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CENTRAL HAWKE'S BAY DISTRICT COUNCIL

The Property Group

Waipukurau South Development Area

Urban Design Response

February 2026

Building a stronger New Zealand, together.

Quality Control

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Reviewed by	Ruth Allen

Revision History

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Revision	Date	Details	Name/Position	Signature
A	31/01/25	First Draft	Ruth Allen	
B	12/11/25	Updated report to reflect changes in structure plan	Ruth Allen	
C	17/02/2026	Final Draft with mana whenua section	Ruth Allen	

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1.0 Introduction

Background

The Waipukurau South Development Area is located 1km south of the Waipukurau town centre with access to Pōrangahau and Tavistock Roads. The 56Ha site incorporates the old Waipukurau hospital site and several other landholdings currently used as life style blocks and for other rural activities.

The site has been identified for residential development for some time. It is zoned General Residential under the Central Hawke's Bay District Plan - Operative in Part (2024) and Council is taking steps to ensure co-ordination of infrastructure provision is done in a way that supports residential development. This has included a successful application to the Infrastructure Acceleration Fund with $10.9m in funding now available to support infrastructure projects. Council have developed a work programme to support the delivery of key infrastructure for storm water management, wastewater, water supply and transport connections. These projects are guided by this structure plan to ensure the integrated delivery of housing and infrastructure.

Purpose of the Structure Plan

This structure plan for the Waipukurau South Development Area is a strategic document that has been prepared to the guide the future development of this area into a desirable new community where residents can enjoy the benefits of Central Hawkes Bay living, close to the nearby Waipukurau town centre amenities and services. This area is also well-connected to Napier and Hastings via SH2.

The structure plan sets out the supporting infrastructure required for the development, taking into consideration site constraints, access, stormwater and an existing wetland, as well as existing street infrastructure, open space, servicing and the staging of residential development.

The proposed layout, location of stormwater basins and open space network have been determined to support an urban character that responds to the existing residential areas surrounding the site and the housing needs in respect to population growth. It is intended that the structure plan will be adopted into the District Plan in order to inform the future preparation of subdivision and resource consents.



Photo credit: CHBDC

2.0 District Context

Waipukurau is one of two towns in the Central Hawkes Bay District (CHB), the other being Waipawa. As with all districts in New Zealand, the CHB is intimately linked to the wider economic and social context that New Zealand operates in. Increasing connectedness and mobility, especially the changes that have occurred in work arrangement flexibility as a result of the COVID-19 pandemic, have resulted in the CHB becoming increasingly attractive to people who want to enjoy a regional lifestyle with more affordable living costs. Well-connected with SH2, the district is within reasonable driving distance of larger centres Napier and Hastings.

The population of the CHB at the 2023 Census was 15,480[1]. It has been growing relatively rapidly since 2019, exceeding the national population growth rate by a significant margin[2]. This looks set to continue with evidence of sustained migration. The largest increases in population in recent years have been in the over 65 and 15-39 age brackets and population growth is being driven by commuters, remote-workers and industries disconnected from agriculture[3].

Under a medium-growth scenario, the current growth trend is expected to continue, with an estimated population growth of 2% annually and approximately 4,000 more people living in the district by 2031, a result of consistent net positive migration in recent years[4]. This growth scenario would lead to demand for 1,500 more housing units or 110 units per year[5].

Waipukurau has the potential to capture a higher share of this growth over the medium and longer term owing to the opportunities for infill and greenfield development, as identified in the Integrated Spatial Plan.

The district has a unique mixture of agriculture and service industries. Agriculture is the predominant industry and there is an overlap between agriculture and tourism. Approximately 30% of GDP in CHB is from agriculture, compared to 4.6% nationally and 9% of the wider Hawkes Bay region. The Hawkes Bay regional economy is therefore far less reliant on agriculture and has a larger service sector with "professional, scientific and technical services' relative to CHB. This is to the benefit of the CHB, which can offer a regional lifestyle with a reasonable commute to Hastings or Napier.

In 2023, Cyclone Gabrielle caused widespread damage and flooding to the wider Hawke's Bay region and over 70,000 residents were left without critical services and infrastructure. The district is now in the recovery phase, however climate change is expected to lead to hotter, drier summers and more adverse weather events. Therefore long-term planning for climate change impacts is increasingly important for the district and wider region.

[1] Central Hawkes Bay District 2023 Census population count (Stats New Zealand)

[2] CHBD Demographic and Economic Growth Projects Update (Squillions Ltd, 2022)

[3] CHBD Demographic and Economic Growth Projects Update, p29 (Squillions Ltd, 2022)

[4] Central Hawkes Bay State of the District 2023, p3 (Squillions Ltd, 2023)

[5] Central Hawkes Bay State of the District 2023, p3 (Squillions Ltd, 2023)



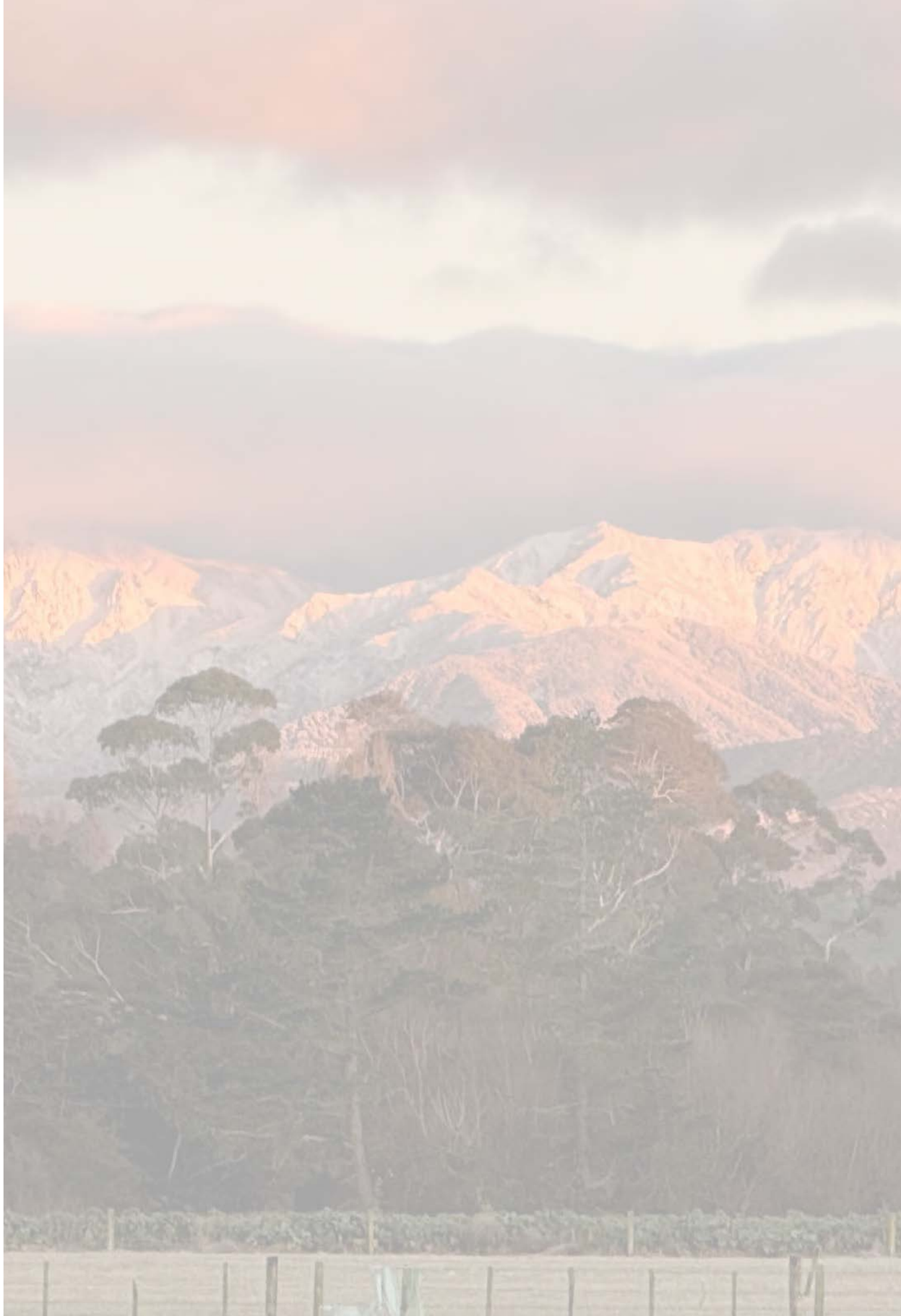
3.0 Mana Whenua

There are mana whenua interests in the development area represented broadly by Tamatea Pokai Whenua.

A cultural values report has been undertaken titled ***Ngā Moemoeā mō Tamatea Tangata, Tamatea Taiao Aspirations for the People and the Environment of Tamatea***.

