



WOODS

MIDDLE ROAD CONSULTATION REPORT

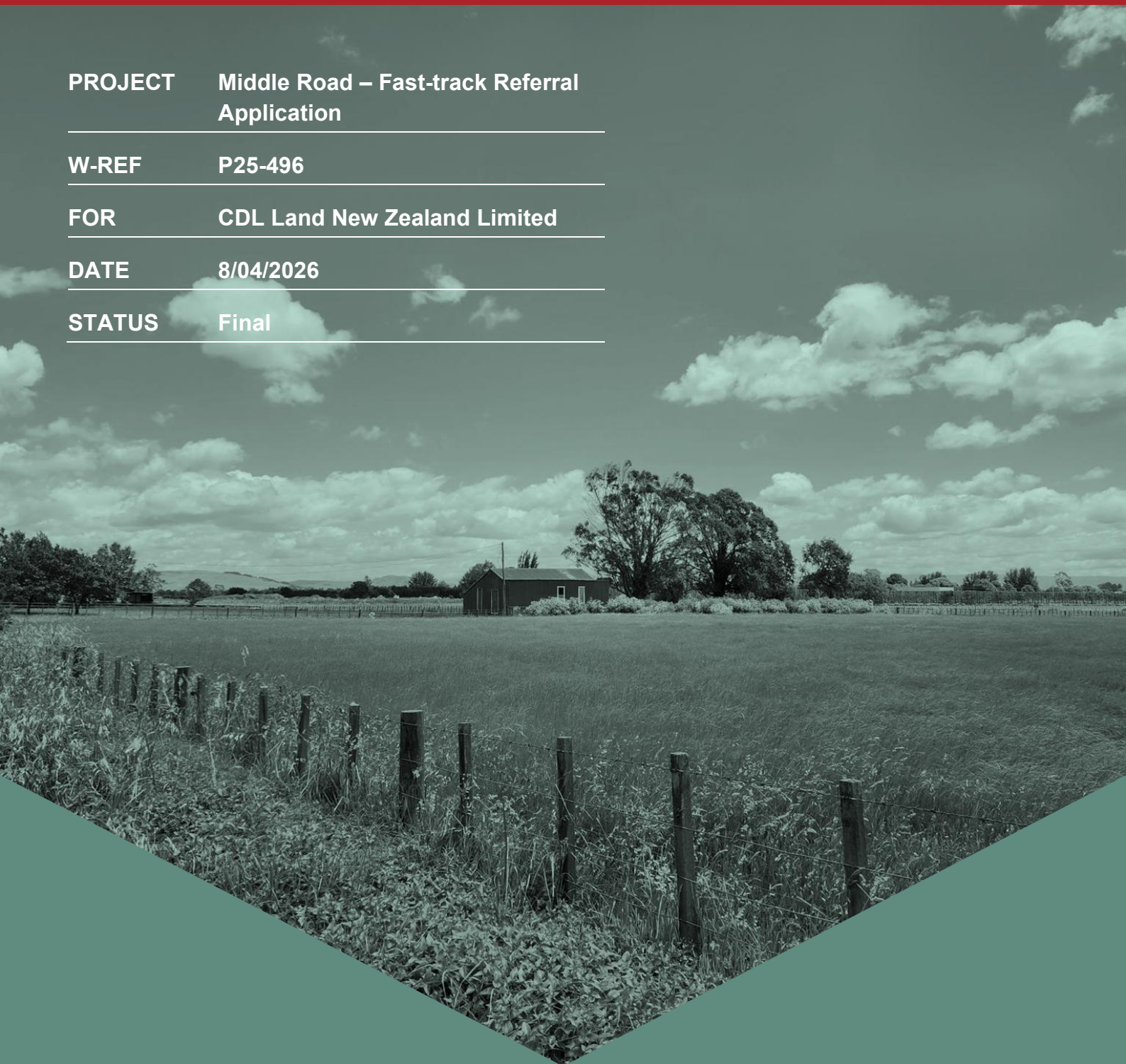
PROJECT Middle Road – Fast-track Referral
Application

W-REF P25-496

FOR CDL Land New Zealand Limited

DATE 8/04/2026

STATUS Final





Document Control

Project Number	P25-496
Project Name	Middle Road – Fast-track Referral Application
Client	CDL Land New Zealand Limited
Date	8/04/2026
Version	V1
Issue Status	Final
Originator	Jo Sunde – Senior Associate Planner Fergus McArthur – Urban Designer
Reviewer	Emma Howie – General Manager Planning & Urban Design
Approval	Emma Howie – General Manager Planning & Urban Design
Consultant details	Wood & Partners Consultants Limited (Woods) PO Box 6752 Victoria St West, Auckland 1142 woods.co.nz
Copyright and Limitations	<p>The concepts and information contained in this document are the property of Woods (Wood & Partners Consultants Ltd). Use or copying of this document in whole or in part without the written permission of Woods will constitute an infringement of copyright.</p> <p>This report has been prepared on behalf of and for the exclusive use of Woods client, and is subject to and issued relating to the provisions of the agreement between Woods and its Client. Woods accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this document by any third party.</p>



Table of Contents

STATEMENT OF QUALIFICATIONS & EXPERIENCE	3
1.0 INTRODUCTION	5
1.1 FTAA Requirements	5
1.2 Report Purpose	5
1.3 Consultation Approach	6
1.4 Identified Stakeholders	7
2.0 LOCAL AUTHORITIES	8
2.1 Hawkes Bay Regional Council	8
2.2 Heretaunga Hastings District Council	18
3.0 MANA WHENUA	30
3.1 Ngāti Kahungunu Iwi Incorporated	30
3.2 Tamatea Pōkai Whenua	30
4.0 ADMINISTERING AGENCIES	35
4.1 Ministry for the Environment	35
4.2 Environmental Protection Agency	35
4.3 Department of Conservation	35
4.4 Heritage New Zealand Pouhere Taonga	36
5.0 ADJACENT LANDOWNERS	37
6.0 CONCLUSION	39

List of Attachments

- Attachment 1:** Hawkes Bay Regional Council Correspondence
- Attachment 2:** Hastings District Council Correspondence
- Attachment 3:** Ngāti Kahungunu Iwi Incorporated Correspondence
- Attachment 4:** Tamatea Pōkai Whenua Correspondence
- Attachment 5:** Ministry for the Environment Correspondence
- Attachment 6:** Environmental Protection Agency Correspondence
- Attachment 7:** Department of Conservation Correspondence
- Attachment 8:** Heritage New Zealand Pouhere Taonga Correspondence
- Attachment 9:** Adjacent Rural Landowners Correspondence
- Attachment 10:** List of Adjacent Properties & Landowners



Statement of Qualifications & Experience

The following is a statement of the qualifications and experience of the Planners involved in preparing this Consultation Report.

Joanne Sunde – Senior Associate Planner – Woods & Partners Consultants Limited

I am a Senior Associate Planning Consultant at Wood & Partners Consultants Limited (Woods). Woods is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure and planning, and surveying. I have been employed at Woods since March 2024.

I hold the qualifications of Bachelor of Planning (Hons) from the University of Auckland | Waipapa Taumata Rau, which I completed in 2006. I am an intermediate member of the New Zealand Planning Institute. I have 15 years experience in the planning and property industry including a planning consultant at a specialist planning firm, a development manager at Bunnings Limited, and an independent planning consultant.

I have broad experience in the resource management field working on behalf of a range of clients including land developers, commercial entities, Councils, iwi authorities and individual landowners. This has involved preparation of resource consent applications, private plan changes, designations, policy and plan review submissions, and preparation / presentation of planning evidence at Council hearings. More recently, I was a key member of the planning team for the Arataki Project Fast-track application.

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

Woods McArthur – Urban Designer, Wood & Partners Consultants Limited

I am an Urban Designer and Project Manager at Woods. I have been employed at Woods since June 2024.

I hold the qualifications of BUrbPlan(Hons) MUrbDes and from the University of Auckland, which I completed in 2019 and 2021. I am a member of UDINZ, and the Urban Design Forum.

I have 5 years of professional experience in Urban Planning and Urban Design, including roles such as Urban Planner and Urban Designer at Harrison Grierson. My experience includes residential and industrial masterplanning, structure plan design, urban design assessment writing, and preparing urban design guidelines. More recently, I was a member of the project team for the Arataki Project Fast-track application.

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

Emma Howie – General Manager, Wood & Partners Consultants Limited

I am a Planner & General Manager of Planning & Urban Design at Wood & Partners Consultants Limited (Woods). I have been employed at Woods in two periods: first, from 2013 to 2016, and again from 2023 to the present.

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

I have over 15 years of professional experience in resource management planning, spanning both the public and private sectors. My expertise includes land development and subdivision projects, with a focus on delivering master planned communities in Pōkeno, Long Bay, Hingaia, Paerata Rise, and Milldale in Auckland. I have also led planning for large-scale infrastructure projects, including the Notice of Requirement for Auckland Airport's second runway and the planning of new schools and kura across Aotearoa. My expertise covers the preparation and management of a broad range of planning applications, including district and regional resource consents for bulk earthworks, subdivisions, discharges, and comprehensive residential developments, as well as the preparation of Notices of



Requirement and Outline Plans. I have been involved in submissions on planning documents and the preparation and presentation of planning evidence at Council hearings and have participated in Environment Court mediation. More recently, I was a key member of the planning team for the Arataki Project Fast-track application.

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



1.0 Introduction

This **Consultation Summary** report forms part of the supporting material for the Middle Road Project (the **Project**) Referral Application lodged under the Fast-track Approvals Act 2024 (FTAA). It documents the engagement undertaken by the applicant CDL Land New Zealand Limited (**CDL/Applicant**) in preparing the proposal and outlines how consultation has informed the concept design and preliminary technical assessments.

The Project site is located at 92, 108, and 148 Middle Road, and 139 Te Aute Road, Havelock North (**the Site**), and is proposed to be developed as a comprehensive residential neighbourhood for 300 to 350 lots with associated infrastructure, open space, and stormwater management areas.

1.1 FTAA Requirements

Section 11 of the FTAA sets out the consultation requirements for a referral application. Consultation must be carried out before a referral application is lodged. Section 11 of the FTAA requires the applicant to consult with (emphasis added):

- (a) *the relevant local authorities; and*
- (b) *any relevant iwi authorities, hapū, and Treaty settlement entities, including—*
 - i. *iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements; and*
 - ii. *the tangata whenua of any area within the project area that is a taiāpure-local fishery, a mātaítai reserve, or an area that is subject to bylaws made under Part 9 of the Fisheries Act 1996; and*
- (c) *any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana Act) 2011; and*
- (d) *ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou; and*
- (e) *the relevant administering agencies; and*
- (f) *if the proposed approvals for the project are to include an approval described in section 42(4)(f) (land exchange), the holder of an interest in the land that is to be exchanged by the Crown.*

The consultation outlined above has been undertaken in accordance with the previous version of Section 11 of the FTAA. Consultation for the Project commenced prior to 31 March 2026, being the date on which amendments to Section 11 came into force. In accordance with the transitional provisions of the Fast-track Approvals Amendment Act (refer Part 2 of Schedule 1), where consultation was commenced under the former Section 11, the applicant is not required to comply with the amended notification requirements and may complete consultation under the previous provisions. On this basis, the consultation for the Project has been undertaken in accordance with the earlier Section 11 framework.

1.2 Report Purpose

The purpose of this report is to provide an overview of the consultation undertaken by CDL in preparing the Referral Application under the FTAA. It identifies the parties engaged with, including mana whenua, local authorities, government agencies, and potentially affected landowners, and outlines the nature and extent of that engagement.

This report summarises the key themes raised through consultation and describes how stakeholder feedback has informed the concept design and preliminary technical assessments that support the Project. Its purpose is to demonstrate that consultation has been



appropriately undertaken in accordance with the intent of the FTAA and to provide the Ministry for the Environment (MfE) and decision makers with a clear basis to assess the adequacy and outcomes of that engagement. Detailed correspondence and supporting material are appended.

This Consultation Report should be read in conjunction with the Planning Overview Report and the full suite of technical assessments lodged in support of the referral application. These documents collectively set out the project description, assessment of effects, and proposed mitigation measures, and provide the broader context within which the outcomes of consultation have informed the development of the proposal.

1.3 Consultation Approach

The consultation approach for the Project has been designed to ensure comprehensive engagement with key stakeholders at the outset of the Project, promote transparency, ensure feedback is meaningfully considered, and provide an appropriate level of engagement relative to each party's interest and potential involvement in the future substantive application.

Engagement has been undertaken through a combination of meetings, phone calls, email correspondence, and written updates, with the form and frequency of communication tailored to the role and interests of each stakeholder. The approach has been collaborative and responsive, focusing on establishing constructive relationships and enabling early identification of key matters ahead of the future substantive application stage.

The objectives of CDL's consultation approach has been to:

- Introduce the concept design and explain the project's intent under the FTAA.
- Identify and understand local knowledge of the site, wider area, and matters requiring further investigation.
- Understand stakeholder expectations and obtain early feedback on the proposal.
- Inform the development of preliminary technical assessments supporting the Referral Application.

A consolidated record of engagement has been maintained to document discussions, feedback received, and CDL's responses. This has been reviewed across the Project Team to ensure all relevant matters have been considered, with feedback informing refinements to the concept design and supporting technical assessments where appropriate.

Targeted engagement has been undertaken with administering agencies, local authorities, mana whenua, and key adjacent landowners to ensure their specific interests and responsibilities are recognised, as summarised below:

- Engagement with administering agencies has focused on confirming referral requirements and expectations under the FTAA.
- Engagement with local authorities has enabled early input on servicing, transport, and environmental matters, which has informed the preliminary design and reporting.
- Engagement with mana whenua has focused on understanding cultural values, environmental priorities, and establishing relationships.
- Engagement with adjacent landowners has at this stage been limited to the rural zoned landholdings. CDL has sought to understand their views on the proposed urbanisation of the site.



CDL acknowledges that this consultation represents the initial phase of engagement for the Project. Engagement will continue through the referral and substantive application stages and beyond, as appropriate for each stakeholder group.

1.4 Identified Stakeholders

In accordance with Sections 11, 13 and 29 of the FTAA, CDL has engaged with the following parties (**Table 1**) since November 2025:

Table 1: Stakeholders

Group	Stakeholder
Local Authorities	Hastings District Council (HDC)
s11(1)(b)(i)	Hawke’s Bay Regional Council (HBRC)
Mana Whenua	Ngāti Kahungunu Iwi Incorporated (NKII)
s11(1)(b)(ii)	Tamatea Pōkai Whenua (TPW)
	Korongatā Marae
	Mihiroa Marae
Administering Agencies	Ministry for the Environment (MfE)
s11(1)(b)(iii)	Environmental Protection Authority (EPA)
	Heritage New Zealand Pouhere Taonga (HNZPT)
Adjacent Landowners	s 9(2)(a) 80-84 Middle Road
s13(4)(j)	s 9(2)(a) 50 Middle Road
	s 9(2)(a) 139-147 Middle Road
	s 9(2)(a) 167 Te Aute Road
	s 9(2)(a) 169 Te Aute Road
	Adjacent landowners listed in Attachment 10
Other Parties	Power – Unison
s13(4)(j)	Telecommunication – Tuatahi

The parties identified above reflect those considered relevant to the Project, having regard to Section 11 of the FTAA, including local authorities, Treaty settlement entities, iwi, hapū, and administering agencies; and adjacent rural landowners in accordance with Section 13.

The additional parties listed under Section 11 are not considered relevant to the Project. The site is not within or adjacent to ngā rohe moana of ngā hapū o Ngāti Porou, is not subject to customary marine title applications, and does not involve land subject to the Fisheries Act 1996 or any Crown land exchange. Furthermore, no Mana Whakahono ā Rohe or joint management agreements are understood to apply to the site or proposal.

The following sections provide a summary of engagement undertaken with each stakeholder



2.0 Local Authorities

In meeting the requirements of s11 of the FTAA, CDL has had several pre-application meetings, phone calls, and written engagement with the two relevant local authorities, HBRC and HDC as set out below.

2.1 Hawkes Bay Regional Council

Engagement with HBRC commenced in November 2025 and included an initial project introduction meeting in December 2025, followed by ongoing liaison with HBRC officers on specific technical matters and review of draft reporting.

Key feedback received from HBRC and CDL's responses are summarised as follows:

- **Consent approvals:** Indicative consent matters have been discussed with HBRC to inform likely regional consenting requirements under the RRMP and TANK Plan Change.
- **Stormwater approach:** HBRC raised concerns around existing site flooding. They have recommended alignment with HBRC Waterway and Low Impact Design guidance. The stormwater management strategy has adopted this approach, and discharge is proposed to both the Herehere Stream and Gilpin Drain, with design detail to be provided as part of the future substantive application.
- **Groundwater and aquifer protection:** HBRC noted the site overlies the Heretaunga Plains confined aquifer and requires no degradation of groundwater quality. This has been recognised with the proposed lining of the dry basins which will be addressed through detailed stormwater design at the substantive stage.
- **Sediment and water quality management:** In line with regional consenting requirements, HBRC recommended that downstream effects are considered. Robust erosion and sediment controls will be embedded in the design and construction approach as part of the future substantive application, along with stormwater management (detention) and water quality treatment devices.
- **Stream maintenance access and planting:** HBRC shared concerns around flood risks and maintenance associated with future riparian planting in the Herehere Stream corridor. Sufficient space has been provided in the indicative design to allow these outcomes. HDC has suggested a different approach to the type of planting required as set out Section 2.2 below. CDL will workshop an appropriate stream interface design at the substantive stage in conjunction with both Councils to ensure both needs are addressed.
- **Public transport integration:** HBRC requested consideration of an extension of the public bus route through the site. The spine road has therefore been designed to accommodate a public bus route with stops and road cross sections confirmed as part of the future substantive application.
- **Reverse sensitivity:** HBRC identified the need to manage reverse sensitivity effects through buffers and coordination with HDC requirements. This has been considered in the concept plan through provision for interface treatments and will be further refined at the substantive stage.
- **Highly Productive Land (HPL):** HBRC confirmed the site is to be treated as Highly Productive Land (HPL) under the NPS-HPL and raised some concerns regarding the interpretation of planning provisions and conclusions reached in the AgFirst assessment. CDL remains confident in the assessment and conclusions reached, with



further refinement and clarification to be undertaken as part of the substantive application stage.

- **Ongoing engagement:** HBRC indicated a preference for review of draft reports prior to lodgement of the referral application. Draft reports have been provided for consideration ahead of referral lodgement, feedback has been received, and ongoing engagement with HBRC is committed.

Overall, HBRC's feedback has been focused on ensuring a robust and integrated approach to stormwater management and design, flood risk, and environmental outcomes, while maintaining alignment with the RRMP and TANK Plan Change. This feedback has been considered at a high level in shaping the concept design and preliminary technical assessments. A detailed summary of the engagement, including specific matters raised and CDL's responses, is provided in **Table 2** below.

Copies of engagement with HBRC are included in **Attachment 1**.



Table 2: Engagement Summary with Hawkes Bay Regional Council

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Planning		
<p>Consent Matters (27/01/2026 & 27/03/2026)</p>	<p>HBRC sought clarification (20/01/2026) on anticipated regional consents to inform its Section 30 response.</p> <p>HBRC outlined the likely regional consent matters in their Pre-App Memo dated 27/03/2026 following review of the draft technical reports.</p> <ul style="list-style-type: none"> • Land use consents for structures within or near waterbodies, vegetation clearance, soil disturbance, and works affecting drains. • Water permits for temporary water take and use during construction, and diversion of drains. • Discharge permits for: <ul style="list-style-type: none"> ○ Diversion and discharge of stormwater to surface water. ○ Potential discharge of contaminants to land under RRMP Rule 48, subject to confirmation of soil disturbance and contaminant redistribution. 	<p>Woods provided a preliminary assessment (27/01/2026) of relevant RRMP rules, identifying likely consent requirements for water take, stormwater discharge, vegetation clearance, stream works, and contaminated land.</p> <p>The potential regional consenting pathway has now been clarified, with anticipated land use, water, and discharge consents identified and incorporated into the Project consenting strategy. This includes full consideration of the TANK plan change provisions. Woods have updated the planning overview report to reflect the consent matters identified by HBRC in their Pre-App Memo and will further refine consent matters as part of the future substantive application.</p>
<p>Draft Technical Reports (12/03/26 & 16/03/2026)</p>	<p>HBRC requested (11/12/2025 & 24/12/2025) that CDL provide copies of draft reporting ahead of lodging the referral application so that they could provide meaningful input to the Project.</p>	<p>Draft technical assessments have been shared with HBRC (12/03/26 & 16/03/2026) to enable early feedback (received via the Pre-App Memo), with ongoing engagement anticipated to continue through the referral and substantive application stages.</p>
<p>Section 30 Letters (received 28/01/2026)</p>	<p>Woods formally requested a Section 30 letter (15/01/2026) from HBRC to support the referral application.</p>	<p>HBRC issued its Section 30 response (28/01/2026), confirming no existing consents apply to the site and identifying likely regional consents requirements.</p>
Highly Productive Land		



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Draft AgFirst Report feedback email (02/04/2026)	<ul style="list-style-type: none">• HBRC agrees the site is to be treated as Highly Productive Land (HPL) under the NPS-HPL (Clause 3.5(7)).• HBRC has not yet re-mapped areas of HPL in the Hawke's Bay region. However HBRC does provide an online interactive viewer of LUC classifications with those eight classes derived from the NZ Land Resource Inventory. Those maps are not to be confused with re-mapping of HPL for inclusion in the Regional Policy Statement. HBRC has paused that HPL mapping workflow as a consequence of amendments to the RMA passed in August 2025 and further amendments to the NPS-HPL that came into effect in January 2026.• The RPS's content largely pre-dates the NPS-HPL so the RPS does not refer to 'highly productive land' as now defined the NPS-HPL. References to 'versatile land' is a close resemblance, but they are not the same. The RRMP's definition of 'versatile land' does not have "disqualifications" as described by the Author at page 21.• The total area of the subject land was NOT identified in the HPUDS as a prioritised residential greenfield growth area. HPUDS identified the northern portion of the land as a 'Reserve Area.' At section 4.3.4 of HPUDS, a brief commentary is provided about the area's suitability for residential development and also preference to prioritise other areas. [ref page 15]• The suggestion that CKL Ltd's flood modelling has been "accepted by HBRC" is an over-statement and misrepresentation. [ref page 10]• It would be correct to say there are currently no permits for the taking and use of water. To infer that "no water allocation rights" will persist permanently or at least for next three decades seems to exaggerate current conditions. [ref page 24]	<ul style="list-style-type: none">• The application clearly acknowledges the site as HPL and includes a detailed assessment of the NPS-HPL in the Planning Overview Report.• The AgFirst report clearly adopts the LUC2 mapping of the site and acknowledges that it is mapped that way both by the regional council and by Landcare.• The AgFirst report explains that the decision on Canterbury Regional Council v Selwyn District Council [W142/96] updated the definition and identified a range of other factors that should be taken into account. Those matters include some of the things AgFirst has listed at page 21.• In section 10.1.1 of the report AgFirst states that the site was previously included within the HPUDS as a greenfield development site. It is accepted that this was a draft version of the HPUDS.• Re the CKL flood modelling – noted and the AgFirst report will be updated for the substantive application.• HBRC refer to the current and foreseeable constraints and lack of water allocations. The AgFirst report talks to this issue sufficiently for referral and the report can be updated further for the future substantive application.• The Planning Overview Report steps through each section of the Clause 3.10 test.• CDL is concerned that HBRC has misinterpreted the conclusions of the AgFirst report with respect to the HPL definition and the meaning of productive capacity. We are satisfied that the AgFirst report draws appropriate conclusions.• The Planning Overview Report provides a comprehensive evaluation of productive capacity, site constraints, and



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	<p>The AgFirst report does not overtly say that there will be no water rights for the next three decades.</p> <ul style="list-style-type: none">• Author provides commentary on NPS-HPL Clause 3.10. We anticipate the Application (through expert planner's assessment) will provide a fuller thorough assessment of the NPS-HPL's policies and its clauses relating to implementation.• It is unclear how the Author has assessed, let alone concludes, how this project "avoids" any significant loss (either individually or cumulatively) of productive capacity of HPL in the district (as per Clause 3.10(1)(b)(i) of NPS-HPL). [ref page 24] – The whole report leads to this conclusion. There is a definition of productive capacity in the HPL and clearly AgFirst have demonstrated that the site does not meet the requirements of that definition and, in turn, there would be no loss of productive capacity.• HBRC expects a clear and robust planning assessment of the NPS-HPL and relevant policy framework.	<p>relevant policy provisions to address HBRC's concerns alongside the technical reporting from AgFirst. Further detail will be provided as part of the future substantive application.</p>
Reverse Sensitivity		
Pre-App Memo Feedback on technical reports (27/03/2026)	<p>HBRC considers Policy UD12 relevant, despite the absence of formal rezoning.</p> <ul style="list-style-type: none">• The need for ongoing liaison with the territorial authority, consistent with Policies 5 and 6.• Support for buffers, setbacks, and separation distances to manage reverse sensitivity effects.• Potential need for additional mitigation to address spray drift, dust, smoke, and odour.	<p>HBRC's guidance on reverse sensitivity has been considered alongside HDC input. Interface treatments (including strategic placement of stormwater devices) and the ability for setbacks to be incorporated into the larger external boundary facing lots are proposed. Rural neighbours consulted and are supportive of the urbanization of the landholdings.</p> <p>Interface design response to be further refined through detailed design.</p>



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Stormwater & Stream Works		
<p>Early design feedback (11/12/2025 & 24/12/2025)</p>	<ul style="list-style-type: none"> • HBRC has no specific requirements for works to the Herehere Stream, noting HDC is the asset manager and HBRC is the regional consent authority. • In the absence of HDC direction, HBRC recommends a minimum 6m unobstructed maintenance access strip along one bank and avoidance of vegetation that may hinder maintenance or cause blockages. • HBRC would review discharge devices for erosion control, and emphasized robust sediment controls given the temperature and sediment sensitivity of the Karamu catchment. • Stormwater is expected to follow a Low Impact Design approach consistent with HBRC Waterway Guidelines and HDC’s global stormwater consent requirements for greenfield development. • Consideration is needed as to whether the proposal falls under HDC’s global consent or remains standalone. 	<ul style="list-style-type: none"> • The stormwater strategy adopts a Low Impact Design approach, and provision for maintenance access, sediment control, and erosion management can be incorporated into the detailed design. Noted that HDC has a different approach to riparian planting with more robust planting recommended for ecology improvement. CDL plan to workshop a full design solution for the Herehere Stream interface in coordination with both Councils as part of the substantive application. • Provision for stream maintenance access and consideration of sediment control and water quality outcomes can be incorporated into the detailed design. • The dry basin and treatment train approach to stormwater management will assist with temperature control. • Discharge consents will be required as the site does not fall within the HDC global consent. Detailed design will be worked up as part of the substantive application in consultation with HBRC. Stormwater infrastructure will likely be vested to HDC.
<p>Early design feedback (11/12/2025 & 24/12/2025)</p>	<p>Flood assessment should confirm no adverse upstream or downstream impacts.</p> <p>HBRC will check availability of relevant flood modelling and gauging data to assist.</p>	<p>Flood modelling has been undertaken by Woods to assess upstream and downstream effects, with no adverse off-site impacts anticipated.</p> <p>Flood inputs have been obtained from both Council’s GIS data and additional data provided by HDC</p>
<p>Updated SW Design (23/03/2026)</p>	<p>On 23/03/2026 Woods issued HBRC a revised concept plan with amended stormwater device areas to reflect updated modelling provided by HDC. Noted that HDC had an error in their modelling which required the device areas to increase in size. Stormwater</p>	<p>It is acknowledged that, due to the late identification of errors in the HDC modelling and subsequent updates to the stormwater design, there has been limited opportunity for HBRC to fully review the revised stormwater management approach prior to lodgement.</p>



