, and sediment control • Engage with mana whenua as required through relevant consent processes, including consideration of cultural values, kaitiakitanga, and cumulative effects on receiving environments such as the Crombie Drain and downstream waterways. <p>Stormwater and erosion controls will be secured through enforceable conditions, management plans, and monitoring requirements,</p>

			ensuring that effects on taonga and waterways are avoided, remedied, or mitigated in a practical and outcomes-focused manner.
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Item 2

Attachment C



MEMORANDUM

File Ref: ENV-17-9-06-25-0002

To: **Rebecca Hill**
From: **Bruce Conaghan**
Date: **17 November 2025**
Subject: **Private Plan Change 9 – Brookvale East**

Introduction

Private Plan Change 9 seeks the extension of the Brookvale Structure Plan area and alteration of the provisions of the Plan, at Appendix 13B of the District Plan. The following components are proposed as illustrated in **Figure 1** below.

New Area D

It is proposed to extend the structure plan to incorporate land at 137 and 145 Brookvale Road as new “Area D”. This includes the following key components:

- An extension to the proposed Crombie Drain Reserve for stormwater management purposes. The 28m minimum width is continued and is supported by initial stormwater modelling. This land to be zoned Open Space.
- The remainder of Area D to be zoned Havelock North General Residential Zone.
- Continuation of the east-west “spine” road parallel to Brookvale Road (being the extension of Beecroft Drive) from Areas A and C into Areas D and E.

New Area E

Beyond Area D, the structure plan is proposed to be further extended to provide a “Deferred Residential” zone for the land at 155, 157, 159 and 161 Brookvale Road as new “Area E”. The intention is this area will be able to be developed in accordance with the Havelock North General Residential Zone once infrastructure solutions (including timing and funding) have been agreed with HDC and a Plan Change is undertaken to provide a “live” Residential Zone. Initial assessment has been undertaken to support the inclusion of Area E into the structure plan, with further detail to be provided as part of a future rezoning process.

Area E will include:

- A Havelock North Deferred Residential Zone
- On the structure plan, a continuation of the extension to the proposed Crombie Drain Reserve for stormwater management purposes. The 28m minimum width is continued as “indicative” with the final form to be finalised as part of the uplift of the Deferred Residential zone.
- An indicative alignment that continues the extension of Beecroft Drive, from Area D into Area E.

- An indicative road link from the Beecroft Drive extension to a new intersection with Brookvale Road.
- An indicative cycle/walking connection running north-south through Area E to physically and visually connect Brookvale Road to the drainage reserve.