Mana whenua have made a series of recommendations for the project that relate to wetland planting and stormwater management, Māori design elements within the development, storytelling, iwi partnerships, continued communication and engagement as well as cultural monitoring, construction, accidental discovery and karakia.

These are described fully within the report ***Ngā Moemoeā mō Tamatea Tangata, Tamatea Taiao Aspirations for the People and the Environment of Tamatea.***



4.0 The Development Area

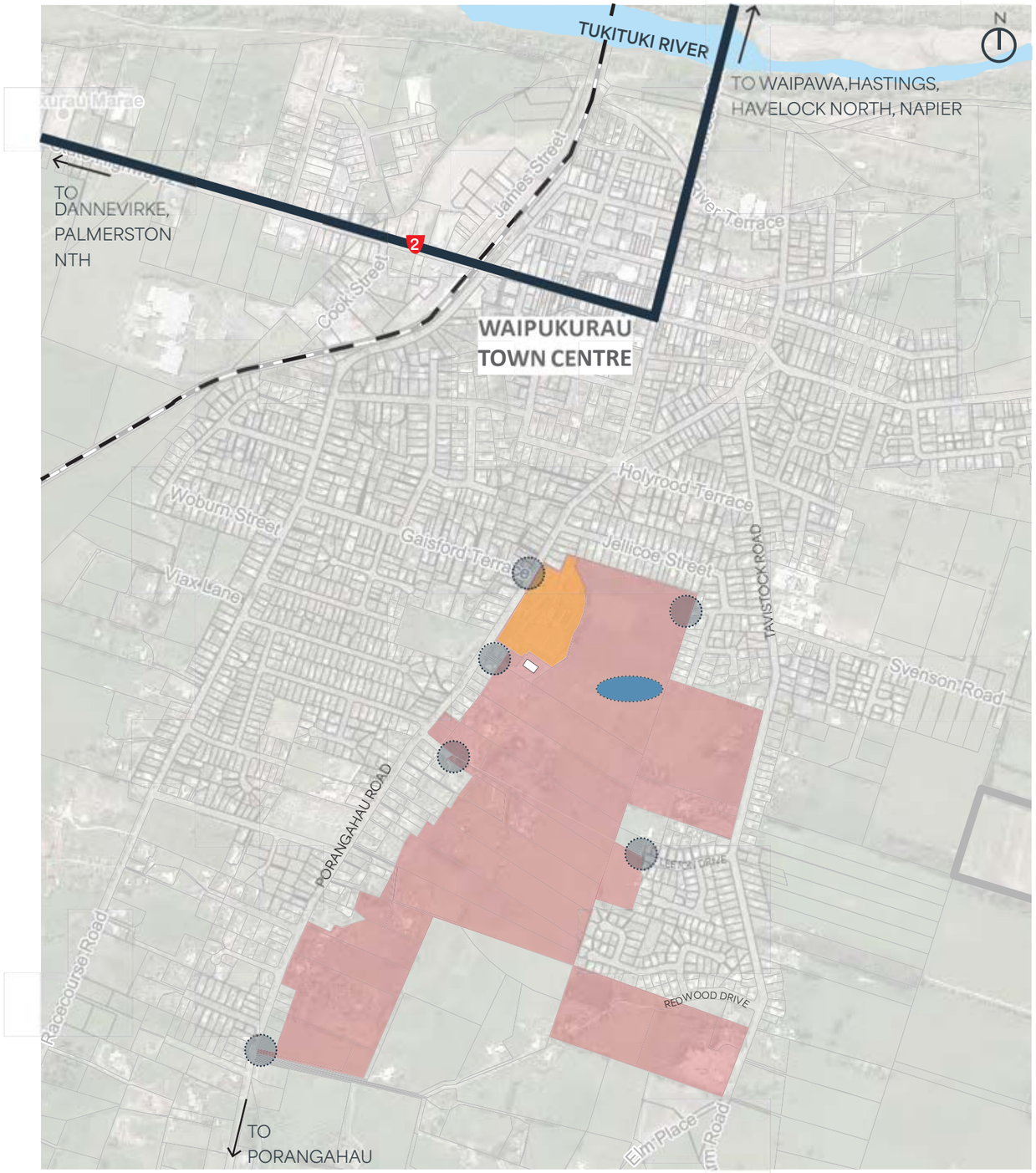


FIG 1. SITE PLAN

The Waipukurau South development area is encompasses a number of lots located in the area between Pōrangahau Road and Tavistock Road in southern Waipukurau. Mostly greenfield, this area is currently zoned residential under the District Plan-Operative in Part (2024) and covers a total area of approximately 56 Ha. The site is located around 500m south of the Waipukurau Town Centre, State Highway 2 and and approximately 1km south of the Tukituki River.

The development area incorporates the old Waipukurau Hospital site (now mostly removed) located along Pōrangahau Road, and an existing community building, the Pakeke Centre, currently owned and used by the Anglican Diocese of Waiapu. The majority of the remaining sites are currently lifestyle blocks of around 3.7 Ha each. Many with existing dwellings, mature trees and some pond areas.

Much of the area is grassed open space with many lots used for grazing stock. Shelter belts, waterways and wetland areas, as well as pockets of vegetation are key natural features of the area.

The development area is surrounded by existing residential development to the north, east and west and is a natural extension of the existing residential suburbs of Waipukurau as reflected in both the current district plan zoning and, as noted in the previous section, a number of landowners already have development plans underway in response to this.

Access to the development area is via Pōrangahau and Tavistock Roads, with some local roads providing the potential for access, if extended or connected to, as shown in Figure 1.

KEY

- Site extent
- Vehicle access potential
- Old Waipukurau Hospital site
- Pakeke Centre
- State Highway 2
- Railway line
- Approximate location of existing wetland

5.0 Existing connectivity

The development area is in a well-connected location bordered by Pōrangahau Road on the west and Tavistock Road along the east. These north-south secondary collector roads provide high levels of connectivity for vehicles to connect with SH2 to the north, which provides wider regional connectivity with Waipawa, Napier, Hastings to the north, and Dannevirke and Palmerston North to the west.

Local roads such as Leeton Drive, Petersen Place and Redwood Drive also provide access to the area and opportunities for future east-west connections through the area.

Both Pōrangahau and Tavistock Roads include sections of on-road cycle paths that lead to the main centre of Waipukurau, providing connection to the Tukituki cycle trail that runs northwards towards Waipawa and adjacent to the Tukituki river.

There are currently no public transport services operating in Waipukurau. However the Hawke's Bay Regional Council is currently considering the implementation of a commuter bus between Napier/Hastings and Waipukurau to operate between Monday to Friday mornings and evenings. The Waipukurau Railway Station is freight only.