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
<p>Pre-App Memo Feedback on technical reports (27/03/2026)</p>	<p>Report needed to be amended, but revised preliminary findings issued 24/03/2026 as an interim review measure.</p> <ul style="list-style-type: none"> • HBRC’s planning team emphasised that the site overlies the Heretaunga Plains confined aquifer, and groundwater quality must be protected in accordance with RRMP Objective 42 and Policy 75. Moderate weight is to be given to Proposed Plan Change 9 (TANK), particularly Policies TANK 28 and 29. • Detailed design of all stormwater treatment and attenuation devices are required at substantive stage. • Adoption of a treatment train approach achieving at least 75% TSS removal is expected as part of the future detailed design. • Use of a dry basin to assist with temperature control prior to discharge is accepted. Detail design to be provided as part of the substantive application. . 	<p>Further review and input will be incorporated at the substantive application stage.</p> <ul style="list-style-type: none"> • It is acknowledged that detailed stormwater design and further technical information will be progressed at the substantive application stage, with ongoing engagement with HBRC. It is anticipated that the design will achieve the requirements of HBRC. • Groundwater will not be affected by the Project, with lining of the dry basins proposed to protect the underlying groundwater and aquifer.
<p>Draft SW Report feedback email (02/04/2026)</p>	<p>HBRC agrees in principle the proposed stormwater management for the subdivision with the following comments:</p> <ul style="list-style-type: none"> • HBRC’s Heretaunga Plains Flood Control Scheme – Gravity drains have a designed LoS based on the capacity of the drain can convey 50mm of runoff per hectare over a 24-hour period. • The Bake and Pomeroy Drains are proposed to be removed as part of the subdivision replaced by a combination of piped system and detention ponds. • The discharge from the Zone 1 area into the Herehere Stream needs to design to limit erosion at the entry into the stream. • The Gilpin Drain is still to remain in part and is proposed to be used to discharge water from Zone 2 area. Need to make sure that discharge from Zone 2 area does not exceed the capacity of the drain. 	<p>All feedback noted. Detailed design will be progressed at the substantive application stage in consultation with HBRC and HDC to confirm compliance with relevant guidelines and performance requirements.</p>



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	<ul style="list-style-type: none"> • Dry basins could be used but that would be dependant on soakage testing. • Works within the stream corridor will need to provide maintenance space. For HBRC we require 6m setback from the edge of the stream. • Water treatment requirements will need to comply with HDC global consent and HBRC Waterway Guidelines Stormwater Management - Water Quality Design. • Stream works will need to comply with HBRC Waterway Guidelines for Working in Waterways. 	
Contamination		
Early design feedback (11/12/2025)	If contamination is identified, potential HBRC consent triggers may apply under RRMP Rule 48, depending on management approach.	Preliminary contaminated land reporting has been undertaken and will be addressed through further investigation at the substantive stage.
Pre-App Memo Feedback on technical reports (27/03/2026)	<p>At the substantive stage, further information will be required on:</p> <ul style="list-style-type: none"> • The nature and extent of contaminated soils. • Management measures during earthworks. • Potential effects on freshwater and ecological values. • Whether RRMP Rule 48 is triggered due to soil mixing or increases in hazardous substance concentrations. 	The approach to contaminated land has been acknowledged, with further investigation and management measures to be developed at the substantive application stage to address potential effects on freshwater and ecological values and refine the consent status.
Transport		
Early design feedback (11/12/2025 & 24/12/2025)	A potential two-way bus route through the development was discussed, with bus stops to align with NZTA Bus Stop Infrastructure guidance. A stop near James Wattie Village may be beneficial.	The transport layout enables a future public bus route through the site, with detailed design to be confirmed at the substantive stage.



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
<p>Pre-App Memo Feedback on technical reports (27/03/2026)</p>	<p>HBRC considers the transport assessment to be robust and well aligned with the RLTP, RPTP, GPS, and NPS-UD. HBRC supports:</p> <ul style="list-style-type: none"> • The proposed internal layout and active transport integration. • Provision for a future bus connection between Te Aute Road and Middle Road. 	<p>The draft transport assessment has been confirmed as aligning with regional transport policy direction, including provision for future public transport integration through the site in the form of a bus route.</p>
Engineering		
<p>Early design feedback (11/12/2025 & 24/12/2025)</p>	<p>Support for water supply and wastewater connected to HDC networks, with stormwater infrastructure likely vested in HDC.</p>	<p>The proposed water supply and wastewater will be connected to HDC reticulated system.</p> <p>Stormwater infrastructure will likely be vested with HDC.</p>
<p>HBRC feedback to draft technical reports (27/03/2026)</p>	<ul style="list-style-type: none"> • Stormwater design to ensure no degradation of groundwater quality (Heretaunga Plains aquifer) and alignment with TANK policies • General support for proposed stormwater treatment approach, including treatment train and water quality outcomes • Limited detail provided on contaminated land management and potential effects on freshwater and ecology • HBRC supports the proposal to connect to the HDC reticulated wastewater network. No onsite wastewater discharge is proposed, and this approach is supported from a regional perspective 	<ul style="list-style-type: none"> • Stormwater management approach has been developed in accordance with best practice and relevant policy direction, including protection of groundwater quality and adoption of a treatment train methodology and lined detention basins. • The proposed stormwater design, including dry basins and treatment devices, will align with HBRC’s expectations, with detailed design to be confirmed at the substantive application stage • Contaminated land considerations have been assessed, with further investigation and management measures to be developed at the substantive stage to confirm consenting approach • The development will connect to HDC’s reticulated wastewater network, consistent with HBRC’s expectations
Ecology		



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Feedback on technical reports (27/03/2026)	<p>HBRC considers the draft Ecological Assessment to be thorough. Key findings:</p> <ul style="list-style-type: none">• Herehere Stream is identified as having moderate ecological value.• Sediment and stormwater effects are anticipated to be minor with proposed mitigation measures.• Riparian restoration is supported and expected to result in a net ecological benefit.	<p>HBRC's ecological and water quality feedback, including support for riparian restoration and sediment management, is positive. Full design of the stream interface will be refined as part of detailed design with a focus on naturalised design responses in coordination with both Councils and mana whenua.</p>



2.2 Heretaunga Hastings District Council

Engagement with HDC commenced in November 2025 and has included an initial project introduction meeting in November 2025, followed by ongoing liaison with Council officers on specific technical matters including stormwater modelling, transport, three waters servicing, urban design, open space provision, economic inputs, and strategic planning matters. Draft reporting was also provided to HDC for high level review and feedback ahead of referral lodgement.

Key feedback received from HDC and CDL's responses are summarised as follows:

- **Rural interface / reverse sensitivity:** HDC raised strong concerns regarding the absence of a buffer along the site boundaries adjoining Plains Production zoned land. A 30m setback (or equivalent mitigation) was identified as standard practice to manage reverse sensitivity effects, with reference to the National Policy Statement for Highly Productive Land (**NPS-HPL**) and potential constraints on productive land use. In response, CDL have provided a suite of technical reports, adjusted the concept plan to include stormwater reserves adjacent to rural boundaries, and provided detailed justification for site boundary treatment within the Planning Report.
- **Economic and planning matters:** HDC requested robust planning and economic justification, including alignment with the National Policy Statement for Urban Development (**NPS-UD**), consideration of existing and committed housing supply in Hastings District and the exclusion of the site from the Future Development Strategy (**FDS**). Concerns were raised regarding the development of highly productive land in the absence of demonstrated short- to medium-term demand, and a preference for standardised residential zoning provisions rather than bespoke controls. The Economic Reporting and other technical reports prepared to support the referral application confirms that the site is suitable for the advancement of housing development within the economic context of the district and region.
- **Stormwater and flooding:** Stormwater and flood risk were identified as key constraints for this site given its location downstream in the catchment and adjacency to Herehere Stream. HDC requested detailed modelling, including confirmation of upstream and downstream effects, maintenance of pre-development flow regimes, verification of model inputs and boundary conditions, and assessment of flood depth changes. CDL has adopted a comprehensive stormwater management strategy for the Project having regard to the above.
- **Wastewater & Water capacity:** Capacity constraints were identified within the wastewater network, including required upgrades to the Breadalbane pump station. Confirmation of the servicing strategy and developer-led infrastructure solutions was requested, along with clarity on water supply from the Waiaroha Zone. The Infrastructure Report confirms that water supply capacity is available, and CDL is prepared to work with HDC to deliver necessary wastewater infrastructure upgrades to support the development.
- **Transport and access:** HDC supported the internal street network and connectivity, requesting provision for public transport, and recommending that a road link was provided through the development between Te Aute Road and Middle Road to relieve pressure on nearby Upham Street. HDC requested further assessment of wider network effects and impacts on the Havelock North roading network, along with refinement of intersection design and on-site layout. CDL have provided the road link between the two primary roads, provided space for a public bus route through the



site, and will continue to work with HDC to refine the design and provide more detailed reporting as part of the substantive application.

- **Open space and urban design:** Council sought refinement of green corridor widths and functions, clearer definition and activation of central open space, strengthening of park edges and passive surveillance, improved street interface treatments, alignment with stream bank remediation guidance, and further assessment of play provision and walking catchments. CDL will continue to work with HDC through the substantive stage to refine the use and function of open space areas and support positive urban design outcomes.

Overall, HDC's feedback reflects a degree of caution regarding the urbanisation of the site, particularly in relation to strategic planning alignment with the FDS, the use of highly productive land, and the management of reverse sensitivity effects at the rural interface. Council has also identified key technical matters requiring further resolution, including stormwater modelling, wastewater infrastructure capacity, and wider transport network effects.

At the same time, HDC has acknowledged the positive aspects of the indicative concept plan, including the multi-functional approach to stormwater and open space, response to the Herehere Stream interface, transport connectivity, and stakeholder engagement process. Feedback has therefore been both supportive of the overall design direction and focused on ensuring that the proposal is robustly justified at a strategic level and appropriately mitigates potential effects.

HDC's feedback has informed ongoing refinement of the concept plan and supporting technical assessments, with further detailed design and assessment to be progressed through the substantive application stage. Continued engagement with HDC will be important to addressing detailed strategic and technical matters as the Project advances.

A full summary of engagement with HDC is included in **Table 3** below. Copies of engagement with HDC are included in **Attachment 2**.



Table 3: Engagement Summary with Heretaunga Hastings District Council

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Planning		
Initial Project Meeting (13/11/25)	<p>HDC circulated the combined minutes from the 13 November Initial Project meeting for distribution to the wider project team. Key planning matters were:</p> <ul style="list-style-type: none"> • Concern re FDS status of the site. Must provide robust economic reporting to justify development timing and address likely pushback on short-to-medium-term growth demand. • Reverse sensitivity a concern with remaining block Plains Production zone. Incorporation of substantial buffer treatments along rural interfaces will be required to address potential effects on rural neighbours. • Continue early engagement with mana whenua, service providers, and relevant stakeholders to support coordinated project development. 	<ul style="list-style-type: none"> • A comprehensive economic assessment has been completed, to address housing capacity concerns and to demonstrate regional significance for the referral application. • Agreement with adjacent landowners has been confirmed to the urbanization of the CDL landholdings. Further, stormwater management areas and larger lots have been located along the rural interface to incorporate setbacks and enable landscape buffers. This will be designed as part of the substantive application. • Ongoing engagement with stakeholders including mana whenua has continued across transport, infrastructure, stormwater modelling, parks, policy, and urban design to refine the concept plan response.
Section 30 Letter (20/01/26)	Woods formally requested a Section 30 letter (15/01/2026) to support the referral application.	HDC issued its Section 30 response (20/01/2026), confirming no existing consents apply to the site.
Issue of draft technical reports (12/03/26 & 16/03/2026)	Woods provided HDC with the first set of draft expert reports to seek high-level technical feedback ahead of lodgement. Request to identify any critical gaps, with further opportunity for comments to follow through to the subsequent substantive application.	Early feedback received via the Pre-App Memo 18/03/2026, with ongoing engagement anticipated to continue through the referral and substantive application stages. Feedback has been constructive and has assisted with the formation of the Project as discussed in table sections below. Noted by HDC that feedback was detailed with the intention that a number of queries will be carried through to the substantive phase of the project.



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
HPL Draft Report Feedback (18/03/2026)	Highly Productive Land (HPL) – Concern regarding development of LUC 2 land and loss of productive capacity, particularly where demand is not clearly demonstrated.	CDL acknowledges the HPL classification of the site. The Planning Report and appended AgFirst Productive Land Assessment includes a detailed assessment of the NPS-HPL, including site-specific constraints that limit the practical productive use of the land. The proposal has been advanced recognising these constraints and the need to provide additional housing supply in a well-located area adjacent to existing urban development.
Economics Draft Report Feedback (18/03/2026)	Economic / Housing demand – Concern that sufficient development capacity already exists in Havelock North and that additional supply may exceed short- to medium-term demand.	An economic assessment has been prepared to address housing supply, demand, and market feasibility. The proposal contributes to development capacity, housing choice, and market responsiveness, and is considered appropriate to advance.
Strategic Direction Feedback (18/03/2026)	Future Development Strategy (FDS) – Site not supported by HDC and HBRC for inclusion in the FDS; concerns regarding strategic alignment and necessity of development.	CDL acknowledges the FDS position and has addressed this within the Planning Report. The proposal is advanced under the FTAA as an alternative pathway, recognising that the site was previously identified as a potential growth area and is well-located adjacent to existing urban development. The proposal provides a logical extension to the urban area and can be serviced, subject to infrastructure upgrades.
Reverse Sensitivity Feedback (18/03/2016)	Reverse sensitivity (rural interface) – Strong concern regarding lack of buffer along the western boundary adjoining Plains Production land, with expectation of a 30m setback or equivalent mitigation. Potential constraints on rural activities – Concern that urban development may limit the ongoing use of adjoining rural land for primary production.	CDL acknowledges the need to manage reverse sensitivity effects at the rural interface. The concept plan incorporates setbacks, landscape buffers, and design responses along the external boundaries. Further refinement of the interface will be undertaken at the substantive stage. It is also noted that the adjoining rural landowners are supportive of the urbanisation of the CDL landholdings.
Zoning Framework Feedback	Standardised zoning vs bespoke provisions – Preference for standard residential zone provisions rather than bespoke controls.	CDL has adopted an approach that aligns with standard HDP residential zone provisions where appropriate, with any departures



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
(18/03/2026)		to be clearly justified. The final framework will be refined through the substantive application, balancing standardisation with site-specific requirements.
Urban Design		
High level Feedback to the Project / Concept Plan (12/02/26)	<ul style="list-style-type: none">• Urban design detail requires further work, including improved street addressing, passive surveillance, fencing/interface treatments, cross-sections, clarification of red brick areas, and definition of a central open space area.• Play provision requires further analysis, including walking distances, housing yield, and whether additional play space is needed.• Western boundary buffering is a key issue, with Council seeking a setback (circa 30m or equivalent mitigation) to address reverse sensitivity effects with adjoining Plains Production land.• Preference for standardised residential zoning provisions, limiting bespoke rules to essential matters (e.g. reverse sensitivity, transport, three waters).	<ul style="list-style-type: none">• The concept plan has been updated to address urban design matters, clearer public space function, interface treatments, and refinement of green corridors. A further meeting has been held with HDC's urban design officer. A large number of these discussion points can be addressed as part of the detailed design phase.• Utilization and function of open space areas will be refined with HDC as part of the future substantive application.• Rural interface treatments have been reviewed, with larger lots and stormwater management area setbacks incorporated where appropriate to respond to reverse sensitivity concerns.• Zoning provisions have been reviewed. CDL consider that the HDP zoning provisions can be largely adopted as the planning framework for the site subject to further consideration at detailed design.
Urban Design Experts Meeting (06/03/26)	<p>Urban Acumen met with the HDC urban design officer to review the concept plan and discuss urban design matters.</p> <p>Feedback emphasised strengthening park interfaces through increased road frontage where practicable or robust design controls for adjoining lots, with medium-sized lots preferred adjacent to open space. The entrance triangle park was supported in principle, and access arrangements were confirmed as acceptable, with further refinement to occur at the substantive stage.</p>	<p>Lot sizing fronting the main open space area has been increased to allow for more site area to accommodate back of house activities.</p> <p>The majority of the feedback received relates to detailed design and the future planning framework (zoning and consent notices). This detail can be worked through as part of the future substantive application.</p>



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Open Space & Stream Corridor		
High level Feedback to the Project / Concept Plan (12/02/26)	<p>Woods sought feedback from HDC on open space requirements, attaching the concept plans to an email on 24/11/2025).</p> <p>High level feedback provided through early advice back from HDC. Recommended that play provision requires further analysis, including walking distances, housing yield, and whether additional play space is needed.</p>	<p>The concept plan has been updated to address urban design matters, clearer public space function, interface treatments, and refinement of green corridors. Further refinement of the use of open space areas will occur as part of the substantive design phase alongside HDC.</p>
Stream Interface Meeting (05/03/2026)	<p>Woods met with HDC Infrastructure Manager and Infrastructure Leader to discuss the Herehere Stream interface, proposed stormwater management approach, and revised concept plan, with agreement that achieving a positive outcome for the western bank of the stream is a shared objective.</p> <p>Key matters discussed included:</p> <ul style="list-style-type: none">• Adoption of a catchment-wide approach, acknowledging existing erosion, flood-prone land, cumulative effects, Upham Street flooding, and constraints associated with the Baikie Drain and Te Aute Road bridge.• Confirmation of Council responsibility for the stream reach adjacent to the site, clarification of HBRC's regulatory and drainage roles, and interest in leveraging CDL-owned riparian land to deliver broader flood management and ecological improvements.• Presentation of the proposed dry basin-led stormwater strategy, comprising three management areas and a pre and post-flow control approach to ensure no increase in downstream discharge effects.• Council feedback indicated openness to basin or wetland solutions subject to technical assessment.	<p>CDL acknowledges HDC's feedback on the stream interface and supports a collaborative approach to refining the design. The proposed stormwater and stream management strategy adopts best practice principles, including integration of ecological and hydraulic outcomes and minimisation of hard engineering where practicable. The detailed stream interface design will be progressed in consultation with HDC (and HBRC and mana whenua) at the substantive application stage to ensure alignment with Council guidelines and achievement of appropriate environmental, maintenance, and resilience outcomes.</p>



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Stormwater & Flooding		
Initial Project Meeting (13/11/25)	<p>Key recommendations from Council:</p> <ul style="list-style-type: none"> • Undertake comprehensive stormwater modelling, including 1-in-100-year events, and clearly identify overland flow paths and flood-prone areas. • Review and potentially increase stormwater pond sizing to address additional overland flow volumes and downstream capacity constraints. • Assess historic stream breakout risk, dam break scenarios, and climate change impacts on flow velocities and flood risk. • Adopt a resilience-based design approach, including consideration of raising land levels and/or widening the northern stream corridor. 	<p>The project has been informed in the following ways:</p> <ul style="list-style-type: none"> • Comprehensive stormwater modelling has been undertaken, including 1-in-100-year events, resulting in increased stormwater device sizing to manage identified flood risks. • Swales have been incorporated to convey water through the site and redirect existing farm drain flows in an integrated manner. • Survey of stream banks and assessment of historic stream alignment have been completed to inform technical reporting and design responses. • A resilience-based design approach has been adopted, including consideration of climate change.
Boundary Conditions (12/01/26)	Woods sought clarification from HDC on appropriate stormwater flood modelling boundary conditions for the Middle Road project, and offered to meet to confirm HDC's expectations if required.	Internal correspondence within HDC discussed the request, noting that limited existing modelling data was available for the site and that boundary conditions for the Karamu Stream would need to be obtained from HBRC.
High level Feedback to the Project / Concept Plan (12/02/26)	Stormwater and flooding are the primary servicing constraints, requiring robust modelling, no off-site flood effects, and resilient on-site design.	Stormwater modelling and flood assessments have been refined in response to identified constraints, with updated device sizing, overland flow management, and resilience-based design measures incorporated.
Flood Modelling Data (13/03/26)	Woods met with HDC to discuss an error in the hydraulic modelling boundary conditions provided to Woods by HDC. It was identified that peak stream flow data of approximately 35–40 cubic metres per	The updated modelling inputs provided by HDC have been incorporated into the stormwater assessment. This has resulted in refinement of the stormwater management approach, including



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	<p>second had not been included in the original model inputs, affecting the accuracy of the draft stormwater assessment and basin sizing. The omission was acknowledged, with corrected information provided to Woods.</p>	<p>resizing of detention basins and amendments to the concept plan to accommodate increased storage requirements. The revised design now provides for an integrated stormwater management response across both catchments. Updated preliminary findings and the amended concept plan were provided to HDC on 24/03/2026, with further detailed design to be progressed at the substantive application stage.</p>
HDC feedback to draft technical reports (18/03/2026)	<p>HDC generally supports the stormwater management approach and use of multi-functional stormwater detention areas integrated with open space, subject to ensuring that stormwater performance, maintenance access, safety, and durability are not compromised.</p> <p>Specific matters raised included maintaining clear flow paths, ensuring unrestricted maintenance access, and design of infrastructure.</p>	<p>The concept design has been developed to retain full stormwater functionality while integrating open space outcomes. Key requirements such as flow paths, access, and infrastructure resilience have been incorporated at a concept level. These matters will be addressed in detail at the substantive application stage in consultation with HDC to ensure compliance with standards and long-term performance.</p>
Transport		
Initial Project Meeting (13/11/25)	<p>Movement through the development site is to be low speed, local road connections. Integration with existing cycleways and roading to be resolved.</p>	<p>The internal street network will be designed to operate as a low-speed environment, consistent with local road function and residential amenity. Integration with the wider walking, cycling, and roading network will be progressed through detailed design at the substantive application stage.</p>
Transportation Manager Meeting (27/11/25)	<p>This meeting with HDC’s Transport Manager focused on the proposed roading and transport framework for the Project, including the east–west spine road, connections to Te Aute Road, Middle Road and Upham Street, and integration with existing pedestrian, cycle, and reserve networks. HDC provided feedback on the following:</p> <ul style="list-style-type: none">• Refine intersection layouts, including redesign of the central “dog-leg” intersection to address identified safety concerns.	<p>CDL has considered these transport-related design matters in the development layout. Amendments to the concept plan roading layout were adopted in response to feedback.</p> <ul style="list-style-type: none">• The central “dog-leg” intersection has been redesigned to reinforce the spine road as the clear primary east–west route.



Engagement

Consultation feedback: Section 11

- Provide pedestrian crossings with central refuges and appropriate lighting at Te Aute Road and Middle Road, with the Middle Road crossing aligned to the Iona development.
- Consider painted medians or right-turn bays along Middle Road and Te Aute Road to improve safety and access.
- Design road cross-sections to support lower speed environments, including reducing Middle Road to 50 km/h and reviewing whether the Iona-style section should be modified to suit site conditions.
- Ensure all lots provide a minimum of two off-street parking spaces and enable safe vehicle manoeuvring, particularly along Te Aute Road and Middle Road.
- Utilise the proposed spine road as a key local connection, including accommodating bus services where appropriate, to improve public transport connectivity and reduce traffic pressure on Upham Street.
- Integrate strong pedestrian and cycle connections, including a shared path along the northern boundary and high-quality streetscape outcomes along the spine road.

How response has informed the project: Section 13 (4)(ka)

Before



After

- Indicative pedestrian crossing locations have been identified on Te Aute Road and Middle Road, utilising existing central medians to provide refuges with appropriate lighting.
- The approved Middle Road cross-section applied at the Iona development, including painted medians, is proposed to be extended along the site frontage and adopted along Te Aute Road where appropriate.
- Agreement that Middle Road should become a 50 km/h speed environment, consistent with surrounding urban development.
- Larger lot frontages have been adopted along Te Aute Road and Middle Road to enable on-site manoeuvring and avoid vehicle reversing movements onto these roads.
- The proposed spine road has been designed to accommodate potential bus services while functioning as a lower-speed local route.
- A connected pedestrian network is proposed, linking stormwater devices to the Herehere Stream corridor and providing connectivity along Te Aute Road and Middle Road.



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
HDC feedback on draft technical reports (18/03/26)	<p>HDC provided general support for the internal layout and active transport connections. Further feedback included:</p> <ul style="list-style-type: none">• Wider network modelling required, including intersection performance and effects on Havelock North Village.• Open Space and Urban Design:• Clearer definition of open space functions, vesting, ownership, and maintenance.• Park edge treatment, passive surveillance, fencing interfaces, and rear lot relationships.• Street tree provision and detailed cross sections.• Consideration of small-scale play and quality public realm outcomes.	<p>The proposed transport layout has been developed to provide a well-connected and legible street network, with provision for walking, cycling, and future public transport.</p> <p>Further assessment of wider network effects will be undertaken as part of the substantive application, building on existing modelling and incorporating updated traffic generation data.</p> <p>Intersection design and access arrangements will be refined through detailed design in consultation with HDC to ensure appropriate integration with the surrounding network and alignment with Council standards.</p>
Civil Engineering		
Initial Project Meeting (13/11/25)	<p>HDC confirmed wastewater capacity constraints, noting limitations along Te Aute Road and at Anderson Park, and plan for developer-funded pump station upgrades if required.</p> <p>Align servicing and infrastructure delivery with long-term growth planning and staging frameworks for Havelock North.</p>	<p>Further wastewater investigations have been undertaken (refer to Infrastructure Report), with potential pump station upgrades identified. Full design to be provided at substantive application stage.</p>
Capacity Requests (12/11/25 & 18/11/25) (01/12/25 & 04/12/25)	<p>Woods sought a high-level indication from HDC of existing water supply capacity to service the Middle Road project, referencing growth-related constraints identified in Council strategy documents</p> <p>Initial servicing comments were subsequently provided by HDC, noting that the Middle Road development had not been included in existing water and wastewater modelling or infrastructure planning, and that capacity constraints may therefore arise.</p>	<p>CDL has considered these infrastructure-related design matters in the development layout and Infrastructure Report. Possible future upgrades have been accounted for, and future modelling will need to be determined. Full design to be provided at substantive application stage.</p>



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Infrastructure Capacity (5/12/25)	<p>The outcomes of a follow-up discussion between Woods and HDC were then summarised and confirmed in writing, including the indicative development yield, proposed servicing strategy, identified network constraints, and potential upgrade pathways to service the site.</p>	<p>Confirmation of the following points was noted and informed infrastructure-related design matters in the development layout.</p> <ul style="list-style-type: none">• Supply from the Waiaroha Zone. Single pumping. Extend 250mm main along Te Aute Road to site.• Site isolated from the Havelock North Booster Zone in Middle Rd (have connection for resilience, normally closed valves).• Direct development flows to the Breadlebane pumpstation on Middle Road, current capacity allocated to other developments. Pumpstation undercapacity, but could be addressed by pump upsizing or additional storage, possibly at the proposed development pump stations.• Rising main and receiving gravity sewer have capacity.
High level Feedback to the Project / Concept Plan (12/02/26)	<p>Wastewater capacity is constrained, and no Council funding is programmed for upgrades.</p>	<p>Wastewater servicing options have been further investigated, including potential pump station upgrades and staging considerations.</p>
HDC feedback to draft technical reports (18/03/2026)	<p>Several civil matters were raised in response to the draft technical reports. Most matters pertain to detailed design:</p> <ul style="list-style-type: none">• Further detail requested on earthworks volumes, landform changes, and potential effects on surrounding properties (drainage, runoff, construction effects)• Clarification sought on management of existing stockpiles and contaminated material, including avoiding spread of contamination• Additional information requested on servicing infrastructure, including wastewater upgrades and overall servicing approach	<ul style="list-style-type: none">• Earthworks and landform design have been integrated with the stormwater management approach to minimise off-site effects. Detailed design will be provided as part of the substantive phase.• Contaminated material will be managed in accordance with best practice and relevant regulatory requirements, with detailed methodologies to be confirmed at the substantive stage alongside consideration of the existing Iona stockpiles.• Infrastructure servicing, including wastewater upgrades, has been incorporated into the overall servicing strategy for the project.