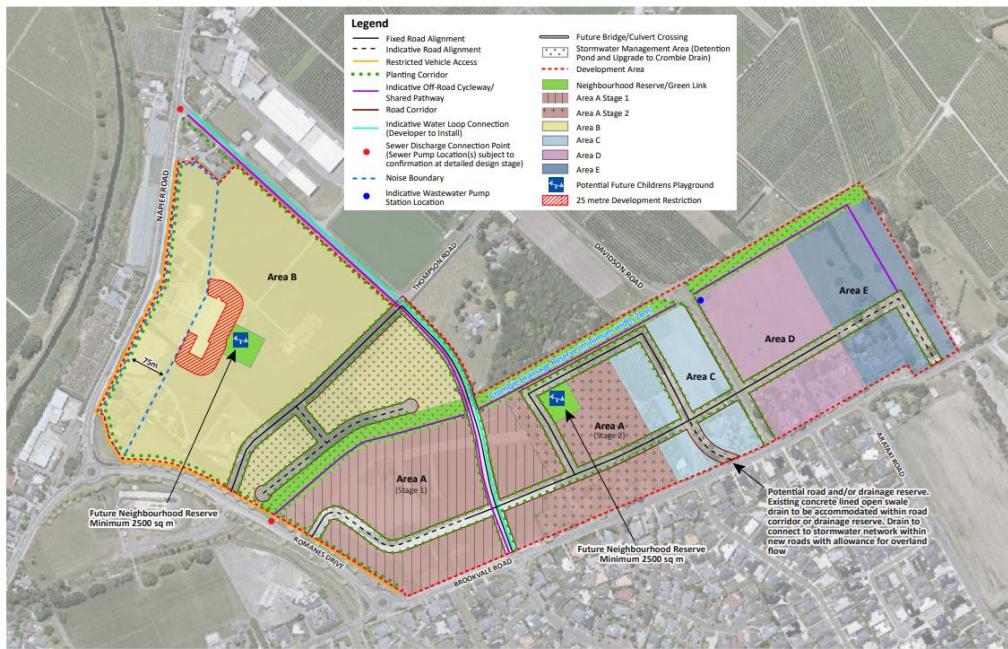


Figure 1 : Proposed Brookvale East Development

The purpose of this memorandum is to provide a review of the transportation impacts and to provide a response on the submissions received.

Review of the Traffic Impact Assessment

Stantec provide a detailed description of the existing traffic and roading environment at the site as part of their Integrated Transport Assessment ("ITA") report dated 19 September 2025.

Traffic modelling was carried out for the Brookvale Structure Plan and reported on in the 2018 Traffic Structure Plan Investigations report. That traffic modelling included allowance for residential development of the Site, albeit the land was not included in the Brookvale Structure Plan ultimately adopted by the Hastings District Council, and instead it was identified as a potential future development area. This previous traffic modelling used to inform the Brookvale Structure Plan formed the basis of the Integrated Transport Assessment for this Plan Change. This ITA also considered the ITA dated May 2025 prepared by Flow Transportation for the proposed CDL 171-lot residential subdivision nearby on Arataki Road. In that regard, the ITA provided for this Plan Change considered all potential development in the Brookvale East and Arataki areas.

Trip Generation

With respect to future trip generation estimates, the 2018 Traffic Structure Plan Investigations report for Brookvale adopted the following 'inner suburban' traffic generation rates from RR453 Trips and Parking Related to Landuse:

- 10.9 vehicle movements per day (vpd) per unit; and
- 1.2 peak hour vph per unit.

From that report, the then-larger Area C had an assumed yield of 160 residential lots. The Plan Change Site now captured by Areas D and E covers an approximate 69% of the previously larger Area C, suggesting it could contain 110 of the 160 lots on the same basis. Applying the generation rates above, 110 residential lots could generate 1,200vpd and 130vph at peak times. Area D and Area E are approximately the same size, and development of each could generate approximately half these traffic volumes. This is a conservative estimate because development capacity may be lost to provide for internal servicing.

Metlifecare intends to develop a retirement village across Areas C and D of the proposed Structure Plan. Early planning indicates that the village could accommodate approximately 105 independent living villas within the Area D extent subject to the current Plan Change request. RR453 Trips and Parking Related to Landuse reports 85th percentile traffic generation rates for retirement living with traffic generation forecasts as follows :

1. Daily Traffic Generation - 2.6vpd / unit x 105 units = 273vpd
2. Peak Hour Traffic Generation - 0.3vph / unit x 105 units = 32vph

Based on the assumed densities, the retirement village proposed to occupy Area D is shown to generate approximately half the higher level of daily and hourly traffic volumes that the residential development previously assessed for the same area would (600vpd and 65vph for Area D). That is, 327vpd and 33vph lower than the originally assumed residential development.

Depending on what is ultimately developed (residential or retirement village), development of the Site could generate daily traffic volumes in the range of 870vpd to 1,200vpd and peak hourly traffic volumes in the range of 95vph-130vph. This range of volumes is within those noted in the in the 2018 Traffic Structure Plan Investigation for the Brookvale Structure Plan.