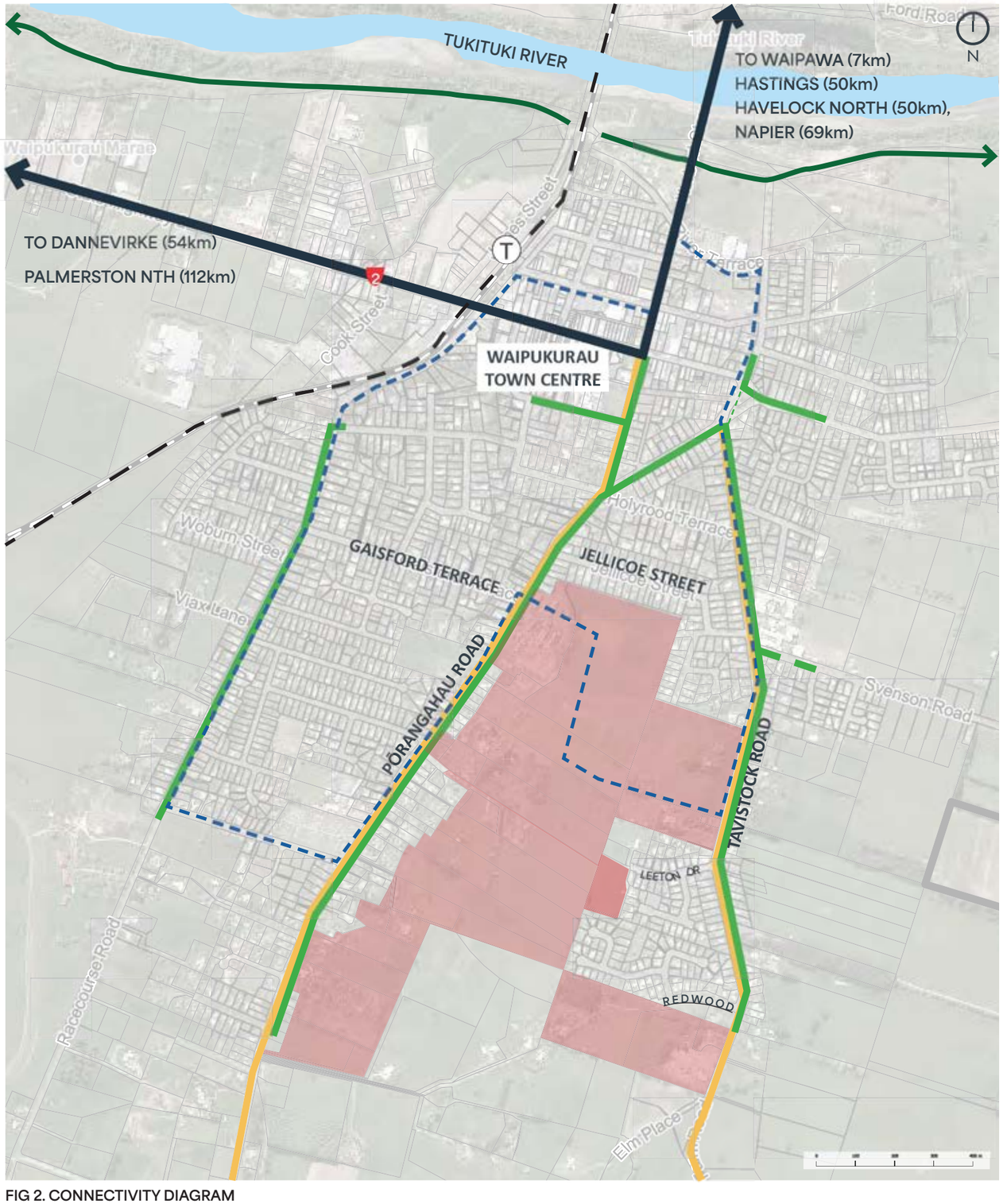


FIG 2. CONNECTIVITY DIAGRAM

KEY

- Development Area
- Palmerston North to Gisborne Rail Line (Freight Only)
- SH2 Main Route North (Waipawa) + South (Dannevirke)
- Secondary Collector Road
- Potential Future Bus route
- Existing Cycle Network
- Tukituki Cycle and Walking Trail
- Waipukurau Station (freight only)

6.0 Hydrology

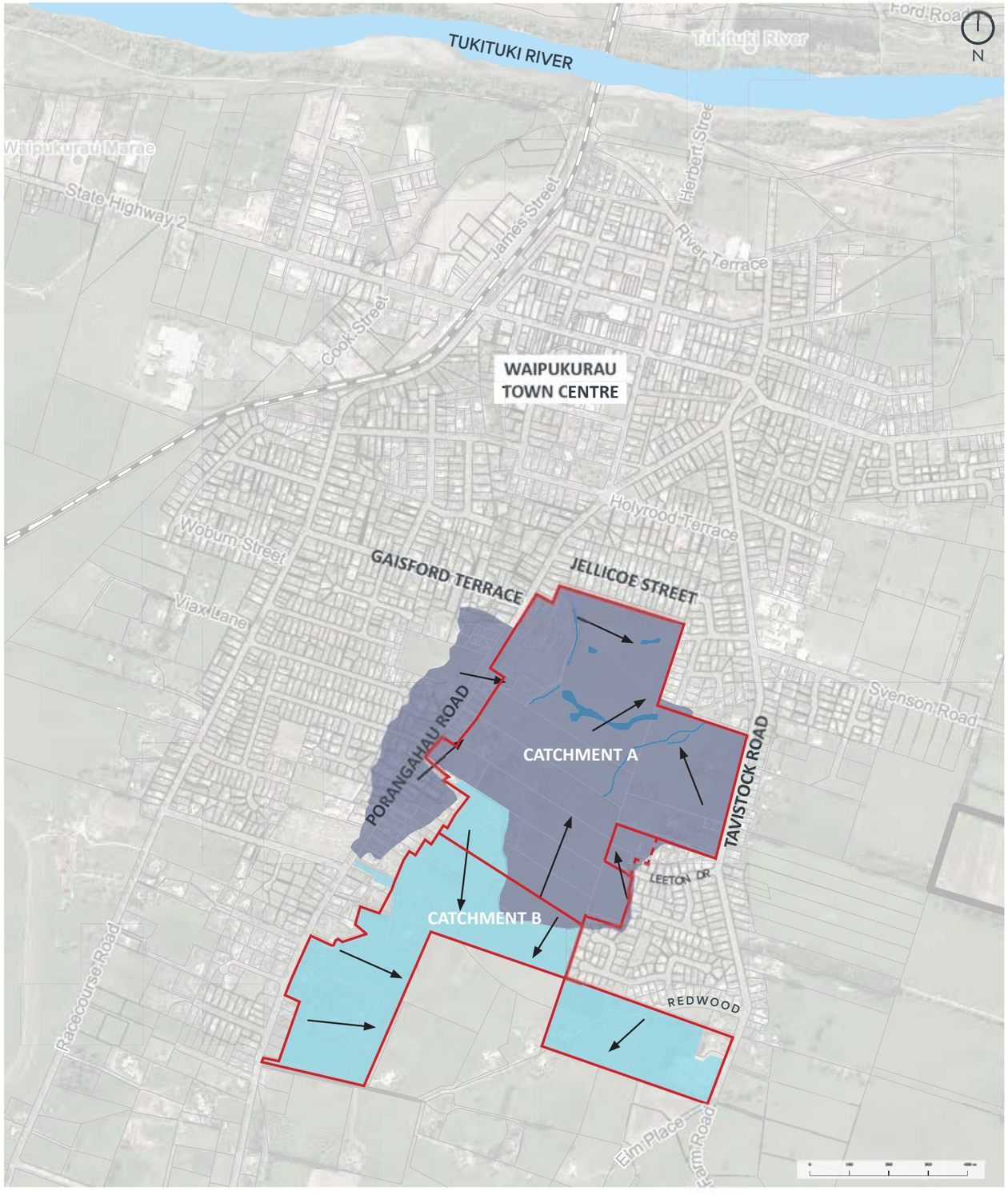


FIG 3. HYDROLOGY DIAGRAM

The land straddles two storm water catchments - part of the land drains north to the Tukituki River and the remainder drains south to the Mangatarata Stream.

Modelling of the northern catchment undertaken by WSP in 2021 indicated that there are current areas of ponding within the site.

WSP's initial assessment indicated that there were both off-site upgrades required to improve capacity and reduce the potential impacts of developing the site, as well as on site storm water detention to ensure flows from the development are attenuated to pre-development levels (noting that attenuation volumes may be reduced if capacity downstream is improved). The work to deliver the on-site infrastructure, in the form of four attenuation ponds, is underway.

Key

- Development Area Boundary
- Catchment Area A
- Catchment Area B
- Natural wetland
- Stream
- Slope





FIG 4-5. WETLAND AREAS ACROSS THE DEVELOPMENT 1 AREA OF THE SITE WITHIN CATCHMENT A.