Engagement

Consultation feedback: Section 11

Further explanation required on how earthworks and stormwater design respond to existing floodplain storage and hydraulic conditions

How response has informed the project: Section 13 (4)(ka)

Further detailed design and assessment of earthworks, contamination management, and infrastructure will be undertaken at the substantive application stage in consultation with HDC



3.0 Mana Whenua

Engagement with mana whenua has focused on establishing relationships, understanding cultural values, and identifying opportunities for ongoing involvement as the Project progresses. Consultation to date has been at an early stage, with initial discussions focused on introducing the Project and seeking input on cultural and environmental considerations.

A full summary of engagement with mana whenua representatives is provided in **Table 4** below.

3.1 Ngāti Kahungunu Iwi Incorporated

Introductory correspondence was sent to Ngāti Kahungunu Iwi Incorporated (NKII) in December 2025 and late January 2026 to introduce the Project and invite engagement. No response has been received to date. Engagement remains open, and further opportunities to participate in the Project will be provided as it progresses through to the substantive phase.

Copies of engagement with NKII are included in **Attachment 3**.

3.2 Tamatea Pōkai Whenua

Initial engagement with Tamatea Pōkai Whenua (TPW) commenced in October 2025, followed by a site meeting in December 2025 attended by representatives from Korongatā Marae and Mihiroa Marae, alongside TPW. The concept plan was shared in December 2025, with further discussions in January and February 2026 confirming CDL's willingness to support the preparation of a Cultural Values Assessment (CVA). An expression of interest process was initiated by TPW in February 2026, with two parties showing interest in the preparation of a CVA.

Following a change in personnel at TPW, a further update meeting was held in March 2026 to share details of the Project. In response to a request from TPW, CDL prepared a Project overview video to enable broader circulation among hapū and marae representatives, including kaumātua who were not present at the December site meeting. It was recommended that the CVA be progressed over the coming months and submitted as part of the substantive application given the time constraints for lodgement.

Key matters raised through early engagement include:

- Strong preference for naturalised design approaches, including reduced impervious surfaces and use of nature-based stormwater solutions.
- Importance of enhancing the health of the Herehere Stream and wider Karamū catchment, including riparian planting and ecological restoration.
- Recognition of tuna within the stream and the need to protect and improve freshwater habitat.
- Concerns regarding wastewater management within the district and support for exploring natural treatment options.
- Interest in incorporating māra (food growing) opportunities and designing for whānau living outcomes.
- Concerns regarding the loss of highly productive soils (including Council political opposition) and what this means for the area.

- Importance of protecting aquifer function and maintaining natural hydrological systems.

Mana whenua representatives noted the need to engage further with kaumātua and marae members before providing more detailed feedback and recommended that a CVA be prepared to inform the Project. CDL has committed to progressing this workstream and maintaining ongoing engagement with TPW and associated hapū.

Copies of engagement with NKII are included in **Attachment 4**.



Table 4: Engagement Summary with Mana Whenua

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Ngāti Kahungunu Iwi Incorporated		
Project Introduction Emails (19/12/2025 & 27/01/2026)	Project introduction emails sent to NKII representatives with attached concept plan and invitation to meet and discuss.	No response received.
Tamatea Pōkai Whenua & Local Hapū		
30/10/25 & 27/11/25	An initial engagement email was sent by Woods to introduce the Project and initiate consultation with mana whenua, outlining the Project intent and inviting discussion and feedback on the proposed development.	See below.
Phone Calls & Emails	An email exchange occurred between Woods and TPW in November 2025 confirming interest from two marae (Korongatā Marae & Mihiroa Marae) in participating in further engagement for the Project.	
4/12/25 Site meeting 8/12/25 Meeting minutes	<p>A site visit / hui was held with mana whenua representatives (4/12/2026) to introduce the Project, discuss the proposal at a high level, and begin early engagement with local hapū (TPW, Korongatā Marae & Mihiroa Marae representatives attended).</p> <p>Minutes were circulated by Woods confirming discussion and committing to ongoing engagement with local hapū as the Project progresses. Mana whenua provided feedback on the following (noting that kaumatua not present and further discussion to be had with wider marae members):</p> <ul style="list-style-type: none"> • Ensure clear, continuous communication and deliver on promises to rebuild trust following past projects where commitments were not followed through. 	<p>CDL has responded to mana whenua feedback through the following design and process refinements:</p> <ul style="list-style-type: none"> • Preparation of technical reports to confirm support urbanization of highly productive land. • Support for the riparian enhancement of the Herehere Stream to provide planting, stream stabilization, and support stream health. • Apply a balanced approach to enhance the ecological and recreational value of the stream corridor reserve area. • Undertook extensive stormwater management modelling to account for flood risks and stream breach at the 1 in 100 year risk event, ensuring the approach will not contaminate existing watercourses.



Engagement

Consultation feedback: Section 11

- Accommodate additional personnel and kaumatua involvement in future hui as required.
- Prioritise naturalised design and minimise impervious surfaces throughout the development.
- Incorporate opportunities for mara (gardens) within individual lots or as shared community areas.
- Ensure lot sizes and housing types support whānau living and affordability, noting concerns about proposed small lot sizes.
- Apply natural solutions wherever feasible across the development.
- Address wastewater management as a priority for mana whenua values, including consideration of natural treatment approaches such as oxidation ponds.
- Focus on improving the health of Herehere and Karamu streams through naturalised approaches.
- Explore water reuse options such as rain tanks while maintaining the aquifer's hydrology to support stream health.
- Consider engaging Dr Anthony Cole to assist in evaluating complex environmental proposals.
- Develop a stormwater management approach that appropriately integrates with the Herehere Stream and existing watercourses across the site.
- Improve ecological outcomes and water quality for the Herehere Stream, which connects to the Karamu Stream and supports tuna.
- A Cultural Health Inventory (CHI) to be undertaken by mana whenua to understand the cultural status of the site and determine whether a Cultural Value Assessment (CVA) is required.

How response has informed the project: Section 13 (4)(ka)

- Proposed a swale network along certain road typologies to reflect the existing drainage network and natural movement of water across the site.
- Identified upgrades to the wastewater pump station to address existing capacity and contamination issues in response to mana whenua concerns about wastewater management.
- Continued ongoing communication with mana whenua representatives.
- TPW initiated early engagement on the CVA process. CDL has confirmed support for the preparation of a CVA. This has not yet commenced due to the timeframes of the project lodgement date.



Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Follow Up Emails (19/12/25 & 27/01/2026)	<ul style="list-style-type: none">• Explore potential Māori names for the development. <p>Emails sent to TPW providing the draft concept plan, outlining the high-level and conceptual nature of the material, seeking initial feedback on cultural values and site history, and inviting guidance on the timing and need for a Cultural Values Assessment.</p>	<p>An email was received from TPW (28/01/2026) confirming agreement to progress a CVA for the Middle Road project, advising that the concept plan will be circulated and an EOI issued for an author (due date 13/02/2026), noting an indicative four-week timeframe to complete the work, and confirming openness to a further site visit if required.</p> <p>An email was sent by Woods to mana whenua confirming CDL's commitment to ongoing engagement and hui, and supporting a collaborative approach similar to the Arataki development.</p>
TPW Project Update Meeting (5/03/2026)	<p>Due to a change in personnel, a meeting was held with TPW representatives to provide an update on the Project, including programme constraints ahead of referral lodgement in early April 2026.</p>	<p>In response to requests for information to support wider mana whenua engagement, CDL prepared a project overview video outlining the proposal and key design elements. This was provided on 24/03/2026 for distribution to mana whenua representatives to enable broader awareness and input.</p>
Project video (24/03/2026)	<p>TPW supported ongoing engagement and emphasised the importance of continuing involvement through the subsequent stages of the project. Recommended that a CVA be completed for the substantive application given the scale of the project.</p>	<p>Engagement is anticipated to be ongoing throughout the referral lodgement and substantive application with CDL supportive of the preparation of a CVA.</p>



4.0 Administering Agencies

In meeting the requirements of s11(1)(e) of the FTAA, CDL has had several pre-application meetings and written engagement with the relevant Administering Agencies as set out below.

4.1 Ministry for the Environment

On 27 November 2025, Woods emailed the Ministry for the Environment (MfE) to introduce the Project, outline the proposal, and invite feedback. On 16 January 2026, the MfE confirmed that pre-lodgement consultation is no longer required under the FTAA amendments and that it no longer acts as an administering agency for RMA approvals.

Copies of engagement with MfE are included in **Attachment 5**.

4.2 Environmental Protection Agency

On 26 November 2025, and again on 13 January 2026, Woods contacted the Environmental Protection Agency (EPA) to introduce the Project, outline its purpose, and invite feedback. The EPA subsequently confirmed that referral applications are administered by the MfE, advised that pre-lodgement consultation on referral applications is not undertaken, and directed applicants to the FTAA legislation and relevant referral documentation for guidance.

Copies of engagement with the EPA are included in **Attachment 6**.

4.3 Department of Conservation

CDL first engaged with the Department of Conservation (DOC) in November 2025 to introduce the Project, with a subsequent meeting held with DOC on 23 January 2026 and follow-up feedback provided on 10 February 2026. DOC confirmed the site is generally of low ecological value and provided guidance on how ecological matters should be addressed through the Project design and assessment.

- **Ecological values:** Site confirmed as generally low ecological value, with higher value associated with the Herehere Stream and mature trees (which are mostly located on the adjoining McKenna Block). Riparian enhancement has been incorporated into the design approach.
- **Bats and nesting birds:** Precautionary consideration of bat roosting and nesting birds has been identified. A fauna management approach will be implemented to manage any potential effects during construction, including timing of works and preclearance checks where required.
- **Stream and ecological management:** DOC recommended balancing erosion control with ecological outcomes. This will inform the stream corridor design which will be progressed as part of the substantive application alongside ongoing engagement with HDC, HBRC and mana whenua.
- **Surveys and approvals:** DOC recommended ecological surveys and consideration of Wildlife Act requirements. A lizard survey was undertaken by Boffa Miskell on 5 February 2026 which confirmed there are no lizards of ecological significance present on the site.
- **Fish passage:** Retention of fish passage raised as a key Project outcome. Hard structures will be avoided or minimised where practicable, with stream interface design to be undertaken in accordance with relevant Council guidelines.



DOC's feedback has informed the ecological approach to the Project, including riparian enhancement preferences, high level feedback on the ecological values of the site, and survey requirements. The lizard survey confirmed no native lizards are present on the site, and therefore Wildlife Act approvals are not required. A fauna management plan will nonetheless be prepared at the substantive application stage to address potential effects on bat roosting, nesting birds, and lizard management.

Copies of engagement with DOC are included in **Attachment 7**.

4.4 Heritage New Zealand Pouhere Taonga

Woods engaged with HNZPT in November 2025 to introduce the Project and invite feedback. An initial meeting was held on 17 December 2025 to discuss archaeological considerations for both the referral and any subsequent substantive application. A copy of the draft Archaeological Assessment was provided prior to the meeting.

HNZPT advised that further investigation would be required at the substantive stage, including input from a building archaeologist and site visits to confirm whether any pre-1900 structures are present. The key buildings of potential archaeological interest are located within the McKenna Block, which sits outside of the core CDL landholdings.

A full archaeological assessment and Archaeological Management Plan may be required, informed by mana whenua input and including appropriate monitoring and management procedures. A precautionary Archaeological Authority to modify may also be sought. These requirements have been acknowledged, and if the project proceeds to a substantive application, further assessment and management measures will be undertaken as necessary.

Copies of engagement with HNZPT are included in **Attachment 8**.



5.0 Adjacent Landowners

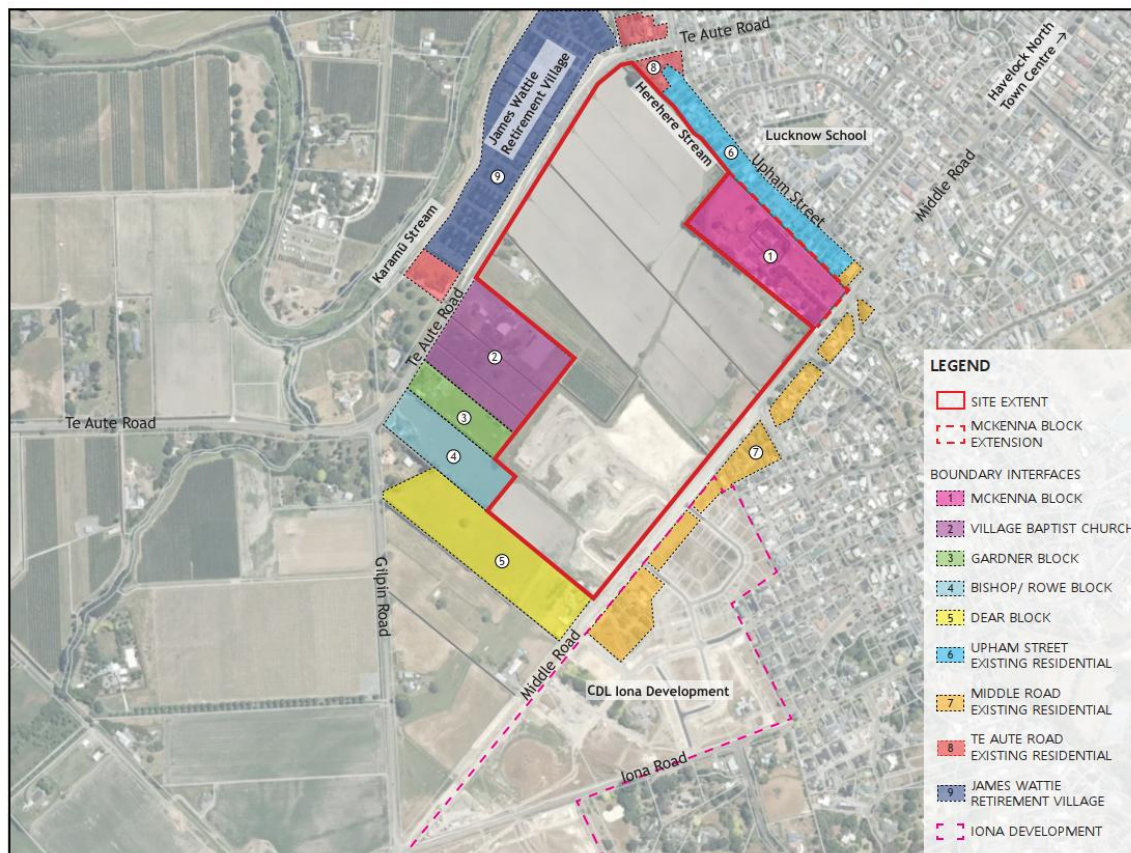


Figure 1: Map of Adjacent Landholdings

Engagement has been undertaken with the immediately adjacent rural residential landowners (Properties 1 to 5 on **Figure 1**) to introduce the proposal and discuss the anticipated urbanisation of the CDL landholdings. This engagement has been constructive, with landowners expressing general support for the development in principle.

Written confirmation of this support has been received (**Attachment 9**), with landowners providing letters acknowledging and endorsing an earlier iteration of the concept plan. Subsequent refinements to the concept plan have been primarily internal to the development and do not materially alter the interface with adjoining properties.

The landowners who have provided high-level endorsement of the Project are listed in **Table 5** below.

Table 5: Adjacent Rural Landowners

Address	Title	Name
80 & 84 Middle Road	Lot 1 & Lot 2 DP 626608	A & J McKenna
150 Middle Road	Lot 1 DP 12058	K Dear



Address	Title	Name
139 – 147 Te Aute Road	Lot 1 DEEDS 323, Lot 1A DEEDS 323, Lot 2 DEEDS 323	Village Baptist Church
167 Te Aute Road	Part Suburban Section 19 Havelock	N & R Gardener
169 Te Aute Road	Part Suburban Section 19 Havelock	T Bishop & N Rowe

The future substantive application Panel may also decide to invite comment from other adjacent landowners to the Site who may be affected by the Project. These properties are numbered 6 to 9 on **Figure 1** and include:

- Existing Upham Street residential properties backing on to Herehere Stream.
- Existing Middle Road residential properties opposite the site, including the new Iona development properties.
- Existing Te Aute Road residential properties adjacent to Te Aute Road bridge and opposite the site.
- The James Wattie Retirement Village.

These parties have not been consulted at the referral stage. The Applicant intends to undertake engagement with them as part of the future substantive application process. A map and list of all adjacent properties and landowners is included as **Attachment 10**.



6.0 Conclusion

Pre-lodgement engagement with key stakeholders has been valuable in testing the Project approach, refining the concept design, and confirming key technical assumptions to inform the referral application. Feedback from local authorities, mana whenua, and other stakeholders has helped shape the proposal and ensure it responds appropriately to site constraints, infrastructure considerations, cultural values, and environmental outcomes.

Engagement has provided confidence in the overall design direction and informed the approach to urban design, connectivity, infrastructure, stormwater, and strategic planning matters. In response to key matters raised through engagement, including FDS alignment, reverse sensitivity, and highly productive land, the technical reporting completed for the Project confirms that the site is suitable for urbanisation and residential development.

While the concept plan, engineering design, and consenting pathways will continue to be refined through detailed design, the consultation undertaken to date provides a robust foundation for progressing the Project through the Fast-track process. Further refinement is to be appropriately addressed at the substantive application stage.

CDL is committed to ongoing, collaborative engagement with stakeholders throughout the referral and substantive phases. Continued involvement of both Councils, mana whenua, and other key parties will be central to refining the design and achieving positive integrated environmental, cultural, and infrastructure outcomes. This approach forms a key part of the overall consenting strategy for CDL and the Middle Road Project.



Attachment 1: Hawkes Bay Regional Council Correspondence

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC
Date: Wednesday, 8 April 2026 1:14:46 pm
Attachments: image001.png
image006.png
812842d7-d437-449e-9be1-0722c4307ee8.png
image565781.png

Hi

As discussed on Friday, thanks for sending through this feedback. Good to know early on what HBRC's feedback is on the HPL matters. We are confident that the AgFirst report combined with the Planning Overview Report will satisfy the queries raised below and provide further context for assessment.

Thank you also to Johnathan for his comments on the SW report. As mentioned, we are keen to continue working with HBRC and HDC on a final SW solution for the site, including collaboration on the final detailed design with both parties and mana whenua.

Kind regards,
s 9(2)(a)



s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
Sent: Thursday, 2 April 2026 4:18 pm
s 9(2)(a)

Hi s 9(2)(a)

As mentioned on the phone, apologies this email has come last thing before a long weekend and also for being in an email, not being in a formal memo.

Engineering comments from s 9(2)(a) are as follows:

I have reviewed the report [Stormwater Report (draft), authored by Woods dated 09/03/2026] and agree in principle the proposed stormwater management for the subdivision with the following comments:

- *HBRC's Heretaunga Plains Flood Control Scheme – Gravity drains have a designed LoS based on the capacity of the drain can convey 50mm of runoff per hectare over a 24-hour period.*
- *The Bake and Pomeroy Drains are proposed to be removed as part of the subdivision replaced by a combination of piped system and detention ponds.*
- *The discharge from the Zone 1 area into the Herehere Stream needs to design to limit erosion at the entry into the stream.*
- *The Gilpin Drain is still to remain in part and is proposed to be used to discharge water from Zone 2 area. Need to make sure that discharge from Zone 2 area does not exceed the capacity of the drain.*
- *Dry basins could be used but that would be dependant on soakage testing.*
- *Works within the stream corridor will need to provide maintenance accept. For HBRC we require 6m setback from the edge of the stream.*
- *Water treatment requirements will need to comply with HDC global consent and HBRC Waterway Guidelines Stormwater Management - Water Quality Design.*
- *Stream works will need to comply with HBRC Waterway Guidelines for Working in Waterways.*

Based on a general concept I have no other comments.

And as mentioned, there was a delay in getting the comments together on the HPL assessment which meant we couldn't get this through last week with the rest of the memo but thought it best to send through our initial comments in good faith so that you could at least be aware of those thoughts going into the referral.

The comments on the "Productive Capacity Assessment: 92, 108, 148 Middle Road and 139 Te Aute Road, prepared for CDL Land New Zealand Ltd"

s 9(2)(a) AgFirst Consultants HB Ltd), dated 11 March 2026 from our policy team as follows:

The report seems to contain what is on the label - an assessment of the site's productive capacity. However, I have spotted several instances where Carl's commentary is not entirely accurate about relevant policy and planning documents. I summarise those below.

NPS-HPL application

- *Agree that the subject land is to be assessed as Highly Productive Land. The NPS-HPL's interim meaning of HPL applies as per Clause 3.5(7).*

Corrections of fact

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)



s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Pre-Application Advice MEMO for CDL Land New Zealand Limited – APP-131897

To: s 9(2)(a) (Woods)
From: s 9(2)(a) Senior Consents Planner, HBRC
Date: 27 March 2026
Subject: MIDDLE ROAD PROJECT – PRE-APP FEEDBACK PRIOR TO REFERRAL APPLICATION
File Ref: APP-131897 (HBRC) / P25-496 (Woods)
CC: s 9(2)(a) Team Leader Consents HBRC

Disclaimer: This technical advice note is provided on a **without prejudice basis** and does not constitute legal advice and should not be relied upon as such. Please note this preliminary advice has been given prior to any official guidance from the Ministry for the Environment relating to Hawke’s Bay Regional Council’s role under the Fast Track Approvals Act 2024 (FTAA). This preliminary advice is based on the limited draft information provided to date and could change should additional information or subsequent amendments become available.

Executive Summary:

CDL Land New Zealand Limited (CDL) (the applicant) have sought feedback from Hawke’s Bay Regional Council (HBRC) on draft technical assessments prior to lodgement of a referral application under the FTAA for their Middle Road Project.

Input has been sought from HBRC technical staff – s 9(2)(a) (Team Leader Consents), s 9(2)(a) (Senior Consents Planner), s 9(2)(a) (Senior Design Engineer), s 9(2)(a) (Principal Scientist Freshwater Quality & Ecology), s 9(2)(a) (Principal Scientist Policy and Strategy) and s 9(2)(a) (Principal Advisor Strategic Planning).

1. Introduction

1.1. Fast-Track Approvals Act Consenting:

Under Section 11(1)(a) the FTAA, the applicant is required to consult with relevant local authorities. CDL will need to provide evidence of this consultation as part of their application.

A pre-application meeting was held with HBRC on 11/12/2025 with some circulated information prior to this. The applicant has since provided the items listed below, some for comment and others for information purposes.

1.2. Middle Road Project:

The applicant requested high-level pre-app feedback on select draft reports prepared for a Fast-track referral application. The proposal being a residential development of approximately 30.6 ha of land at 92, 108 and 148 Middle Road and 139 Te Aute Road in Havelock North.

1.3. Documents provided to HBRC for comment:

- *Civil Infrastructure Drawings*, authored by Woods & Partners Consultants Ltd and dated 06/03/2026.
- *Infrastructure Report; Middle Road – Fast-track Referral Application*, authored by Woods & Partners Consultants Ltd and dated 10/03/2026.
- *Middle Road Fast Track Application; Ecology Report Prepared for CDL*, authored by Boffa Miskell and dated 11 March 2026
- *Preliminary Geotechnical Assessment Report*, authored by CMW Geosciences and dated 09/03/2026.
- *Stormwater Report; Middle Road – Fast-track Referral Application*, authored by Woods & Partners Consultants Ltd and dated 09/03/2026.
- *Memorandum Contamination Status of 80, 84, 82, 108, 148 Middle Road and 139 Te Aute Road*, authored by AG First (no date).
- *Middle Road Project Fast Track Referral – Transport Overview*, authored by Flow Transportation Specialists and dated 10/03/2026.
- *Middle Road Havelock North; Urban Design Statement*, authored by Urban acumen and dated March 2026.
- *Water Supply Report; Middle Road – Fast-track Referral Application*, authored by Woods & Partners Consultants Ltd and dated 11/03/2026.
- *Wastewater Report; Middle Road – Fast-track Referral Application*, authored by Woods & Partners Consultants Ltd and dated 11/03/2026.

1.4. Documents provided to HBRC for information purposes:

s 9(2)(a)

- *Middle Road: archaeological assessment*, authored by [REDACTED] of CFG Heritage Ltd and dated 10/03/2026.
- *Productive Capacity Assessment: 92, 108, 148 Middle Road and 139 Te Aute Road*, authored by AG First and dated 11 March 2026.

2. Potential Regional Consents Required:

From the information provided, HBRC considers the following consents may be required in accordance with the following rules.

Requirements under Section 9 of the RMA – (Land use consents)

- Land use consent - for structures (e.g. stormwater outlet device(s)) in proximity to water bodies within a drainage or flood scheme area (RRMP Rule 71).
- Land use consent - for vegetation clearance and soil disturbance (RRMP Rule 8).
- Land use consent - for native vegetation clearance in proximity to a water body (RRMP Rule 8 as a result of TANK amendment to RRMP Rule 7).

Requirements under Section 14 of the RMA – (Water consents)

- Water permit - to take and use water from impounded water during construction (TANK Rule 15 and RRMP Rule 55).
- Water permit - for the diversion of open drain(s) (RRMP Rule 59).

Requirements under s15 of the RMA (Discharge consent)

- Discharge permit - for diversion and discharge of stormwater (TANK Rule 22, 23 and/or 25).
- Discharge permit - for discharge to surface water (RRMP Rule 52), if required.
- Discharge permit for discharge of contaminants to land not complying with Rule 48(c) of the RRMP (RRMP Rule 52), if required. See comment below.

3. Advice/Feedback/Notes:

3.1. Planning, Consents and Policy

HBRC was provided with a draft Productive Capacity Assessment (referenced above) for information purposes. HBRC was unable to provide feedback on this matter as part of this initial feedback but will instead provide comment at time of request made during the referral process (as it is understood the referral application is intended to be lodged in the near future).

The following feedback is provided in relation to the following Consent Planning matters: Stormwater, Contaminated Land, Wastewater and Reverse Sensitivity.