Overall Traffic Assessment

Since the previous analysis made allowance for residential development of the Site, as well as the nearby area which is not currently planned for residential development, and therefore allowed for a higher overall traffic generation than anticipated, there is no need for further wider-area traffic analysis. The traffic generated by the proposed Arataki Road subdivision, including potentially 70 – 80vph on Brookvale Road west of Arataki Road (two-way), will not noticeably affect the performance of the road network surrounding the Site. As presented earlier, the ITA for the Arataki Road subdivision provides analysis based on existing (2024) traffic volumes and allowing for background growth as well as traffic generated by both development of the proposed Brookvale Structure Plan area and the Arataki Road subdivision. The analysis confirms the finding above that intersections in the area are forecast to operate with acceptable performance during peak times.

Local Area Road Upgrades

The local road upgrades for Brookvale Road and Davidson Road are acceptable noting that these would be formed to create an urbanised environment in accordance with Council's Engineering Code of Practice 2020.

Conclusion

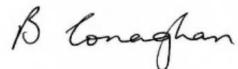
Development of the Site in accordance with the amended Structure Plan will be a logical extension of the Brookvale Structure Plan area and well connected to the surrounding areas for all travel modes. The proposed roading provisions will afford safe and convenient access to the Site from Davidson Road and Brookvale Road. Frontage road upgrades to Davidson Road and Brookvale Road to an urban standard will ensure increased traffic volumes, including those generated by the CDL Arataki Road subdivision, can be accommodated safely and efficiently, and good accessibility can be achieved for active modes.

From the overall Integrated Transport Assessment, it is concluded that the Site can be rezoned for residential use as envisaged by the Proposed Plan Change.

Review of Submissions

A total of 8 submissions related to traffic impacts were received from 3 submitters (S1, S4, and S8). The key aspects of the submissions related to increased traffic, road safety, construction impacts, and the speed limit.

The nature of the development would see an urbanised environment constructed in accordance with the requirements of Council's Engineering Code of Practice. In addition, Council will be consulting early next year on lower speed limits to cater for residential development in the District including the Brookvale area.



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Traffic Impacts

Submission Point	Support / Oppose / Support in Part / Support with amendment	Submission Summary	Decision Requested	Officer Response
S1.1	Oppose / Support with Amendment	<p><u>Safety and capacity on Davidson Road and Brookvale Road</u></p> <p>The ITA identifies Davidson and Brookvale as Secondary Collectors, noting very low existing volumes on Davidson and modest volumes on Brookvale, with forecast growth requiring urbanisation and frontage upgrades. It also relies on Council's Brookvale Road Development projects, including upgrades at Napier Road and Thompson Road. These works must be specific, funded, and delivered alongside any staging east of Davidson Road to avoid safety and capacity deficits for existing residents who rely on both roads for access. Roading solutions should reflect care for people and place, ensuring movement occurs safely and harmoniously within the landscape and supports the long-term wellbeing of the community.</p>	<p>Approve with Amendment</p> <p>Urban-standard frontage and intersection upgrades on Brookvale and Davidson Road as a precondition to development east of Davidson Road.</p>	<p>The development will be required to create an urbanised environment consistent with the requirements of Council's Engineering Code of Practice 2020.</p> <p>Network modelling indicates that there is sufficient capacity in the roading network to maintain a high level of service.</p>
S1.2	Oppose / Support with Amendment	<p><u>Intersection safety and local speed environment</u></p> <p>The ITA confirms the need to urbanise the Brookvale Road / Davidson Road intersection and manage sight distances, including for any new intersection from Area E to Brookvale Road near existing curves and the 50 km/h threshold. Without binding design controls and traffic calming, increased traffic will heighten risk at this rural-form intersection and along the curved approaches. Intersection design should preserve the calm and balance of the area, protecting the lives and dignity of those who travel through while maintaining the natural character of the surrounding land.</p>	<p>Approve with Amendment</p> <p>Urban-standard frontage and intersection upgrades on Brookvale and Davidson Road as a precondition to development east of Davidson Road.</p>	<p>The development will be required to create an urbanised environment consistent with the requirements of Council's Engineering Code of Practice 2020.</p> <p>Safety of all road users is a key consideration with new developments. The urbanisation will be key to achieving a lower speed environment as will lowering the speed limit.</p>
S1.3	Oppose / Support with Amendment	<p><u>Walking, cycling, and public-transport readiness</u></p> <p>The proposal shows shared-path extensions and a crossing of Davidson Road at the back-to-back curves. Safe path continuity, controlled crossing design, and speed management at that location must be required up-front. The ITA also notes that current bus access is limited, with plans indicating a trunk service along Brookvale and Arataki. Any early-stage occupancies should deliver bus-ready infrastructure on Brookvale Road, ensuring that future service changes are viable from day one. Well-connected, low-impact transport options strengthen the health of both people and the environment and should form a core part of any early investment.</p>	<p>Approve with Amendment</p> <p>Controlled crossings and shared-path links are delivered in the initial stages.</p>	<p>Where practicable and safe, crossings and shared path links would be provided. With the urbanisation, footpaths would be required.</p> <p>January 2026 will see bus services travelling via Arataki Road, Brookvale Road, and Russell Robertson Drive to serve this area.</p>
S4.4	Oppose	<p><u>Construction Impacts on Neighbours</u></p> <p>As directly opposite neighbours, we are very concerned about years of disturbance from construction noise, heavy vehicles, dust and vibration. Sections 16 and 17 of the Resource Management Act require the avoidance or mitigation of unreasonable noise and adverse effects. We ask that these effects be fully assessed and mitigated before any rezoning is granted.</p>	<p>Decline</p> <p>If granted, Strict construction management conditions be applied to protect neighbours' amenity. Strict limits on construction hours (weekday daytime only), mandatory dust suppression and vibration monitoring,</p>	<p>A Construction Traffic Management Plan (CTMP) will be required as a condition of consent.</p>