7.0 Geotechnical, Landscape and Topography

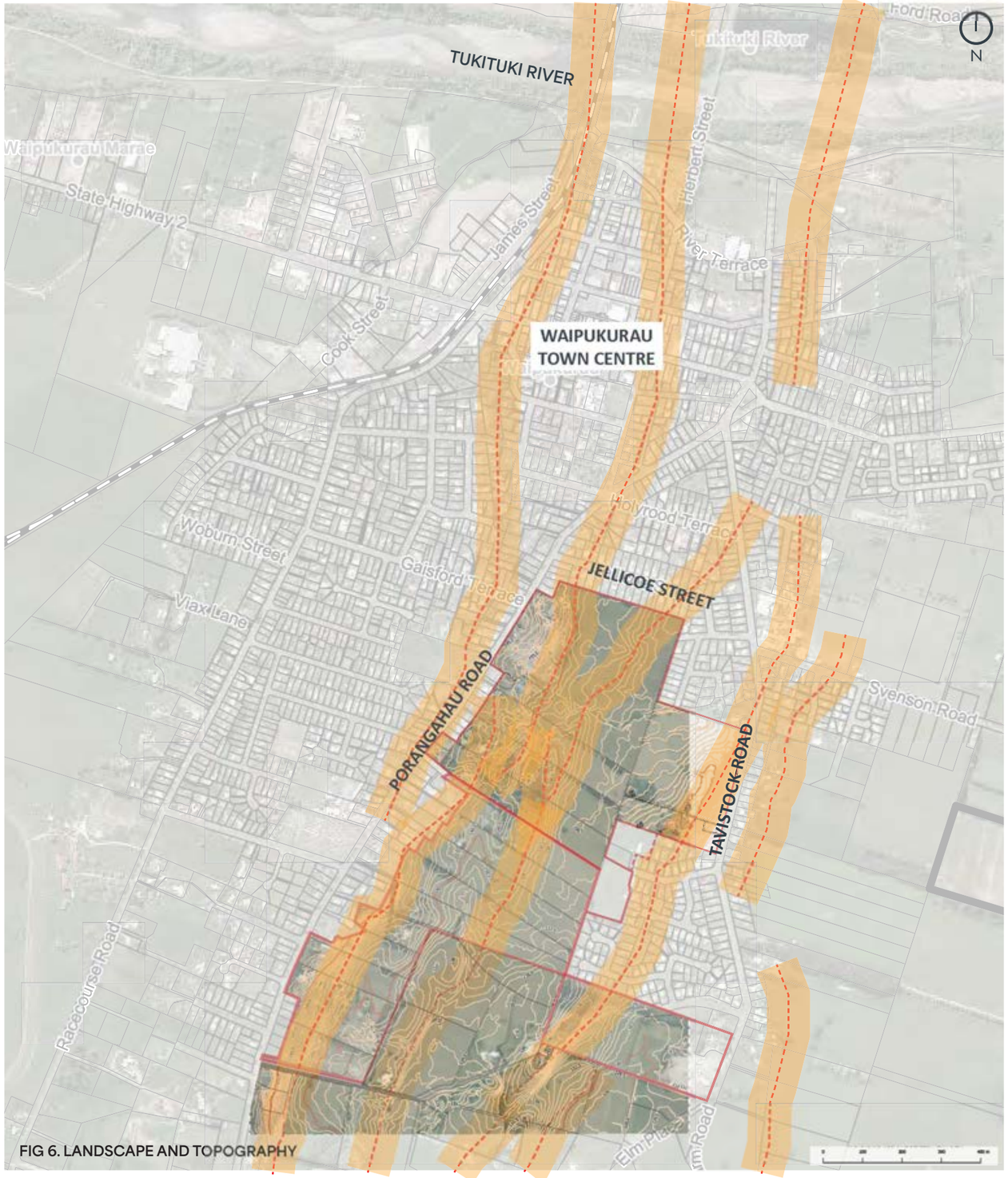


FIG 6. LANDSCAPE AND TOPOGRAPHY

The topography of the site is undulating, generally falling towards the east with the site's high points located along Pōrangahau Road.

There are known fault lines that run through the Central Hawke's Bay District and these fault lines are mapped within the District Plan-Operative in Part (2024) along with fault line avoidance areas. As shown in Figure 6, fault line avoidance areas traverse the site.

Development within the vicinity of a fault line is currently restricted. In the fault avoidance areas, the District Plan prescribes what different types of buildings need resource consent and which kinds do not.

Some key permitted activities include:

- New timber-framed single-storey buildings under 300m2.
- Buildings less than 30m^2
- Fences, walls, pools etc.
- The construction of new underground network utilities no more than one metre in depth and 300mm in width in a Flood Hazard Overlay and/or Fault Avoidance Overlay.

The permitted densities of single storey dwellings and single story townhouses are in line with this approach, and it is not envisioned that two storey large dwellings would be built in these locations. Areas suitable for higher densities, such as multi story retirement complexes are those areas outside the fault line avoidance areas. Any such proposals would be subject to the usual consenting processes under the District Plan.

Further work is currently underway to ascertain a more detailed understanding of the impact of the fault lines and avoidance zones on development potential.

KEY

- Fault lines
- Fault line avoidance zones
- 0.5m contours
- 10m contours

8.0 Activity and Uses

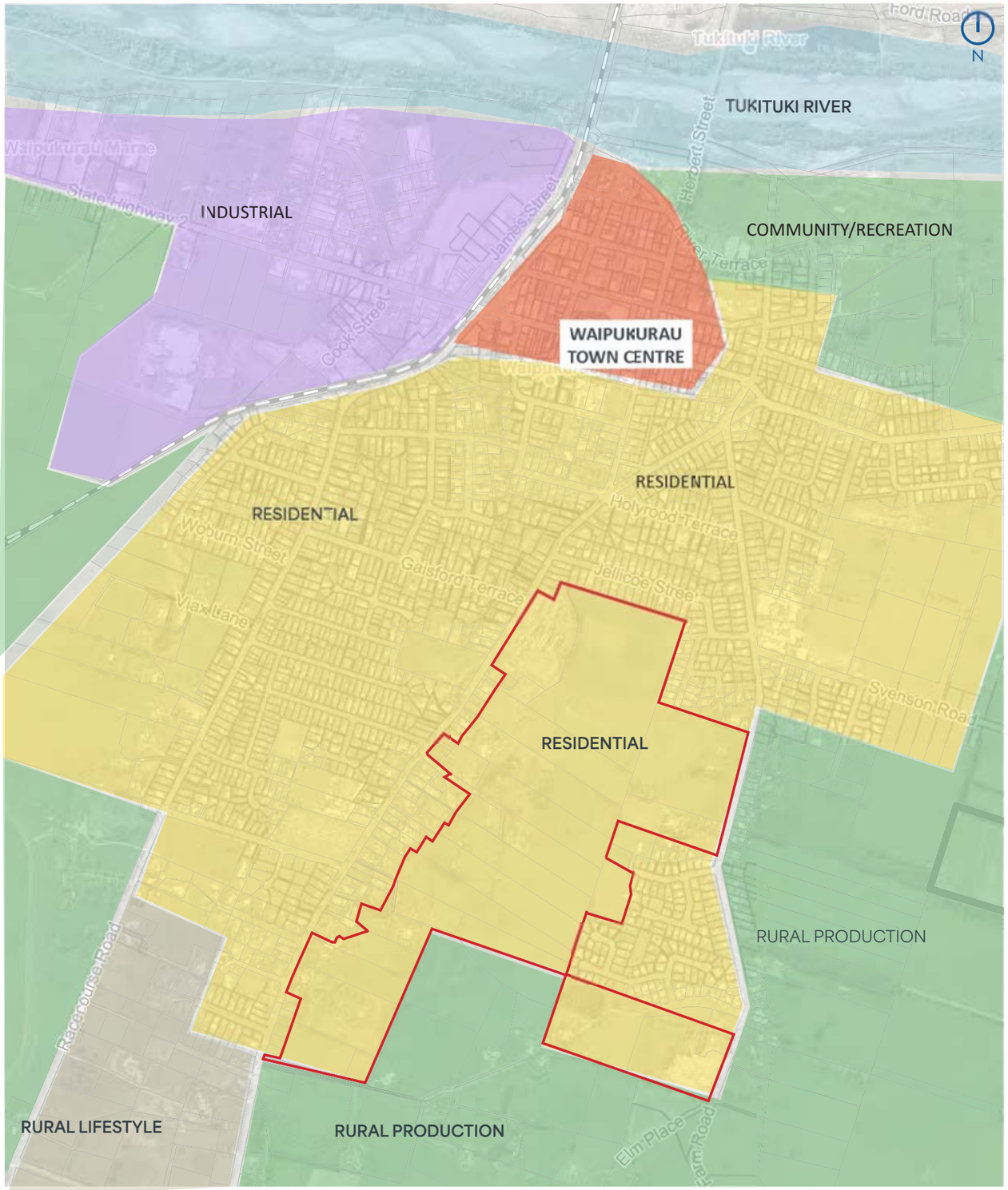


FIG 7. ZONING DIAGRAM

As indicated in the diagram to the left, the site and its surrounds are zoned residential under the District Plan-Operative in Part (2024). Development of the site will be a natural fit with the surrounding residential areas and will facilitate better east-west connections between suburbs.

Most key commercial, community and recreational services are located north of the site close to the town centre and the Tukituki River. The town's importance in serving the surrounding agricultural, horticultural and farming communities is also reflected in the proximity of rural production areas.

Areas to the south of the site are a mix of rural production and rural lifestyle development. Development of the site will provide a transition between these residential and rural areas and the more urban areas of Waipukurau.