Stormwater:

From a policy planning perspective, the site is situated over the Heretaunga Plains confined aquifer and to be consistent with groundwater quality objectives and policies (RRMP OBJ 42 and Pol 75) of the Regional Resource Management Plan, there should be no degradation of existing groundwater quality. In addition, the Proposed Plan Change 9 (TANK) has additional objectives and policies for management of stormwater. Although the Proposed Plan Change is not yet operative and is subject to appeal to the Environment Court, it has progressed through the statutory plan making process. As such, it is considered appropriate to afford the relevant objectives and policies moderate weight in assessment. POL TANK 28 provides direction for applications to divert and discharge stormwater to mitigate adverse effects of stormwater quality and quantity on aquatic ecosystems and community well-being while POL TANK 29 provides management of contamination sources.

It is understood that the proposed dry basin(s) are to be designed at a later stage when more detailed site investigations have been undertaken. If the project is successful with its referral application, prior to substantive application all stormwater devices and measures should be designed and should demonstrate how they will help to avoid degradation of existing groundwater quality in accordance with the above policies.

Regarding stormwater quality, at a high level HBRC supportive of treatment themes proposed for stormwater quality. Particularly, utilisation of devices aimed at providing at least 75% TSS removal through treatment train approach and the dry basin to reduce water temperature.

Contaminated land:

There is limited detail in the contaminated land memorandum summarising the investigations and assessments previously undertaken at the site on the proposed management of any contaminated material. If this project is successful through the referral process, it is expected that more detailed information will be provided as part of a substantive application detailing the proposed management of contaminated material and the potential effects of proposed contamination remediation on freshwater quality and aquatic ecology (i.e. not solely in relation to human health).

Furthermore, without seeing the reports referenced in the contaminated land memorandum, it is not yet clear to HBRC whether or not a consent is needed from HBRC for increasing concentration of any hazardous substances or pathogenic organisms on or in any land at the site (see RRMP Rule 48(c)) i.e. mixing of lesser/uncontaminated soils across the site for remediation actions, if required. This matter is not expected to affect a referral application, however, if the project were successful, further detail on this matter would be required to determine appropriate measures at time of substantive application.

Wastewater:

HBRC supportive of the approach that all new dwellings and activities be connected HDC's reticulated wastewater network so that no onsite wastewater discharges to land are proposed.

Reverse Sensitivity:

As it is understood the project is for consent to subdivide rural production land into residential style development and lots. Despite this not being a formal 'rezoning for urban development', Policy UD12 of the Regional Resource Management Plan (RRMP) remains relevant to this situation. Typically, Policy UD12 gives directions to Territorial Authorities for rezoning land for urban development that requires avoidance, remediation or mitigation of reverse sensitivity effects arising from the location of conflicting land use activities. Therefore, in the first instance, we direct parties to seek advice from the Territorial authorities in relation to reverse sensitivity.

Similarly, POL 5 Role of Non-Regulatory Methods and POL 6 Future Land Use Conflicts state:

POL 5: "To use non-regulatory methods as set out in Chapter 4, in particular liaison with territorial authorities, as the primary means of preventing or resolving problems arising from incompatible land use activities and implementing the problem-solving approaches set out below."

POL 6: "To recognise that the future establishment of potentially conflicting land use activities adjacent to, or within the vicinity of each other is appropriate provided no existing land use activity (which adopts the best practicable option or is otherwise environmentally sound¹) is restricted or compromised. This will be primarily achieved through liaison with territorial authorities and the use of mechanisms available to territorial authorities, which recognise and protect the ongoing functioning and operation of those existing activities."

Other than measures the territorial authority recommends, HBRC would be supportive of suitable buffers, setbacks and separation distances from conflicting land uses as a means for addressing reverse sensitivity effects. But noting that where spray drift, dust, smoke and odour may occur, additional measures may be necessary where there no currently existing mitigation measures.

3.2. Engineering/Stormwater/Flooding

As mentioned previously over a phone conversation, HBRC's Senior Design Engineer has not had sufficient time to provide feedback on the draft stormwater report referenced above and will provide feedback in due course separate to this memo.

3.3. Regional Land Transport

s 9(2)(a)

Senior Advisor Transport Strategy and Policy, has read:

- *Middle Road Project Fast Track Referral – Transport Overview*, authored by Flow Transportation Specialists and dated 10/03/2026.

s 9(2)(a)

In relation to the regional land transport planning the following comments:

Thanks for seeking our comment on the attached document.

This is a thorough assessment of the transport impacts of the proposed development, including how it aligns with both regional (RLTP [Regional Land Transport Plan]/RPTP [Regional Public Transport Plan]) and national (GPS [Government Policy Statement on land transport]/NPS-UD [National Policy Statement for Urban Development]) policy direction, including how the development will support the increased uptake of active modes (walking and cycling).

I also note that Russell's earlier commentary from the December meeting has been included, which included the proposed road connecting Te Aute Road and Middle Road presenting an opportunity to route a bus service through the project area, and noting the new bus routes which went live on 25 January 2026. Overall, the assessment looks good and aligns with the Regional Council's transport planning documents (the RPTP / RLTP).

My only very minor comment is that on Page 5 of the document there is a typo, as it states that "Te Aute Road carried approximately 3,3730 vehicles per day (weekly average), with heavy vehicles making up 6%". Looking at the traffic volume data from Hastings District Council, this should be 3,370 vehicles per day.

3.4. Freshwater Ecology

s 9(2)(a)

Principal Scientist Freshwater Quality and Ecology, has read:

- *ell: Middle Road Fast Track Application; Ecology Report Prepared for CDL, 11 March 2026*

And viewed the following draft documents for context:

- Woods: Civil; Engineering Draft Plan Set (dated 10/03/2026)
- Woods: Stormwater Report (dated 09/03/2026)

In relation to the freshwater quality and aquatic ecology matters of the above Boffa Miskell Ecology Report, Sandy made the following comments:

Methodology

The report characterises the ecological values of the proposed development site and surrounding environment using site surveys, habitat observations, and relevant background information to inform the evaluation of potential ecological effects.

Activities identified as having potential ecological impacts include (1) vegetation removal, (2) sediment discharge, and (3) stormwater discharge, where (2) and (3) have potential direct impacts on the freshwater environment.

effects management hierarchy. If the recommended measures are implemented, potential effects can be appropriately avoided or minimised. The information brought together is thorough and comprehensive.

Ecological values

The main ecological value of the proposed development is the Herehere Stream, which runs for about 580 m along the northern boundary. It is a significant local watercourse, assessed as having moderate ecological value, with some degradation by modification, water temperature and low dissolved oxygen levels, but still supporting threatened fish species.

Impact and mitigation

I agree with the approach and the recommendations given in the report.

The potential effects on the freshwater environment include sediment runoff, stormwater contaminants, and increased runoff from impervious surfaces: Sediment generation is expected to be low and managed through erosion and control measures, with only minor, short-term increases during earthworks and limited ecological impact. Peak flows will be controlled to pre-development levels, and stormwater treated, with overall effects on aquatic communities likely to be low.

It is proposed to restore riparian planting along the stream, and I agree this will provide significant benefits for the Herehere Stream at the development site and downstream, including improving the thermal regime and aquatic plant control. The planted vegetation will comprise native species with a mix of [REDACTED] trees and low-lying groundcover, adding biodiversity value to the riparian margin of the stream.

Conclusion

The Ecology Report presents a methodical and thorough assessment of existing conditions, potential effects, and proposed mitigation measures for the development. Implementation of the recommended measures is expected to effectively avoid and minimise sediment and stormwater impacts on the Herehere Stream and downstream environments.

I also agree that proposed riparian plantings would improve ecosystem health of the Herehere Stream, and contribute positively to the ecological outcome.

No wetlands are identified in the Boffa Miskell Ecology report referenced above or on HBRC's wetland maps.

4. Additional Information:

Timeline for referral lodgement: Applicant is targeting a 9th April lodgement date for their referral application.

Authored by:

s 9(2)(a)

s 9(2)(a)



Signature:

Approved for release by:

s 9(2)(a)



Signature:

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)
(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Subject: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

Good mornin s 9(2)(a)

As mentioned last week, we agreed in principle to issue draft expert reports on a **without prejudice basis** for early feedback on the Middle Road referral proposal. We are targeting a pre-Easter lodgement date and it would be great to get early technical feedback from your officers (next week if possible) that we can weave into the proposal or note for consideration as part of a future substantive application. The intention of this review period is for high level feedback and identification of anything critical that we may be missing / should address.

Please find enclosed link of the first set of reports. These are here: [Click here](#)

Summary table below of what has been provided in this issue set highlighted. I have also noted where reports are still in progress and rough indication of when these will be issued.

Please pass on to your relevant officers for consideration. Please note that there will also be another opportunity to provide feedback on the proposal when the Minister seeks council comment once the application is lodged. CDL also intend to work closely with council for the future substantive application should we be successful.

Discipline	Consultancy	Lead Consultant	Outputs	Issued
Archaeology & Heritage	CFG	s 9(2)(a)	Archaeology Assessment	12/03/26 – for information purposes
Civil Infrastructure	Woods	s 9(2)(a)	Civil Drawings, Infrastructure Report	12/03/26
Contamination	Ag First	s 9(2)(a)	Contamination Memo	(to be issued Friday)
Ecology	Boffa Miskell	s 9(2)(a)	Ecological Report	12/03/26
Economics	Property Economics	s 9(2)(a)	Economic Assessment	(to be issued next week – for information purposes)
Geotech	CMW	s 9(2)(a)	Preliminary Geotech Assessment Report	12/03/26
Stormwater	Woods	s 9(2)(a)	Stormwater Assessment	12/03/26
Planning	Woods	s 9(2)(a)	Planning Overview Report, Consultation Report	JS may contact planners to confirm consent matters prior to referral.
Productive Capacity Assessment	Ag First	s 9(2)(a)	HPL Assessment	(to be issued Friday – for information purposes)
Urban Design	Urban Acumen	s 9(2)(a)	Concept Design & Urban Design Statement	Issued last Friday 6/3/26. Updated assesment included today 12/03/26 based on feedback from s 9(2)(a)
Transport	Flow	s 9(2)(a)	Transportation Memo	12/03/26
Water Supply	Woods	s 9(2)(a)	Water Supply Memo	12/03/26
Wastewater	Woods	s 9(2)(a)	Wastewater Memo	12/03/26

Feel free to get in touch directly if you / officers have any questions regarding the enclosed.

Ngā mihi.
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner

s 9(2)(a)

From: s 9(2)(a)
To:
Cc:
Subject: Middle Road - Updated Stormwater Management Strategy and Revised Masterplan to HBRC
Date: Monday, 23 March 2026 5:15:27 pm
Attachments: Middle Road Fast Track - Development Concept 19 March 26.pdf
20260318 Middle Rd Flood Depth.pdf
20260318 Middle Rd Flood Depth Difference.pdf

Hi all,

Earlier today, you will have received an email from s 9(2)(a) regarding revisions to the stormwater management strategy for the site, reflecting recent changes in the Herehere Stream flows. A revised masterplan has already been circulated, but I've attached it here again for reference.

The updated masterplan includes a larger greenspace to account for the floodplain storage provided by the site under existing (pre-development) conditions. In the 100-year event (RCP6), the area bounded by Middle, Te Aute, and Gilpin Road functions as flood storage. In the substantive application we will aim to maintain this storage balance while also providing attenuation for the additional impervious surfaces introduced by the development. The revised strategy does not increase discharge rates to the Herehere Stream or the Gilpin Drain.

We've also attached depth difference plots filtered for depths less than 20 mm, which falls within typical flood modelling tolerances.

We welcome any feedback or queries on the proposal. The reporting is currently being updated to reflect these masterplan changes, and we expect to circulate it to you later this week.

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: [Redacted]
Date: Thursday, 12 March 2026 1:55:01 pm
Attachments: image001.png
image003.png
b18aa3bb-5894-42e8-b584-297e8302db83.png
image796274.png

Good afternoon s 9(2)(a)

Further to the issue of the draft stormwater report provided today, HDC have identified an issue with the boundary condition data used for the hydraulic modelling. The stream flow within the Herehere Stream itself (approximately 35–40 m³/s at peak) was not included in the boundary condition information originally provided by HDC for the model. As a result, the hydraulic modelling will need to be updated once the corrected boundary condition data is provided by HDC tomorrow. We are currently awaiting that information and will re-run the model and update the stormwater report once it is received.

In the meantime, could you please hold off reviewing the version of the report currently with you. We will issue an updated report as soon as the revised modelling has been completed – hopefully early next week.

Thanks again s 9(2)(a) or looking at the reporting today and picking up on this omission quickly.

Kind regards,
s 9(2)(a)



s 9(2)(a)
ate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
Sent: Thursday, 12 March 2026 10:31 am
s 9(2)(a)

Subject: P25-496 - Middle Rd Fast Track - Draft SW report

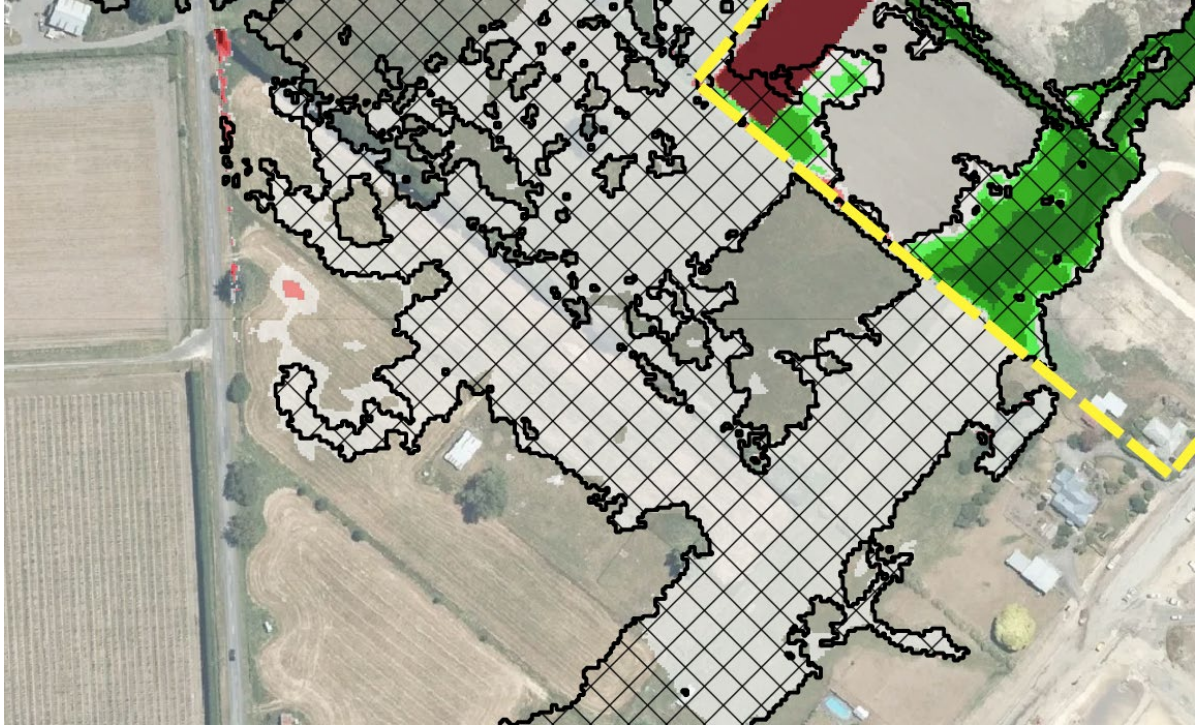
s 9(2)(a)

Further to my wider email this morning regarding the suite of draft reports for Middle Road, I pass on the below s 9(2)(a) in relation to the attached stormwater report. Please pass this information on to your technical reviewer s 9(2)(a) as they work through the draft material.

From s 9(2)(a)

This figure below shows an afflux (difference) plot between the pre and post development flood levels. Green is where the post development flood depths have reduced relative to the pre-development and the red is where post development depths have increased. The hatched line shows the pre-development water level extents.

denotes depth increases in the range of 20mm or less and the red exceeds 50mm.
The patches along the road can be attributed to modelling noise (differences in terrains falsely predicting an increase), which are easily resolved.
The grey area is more because of changes to the flow regime that we are resolving through design.
Inadvertently, we've pushed more water down to this area, and we are confident we will have a design solution to resolve this.



Please feel free to contact s 9(2)(a) directly should s 9(2)(a) have any technical queries as they review the stormwater material.

Kind regards,
s 9(2)(a)



s 9(2)(a)
Associate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz

From: s 9(2)(a)
To: s 9(2)(a)
Cc: [astTrack](#); s 9(2)(a)
Subject: dle Rd Fas
Date: Tuesday, 3 March 2026 1:32:29 pm
Attachments: 185bd140-6880-4b24-ad6d-df4b13919793.png
image648818.png
Middle Road Fast Track - Development Concept Feb 26 (002)-2.pdf

Kia ora s 9(2)(a)

As discussed earlier today, I am writing to provide an update on the Middle Road project.

We have recently updated the masterplan to reflect the various technical inputs received over the past several weeks. The updated masterplan is attached.

There are three principal changes to note:

- **McKenna Block as an optional component**

The eastern McKenna Block is not owned by CDL and is now shown as an optional future extension. The masterplan illustrates how this land could integrate with the wider structure should those owners pursue urbanisation in due course. For completeness, the draft technical reports have assessed the McKenna Block landholdings so that integration can occur seamlessly should those landowners choose to urbanise at a later stage.

- **Reduced yield**

The anticipated yield for the CDL landholdings is now approximately 320–370 dwellings. This reflects a reduction from the previous 350–400 dwelling range, primarily as a result of the updated flood modelling and the increased land area required for flood storage. If the McKenna Block is incorporated in future, the total yield could increase to approximately 400 dwellings.

- **Expanded stormwater dry basin / reserve areas**

The flood modelling has resulted in an increase in basin size to accommodate flood storage requirements. This has led to a corresponding increase in open space across the site, including adjacent to the Herehere Stream corridor. This area was identified through engagement with mana whenua as a key environmental feature, and the revised layout provides greater opportunity for ecological enhancement and amenity outcomes.

The masterplan is now effectively locked in (subject to any major final feedback from councils and mana whenua) and we are aiming to lodge the referral at the end of March 2026. We are currently progressing stakeholder updates (mana whenua, neighbours and relevant agencies) in parallel with finalising the technical reporting.

March. As discussed, if possible we would appreciate high-level feedback within **approximately one week** of receipt of the draft reports to assist us with our programme. I understand this timing is tight, but note that there will be further opportunity through the substantive application process to refine detailed design matters and work through technical matters.

At this stage, we do not consider a further council meeting necessary prior to lodging the referral application. However, if there are any major points of feedback that come up through the review of the technical reports, we would be happy to meet to discuss solutions / way forward.

If you have any questions in the interim, please get in touch.

Kind regards,

s 9(2)(a)



s 9(2)(a)

iate Planner

BPlan (Hons)

s 9(2)(a)

woods.co.nz

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

28 January 2026

CDL Land New Zealand Limited

s 9(2)(a)

Woods

By email: s 9(2)(a)

Our Ref: APP-131897 (quote this number when discussing application with HBRC staff)

Tēnā koe s 9(2)(a)

Middle Road Project, Havelock North — Fast-Track Approvals Act (FTAA) — Section 30(3)(b)

Thank you for your letter dated 15 January 2026, which served as formal notice under section 30(3) of the FTAA, as well as for the additional clarification you provided in your emails dated 20 and 27 January 2026 regarding the resource consents likely to be required for this project.

We acknowledge that the proposal is not listed under Schedule 2 of the Fast-Track Approval Act 2024 (FTAA).

Based on the information provided to date, including in pre-application discussions, your letter and subsequent email correspondence, it is likely that the following Hawke's Bay Regional Council resource consents will be required for the project:

- Water permit - to take and use water from impounded water during construction (TANK Rule 15 and RRMP Rule 55)
- Water permit - for the diversion of open drain(s) (RRMP Rule 59)
- Discharge permit - for diversion and discharge of stormwater (TANK Rule 22, 23 and/or 25)
- Discharge permit - for discharge to surface water (RRMP Rule 52), if required
- Land use consent - for structures (e.g. stormwater outlet device(s)) in proximity to water bodies within a drainage or flood scheme area (RRMP Rule 71)
- Land use consent - for vegetation clearance and soil disturbance (RRMP Rule 8)
- Land use consent - for native vegetation clearance in proximity to a water body (RRMP Rule 8 as a result of TANK amendment to RRMP Rule 7).

Section 30(3) of the FTAA requires that the consent authority respond in writing to identify whether any existing resource consents administered by Hawke's Bay Regional Council for the site would be subject to sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) if this approval were instead applied for as a standard RMA resource consent.

In accordance with section 30(3)(b) of the FTAA, we advise that based on the information provided, there are no existing Hawke's Bay Regional Council resource consents to which sections 124C(1) or 165ZI of the RMA would apply.

Yours faithfully,

s 9(2)(a)

Manager Consents

Policy and Regulation Group

Phone: (s 9(2)(a))



s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - section 30 letter
Date: Tuesday, 20 January 2026 4:59:06 pm
Attachments: image002.png
ATT00001.png

s 9(2)(a)

Happy New Year to you and your team too.

Thanks for your email and to ensure we provide an accurate response to the s30 notice, we'll need to be sure what consents are being applied for.

I appreciate you've outlined that a stormwater discharge, water take and land use consents will be required from HBRC but it'd be helpful if you could provide further clarification please .

Regarding the water permit – can you please confirm whether this is a take from impounded rain/stormwater generated at the site during construction (i.e. the same approach as the Arataki project), or is it to be a groundwater or surface water take?

Land use consents – do you happen to have any further idea what these are or whether this will involve using a natural resource?

Based on what has been discussed to date, my understanding is that the project may likely involve activities such as:

- Vegetation clearance and soil disturbance
 - Maybe native vegetation clearance in proximity to waterways
 - Structure (outlet device) within proximity to a stream (within a drainage or flood scheme area)
- Anything else?

Stormwater – It was mentioned in our meeting at the end of last year that on-site detention and discharge systems would follow similar design principles to the Arataki Project, does this include post-development flows being detained to pre-development levels/rates (i.e. in accordance with HB Water Way Guidelines for Stormwater Management and Low Impact Design)?

I recognise you may not have all of the information just yet but the more you can share the more accurate we can be.

Look forward to hearing from you.

Kind regards,

s 9(2)(a)

s 9(2)(a)



s 9(2)(a)

Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz

Enhancing Our Environment Together | Te Whakapakari Tahī | Tō Tātau



s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a) – Senior Consents Planner
Hawkes Bay Regional Council
Via email: s 9(2)(a)

s 9(2)(a) Senior Associate Planner
Woods

W-REF: P25-496
15 January 2026

Middle Road Project – Havelock North

Fast-track Approvals Act 2024: Section 30 Notice for Referral Application

Tēna koe s 9(2)(a)

CDL Land New Zealand Limited (CDL) is proposing to apply for the Middle Road Project to be considered as a referred project under the Fast-track Approvals Act 2024 (FTAA). CDL is the authorised person for the purposes of the proposed referral.

The proposal, which is also referred to as the ‘**Middle Road Project**’, will facilitate the development of approximately 350-400 detached dwellings, which will provide additional housing capacity to Havelock North and the Hawkes Bay region. CDL intend to lodge a Referral Application (**Application**) with the Ministry for the Environment (**MfE**) under the FTAA in February 2026.

The site is located at 80, 84, 92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North, Hawkes Bay and held under Records of Title (**ROT**) Lot 1 DP 609275, Lot 3 DP 609275, Lot 179 DP 10453, Lot 1 DP 10118, Lot 2 DP 10118, Lot 1 DP 600024, Lot 2 DP 600024.

In accordance with Section 42(4)(a) of the FTAA, the Application will seek approval for a resource consent that would otherwise be applied for under the Resource Management Act 1991 (**RMA**). At this stage, we understand the Middle Road Project will require the following approvals under the RMA:

- **Hastings District Plan:** Land use and subdivision consent
- **Hawkes Bay Regional Resource Management Plan:** Stormwater discharge, water permit & land use consent
- **NES-CS:** Contamination remediation consent

It is our understanding that there are no existing resource consents relating to the site for the same activity proposed under the Application for the Middle Road Project.

Formal Notification and Written Response from Council

This letter responds to the requirements of Section 30 of the FTAA. A referral application cannot be lodged until the process pursuant to this section is completed. We set out the following comments in relation to Section 30:

- **FTAA Section 30(1)**

We confirm that those matters set out in s30(1) are relevant and are satisfied, and therefore s30 applies. The approval sought is for a resource consent described in s42(4)(a) FTAA¹, and CDL does not hold an existing resource consent for the same activity (as the Activity applied for) using some or all of the same natural resource².

¹ Section 30(1)(a)

- **FTAA Section 30(2)**

Pursuant to s30(2) of the FTAA, we are writing to notify **Heretaunga Hastings District Council** that we are lodging the referral application with the EPA in February 2026. This letter is a formal notice pursuant to s30(2).

- **FTAA Section 30(3)**

Section 30(3) of the Act requires a response in writing by the consent authority to provide formal notice pursuant to s30 (2). The response in writing must advise the authorised person:

- a) *of any existing resource consent to which section 124C(1)(c) or 165ZI of the Resource Management Act 1991 would apply if the approval were to be applied for as a resource consent under that Act; or*
- b) *that there are no existing resource consents of that kind.*

Our understanding is that there are no existing resource consents to which s124C(1)(c) or 165ZI of the RMA would apply. In that circumstance, assuming Council agrees, Council would respond in accordance with s30(3)(b) FTAA - and s 30 (4) and (5) are not engaged.

Once you have had an opportunity to review Council's records with respect to existing resource consents for the Site, could you please respond in writing as required by s30(3).

Heretaunga Hastings District Council's response would be in accordance with s30(3)(b) FTAA. Based on the information we are aware of, the response would state that there are no existing resource consents for the Site to which s124C(1)(c) or 165ZI of the RMA would apply.

- **FTAA Section 30(7)**

CDL is the only authorised person for a project on the Site pursuant to the FTAA, and therefore s30(7) does not apply

Given planned lodgement dates, we would appreciate it if you could provide a letter to us by 11 February 2026 to enable prompt lodgement of the Application with the EPA.

If you have any questions regarding this, please do not hesitate to contact the undersigned.

Ngā mihi nui

s 9(2)(a)

s 9(2)(a)

Senior Associate Planner

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: P25-496 - Middle Rd Fast Track - section 30 letter
Date: Thursday, 15 January 2026 11:26:16 am
Attachments: 9e9962df-449c-497d-940d-0279a919d1ce.png
image405694.png
FTAA - Middle Road Project s30 Notice - HBRC.pdf

Kia ora s 9(2)(a)

Happy new year to you and the team down in HBRC. Hope it has been good to you so far.

As mentioned at our project meeting late last year, please find attached our formal request for a Section 30 letter to support CDL's Middle Road Fast-Track referral application. The letter outlines the project, the basis for the request, and the information required to accompany the referral.

If you need any clarification on this request please get in touch.

Ngā mihi,

s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

woods.co.nz

From: s 9(2)(a)
To:
Cc:

Subject:

Date: Wednesday, 24 December 2025 11:08:11 am

Attachments: image001.png
image002.png
ATT00001.png
Middle Rd Fast Track - HBRC Kick off Meeting Minutes 11.12.25.pdf

Hi s 9(2)(a)

It was nice catching up and hearing the initial high-level thinking about the proposal and apologise our follow up notes have taken time.

Based on the presentation, we've put together a few notes from the meeting and a couple of after thoughts.