			advance notice to residents of major works and a Construction Traffic Management Plan (CTMP) before any works commence	
S4.7	Oppose	Brookvale Road already experiences high traffic volumes from local residents, school traffic, cyclists and service vehicles. A large retirement village and residential development will significantly increase this, increasing safety risks, especially during the construction period. We request that no access be allowed from Brookvale Road. If the proposal proceeds, the main access should be from Davidson Road, where there are no houses at present and therefore there is less direct residential impact.	Decline If granted, no access be allowed from Brookvale Road. Main site access be via Davidson Road, not Brookvale Road.	Network modelling indicates that there is sufficient capacity in the roading network to maintain a high level of service.
S4.8	Oppose	Cumulative impacts from new developments in the wider Havelock North area (including the Middle Road/Iona area) may exceed the capacity of existing infrastructure and roads.	Decline If granted, comprehensive traffic and environmental assessments be completed.	Network modelling indicates that there is sufficient capacity in the roading network to maintain a high level of service.
S8.1	Support with Amendment	We are concerned about the current 100 km/h speed limit directly outside our property, particularly given how close this stretch of road is to the 50 km/h residential zone. With the additional traffic generated by both the Brookvale East and Arataki Extension developments, the transition from 50 km/h to 100 km/h within such a short distance feels unsafe. We strongly suggest that Council review and lower the speed limit on this section of Brookvale Road to reflect the increasing residential activity and traffic volumes.	Approve with amendment Lowering the speed limit along Brookvale Road near the residential zone	Council will be consulting early next year on lower speed limits to cater for residential development in the District including the Brookvale area.
S8.2	Support with Amendment	Even before these developments proceed, the eastern (country) end of Brookvale Road is already hazardous for walkers, runners, and cyclists, as there is no dedicated footpath or cycleway. With an expected increase in residents seeking the lifestyle benefits of this semi-rural area, it is likely many will use Brookvale Road for recreation or to access nearby areas by foot or bike. We ask that Council consider the provision of a shared pathway or safe pedestrian/cyclist route between Brookvale East and Thompson Road to ensure safety and accessibility for all users.	Approve with amendment Providing safe walking and cycling infrastructure to the Eastern end of Brookvale Road as part of your proposal.	The development will be required to create an urbanised environment consistent with the requirements of Council's Engineering Code of Practice 2020.