DISTRICT PLAN ZONES

- Development Area
- Commercial
- Residential
- Community
- Industrial
- Rural Lifestyle Zone
- Rural Production Zone
- General Rural Zone

9.0 Local Character and Community

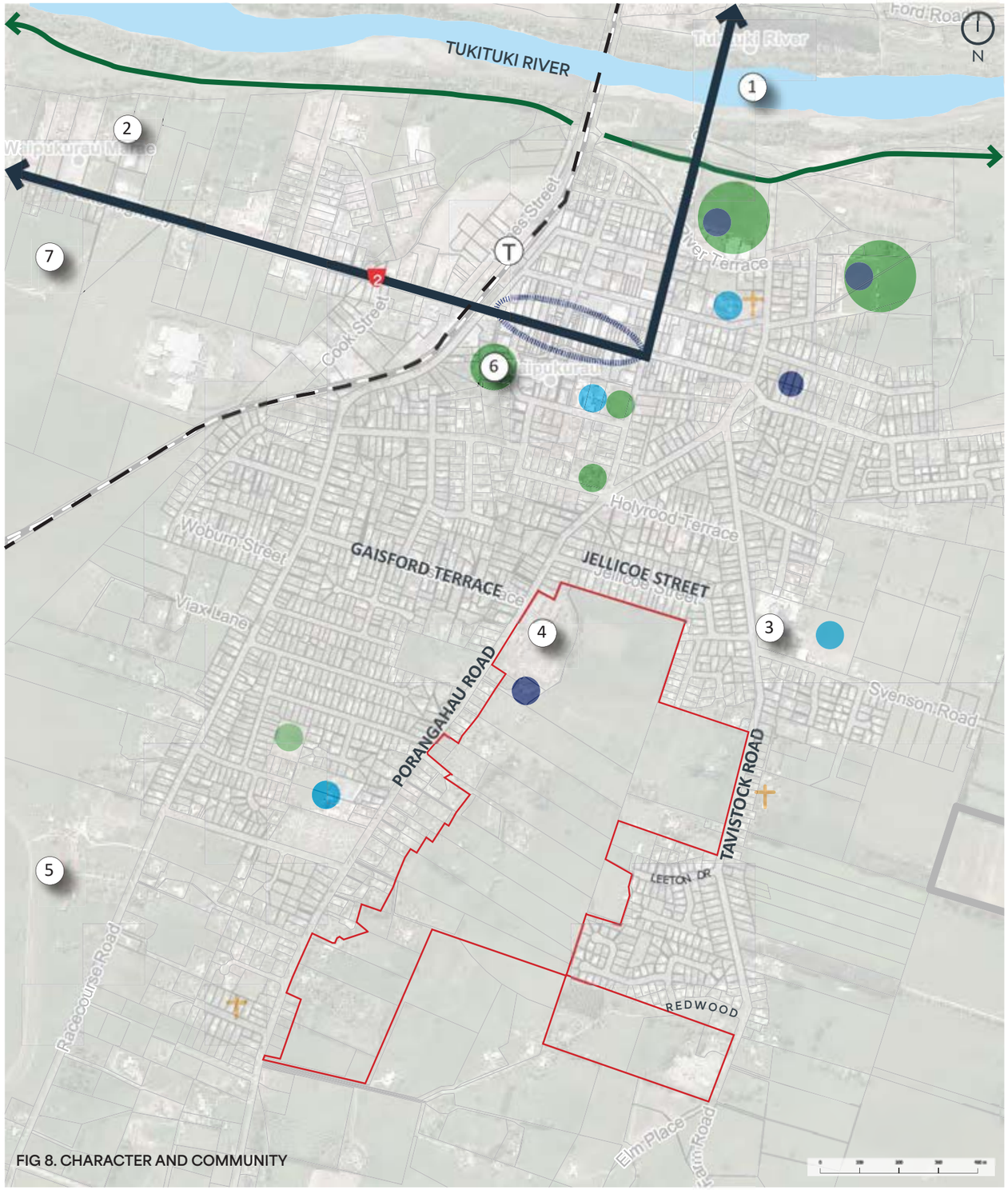


FIG 8. CHARACTER AND COMMUNITY

The name 'Waipukurau' is said to mean the water of pukerau, wai being water and pukerau being a type of fungus.

In the 1860's Waipukurau was developed into a town with industries such as freezing works opening in 1889, and other industries such as flax processing and sawmilling.

By 1951 Waipukurau had six banks, however the decline of farming profits from the 1970s meant many businesses, banks and transport companies closed. The town remains supported by farming and related industries.

Much of the town and community services located in and around the train station and Tukituki river, however the location of Central Hawke's Bay College 200m to the northeast of the site and The Terrace Primary School 200m to the west reinforce the logical opportunity for the development area to accommodate residential growth in Waipukurau. The former site of the hospital and the existing community facility in the northwestern part of the site is further evidence of the use of this area in the past for the community.

More recent residential demand in the Hawke's Bay area has meant some landowners within the site have developed scheme plans to address this need for more homes.

KEY

1. Tukituki River
2. Waipukurau Marae
3. Central Hawke's Bay College
4. Former hospital site
5. Waipukurau Jockey Club
6. Paul Hunter Memorial Park / Pukekaihau Pā
7. Waipukurau Aerodrome

Main Street area

Community Facility/ Sports

School

Park

Church

10. Vision and Objectives



Strategic Growth

The development responds to the current housing needs of the Central Hawke's Bay district in Waipukurau, where there is developable land available and a good level of connectivity to larger centres. Future residents will also benefit from increased affordability and the range of amenities associated with rural living.



Sense of Place

A place that reflects the unique river plain landscape, local mana whenua values and rural character of Waipukurau.



Housing choice

Greater housing choice - varying lot sizes support different sized homes at a range of price points. Sufficient adaptability in the structure plan layout means lot sizes can respond to changes in market demand over time.



Enhanced Connectivity

A development that is integrated with the existing Waipukurau street and cycle network. Connected streets and pathways support an increase in the level of service provided in Waipukurau and encourage the use of active modes like cycling, scootering and walking.



Improved Natural Landscape & Amenity

New open space reserve supports existing wetland areas and provides amenity for new communities. Water sensitive design supports overall storm water management across the development area. These improvements can enhance water quality and biodiversity of the wider Waipukurau area.

11. Structure Plan Design Response

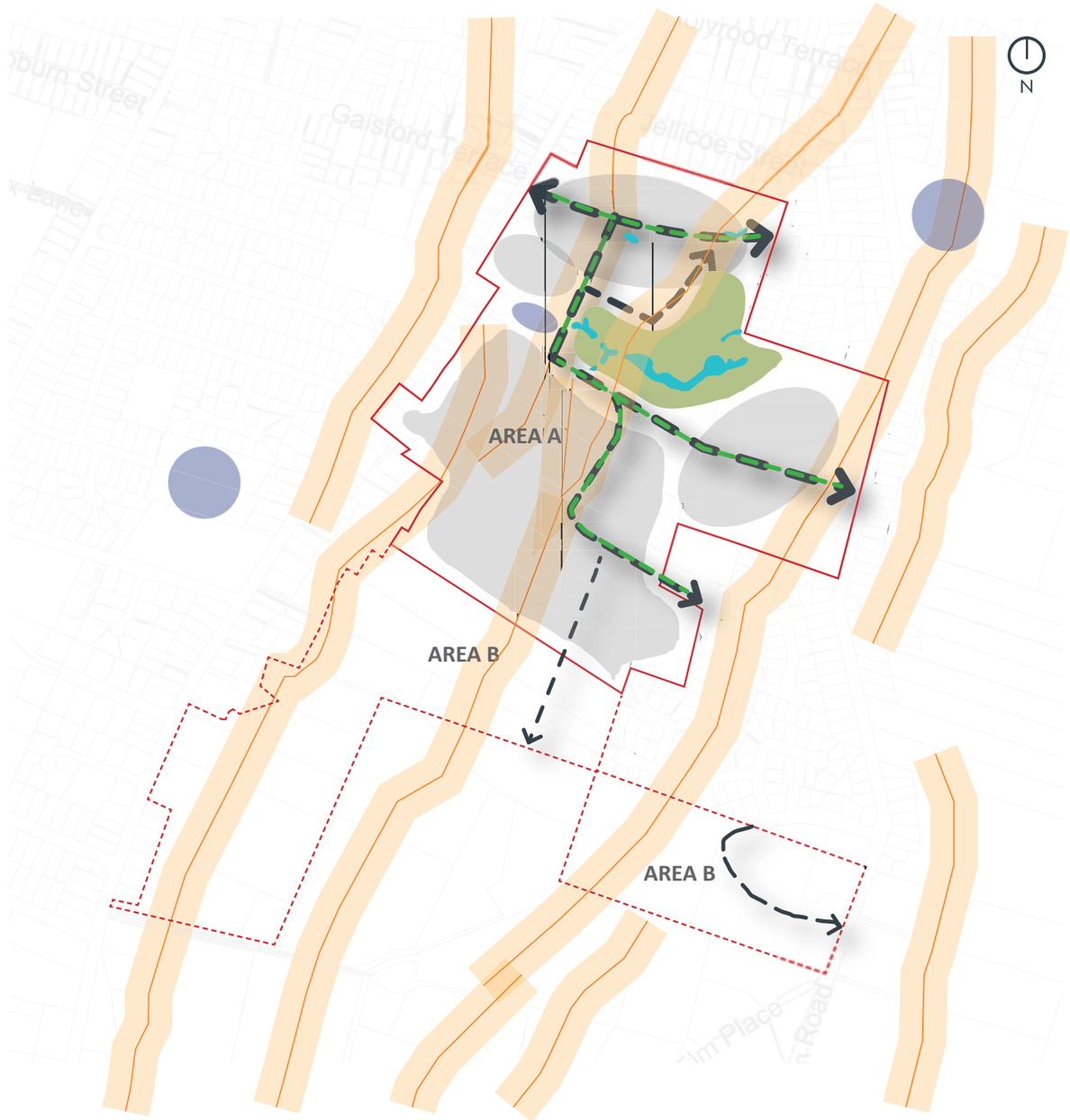
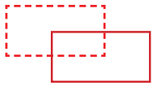


FIG 9. STRUCTURE PLAN DESIGN RESPONSE

The Waipukurau South Structure Plan responds to the key site characteristics such as the surrounding area and the existing street network, existing waterways, wetlands and topography, the location of fault lines, and the timing of infrastructure delivery which will enable development staging.