Stream/stormwater

- HBRC don't have any particular requirements regarding development/changes to Herehere Stream, noting that HDC manage that stream and they should be best placed to advise. If there were an absence of HDC feedback on this, HBRC suggests ensuring a minimum access with of 6m from edge of stream /drain of continuous unobstructive access to undertake maintenance (can be on one side of the stream/drain only) be provided for machinery. Additionally, HBRC suggest avoiding vegetative species that may impact the ability to maintain/mow stream edges or cause blockages. And although the Herehere Stream is an HDC managed stream, HBRC would still review the discharge devices re erosion control.
- Water supply and wastewater will connect to District Council networks. Stormwater will therefore need to be managed in an appropriate manner. Generally speaking, a similar approach to that of Arataki is likely to be used.
- Karamu in general is temperature sensitive. Sediment is also a likely stressor for the downstream environment so strongly suggest robust sediment controls again.
- Project is not anticipating any significant commercial development within it (may however include a dairy/café), so contaminants generation is largely anticipated to be limited to that of residential activities.
- HBRC recommend designing stormwater in accordance with HB Waterway guidelines and particularly the Low Impact Design guidelines - Currently there is a requirement under HDC's global stormwater consent for greenfield developments to be designed in accordance with low impact design for them to be accepted into the HDC consent. Something for HDC to consider, is whether this proposal be included under HDC's global/network consent or remain as standalone and that may depend on alignment with global/network consent conditions.
- Applicant looking to likely vest stormwater infrastructure and future consent with HDC.

Flood modelling

s 9(2)(a) to check whether there is any flood modelling data we can share for this area. So please reach out to him if you haven't already done so.

- Flooding assessment to identify whether any impacts on other properties. Any up/downstream or downstream impacts/increases?
- HBRC may have access to data of gauging sites nearby (some aren't HBRC sites) s 9(2)(a) may be able to assist with this data.

Contaminated land

-

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)



- Existing dwellings to be retained where practicable.
- Future connectivity to land south of the site is identified as an important design objective.

Design Drivers and Concept Plan

- LW outlined key design themes, including open space integration, green links, and a diverse housing mix (300–600m² lots).
- Approximate yield: 350–400 dwellings.
- Higher-density housing proposed near the central areas; lower-density housing along Te Aute and Middle Roads.
- Concept tested by various specialists and will evolve through referral and substantive application stages.

Engineering and Stormwater

- BB queried whether stormwater treatment devices would be similar to those used in Arataki.
- DA confirmed that on-site detention and discharge systems are proposed, following similar design principles.
- Discussion on wastewater (WW) and water (W) infrastructure, with the option of a new pump station if required.
- Council queried the vesting of stormwater assets; JB confirmed these will vest with HDC.

Local and Technical Knowledge

- JS (Woods) requested any local knowledge relevant to the Herehere Stream and drainage network.
- JS (HBRC) noted the existing drain from Middle Road and requested confirmation of its inclusion in modelling.
- SG requested flood modelling data and flow gauge records.
- HBRC confirmed flood modelling can be shared, but flow data must be obtained from HDC; JS (HBRC) to provide contact details.

Flooding, Stream Management, and Strategic Integration

- Discussion of stream maintenance, JS (HBRC) advised a 6m setback required for maintenance access, noting HDC maintains the Herehere Stream.
- Emphasis on minimising dense riparian planting that could obstruct maintenance equipment; light shading preferred to control stream temperature.
- Agreement to balance riparian and engineering design standards between HDC and HBRC guidance.
- Reference made to successful outcomes at Arataki as a relevant precedent.
- HBRC reinforced the importance of maintenance corridors and riparian management under existing waterway guidelines.

Strategic Considerations for Referral

HBRC identified key topics to address within the referral application:

- Effects on downstream properties and receiving environments.
- Potential influence on adjoining southern land parcels (unlocking, urban design, stormwater, and transport integration).



- Opportunities for public transport connections between Middle and Te Aute Roads.
- Reference to upcoming HBRC Transport Plan (due 25 January 2026) to guide integration.

Public and Active Transport

- HBRC outlined opportunities for a new bus route through the site; GW agreed that a two-way connection could be feasible.
- Design to reference NZTA's Bus Stop Design Guidelines for local stop requirements.
- JS (Woods) noted previous discussions with HDC Transport, confirming shared intent to shift pressure from Upham Road to the new central connection.
- HBRC requested provision for bus stops and pedestrian crossings near the retirement village, to be located within a 400m walking radius. GVDW to allow for in final design.
- Active transport connections along the Herehere Stream and linkages to Middle Road and Iona development supported in principle.

Land Use and Other Considerations

- HBRC enquired whether a small commercial node was proposed. JS (Woods) confirmed the current intent is residential only, with local amenities available nearby.
- HBRC noted potential commercial uses may introduce additional stormwater risks; to be reconsidered only if justified by future demand.
- Timeframes outlined:
 - Referral application: February/March 2026.
 - Anticipated Ministry for the Environment review in 3 months.
 - Substantive application to follow immediately after acceptance.
 - Fast-Track lodgement targeted before December 2026.

Technical and Environmental Inputs

- JS (Woods) confirmed ongoing ecological work, lizard survey by ecologist, and no wetlands identified to date. Future confirmation expected next year.
- HBRC requested ongoing consultation and the opportunity to review draft civil, stormwater, flooding, and ecology reports prior to lodgement. JS (Woods) to provide documentation to HBRC in the new year.
- Discussion on further mana whenua engagement, Heretaunga Tamatea and Heretaunga Tangata Whenua noted for inclusion.
- HBRC asked about contamination. JS (Woods) confirmed that prior investigations were completed under Iona development works.

3. Actions

- JS (HBRC) to provide flood modelling data and the relevant HDC contact for flow gauge information.
- JS (Woods) to forward presentation slides and concept material for HBRC review.
- JS (Woods) to maintain ongoing engagement with BB and schedule follow-up meeting in early 2026.

Meeting Close



WOODS
Est.1970

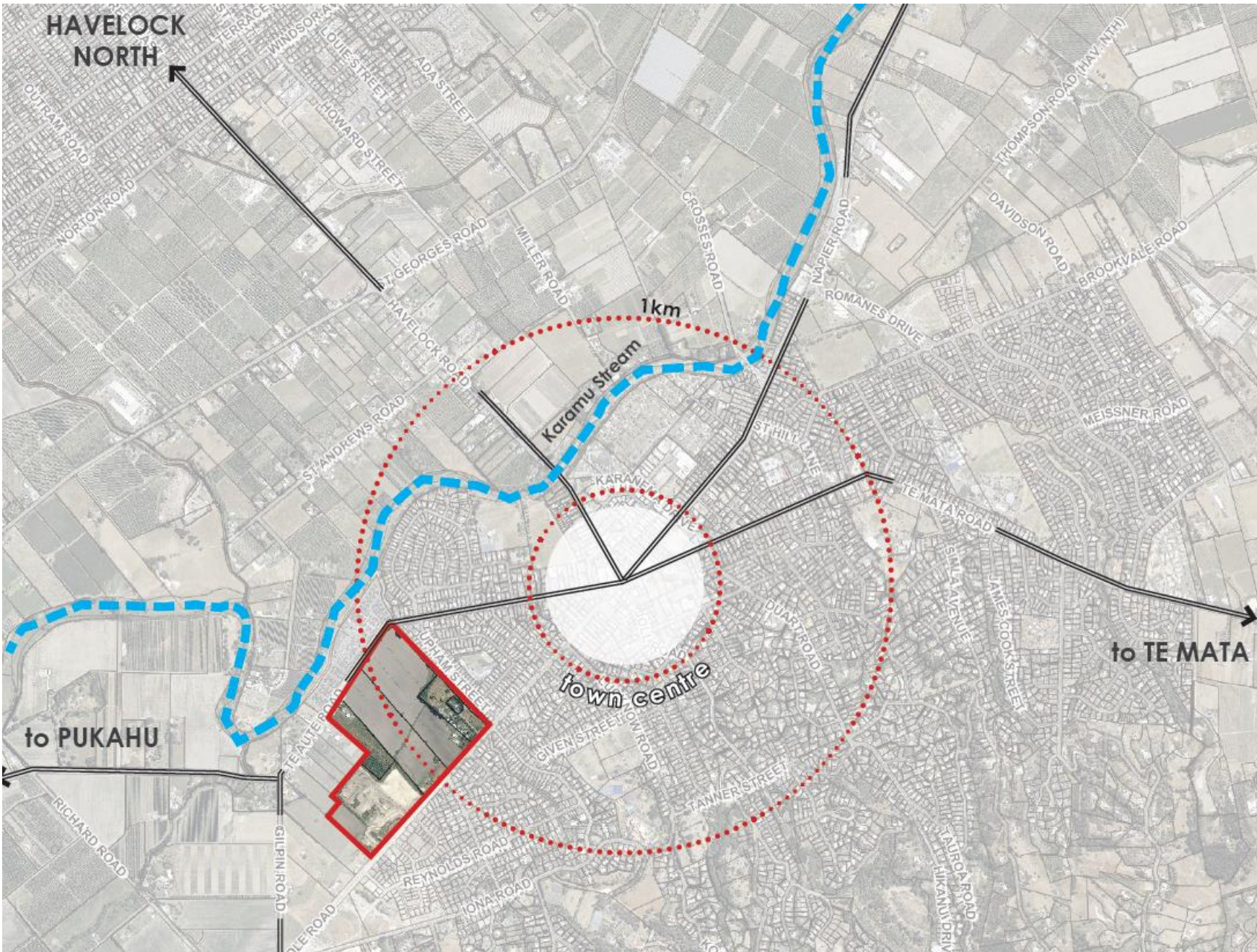
Middle Road Fast Track Referral Application

December 2025



WOODS
Est.1970

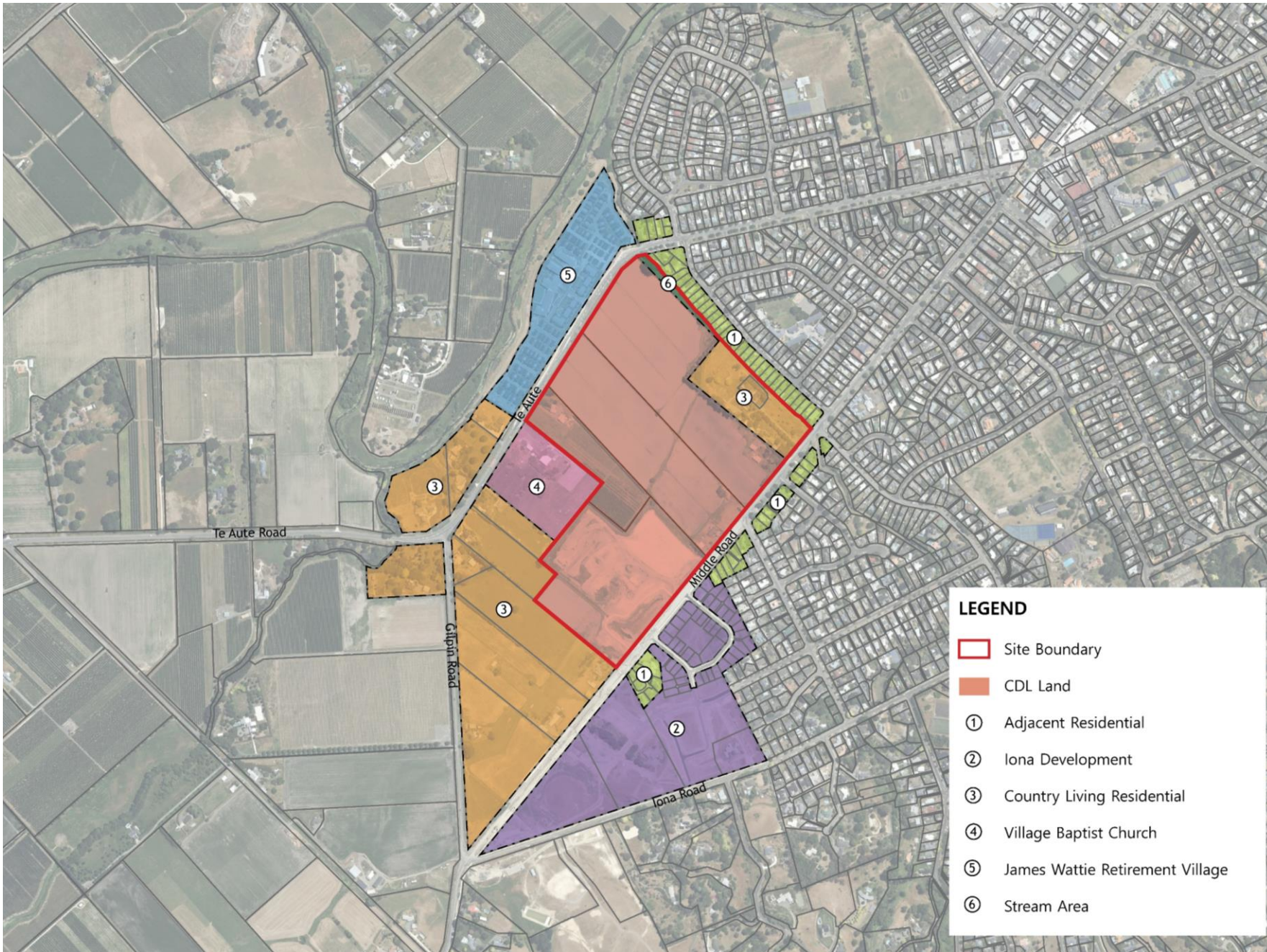
Project Background







WOODS
EST.1970



PROPERTY OWNERSHIP



Herehere Stream & Te Aute Road Bridge



Existing Farm Drain Looking East

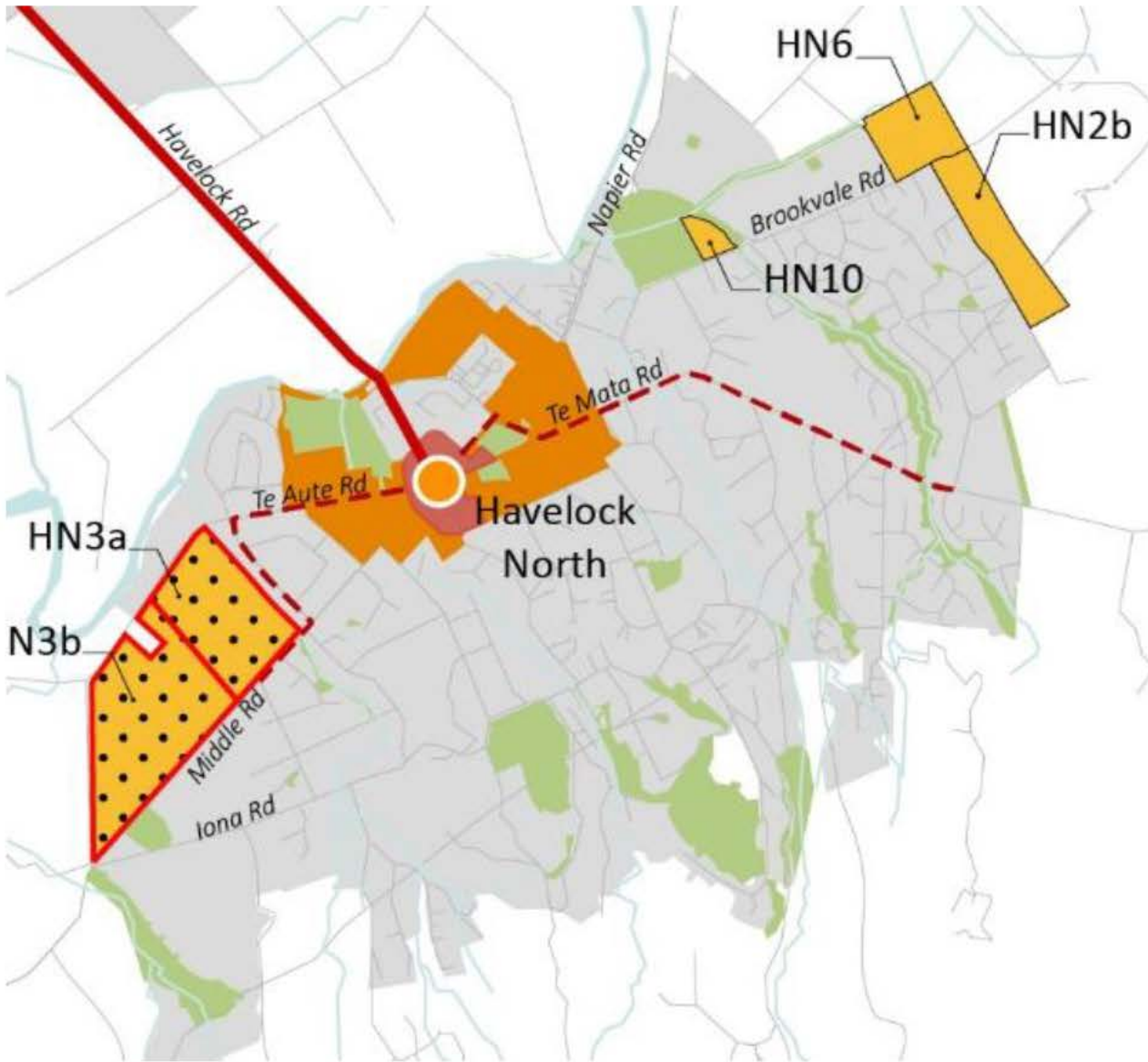


View from Middle Road Looking West



Iona Stormwater Device

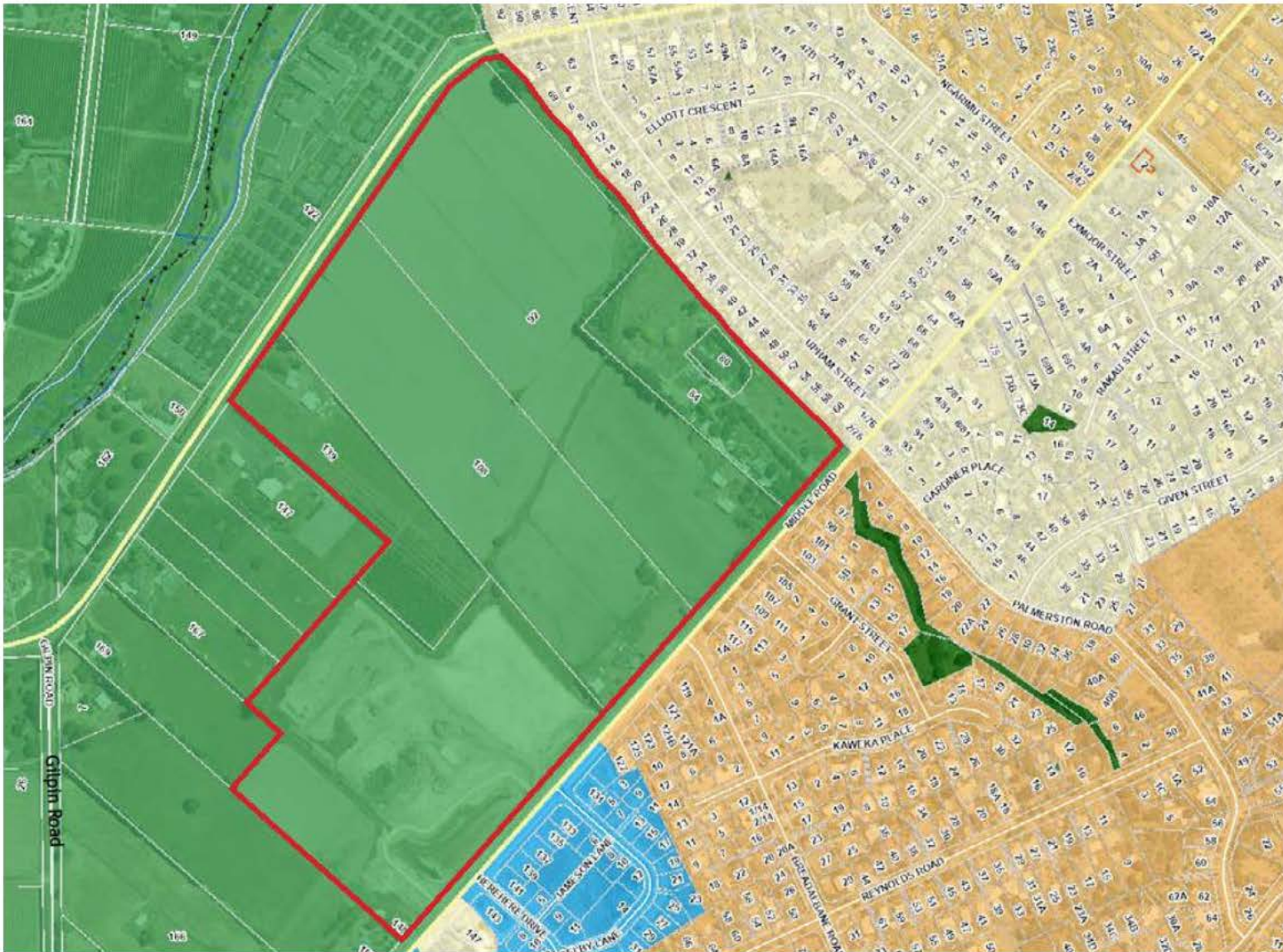


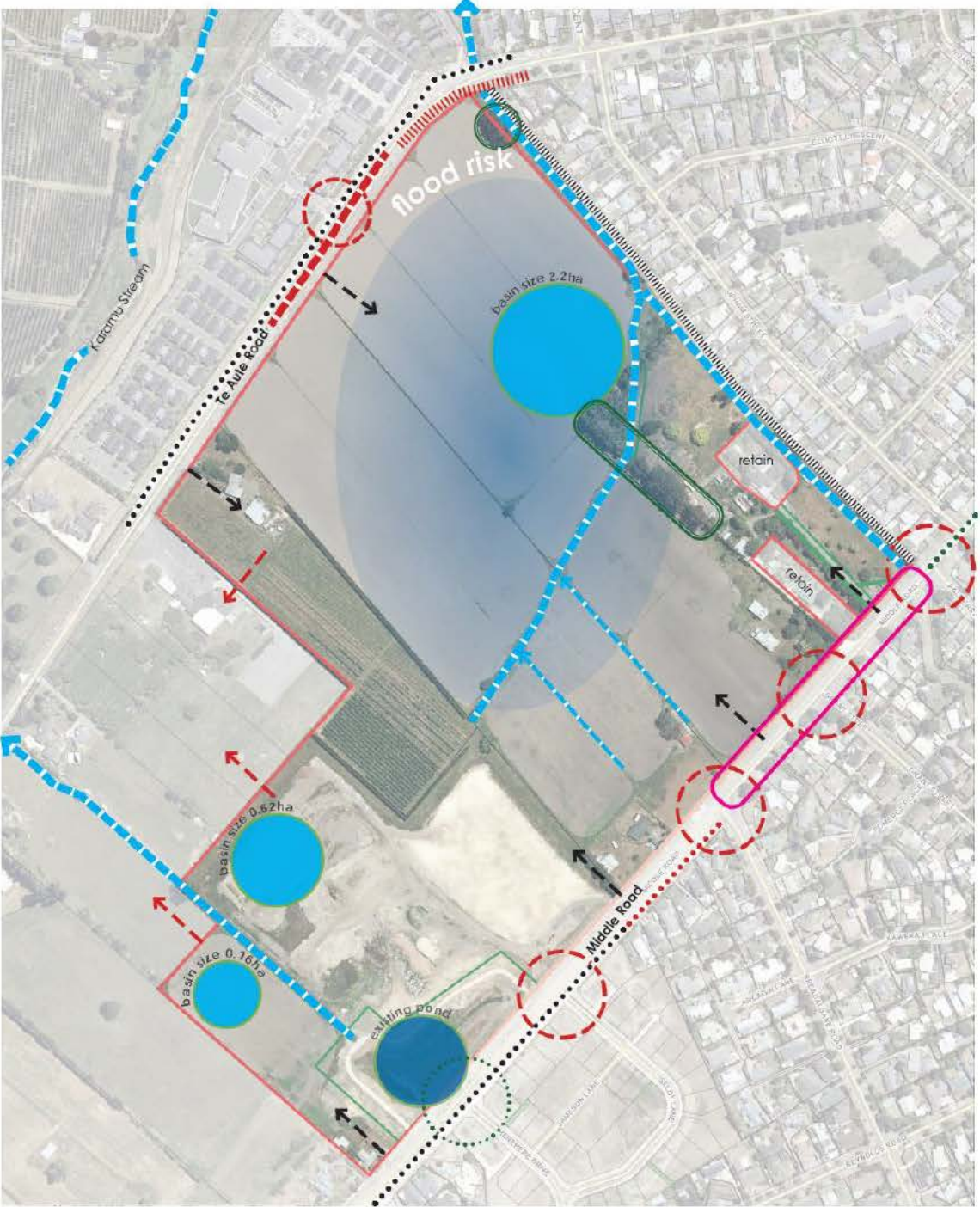


Site Ref	Site Name / Location	Approx. Capacity
NC4a	Riverbend Road / Willowbank Avenue, Napier	290 dwellings
NC4b ¹⁹	Riverbend Road, Napier	660 dwellings
NC4d	South Pirimai, Ulyatt Road, Napier	370 dwellings
NC6	Mission Estate, Church Road, Napier	100 dwellings
H2a	Lyndhurst Extension, Hastings	280 dwellings
H3	Kaiapo Road, Hastings	430 dwellings
H4	Murdoch Road, Hastings	120 dwellings
H8	Copeland Road, Hastings	130 dwellings
FM2 & FM9	Portsmouth Road, Flaxmere	655 dwellings
HN2b	Arataki Road Extension, Havelock North	170 dwellings
HN6	Brookvale Road, Havelock North	125 dwellings
HN10	Oderings Site, Havelock North	35 dwellings
H5	Wall Road, Hastings	110 dwellings
HN3a and HN3b	Middle Road, Havelock North	640 dwellings
AS	Ahuriri Station, Bay View	1,000 dwellings
Total		5,115 dwellings²⁰