STAGING

Staging enables development to occur in line with the delivery of required infrastructure.



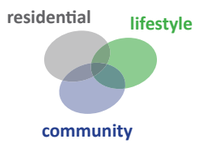
INTEGRATED STREETS

Develop new east-west and north-south connections that integrate with the surrounding street network and align, where possible, with fault lines to minimise loss of developable area. Consideration of pedestrian and cycle connections to support the expansion of these networks. An emphasis on street trees and amenity planting to green the street network.



CELEBRATE TE WAI

Existing wetland areas are enhanced and integrated with new open space to reflect the cultural importance of wai to this river landscape. A water sensitive design approach supports the management of stormwater, provides amenity, enhances biodiversity and supports ecological system services like water filtration.



SUPPORT A MIX OF DENSITY, TYPOLOGIES AND USES

Enable a mix of lot sizes and densities to provide housing choice and integrate new community uses with the development area.

12. Infrastructure

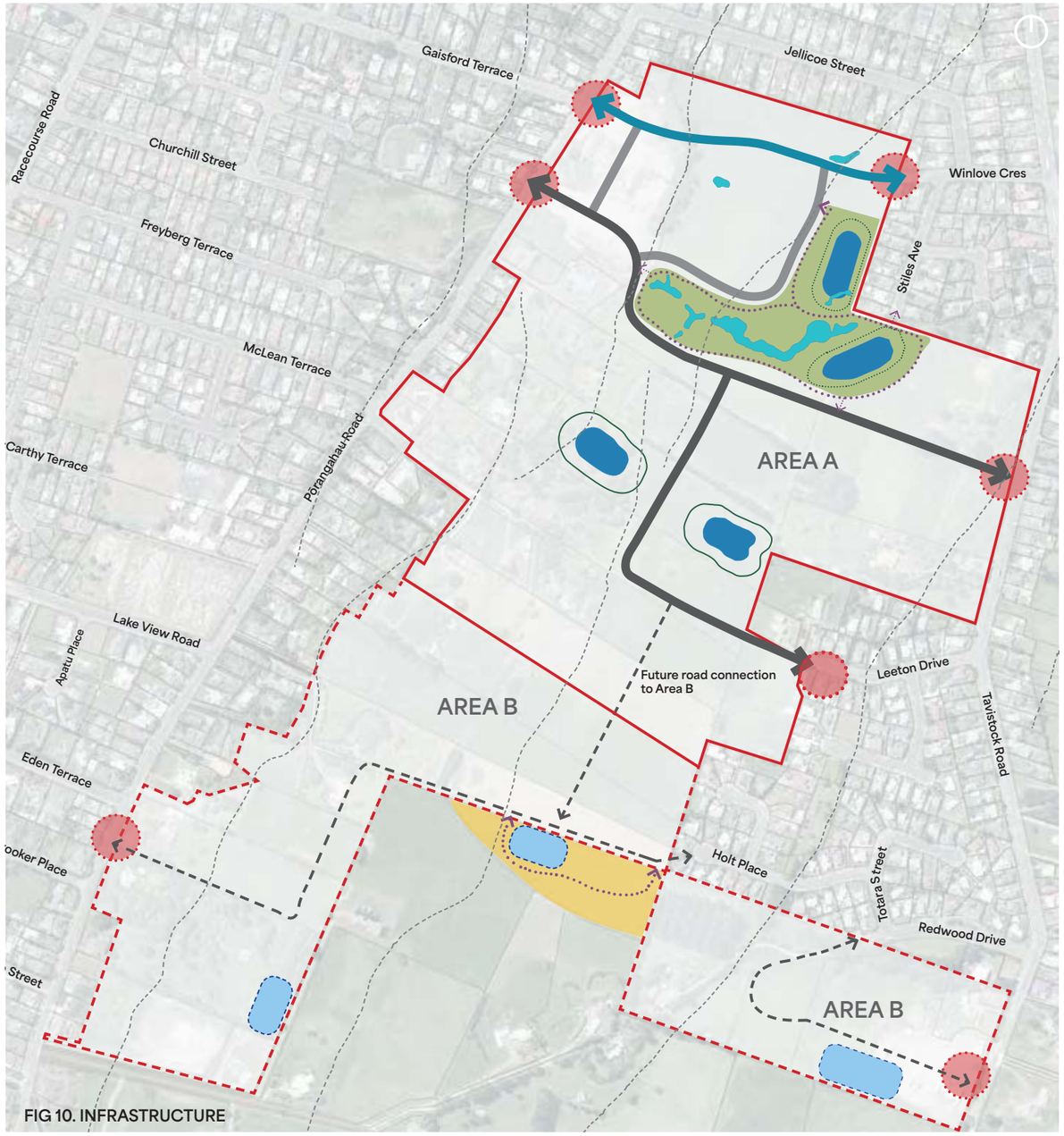


FIG 10. INFRASTRUCTURE

KEY

- Waipukurau South Precinct Growth Area - Area A
- Waipukurau South Precinct Growth Area - Area B Boundary
- Potential future roading connections - 15m Collector with shared
- Potential future roading connections - 15m local road
- Potential future road / cycle / walking connection
- Potential future roading connection Area B
- Future intersection or upgrades required
- Fault lines
- Council-owned land
- Open space reserve
- Area B stormwater management areas
- Existing Stormwater Basin
- Future Stormwater Basin
- Existing wetland

Two key drivers of the structure plan layout have been the need to develop a street network and the location of stormwater infrastructure.

The proposed street network demonstrates logical and efficient east-west connectivity, as well as north-south connectivity between Area A and future development in Area B. The network utilises Porangahau and Tavistock Roads, as well as existing local streets that provide potential connections into the development Area, such as Winlove Crescent and Leeton Drive. The network will also include pedestrian and cycle paths integrated within the north-south collector road, and the potential for a shared path to Porangahau Road via the Pakeke Centre.

The location of existing wetlands and waterways as well as the required stormwater attenuation ponds (four confirmed ponds in Area A, of which two are delivered, as well as three future management areas in Area B) is the other key driver for the layout.

Figure 10 shows the potential for open space to be delivered in Area A that accommodates the existing wetland and stormwater ponds A and B. This has the potential to improve the existing natural wetland area, provide eco-system services such as water filtration and biodiversity enhancement. It will also serve as a significant amenity area for the development area and wider Waipukurau.

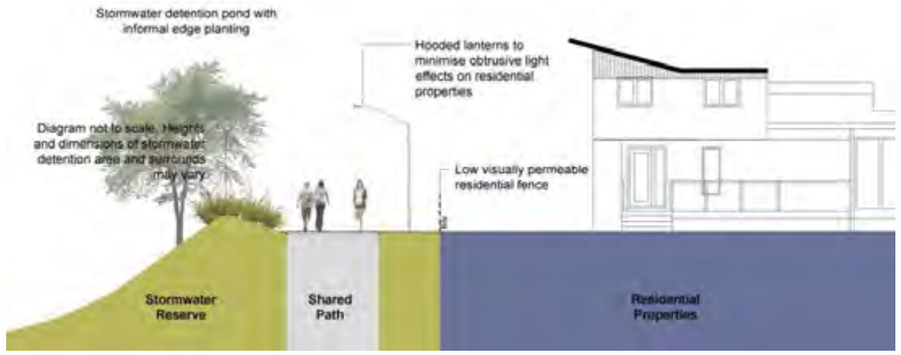


FIG 11. INDICATIVE CROSS SECTION OF INTERFACE BETWEEN RESIDENTIAL AND STORMWATER POND AREAS FROM WSP PDP PRECINCT PROVISIONS



FIG 12. THE STORM WATER PONDS PROPOSED SUPPORT WATER RETENTION AND FILTRATION TO REDUCE FLOODING AND IMPROVE WATER QUALITY.



FIG 13. REVIVING THE NATURAL WETLAND AREA WITHIN THE SITE WILL PROVIDE AMENITY WITHIN THE DEVELOPMENT AND TO THE WIDER WAIPUKURAU AREA.