LEGEND

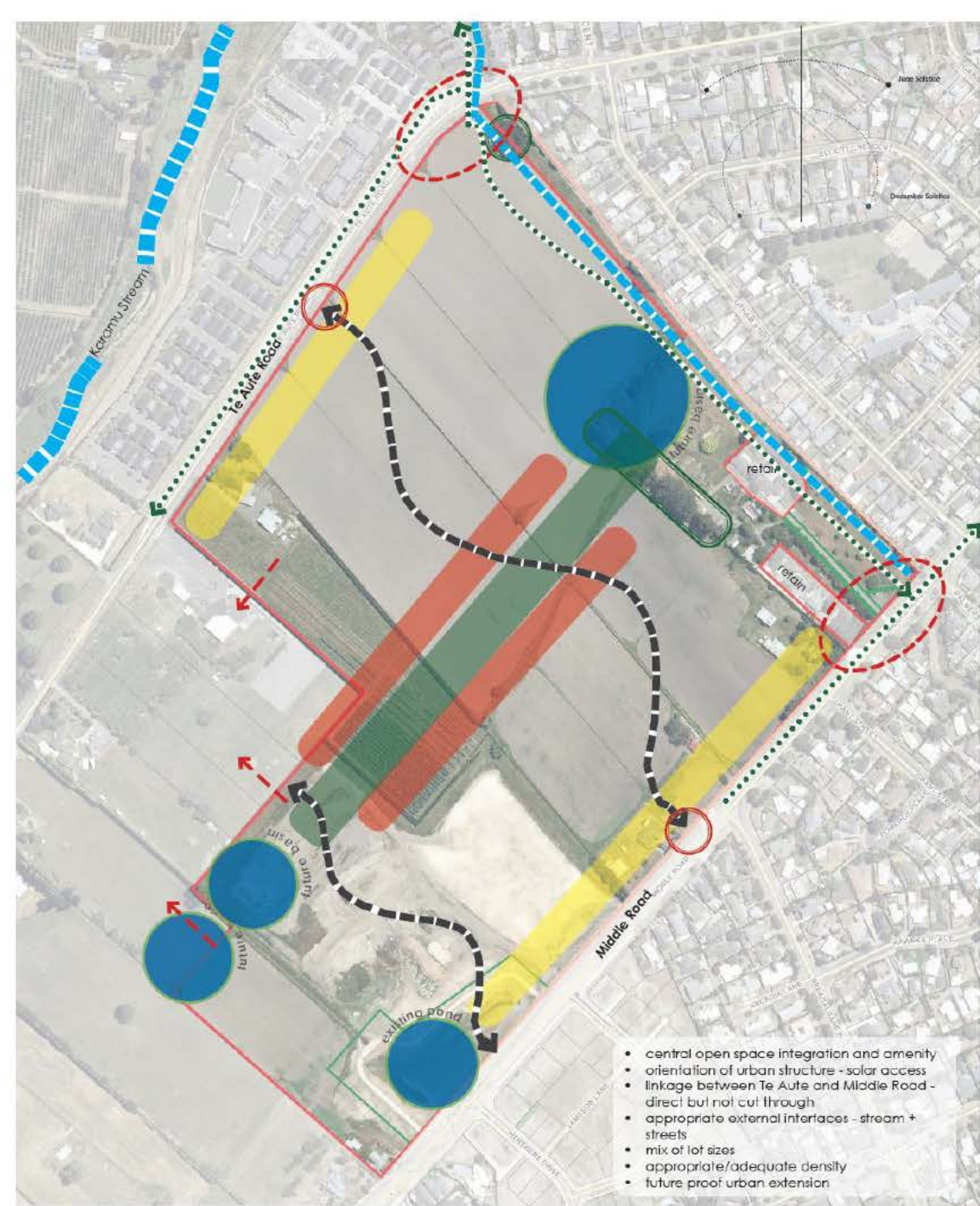
- Primary Urban Centres
- High Frequency Public Transport Corridor
- Secondary Urban Centres
- - - Other Frequent Public Transport Corridors
- Locally Important Urban Centres
- ▬ Increased State Highway Capacity
- ▭ Centre Zone
- ✈ Hastings Aerodrome
- ▭ Intensification Areas
- 🏥 Hastings Hospital
- ▭ New / Expanded Residential Areas
- 🛣 State Highway
- ▭ New / Expanded Residential Areas - Voted for exclusion by HDC and HBRC
- 🚂 Railway Line
- ▭ New / Expanded Residential Area - Voted for exclusion by HDC
- 🏘 Existing Zoned or Consented Urban Areas
- ▭ New / Expanded Industrial Areas
- 🌿 Reserves and Open Space Areas
- 🌊 Water Bodies





- ▬▬▬ existing drainage channel
- rear fences - poor amenity and little surveillance
- future indicative size and location of stormwater management area
- - - - - → potential future intersections
- ⋯⋯⋯ new/developing shared path
- ⋯⋯⋯ existing on road cycle path
- - - - - → links to adjacent properties needed
- ⋯⋯⋯ existing intersections - off set required
- central median
- gap in cycle provision
- shelterbelt/specimen

SITE CONSTRAINTS



- stream corridor - public access and amenity, safety, ecology
- larger lots - visual consistency + traffic safety (turning on site required)
- open space corridor integrating SW area and active modes
- active mode provision inc. link to Karamu Stream

- smaller lots - open space amenity and safety
- gateway - transition through landscape and/or heritage
- entry defined by built form and/or landscape
- existing trees

- central open space integration and amenity
- orientation of urban structure - solar access
- linkage between Te Aute and Middle Road - direct but not cut through
- appropriate external interfaces - stream + streets
- mix of lot sizes
- appropriate/adequate density
- future proof urban extension



WOODS
Est.1970

Concept Plan



WOODS
EST.1970

CONCEPT PLAN:

Site Area: 33.3 ha

Stormwater Area: 5.5 ha

Net Residential Land: 27.8 ha

Density: 14 du/ha gross

Total Yield: 385 lots

CONCEPT PLAN





WOODS
EST.1970

Estimated yield

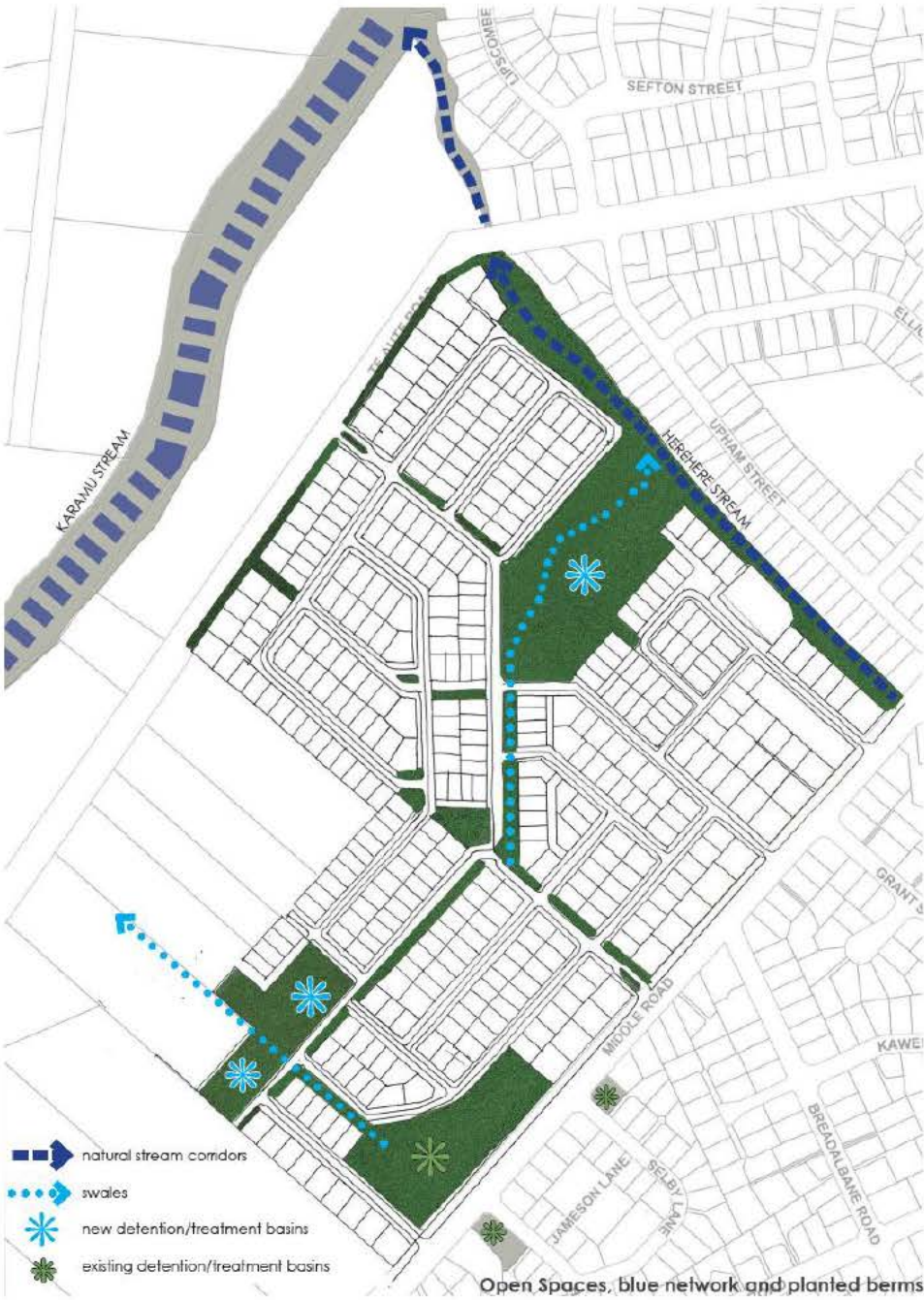
- 50** (13%) large (600m² +)
- 215** (56%) medium (400 - 600m²)
- 120** (31%) small (300 - 400m²)

385 lots

site area - 33.3ha
riparian/stormwater areas - 5.5ha

net residential land - 27.8ha
density - 14 du/ha gross

assume 25% for roading,
net land area = 20.8ha
then net density is 19du/ha




Open Spaces, blue network and planted berms



Lot yield and distribution



ROADING





-  main routes into town centre
-  internal collector
-  local road
-  minor local road
-  private accessway
-  rear lot



WOODS
Est.1970



PEDESTRIAN + CYCLE

-  main off carriageway shared path
-  cycle lane on carriageway
-  crossing point
-  internal cycle friendly route
 - along car-free linkage route
 - through passive open space
 - along berm with no vehicle crossings
 - adjacent to deep rear berm

CONCEPT PLAN



WOODS
Est.1970

Consultants and Stakeholders

EXPERT CONSULTANTS

Discipline	Consultant	Contact
Ecology	Boffa Miskell	s 9(2)(a)
Geotech	CMW	
Archaeologist	CFG Heritage	
RMA Legal	Ellis Gould	
Transport	Flow	
HPL / Soils Assessment	Agfirst	
Economics	Property Economics	
Urban Design	Urban Acumen	
Civil Design	Woods	
Planning	Woods	
Survey	Woods	
3 Waters		



STAKEHOLDERS



Stakeholder	Comment	Status
Relevant Local Authorities	<ul style="list-style-type: none">• Heretaunga Hastings District Council• Hawkes Bay Regional Council	<ul style="list-style-type: none">• Ongoing discussions with HDC.
Mana Whenua	<ul style="list-style-type: none">• Tamatea Pōkai Whenua• Ngāti Kahungunu	<ul style="list-style-type: none">• A mana whenua meeting was held on site on 4.12.25.
Administering Agencies	<ul style="list-style-type: none">• Environmental Protection Agency• Ministry for Environment	<ul style="list-style-type: none">• EPA & MfE have been engaged.
Other Agencies	<ul style="list-style-type: none">• Department of Conservation• NZHPT	<ul style="list-style-type: none">• Engagement is underway.



s 9(2)(a)



s 9(2)(a)

te Planner

RPlan (Hons)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Monday, 1 December 2025 5:19 pm

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track - New Project Referral

s 9(2)(a)

Thanks for the heads up, and for circulating the initial draft of the masterplan.

Can I please ask that you fill out and return the attached preapplication form so we can site up a job in our system, recover costs and record files for the new project.

Have touch based with the relevant council officers and the following times in the week of the 8th December:

- Tuesday 9th 3 – 4pm
- Thursday 11th 1.30 – 4.30pm

If you can get back to me as soon as possible to lock it in as schedules are unfortunately filling up quickly as we head into Christmas/new year shutdown.

Kind regards,

s 9(2)(a)

s 9(2)(a)



s 9(2)(a)

Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz

s 9(2)(a)

ng Our Environment Together | Te Whakapakari Tahī | Tō Tātau



s 9(2)(a)

Sent: Thursday, 27 November, 2025 3:57 PM

s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a)

s 9(2)(a)

Council Involvement:

As required by the FT referral process, and in line with good planning practice, we would like to meet with Council to discuss the project in more detail. Are we able to **arrange a meeting in the week of the 8th December** to introduce the project? It would be helpful to have the following Council officers at the meeting:

- Strategic planning
- Transportation
- Infrastructure /Stormwater

The meeting will be very high level at this stage. We are keen to hear your thoughts on the proposal, any constraints / opportunities you identify, and any strategic planning & infrastructure background / knowledge we should be aware of, etc as we further develop the masterplan. We have held a similar meeting with HDC.

Timeframes:

CDL is aiming to lodge the referral application in the **first quarter of 2026**. Masterplan development is now underway (draft attached), with the concept plan finalisation and draft expert reports due mid-December.

Should you have any questions or require clarification on any of the above, don't hesitate to reach out to myself or s 9(2)(a) look forward to hearing from you regarding a future meeting time.

Kind regards,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)



Attachment 2: Hastings District Council Correspondence

s 9(2)(a)

s 9(2)(a)

Out of Scope

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Subject: FW: Middle Road Fast Track - 18 March to 30 March
Date: Wednesday, 8 April 2026 1:24:09 pm
Attachments: image001.png
image145792.png
Environmental Policy - Fast Track Applications - Middle Road Fast Track - HDC Response to Technical Reports - Collated Comments.DOCX

s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz



This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
Sent: Monday, 23 March 2026 9:30 am
To: s 9(2)(a)
Subject: RE: Middle Road Fast Track - 18 March to 30 March

Hi s 9(2)(a)

Sorry for the delay on this. I do not yet have s 9(2)(a) final comments but I am assuming that there is a bit of flexibility following the additional information around stormwater from the Herehere you were provided just over a week ago.

I thought it best to provide the remainder of our commentary in the meantime and you s 9(2)(a) and co in the background.

Let me know if you have any trouble opening it

Cheers

s 9(2)(a)

Team Leader Environmental Policy

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

MEMORANDUM

File Ref: ENV-23-26-0055

To: s 9(2)(a) Woods
From: s 9(2)(a) Environmental Planner - Policy
Copy to: s 9(2)(a)
Date: 18 March 2026
Subject: Middle Road Fast Track – Feedback from Technical Reports

MIDDLE ROAD FAST TRACK – FEEDBACK FROM TECHNICAL REPORTS

REPORTS RECEIVED 12 MARCH 2026 & 16 MARCH 2026

The following is a compilation of comments provided to Woods from Hastings District Council staff in response to the technical reports provided for the initial stages of the Middle Road Fast Track project.

Feedback has been provided from:

3 Waters	s 9(2)(a)	HDC 3 Waters Growth and Development Manager
Development Engineering	s 9(2)(a)	HDC Development Engineer
Transportation	s 9(2)(a)	HDC Transportation Policy and Planning Manager
Parks and Open Spaces	s 9(2)(a)	HDC Public Spaces Policy Planner
Urban Design	s 9(2)(a)	HDC Principal Advisor: District Development
Planning – Policy	s 9(2)(a)	HDC Team Leader Environmental Policy
Planning – Consents	s 9(2)(a)	HDC Principal Environmental Planner - Consents

3 Waters (s 9(2)(a) 3 Waters Growth and Development Manager)

From a stormwater perspective I'm generally comfortable with detention areas being designed as multi-purpose spaces (e.g. community open space, pedestrian connectivity, recreation) provided the primary stormwater function of attenuation and flood mitigation is not compromised. This has been my stance in the past as it makes sense for all including the community to maximise the use of open space, and the below will need to be considered:

- Stormwater performance: Basin storage volumes, flow paths, inlets/outlets and overland flow paths must remain fully functional, unobstructed, and fit for purpose.
- Maintenance access: Stormwater maintenance (e.g. sediment removal, mowing, plant management, inspection of structures) needs to be possible without restriction.
- Safety: Basin batters, water depths, etc should be considered to ensure public safety when the basins flood.
- Location of infrastructure: Paths, structures, planting etc. should avoid primary flow paths and key hydraulic features.
- Durability and flooding: Any paths or park infrastructure within the basin should be designed with the expectation that they may flood periodically.

Development Engineering (s 9(2)(a) Development Engineer)

Earthworks

- Please confirm how the existing stockpiles at 148 Middle Road will be managed, noting reference to contaminated soils/needle grass, and how earthworks will be undertaken without spreading contaminated material.
- Please provide further comment on the proposed 145,000 m³ of earthworks and 40,000 m³ of imported fill, including likely effects on surrounding properties, particularly in terms of level changes, drainage, runoff, sediment and construction impacts.
- How is earthworks affects the surrounding properties that are not part of this development.

Wastewater

- The wastewater report notes that there is no available capacity in the Anderson Park pump station catchment and that flows will instead discharge to the Breadalbane pump station, which will require upgrading. Please confirm the proposed servicing approach, including the extent of upgrades required to Breadalbane and how this will be addressed as part of the development.

Stormwater / Flood Modelling

- Please clarify the source and magnitude of the inflows shown on Figure 19, including what external catchments / model boundaries they represent.

- Please also provide further information on how the modelling accounts for existing on-site floodplain storage / ponding, how pre- and post-development storage volumes have been compared, and how the proposed basins compensate for any loss of distributed storage.
- Council's preference is that the applicant demonstrates through modelling that post-development peak flows at the downstream boundary are no greater than pre-development flows for the 10-year and 100-year events. If an alternative design criterion has been adopted, please justify this.

s 9(2)(a)

Transportation **Transportation Policy and Planning Manager)**

From the discussions with the parties to date about Transport, the Transport Overview only considers the site itself without consideration of the wider network impacts (more comment below). Fully agree with Section 6, Opportunities in terms of providing accessibility network accessibility for all road users. The devil will be in the detail but the intent to create an urbanised environment is clearly signalled for both Te Aute Road and Middle Road fronting the site which is what would be required with kerb and channel and a footpath. There is also the potential to provide a passenger transport route through this development, moving it away from Upham Road, which is positive.

The major weakness is that the transport overview is only site related. It has not looked at the impact of the additional traffic generation on the network and the potential impacts especially on intersections within the Havelock North Village area. That is something that will be necessary but can be based on previous modelling undertaken for the Iona Middle development / Havelock North Village and updated accordingly.

Happy to chat further re the above.

s 9(2)(a)

Open and Public Spaces **Public Spaces Policy Planner)**

Thank you for the opportunity to comment on the Draft Expert Reports received by HDC on 12 March 2026.

We note the changes made since our pre-application comments dated 10 February 2026. The revised layout includes a number of positive changes, particularly in relation to the improved connectivity of the open space network. Several matters raised previously appear to have been addressed; however, some items remain where further clarification or consideration would be beneficial.

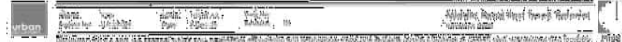
Of particular note, the key concern from our team continues to relate to the interfaces between residential lots and adjoining streets and open space areas. Previous comments raised concerns regarding privacy, fencing treatments, and passive surveillance of walkways and open spaces. These matters remain largely unresolved. A number of lots still do not appear to effectively address adjacent streets or open spaces, which may limit passive surveillance and reduce the activation and perceived safety of these public areas.



Figure 9 development concept



Development Concept



Revised Layout

Previous Layout

- **Open Space Network and Function**

As previously noted, the proposal establishes a green framework across the site that supports connectivity and access to public space. The revised layout strengthens this through a more connected open space network, largely identified as drainage and esplanade reserves, with links providing access to the Karamu and Herehere areas. While the connectivity improvements are positive, further clarification would still be helpful regarding the intended function of each open space area (e.g. drainage, recreation, linkage), particularly where spaces are long and narrow and may have limited recreational function.

- **Open Space Provision and Vesting**

The application notes that the public open space network is intended to be vested with HDC and serve linkage, recreation, and/or stormwater functions. However, the concept plan does not clearly identify these distinctions. Clarification is therefore sought regarding which areas are intended to be vested, including any areas proposed to be vested as part of Three Waters infrastructure. Any vesting will need to be confirmed with the relevant HDC asset managers to ensure Council is willing to accept the assets and their intended purpose.

- **Esplanade Reserves / Herehere Stream**

The Public Spaces team continues to support the proposed connectivity along the Herehere Stream. Clarification is sought regarding the ownership of land containing the stream, as it appears this area may be privately owned rather than within the CDL landholding:

Further detail would be beneficial regarding the extent and management of the proposed esplanade reserves, including whether these are intended to be vested in Council. Engagement s 9(2)(a) Deputy Group Manager & Director Infrastructure Delivery) and the 3 Waters Team, is recommended to better understand future planning for the Havelock North streams environment and how any proposed reserves align with that work.

- **Open Space Interfaces and Passive Surveillance**

Previous comments raised concerns regarding privacy, fencing treatments, and passive surveillance of walkways and open spaces. These matters remain unresolved and are a key concern. In particular, a number of lots still do not appear to effectively address adjacent streets or open space areas, which may reduce passive surveillance and the overall activation and safety of these public spaces. It is important that these interfaces are addressed through the design at this stage where possible. There is a clear preference to address these matters through design changes, which are considered achievable, rather than relying on conditions, which are generally seen as a less desirable outcome..

- **Playground Provision**

With the addition of the Bull Hill playground, the wider playground network is considered sufficient to service the proposed subdivision. However, Middle Road may present a barrier for some children accessing the Bull Hill or Grant Street Reserve playgrounds. As such, consideration could be given to incorporating small-scale “pocket” play or recreation facilities within the subdivision, at a lower level of service than a typical neighbourhood playground. Examples of this approach can be seen at Ever Swindell Reserve and Romanes Drive Reserve, where a small number of play or fitness elements provide informal recreation opportunities. This could include a small set of swings within the triangular reserve area, along with several fitness-style stations distributed along the loop trails. The triangular open space area appears to be the most suitable location for a small pocket park, given its central location, accessibility, and outside of the stormwater basin areas. Council's Public Spaces Team would be happy to discuss this further with the applicant.



- **Red Brick Areas**

Previous comments sought clarification on the purpose of the red brick areas. The revised plan has reduced these to two locations. It appears these may now form part of the road reserve; however, confirmation of their intended function would be helpful.

- **Street Trees and Gateway Planting**

The provision of street trees throughout the development is supported. Final details, including species selection, spacing, and locations, should be developed in consultation with Council's Transportation and Open Spaces/Landscapes teams. This can be addressed through conditions requiring the preparation and approval of a detailed landscape plan. As previously noted, consideration should also be given to gateway planting and street tree treatment along Te Aute Road. Further discussion with the Transport team on this aspect is recommended.

Urban Design

s 9(2)(a)

Principal Advisor: District Development)

The current version of the proposed master plan has many strengths from an urban design perspective, and my primary concern is about the rear lots that bound the primary open space. Comments below cover the various layers of a master plan and as well as noting areas of concern, I deliberately acknowledge the positive attributes of the proposed design so to reduce the potential of positive elements being lost as the design evolves through the consenting and development process.

Street network: The logical street pattern both organises development of the site in a typical and anticipated way and also provides a street hierarchy that enables people to logically move through the site to the bounding local connector roads (Middle Road and Te Aute Road). The street hierarchy also shows an intention to visually communicate where you are in the development (i.e. a busy primary road versus a quiet residential street) through the use of different street types and treatments. Importantly, the street network is supported by pedestrian pathways throughout the development that create additional connectivity and permeability, meaning pedestrians and cyclists have multiple routes between point A and point B.

In future stages of the consent process, I am interested in looking at cross sections of the two existing roads bounding the site – Te Aute and Middle Roads. It will be important to ensure the development contributes positively to these collector roads and equally that the properties proposed along these roads enable a positive condition for their future residents.

Block orientation: All blocks, excluding two, are orientated for positive solar gain – orientated either to the north, east or west. This means rear private outdoor spaces created in the development will benefit from winter sun.

Green spaces: Multiple green spaces are proposed within the development, ranging significantly in size and also in intended use. My interpretation of the master plan is that future residents will be highly provided for in quantity of public green space. Significantly more detail will be required at subsequent points in the consenting process so to enable detailed analysis and response to the design of the multiple spaces. However, in principle, all residents will benefit from being, at most three, blocks away from a green space and most will have access to one at the end of their street. This will have a significant, and positive, impact on the character of the new neighbourhood and should be capitalised on in the design of streets, street trees and property setbacks etc to establish a very 'green' condition for residents and visitors.

My understanding is that the majority of the green space proposed exists so to manage the high quantity of stormwater anticipated to run across the subject site. The management of such via publicly accessible, multi-function green spaces is a positive outcome for future residents. Details will be required at subsequent stages of the consent process to clarify exactly what parts of the green spaces will be accessible, what such spaces will accommodate (i.e. passive amenity and walking/cycling paths only versus space for gathering and/or play). At that point detailed assessment can be provided. Equally, clarification is required from parks and three-waters colleagues as to whether the quantity and type of spaces proposed can be owned and maintained by Council and if yes, how the stormwater functions will or won't cater for use during dry times. Communicating to future residents the nature of these spaces and the reality of how often they will be wet or dry, including how wet, will be important so to ensure expectations are realistic for people purchasing properties due to a perceived amenity and/or level of access.

A final comment on the proposed open spaces is to endorse the two small 'brick strips' drawn at the base of two central blocks, located on the left side of the primary road. While limited information is known about these spaces, from talking with the applicant's urban designer I understand they are intended to be small hard surface public spaces that offer a different scale and character of public space than the green spaces throughout the site. As above, full details of these spaces will be required in future stages of the consent process but in principle I support their inclusion and the variety of experience they will provide. While not fundamental to the success of the proposed master plan, their inclusion is positive. I anticipate these spaces will become landmarks, that residents use to communicate where they are; they may become places where young people meet and play basketball or skate. While the proposed development is entirely suburban in nature, these two spaces will offer a slightly urban experience. I understand properties that are located directly to the north of the spaces will front the brick areas and be accessed via rear lanes along their northern boundaries. This condition will be unusual within the development and therefore will require detailed design to ensure it functions well.

Street trees: As an extension of above, the master plan shows the intention of a street tree strategy, using different tree species and (assumed) size to help visually communicate the roll of a street and its position in a street hierarchy. This is absolutely supported. However, I note that the master plan also shows multiple streets at the bottom of the hierarchy as having no street trees at all. In the context of residential densities reducing section sizes and land available to grow mature trees coupled with climate change impacts effecting temperatures and rainfall, the recognition of the role of street trees and trees on public land is now significant. I recommend that all proposed streets include street trees. This will support active travel, biodiversity, s 9(2)(a) adjacent land and buildings and tolerance to experience changing climates. Colleagues in Council's parks team will be able to provide guidance on quantities and species of street trees appropriate for this proposed development.

Rear lots: I note that the current master plan includes half a dozen rear lots, which urban designers would typically try to avoid (for driveway safety and street activation reasons) and which the previous version of the master plan didn't have. This is a result of a couple of awkward shaped blocks where the proposed open spaces dictate the developable land. As the master plan continues to evolve through the consenting process ahead, I encourage the applicant team to try to refine the shape of the open space and therefore the shape of the two subject blocks so to achieve a more regular block shape that means all lots are located along the street.

Rear boundaries on park edges: My primary concern within the proposed master plan is the number of rear boundaries that edge the open space. This condition predominantly exists on the eastern side of the largest green space. Such a condition is typically avoided, especially in a master planned development on a 'blank site'. Concern for rear boundaries along the edge of a public space is due to the common outcome where residents want (typical and anticipated) visual privacy and install high and solid fences along the rear boundaries to achieve this. The fences then prevent passive surveillance from the private property over the public space, creating conditions for anti-social behaviour in the public park, be this graffiti, dumping rubbish, locations out of sight for congregating and potential for entrapment.



I acknowledge that where rear boundaries sit along the edge of the open space, they are all within relatively short distances from streets and dwellings on the other side of the open space. Therefore, they are not fully isolated nor out of site. This condition will need to be tested when ground level drawings and landscape and planting plans are prepared, to ensure sight lines from one side of the space to the other remains. As soon as possible, I encourage the application material to include cross sections through properties and edges of the open space.

In addition to typically trying to avoid this situation, equally it is common practice to limit the number of rear boundaries like this as much as is possible. In contrast, the proposed design doesn't appear to do so. When speaking with the applicant's urban designer, I made two suggestions to help mitigate the potential negative effect of the condition as the master plan evolves:

1. Reduce the quantity of properties with a rear boundary on the park edge
2. Use larger properties in this location so to ensure (and test to confirm) that backyards are large enough for residents to have enough space to achieve some areas of privacy from users of the open space, reducing the need to use high fences to block views.

We agreed that this particular edge condition should be included in the urban design fast track application report, so that it is recorded at this stage of the application and can be looked at in detail at future stages of the consent process. Equally the applicant urban designer proposed a condition of consent be used to place requirements for these rear sections to be designed and placed at a level that sits above the open space and uses low fencing, walls and/or planting to break potential lines of sight, which again would help reduce the likelihood of residents installing high fences.

If this proposed edge condition remains, I recommend the design of how the public space and private spaces transition on either side of the boundary requires a commitment to a high-quality outcome. The image below is a screenshot from Google Streetview showing homes adjacent to a park in the Auckland suburb of Hobsonville. The image shows level changes, layered planting, fencing, gates, public and private steps and private outdoor spaces that have all been designed very intentionally to work together to manage the public/private interface and visually and physically manage how this works. A similar outcome should be achieved in the proposed master plan development. [Albeit noting all the closed curtains in the middle of the day due to the north orientation and (assumed) over heating effect.]



I note that similar edge conditions at other areas of open space in the proposed master plan exist but with side boundaries instead of rear boundaries. These situations equally need to be managed carefully and may require specific design controls formalised in later stages of the consent process. Fencing, fenestration and location of outdoor spaces will need to be considered. The green space shown below, from the SW corner of the master plan demonstrates the side boundary scenario. This particular open space is bound on two sides by side boundaries and its remaining edges may be private property that is the surrounding land not earmarked for development.

Future development area

My final comment relates to the area signalled for potential future development, in the NE corner s 9(2)(a) over in white in the drawing. While not proposed in the upcoming fast track application, if this area is secured for redevelopment and becomes part of the project, several of the items mentioned above will apply. Specifically, residential properties with rear boundaries on open space, being both the large stormwater multi-function public space and the corridor of the Herehere Stream.

Planning – Polic s 9(2)(a) Team Leader Environmental Policy)

Note these are generally a repeat of the comments sent following pre-app

Reverse Sensitivity

We have concerns about the lack of a buffer zone along the western boundary edge. At present the scheme plan does not indicate any form of buffer from the Plains Zone and land based primary production on the boundary edge. We have previously raised concerns about the conflicts between the incompatible land uses and see little justification not to have a setback along this boundary.

A 30-metre setback has been applied in past developments for new urban development, where residential development adjoins plains production land. Horticulture NZ have been consistent advocates over the years for setbacks / buffers of 30m between new residential and existing rural / productive zones to mitigate these reverse sensitivity effects. These buffers could take the form of public roads, stormwater corridors or detention, or public open space areas to ensure physical separation at the urban rural interface.

In considering these types of effects, the NPS-HPL applies a directive policy on reverse sensitivity:

Policy 9: Reverse sensitivity effects are managed so as not to constrain land-based primary production activities on highly productive land.

The policy applies in all circumstances where land-based primary production activities on highly productive land might be affected by reverse sensitivity effects i.e. those within rural zones and at the urban to rural interface. The policy is implemented in a number of ways including through Part 3.13 of the NPS-HPL:

3.13: Managing reverse sensitivity and cumulative effects

(1) Territorial authorities must include objectives, policies, and rules in their district plans that:

(a) identify typical activities and effects associated with land-based primary production on highly productive land that should be anticipated and tolerated in a productive rural environment; and

(b) require the avoidance if possible, or otherwise the mitigation, of any potential reverse sensitivity effects from urban rezoning or rural lifestyle development that could affect land-based primary production on highly productive land (where mitigation might involve, for instance, the use of setbacks and buffers); and

(c) require consideration of the cumulative effects of any subdivision, use, or development on the availability and productive capacity of highly productive land in their district.

Whilst we acknowledge the fragmented nature of the adjoining land resource, we do not consider sufficient reason to remove or reduce the proposed buffer entirely. We have already had concerns from landowners within this area regarding their inability to utilise their land productively due to urban encroachment. We consider that this proposal will only exacerbate these issues, severely limiting the ability to undertake primary production activities.

We also do not consider its partial inclusion within the FDS as sufficient reason to reduce these buffer zones. Even if this land was fully included within the strategy, we would still be wanting to ensure a buffer was provided between opposing Zones, as the nature of the growth strategy is that future development of these sites is not a certainty, nor can we have confidence as to when this land may be developed. In addition to this, the proposed growth was not supported by both the Hastings District and Hawkes Bay Regional Councils, meaning its FDS reference is only through Napier city support. There is a strong possibility that development of the adjacent land will not happen, and if it does, it will not be within the short to medium terms. As such we would anticipate that reverse sensitivity effects should be used to mitigate effects for the foreseeable future.

We would appreciate the applicant undertaking measures to show how they may mitigate some of these reverse sensitivity effects through the form of buffers. An additional option could be to provide larger sites along the Plains zone boundaries to provide some buffer within the sites. We believe there needs to be ongoing discussions regarding this issue.

Urban Demand

Policy 2 of the National Policy Statement – Urban Development states that Tier 1,2, & 3 local authorities must at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term. Without the inclusion of the Middle Road, the Future Development Strategy (FDS) now results in a localised Hastings deficit of sufficiency of housing supply by 330 dwellings in the long term. We would anticipate the application would address the timeframes in which development is sort (eg short, medium or long). The FDS states that housing demand will be sufficiently supplied in both the short and medium term and that it is only in the long term (11-30 years) that the shortfall may be apparent. This can be addressed through the review process of the FDS which is required every 3 years.

Further to this, the market is well supplied in relation to housing within Havelock North, which caters for the upper end of the housing market and achieving affordable housing is a significant obstacle. Having a significant proportion of our housing supply within one location does not provide for a range of market choices and price points envisaged through the Objectives and Policies of the NPS-UD

The amount of current supply for Havelock North is as follows.

Brookvale	550 dwellings
Iona	350 dwellings
Oderings	35 dwellings
Arataki Extension	170 dwellings
Brookvale Extension	125 dwellings
Total	1230 dwellings

There is a further referred proposal at Brookvale Green of between 180 and 210 dwellings to be considered through the fast-track process.

This figure comprises between 74% - 86% of the greenfield capacity (1650) for all Hastings urban area (being Hastings, Flaxmere and Havelock North) over the short-medium term. It is also relevant to note actual uptake within the existing growth areas. Brookvale and Iona together provide for an anticipated yield of around 900 lots (to Q3 2025); however, only 37 of these have progressed to building consent stage.

We would anticipate that any economics assessment should address how the NPS-UD Objectives and Policies of the NPS-UD are being achieved with the addition of another 400 dwellings in the Havelock area, noting that this addition would exceed the anticipated demand for the whole of Hastings in the short term.

NPS-HPL

In addition to the discussion above in regard to demand, we have reservations around the use of highly productive land for development where there appears to be no ascertainable demand over the short or medium term. While the FDS did consider the inclusion of this land for future development, it is noted above this was only to be considered as a long-term prospect. Even so, these considerations were faced with strong concerns by both the governance groups of HDC and HBRC Councils, largely due to the classifications and productivity of the soils and was ultimately removed from the FDS by these Councils.

While the FDS discusses some constraints regarding the future productivity of the land being considered for this application, this was ultimately considered not significant enough to prevent productive use of the land by the HDC and HBRC Councils. We also consider that existing water restrictions may not be a long-term constraint for the next 30 years.

As such we remain concerned for the applicant’s ability to show the necessity of developing LUC2 land without being able to show any necessary demand and consider this should form a significant part of any application.

Bespoke rules vs standardised zoning

Following the government’s release of the Planning and Natural Environment Bills, as well as additional commentary regarding future RM processes, it appears certain that there will be a far more standardised process for future zoning, meaning less bespoke rules and provisions. There also appears to be a pathway to future rezoning of fast-track subdivisions without requiring a full plan change process under (what is currently) Schedule 1 of the RMA. As such we would prefer the applicant to provide relatively standardised provisions for clearly identified Medium Density Residential and General Residential Areas. While we acknowledge there is some uncertainty of how the standardised provisions will look once drafted, we anticipate that there will be a reluctance to consider bespoke provisions unless absolutely necessary. As such we consider that any bespoke provisions should only be included when addressing fundamental needs such as reverse sensitivity, roading and 3 water requirements.

Mana Whenua Consultation/Cultural Impact Assessment

We have had no involvement with mana whenua consultation on this project. While a full cultural impact assessment does not need to be provided at the referral stage, we recognise that consultation with Māori is required under Part 2 Section 11 of the Fast Track Act. The representative treaty settlement group is Tamatea Pōkai Whenua Trust and consultation is required with the relevant mana whenua groups, which we have previously provided details for.

Future Development Strategy

The future development strategy (FDS) was approved by the joint Councils (Hastings District, Napier City and Hawke’s Bay Regional Council’s) in August 2026. The Middle Road land was one of the areas in question that was not supported by all Council’s. The following provides a breakdown of decision making by each Council:

	Napier City Council (NCC)	Hastings District Council (HDC)	Hawkes Bay Regional Council (HBRC)
Riverbend Rd – NC4b	Included	Included	Excluded
Middle Road – HN3a & HN3b	Included	Excluded	Excluded
Wall Road – H5	Included	Excluded	Included

Of note, the two requiring authorities for Middle Road, HDC and HBRC were not in support of its inclusion. The proposed land covers portions of both HN3a & HN3b areas that were considered in the FDS, but not all of the area in its entirety.

The summary reasons why HBRC decided to exclude the sites are that:

- including those sites is contrary to strategic objectives 3 and 6 of the FDS (refer Section 8.2)
- the inclusion of those sites is not required to provide sufficient development capacity to meet demand
- neither of the sites would provide well-functioning urban environments

The summary reasons why HDC decided to exclude the sites are:

- Middle Road and Wall Road are both highly productive 'Land Use Capability 2' land.
- Productive land, together with water and climate, is a cornerstone of Hastings District's economic wealth.
- Neither Middle Road nor Wall Road are necessary to meet the housing number required for the National Policy Statement on Urban Development.
- The exclusion of both sites will not make the FDS inoperable.
- The review of the FDS in three years' time will have the opportunity to address any imbalance that may become apparent.
- There are locations available on less productive land should more housing numbers be required.

Consideration of these exclusions and the reasons for them need to be addressed as part of the planning assessment for the substantial application.

McKenna Block

One change to your plans relates to the optional inclusion of the McKenna block as an area for development. We note that the exclusion of this site will lead to an isolated Plains production lifestyle site which will be surrounded by residential development. While we appreciate the plans provided look to future proof the development of this site, we would also note that any application for Resource consent would largely be contrary to the objectives and policies of the Plains Zone. This would be a similar situation to the recent resource consent for the Oderings site, which was fully notified.

It would be our preference that the McKenna block is considered as part of the development, if possible, to avoid a double up of processes and to ensure it can be properly integrated into the urbanisation if the Consent were to be granted.

If the McKenna block was not to be considered as part of this application, we would anticipate there would need to be some mitigation for reverse sensitivity between the lifestyle property and the residential development. While we recognise that the lifestyle site is unlikely to undertake primary production activities, we anticipate an appropriate assessment would need to be undertaken for these boundaries.

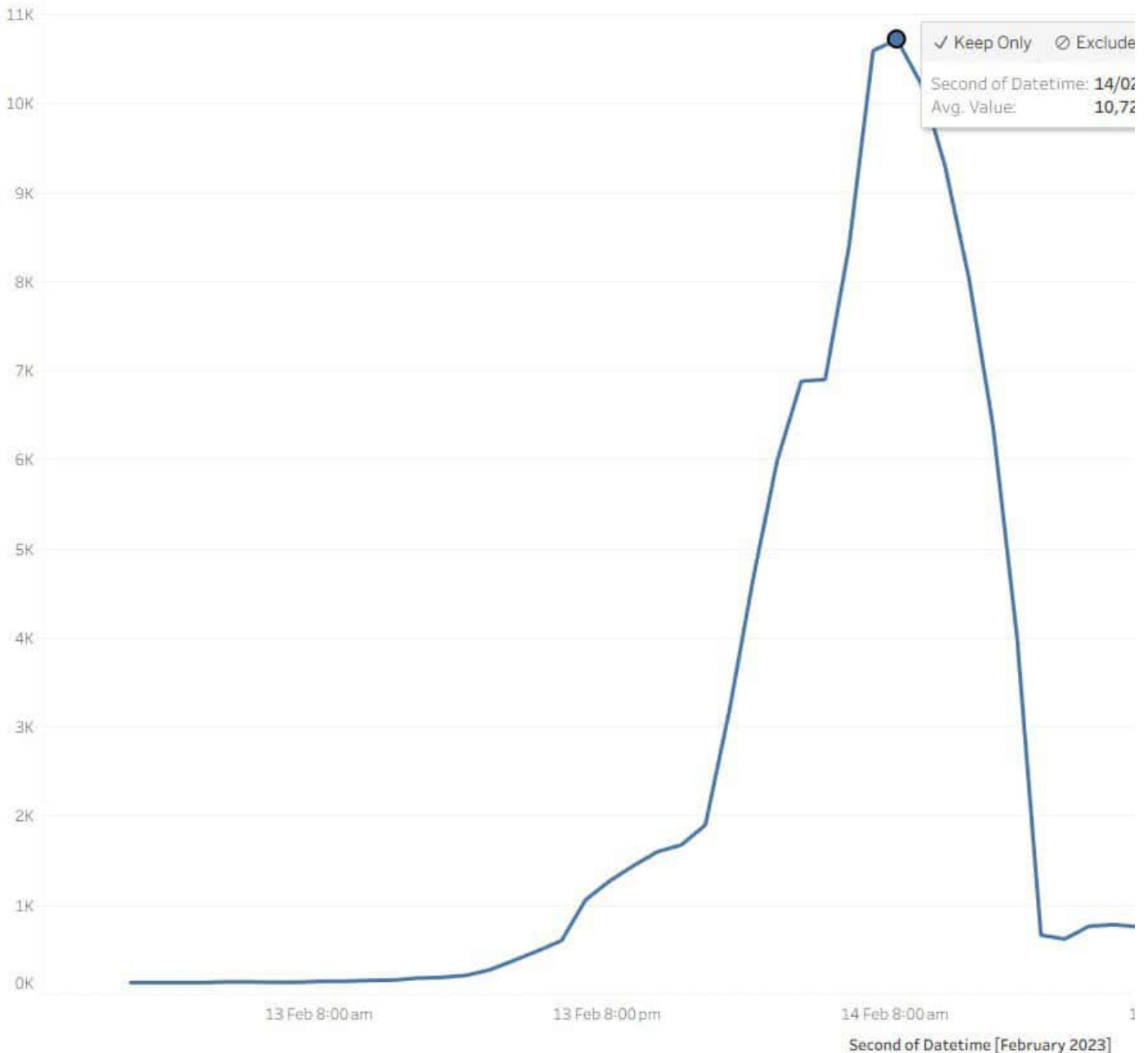
s 9(2)(a)

From: s 9(2)(a)
Sent:
To: s 9(2)(a)
Cc:
Subject: RE: Herehere Flow DS of Middle Road Bridge

Hi s 9(2)(a)

I agree with your hesitation, and I had the same confusion when I first looked at the model a few years ago. Below is an observation from Cyclone Gabrielle, a greater-than-250-year ARI event, based on the dam level data. To some extent, it matches the behaviour shown in the model results.

- Dam level from 14 February 2023 to 15 February 2023. You can see that the dam level dropped sharply after the storm peak.



The dams are built in 1970s and I am not sure if we have the design documentation. I will ask around.

You had a nice weekend.

Regards,

s 9(2)(a)

3 Waters Modelling & Data Analyst

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Subject: RE: Herehere Flow DS of Middle Road Bridge

s 9(2)(a)

Looking at the flow hydrographs for the dam, it looks like the dam fills up and drains down in 24 hours. Is the dam not engaged during storm events?

Would Council have design documentation around how the outlet functions?

Kind regards,

s 9(2)(a)



s 9(2)(a)

Senior Associate - 3 Waters Engineer

BE(Hons), CPEng, CMEngNZ

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Friday, 13 March 2026 1:59 pm

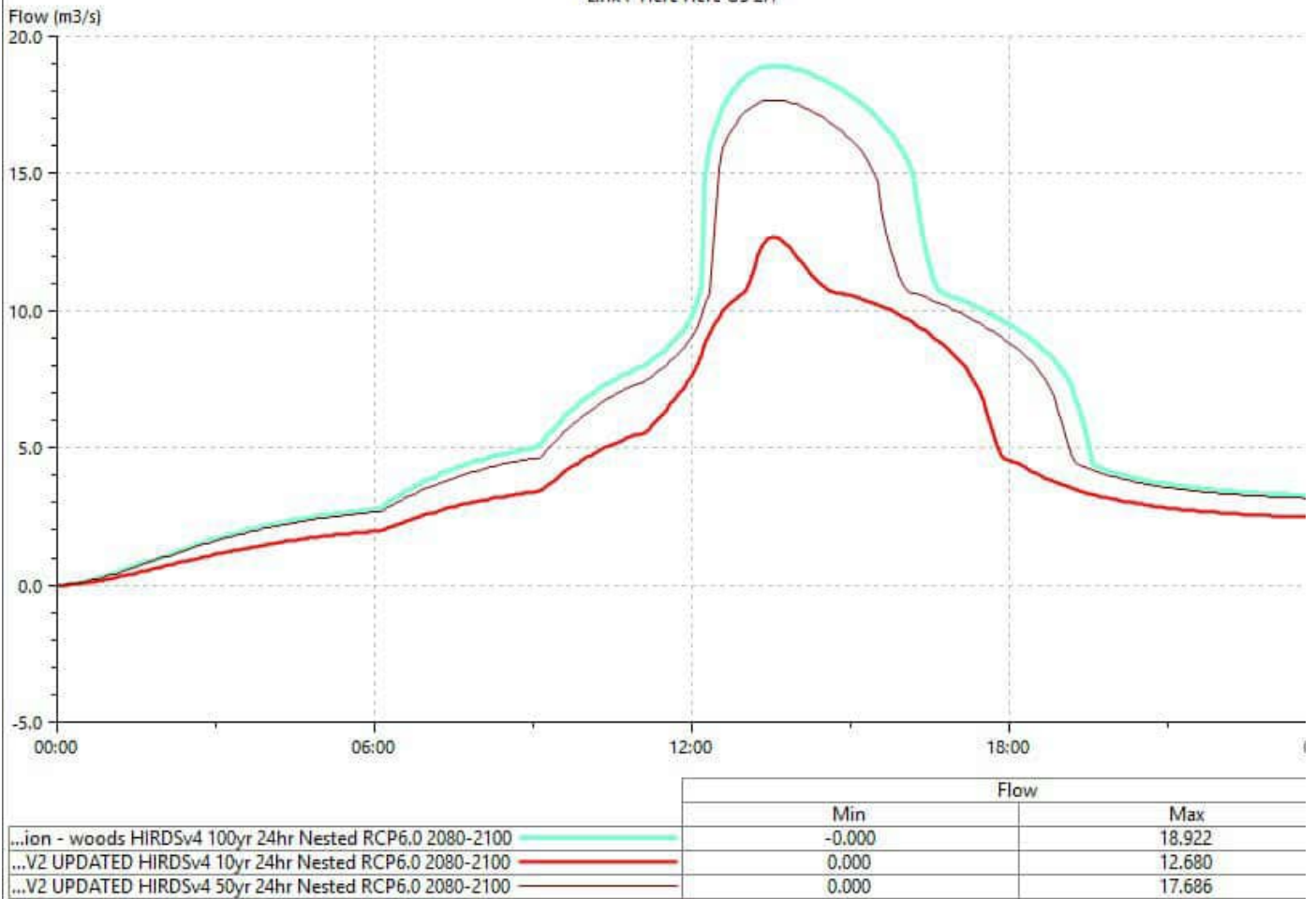
s 9(2)(a)

Subject: RE: Herehere Flow DS of Middle Road Bridge

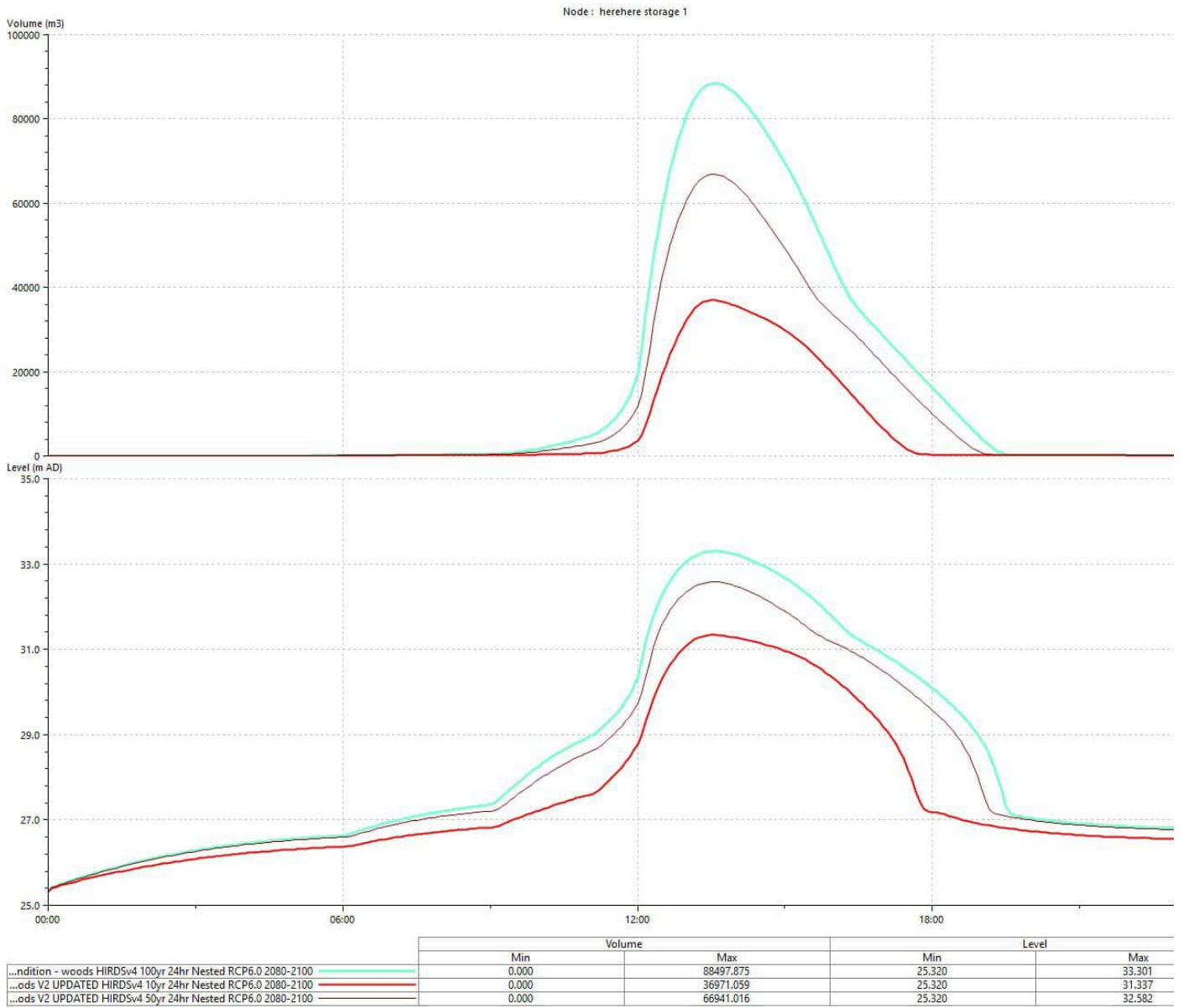
s 9(2)(a)

This is a baseline model. I confirm your findings with the following HDC modelling results.

The dam outflow is showing as below. The spillway did not active in 100yr event.



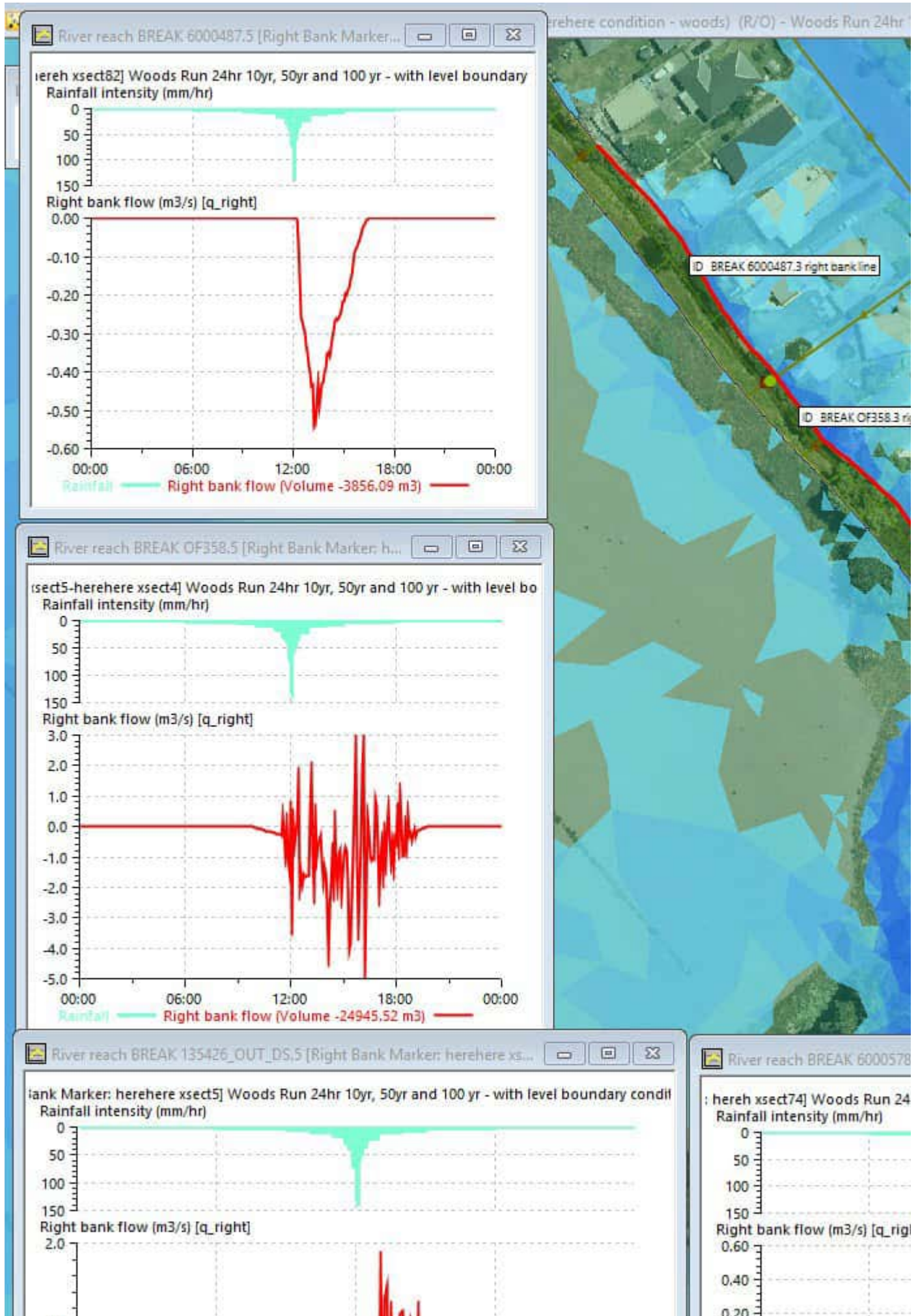
Storage and level for Herehere Dam in different event.