13. Draft Structure Plan

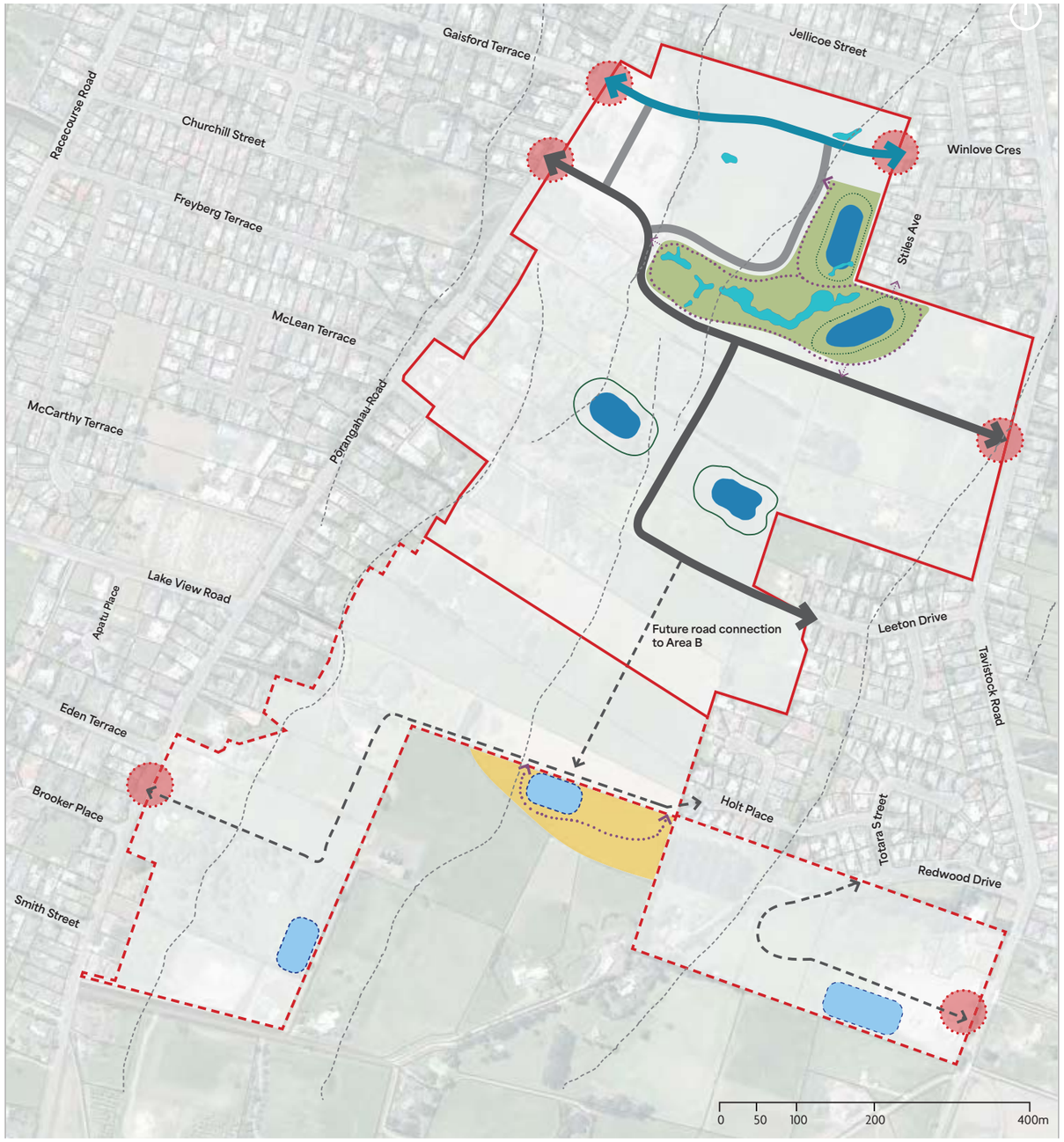
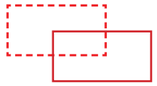


FIG 14. DRAFT STRUCTURE PLAN

KEY

- Waipukurau South Development Area - Area A Boundary
- Waipukurau South Development Area - Area B Boundary
- Potential future road / cycle / walking connection
- Potential future roading connections - 15m Collector with 3.5m shared path
- Potential future roading connections - 15m local road
- Potential future connection to Area B
- Potential future recreation path
- Future intersection or upgrades required
- Council-owned land
- Open Space reserve
- Existing stormwater basin
- Future stormwater basin
- Wetland
- Area B stormwater management areas
- Fault lines (as per District Plan-Operative in Part (2024)

Key Design Strategies



ENABLE STAGING OF DEVELOPMENT

The structure plan area is divided into Area A and Area B (Figure 14). The delivery of stormwater infrastructure in Area A combined with current landowner interest means this part of the site is enabled to be developed first. The positioning of road infrastructure in Area A ensures that when Area B is developed, a connected street network that serves the whole structure plan area will be formed.



INTEGRATED STREET NETWORK

Location of key street network along faultlines has been achieved where feasible. The network is designed to support good east-west connectivity across the site for all modes, connecting with existing local roads. The location of future north-south connections to Area B are indicated to provide certainty for landowners looking to develop here in the future. Integration of street trees and amenity planting as well as connections to the existing cycleways support the wider Waipukurau pedestrian and cycle network.

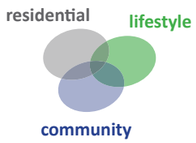


CELEBRATE TE WAI AND THE TUKITUKI RIVER LANDSCAPE CHARACTER

Celeberation of te wai in the structure plan area reflects the strong cultural significance of water to Waipukurau and the wider river landscape character. For Mana Whenua, Wai provides physical and spiritual sustenance.

The existing wetland area in Area A is integrated with new green open space to enhance sense of place, provide amenity, support stormwater management and enable ecosystem services like water filtration and enhancements in biodiversity.

The location of new storm water attenuation ponds in Area A and the indicative stormwater management areas in Area B respond to the location of the wetlands, the topography and support the staging of development.



ENABLE A MIX OF DENSITY AND TYPOLOGIES TO SUPPORT HOUSING CHOICE

A range of lot sizes are enabled to support housing choice. The structure plan layout is designed to accommodate a range of lot sizes including the potential for medium density sites of 300-500m2. There is potential for future elderly housing to be realised in the structure plan area.

14. Landscape Character and Amenity

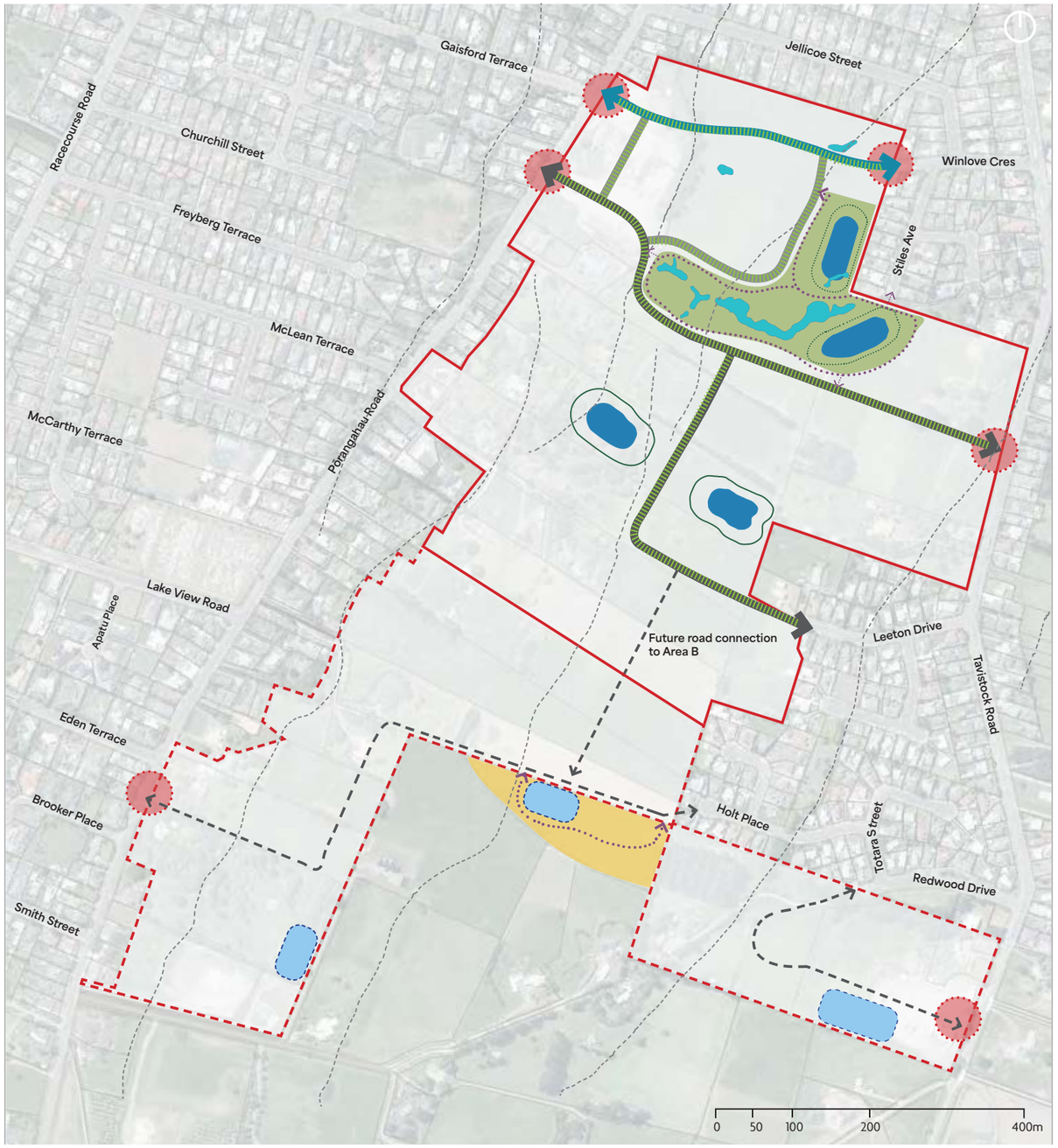


FIG 15. LANDSCAPE CHARACTER AND AMENITY

Waipukurau is part of the wider river landscape of the Tukituki River.

The Tukituki flows from the eastern part of the central Ruahine Ranges collecting many other rivers and streams along the way. The Tukipo, Māharakeke and Mākāretu rivers have a confluence west of Waipukurau. When they meet the Tukituki, they flow through a narrow gap in the hills to enter the Waipukurau floodplain. After the confluence, the Tukituki swings north-north-eastwards, flowing into the sea on the southern shores of the Hawkes Bay.

The Tukituki is an **awa rerenga rau**: a braided river. Braided rivers are rare river ecosystems with many intertwining channels which are subject to constant change in their size and flow. They are a taonga eco-system and Hawkes Bay and Canterbury regions are the only places in Aotearoa where these unique ecosystems occur.

Before the land in Waipukurau was converted to rural pasture in the 1800s, the landscape character of the development area would have reflected the Tukituki braided river and plains landscape. It would have been characterised by the dynamic flow of fresh water - mobile river channels that split and reconnect around shingle bars, riparian wetlands, springs and lagoons.

These dynamic eco-systems support native flora and fauna, including plains and banks covered with native forest, native fish and tuna (short-finned eels) as well as many birds. The river is an important breeding and nesting habitat for native birds such as the Tūturiwhatu, the banded and black-fronted dotterels and the Tarāpuka, black-billed gulls.

Lake Whatumā is also an important natural feature within the Tukituki catchment and receives the water of the wider catchment. It is a home for important native flora and fauna, including the endangered matuku-hūrepo, the Australasian Bittern and tuna (short-finned eels) which are one of the most important mahinga kai resources. Historically a prized eeling lake, Lake Whatumā is of great significance to mana whenua.

The development of new open space around the existing wetland presents opportunities to celebrate and reflect this unique local landscape character within the development area and enhance its mauri.

KEY

- Street trees and amenity planting
- Potential future recreation path
- Open Space reserve
- Council-owned land
- Wetland
- Existing stormwater basin
- Future stormwater basin
- Area B stormwater management areas

The following guiding principles should be considered in the design of new open spaces, streets and across the wider structure plan area where appropriate:

- Where practicable, planting of locally-sourced native trees and plant species within open spaces, at the riparian edge of water bodies and ponds and in street berms. Species sourced in consultation with Mana Whenua.
- Include opportunities for community interaction in open spaces and streets, such as seating or picnic areas, play spaces and mara kai (community fruit forests and vegetable gardens).
- Consider Crime Prevention Through Environmental Design (CPTED) in the design of streets, spaces and the design of landscaping elements to create spaces that are naturally surveilled and promote safe and enjoyable use.
- Design open spaces and streets to be well-connected to surrounding streets, accessible and inclusive to all ages and abilities.
- Consider retaining and enhancing existing natural features on sites, such as mature trees.
- Design streets and open spaces to be connected and easy to navigate. Consideration of consistent wayfinding aids such as signage at junction points and information boards which can also identify important visual landmarks, views or vistas.



Photo credit - Alan Louja

15. Future streets and connectivity

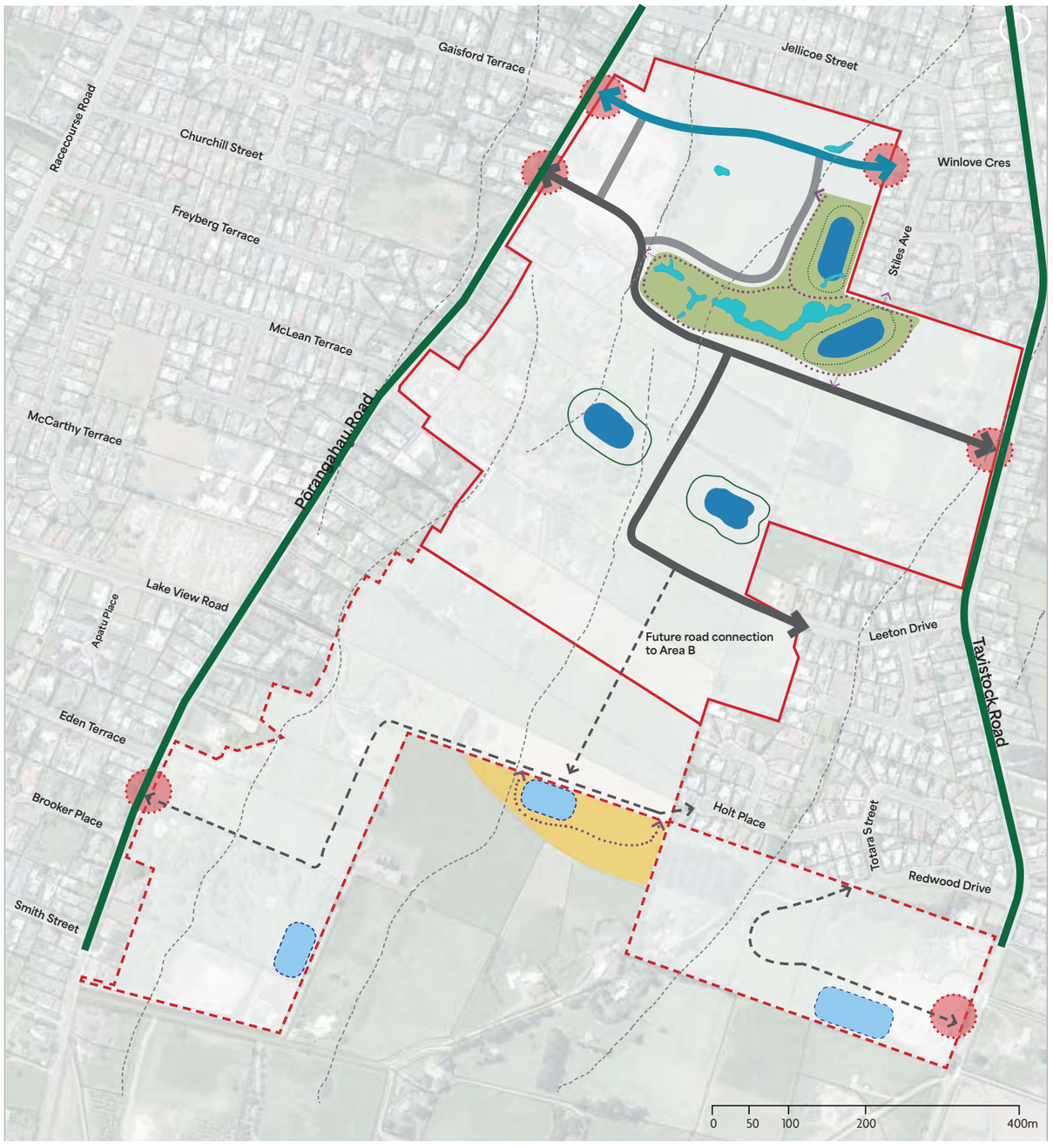


FIG 15. LANDSCAPE CHARACTER AND AMENITY

New street, pedestrian and cycle connections integrate with the existing Waipukurau transport network to create an efficient new street network which improves the connectivity of Waipukurau South and creates opportunities for safer walking and cycling.

Key street connections between Pōrangahau and Tavistock Roads and the extension of Winlove Crescent and Leeton Drive allow for new east-west connections across the site. The incorporation of street trees and amenity planting enhance the quality of these new streets, which incorporate shared pedestrian and cycle routes and lead to the Waipukurau town centre, community facilities, schools and the Tukituki cycle network.

The street layout design allows for a mix of lots size and orientation and complements the existing scale and block size of Waipukurau. The different width of streets support a hierarchy of movement through the site. The main-north south street is anticipated to be a 15m Collector road with a 3.5m shared path for walking and cycling.



FIG 17. EXAMPLE STREET CROSS SECTION FOR COLLECTOR ROAD

Potential future road / cycle / walking connection

Potential future roading connections - 15m Collector with 3.5m shared path (Figure 17)

Potential future roading connections - 15m local road

Potential future connection to Area B

Existing on road cycle network

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