Following is the flood depth upstream of the Middle Road bridge in 100yr event and we have off bank flooding holding some water.



The flow from/to the Upham & Elliot properties are as below for the following locations in 100yr event.



I'm happy to talk through this if you want.

Regards,

s 9(2)(a)

3 Waters Modelling & Data Analyst

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

s 9(2)(a)

Sent: Friday, 13 March 2026 12:25 PM

s 9(2)(a)

Subject: RE: Herehere Flow DS of Middle Road Bridge

Hi s 9(2)(a)

No worries at all.

Thanks for this. Having reviewed this information, I wanted to check the following:

- Whether this is the baseline model or a dam break breach scenario. I would have expected a more flatter profile for the hydrographs given how long the Herehere Stream reach is and the fact that the dam will be attenuating flows upstream.
- There are several culvert structures along the Herehere Stream that will be holding flows back. We've looked at structures all the way up to Reynolds Road as well - there's significant storage along the stream route.
- We're also doing sense checks against the Hawke's Bay Regional Council Hazards Portal for the 2% AEP event. The provided 2% AEP flows are very close to the 1% AEP flows – this is a significantly large amount of flow that would also affect the Upham & Elliot Street properties. If the 2% AEP flows are correct, both our and HDC's modelling won't align with HBRC modelling.

Is this something we can look into?

Kind regards,

s 9(2)(a)



s 9(2)(a)

Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ

s 9(2)(a)

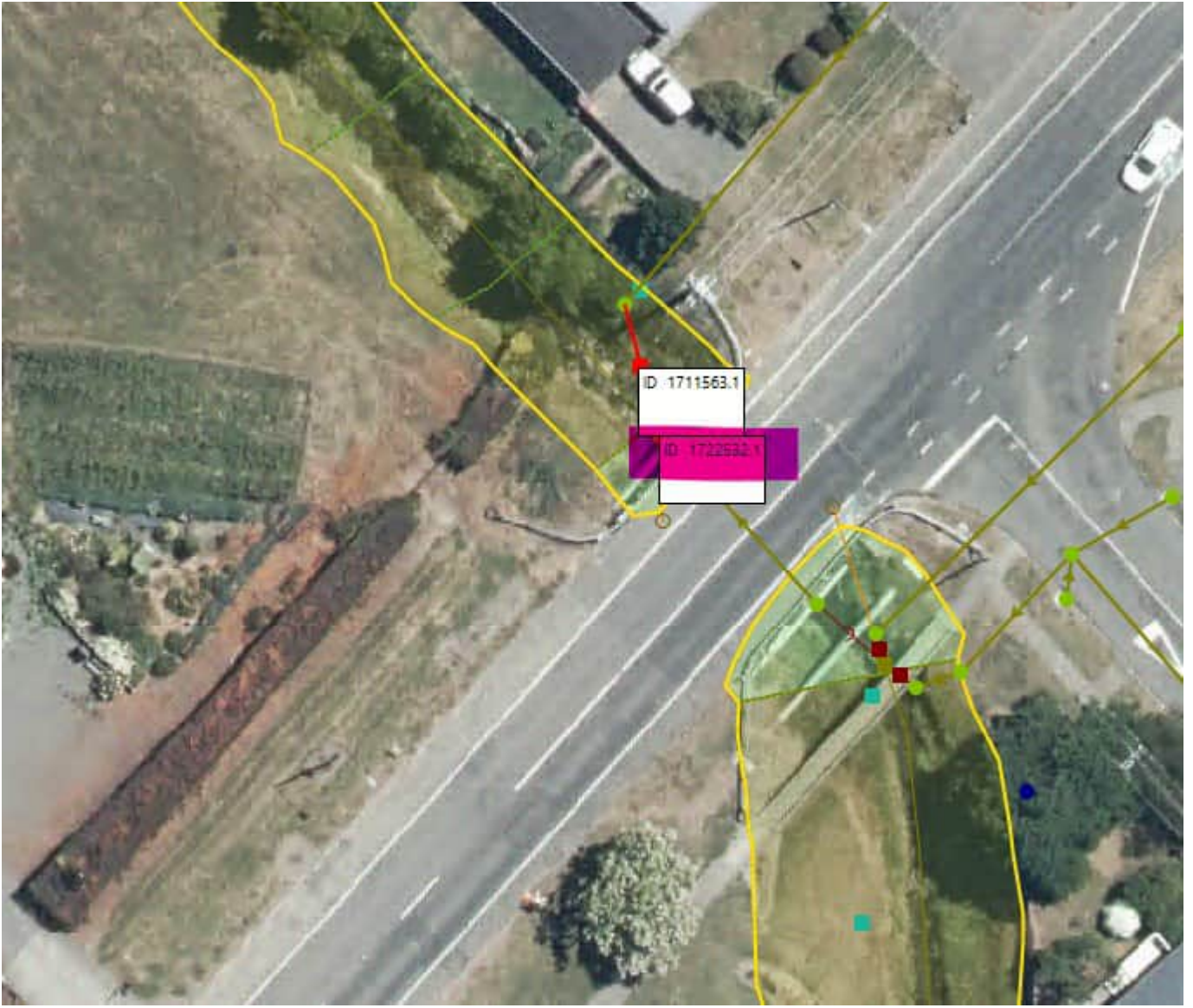
woods.co.nz

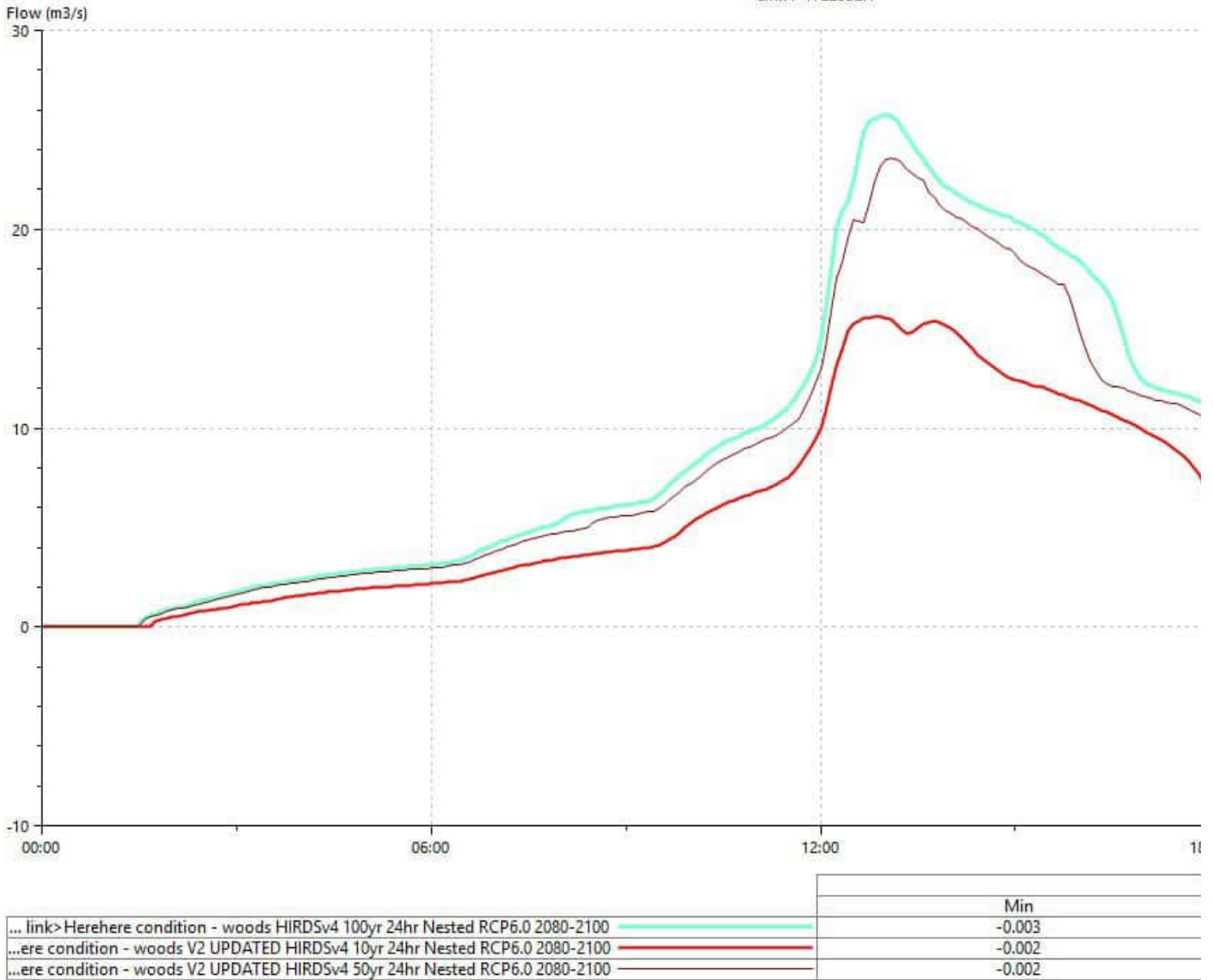
This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Friday, 13 March 2026 8:52 am

s 9(2)(a)





Please let me know if you have any questions.

Regards,

s 9(2)(a)

3 Waters Modelling & Data Analyst



s 9(2)(a)

Wāea/Phon s 9(2)(a) āea Pūkoro/Mobile +64 272 078367
 Īmēra/Emai s 9(2)(a) Pae Tukutuku/Web www.hastingsdc.govt.nz
 Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
 Private Bag 9002, Hastings 4156, New Zealand

From: s 9(2)(a)
To:
Cc:
Subject:
Date: Monday, 9 March 2026 8:57:39 am
Attachments: image002.png
image003.png

Morning s 9(2)(a)

Thanks for the meeting last week and agree that it was very productive and it's great to know we are on the same page.

The talking points are reflective of our conversation.

I've confirmed with our modeller and he has stated the information provided is based on the latest and greatest model updates for Havelock North and the boundary conditions provided represent the best information we have. He has also stated he is comfortable with the information provided and that a review from Stantec would not be necessary as it was a simple exercise.

I should have asked in the meeting, but I assumed that the existing Iona development pond was for that development only, however I take from below that it forms a part of the proposed sw management approach for Middle Road. I'm keen to understand the role of the Iona basin in the Middle Road development as without the information in front of me to demonstrate how it works, it feels we are mixing drinks as that was designed to mitigate the Iona development.

Regards,

s 9(2)(a)

3 Waters Growth & Development Manager

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāaea/Phone s 9(2)(a)

From s 9(2)(a)

Sent: Thursday, 5 March 2026 5:57 PM

s 9(2)(a)

Subject: RE: Herehere Stream Meeting between Woods and HDC re Middle Road Development

Good afternoon s 9(2)(a)

points and actions. Please take a look and let us know if any of these points need to be amended.

Overall Catchment Context

- HDC would like CDL to consider a catchment-wide approach for their design response.
- The northern section of the stream shows evidence of erosion, including bed and bank erosion.
- The land is perceived as flood-prone / wet. The site was not promoted for development through the FDS in part for its flood prone nature. Community perception that this land is not suitable for development.
- The project needs to consider cumulative effects and potential displacement effects across the wider catchment.
- Upham Street flooding is a known issue.
- HDC looked to purchase the riparian land strip to manage flooding effects and stream edge treatment. This is now controlled by CDL. Council are interested in CDL using this land to achieve what the council had previously set out to do.

Council Roles

- HDC is responsible for the section of Herehere Stream adjacent to the site. HDC has a vested interest in how the stream performs, as it is an integral part of their network
- HBRC primarily acts as the regulator.
- HBRC is responsible for the site drains and Karamu Stream to the north

Stream Conditions

- The Herehere Stream is prone to erosion, particularly bed and bank instability. Evidence of erosion south of Te Aute Road bridge. HDC report provided previously discusses this background information.
- Detention dams are present in the upper catchment, which influence downstream flow behaviour.
- Recommended that Woods review Velocity Banding Maps on HDC GIS.
- Upham Street flooding is an issue as mentioned above.
- Baikie Drain is a challenge is erosion and tail water conditions.
- Recommended that considerable setbacks provided given the vulnerability of the stream edge, rather than just meeting what the RMA requirements to ensure future resilience and assist broader council outcomes.
- Stream Bank Remediation Guide and Stream Planting Guide have been prepared by HDC to inform stream management response. Acknowledged that this may be a different approach to HBRC.
- Potential stream management responses discussed include:
 - Channel widening to reduce flow velocities – go beyond what is needed for the development and also achieve broader council outcomes.
 - Planting
 - Location of the discharge point
 - Enhancing the corridor for amenity and ecological outcomes
- Te Aute Road bridge (McDonald's Bridge) has had recent strengthening works. Issues

during Cyclone Gabrielle. Intention with SW management approach is not to increase flows to the stream so there should be no effect on the bridge.

- Discharge point from the development can occur at any point along the stream edge, subject to technical findings.

Proposed Stormwater Management Approach

- Discussed overall stormwater management approach for the site (Masterplan attached).
- General design approach thus far is for a dry basin approach. Three areas of SW management proposed, including large basin in north part of the site connecting to Herehere Stream, the existing Iona Pond, and a new basin system to Gilpin Drain.
- Double benefit of being able to use the basin areas for recreation open space and amenity outcomes.
- The intention is to manage detention on CDL land so that we do not exacerbate flood effects (pre / post approach) elsewhere.
- Woods SW team has input various assumptions into the model which were discussed in the meeting. This includes information that has been provided by HDC' Woods keen to have these assumptions verified by HDC.
- Basin design needs to consider downstream hydraulic effects.
- HDC confirmed that they are open to design options for onsite stormwater management. CDL project team to determine the preferred approach i.e. basin vs wetland design and present proposal to HDC.
- Groundwater is 1 – 3m depth.

Design and Planning Opportunities/ Recommendations

- The Herehere Stream interface should be treated as an amenity, hydrological and ecological opportunity.
- The approach should allow space for natural stream processes where possible, rather than relying heavily on hard infrastructure. Enough open space is provided adjacent to the stream to achieve these outcomes.
- HDC recommended that interface design takes on board recommendations from the Stream Bank Remediation Guide and Stream Planting Guide.
- Woods to check tailwater conditions and share output with HDC via email. HDC to review (possibly Stantec) and provide feedback.
- Woods to discuss use of dry basin areas with HDC Parks team to confirm open space use preferences as part of future substantive application design phase.
- Consider connection of open space through to Middle Road to continue the swale / basin all the way through.
- A future design workshop was proposed to explore the stream corridor design with HDC and the CDL project team as part of the substantive application design phase.
- Draft technical reports will be provided to HDC next week for review and high-level feedback.
- Ensure technical reports identify opportunities for further detailed design phase as part of future substantive application.

Kind regards,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Wednesday, 4 March 2026 4:29 pm

s 9(2)(a)

Subject: FW: Meeting between Woods and HDC re Middle Road Development

s 9(2)(a)

s 9(2)(a)

See email below from [redacted] with the links discussed in this afternoon's meeting.

Any questions or problems, let us know.

Thanks

s 9(2)(a)

s 9(2)(a)

Environmental Planner - Policy

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

s 9(2)(a)

Sent: Wednesday, 4 March 2026 4:09 PM

s 9(2)(a)

Subject: RE: Meeting between Woods and HDC re Middle Road Development

Hi s 9(2)(a)

As mentioned, here are the links;

General:

<https://www.hastingsdc.govt.nz/services/water/stormwater/hndamsstreams/landowner->

[tools-and-guides/](#)

- Scroll to the bottom of the page for the velocity bands map.

Planting guide: <https://www.hastingsdc.govt.nz/assets/Document-Library/Cyclone-Land-Categorisation-Documents/Havelock-North-updates/Guides/Planting-Guide.pdf>

Streambank remediation guide: <https://www.hastingsdc.govt.nz/assets/Document-Library/Cyclone-Land-Categorisation-Documents/Havelock-North-updates/Guides/Stream-Bank-Remediation-Guide.pdf>

s 9(2)(a)

Deputy Group Manager & Director Infrastructure Delivery

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

-----Original Appointment-----

s 9(2)(a)

Sent: Thursday, 19 February 2026 2:09 PM

s 9(2)(a)

Subject: Meeting between Woods and HDC re Middle Road Development

When: Wednesday, 4 March 2026 2:00 PM-3:00 PM (UTC+12:00) Auckland, Wellington.

Where: Room - Civic Admin - Floor 2 - Kauri (207 Lyndon Road East, Hastings Hawkes Bay 4122)

Hi all

Rescheduling this morning's meeting to next week. Thanks

Thanks

s 9(2)(a)

Hi all

Please find meeting request for a catch up between HDC and Woods regarding the future planning for Havelock North streams environment in relation to potential Middle Road development.

Thanks

s 9(2)(a)

Microsoft Teams meeting

Join: <https://teams.microsoft.com/meet/49597415643888?p=Sbz0i7W06WOLtSv9it>

Meeting ID: 495 974 156 438 88

Passcode: s 9(2)(a)

[Need help?](#) | [System reference](#)

For organisers: [Meeting options](#)

**HERETAUNGA
HASTINGS**  **DISTRICT
COUNCIL**



WOODS
EST.1970

Middle Road Fast Track Referral Application

MARCH 2026



PROJECT BACKGROUND

- CDL Land New Zealand Ltd (CDL) is preparing a referral application under the Fast-track Approvals Act 2024 (FTAA) for a proposed residential development at Middle Road, Havelock North.

SITE DETAILS

- The Middle Road site comprises approximately 30.6 ha of land across seven titles owned by CDL at 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North.
- The site sits immediately southwest of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the southwest.

PROPOSAL

- The Middle Road project will provide for the residential subdivision of the site to enable the development of approximately 320 to 370 lots.



Herehere Stream South of Te Aute Road Bridge



Herehere Stream North of Te Aute Road Bridge



View of Herehere Stream From Middle Road



Existing Farm Drain Looking East





Iona Stormwater Device



View of Iona Pond and Southern Site Area



View towards Middle Road from the Site



View from Middle Road Looking West





CONCEPT PLAN:

Site Area: 30.6 ha

Stormwater Area: 6.7 ha

Net Residential Land: 23.9 ha

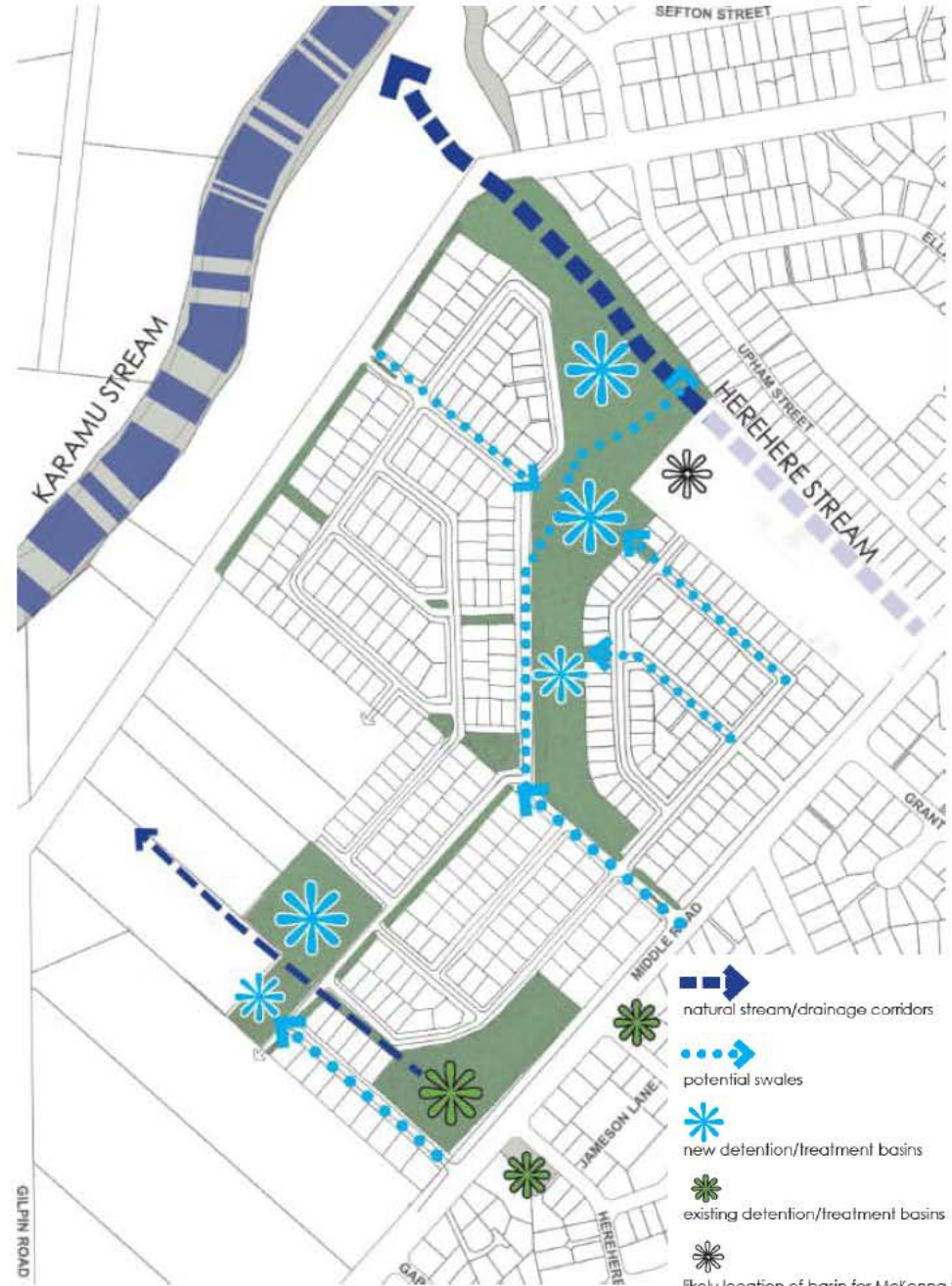
Density: 19 du/ha gross

Total Yield: Approximately 320 - 370 lots





WOODS
EST.1970



Estimated yield

- large (600m² +)
(15%)
- medium (400 - 600m²)
(50%)
- small (300 - 400m²)
(35%)

320 - 370 lots

site area - 30.6ha
riparian/stormwater areas - 6.7ha

- net residential land - 23.9ha
- gross density (based on 345 lots) - 15 du/h approx
- assuming 25% for roading, net residential land area = 18ha
- net density is 19du/ha approx



From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: P25-496: Middle Rd Fast Track - HDC Urban Design Feedback 6/3/26
Date: Friday, 6 March 2026 5:06:52 pm
Attachments: b619196e-053a-4e02-b2a9-d4a0ffddebb8.png
image474105.png

Hi s 9(2)(a)

s 9(2)(a) met with s 9(2)(a) this afternoon to discuss HDC urban design feedback for Middle Road. Here is a summary of the key meeting points:

Meeting Summary – Urban Design Discussion (Middle Road Fast-Track Referral Project)

Date: 6/3/2026

Attendees:

s 9(2)(a) – Urban Designer, CDL
[Redacted] Urban Designer, Hastings District Council (HDC)

Purpose of Meeting:

To discuss urban design aspects of the draft masterplan for the Middle Road Fast-Track Referral Project and obtain preliminary feedback from HDC.

Key Discussion Points

1. Interface between the main park and surrounding development

s 9(2)(a) advised that, from an urban design perspective, it would be preferable for a greater proportion of the main open space area to front public roads rather than private residential lots. While the current masterplan provides road frontage along at least half of the park via the main internal road, s 9(2)(a) suggested exploring whether additional road frontage could be provided along the southern portion of the open space rather than private lots. The concern raised relates to the quality of the interface between private residential lots and public open space, particularly in relation to passive surveillance and the potential for poorly designed rear yard

s 9(2)(a) noted that where private lots do front the park, design controls could be implemented to ensure an appropriate relationship with the open space. This could include requirements through consent notices or conditions to ensure:

- open or low fencing
- limited or low planting along boundaries

•
s 9(2)(a)

2. Future opportunities for Council input

s 9(2)(a) expressed some concern that the referral application stage may represent her opportunity to influence the masterplan layout. Should the project be accepted into the Fast-Track process, further opportunities for Council input would occur during the substantive application and detailed design stages. This will allow refinement of the masterplan and interface treatments in collaboration with Council specialists.

ing open space

s 9(2)(a) discussed the appropriate density of lots directly adjoining the reserve. ■■■ recommended that medium-sized residential lots would likely be more appropriate than higher-density lots in these locations. The rationale for this approach is to ensure sufficient on-site space for normal residential servicing requirements (e.g. clotheslines). With smaller, higher-density sites there is a risk that such activities could occur in rear yard areas facing the park, which may detract from the quality of the open space interface. ■■■ agrees with this design outcome.

4. Entrance pocket park (triangle park)

■■■ noted that the small triangular park proposed near the entrance to the development and adjacent to the main open space area is a positive feature within the masterplan. However, she advised that the HDC Parks team may have reservations about taking on additional small reserve spaces due to its function and ongoing maintenance and budget constraints. The agreed approach is to retain this feature within the masterplan for the referral application. Further discussions with the HDC Parks team will occur during the detailed design stage to determine whether the space should ultimately form part of the public reserve network.

5. Vehicle access arrangements

■■■ queried the suitability of the proposed vehicle access arrangement for lots fronting Middle Road and Te Aute Road. ■■■ confirmed that both HDC transport engineers and the CDL traffic engineers have reviewed and are comfortable with the proposed access arrangements.

Thanks,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: Middle Road Fast Track Referral -
Date: Thursday, 5 March 2026 5:00:52 pm
Attachments: image001.png
image002.png
image003.png
image896468.png
Rainfall depth to Intensity Calculator CoPV4 - Woods.xlsx
Middle Road Inflow.zip
Modelled Middle Rd Inflows - Woods.xlsx

Hi s 9(2)(a)

s 9(2)

Thank you for your time yesterday (a) to discuss the Herehere Stream and HDC's concerns. As discussed, I'm sending an email to confirm the provided inflows to be sure we aren't underestimating flows on site.

Woods provided rainfall depths to HDC (spreadsheet attached) for the 10, 50 and 100 year RCP 6 storm events. In response HDC supplied the corresponding inflow hydrographs on 28 January 2026. These hydrographs were generated based on the rainfall depths issued by Woods and included several 1D point source inflows, as well as 2D inflows along Middle Road.

The Middle Road 2D inflows were provided at 17 locations along the road corridor (Figure 1). Also provided were 1D flows at four locations from the stormwater network. These were applied without modification.





Figure 2: Point load locations received from HDC

For modelling purposes, the 2D inflows were consolidated into six 2D inflow lines (Figure 2), aligned with the established overland flow paths entering the site from Middle Road. We've attached the folder with the provided inflows and the flows we've loaded to the terrain. The inflows from the northern properties along the Herehere Stream were unclear in the information provided, we had trouble identifying which column aligned with the 2D inflows through there. We've modelled our own catchments through here for the 100 year event.



Figure 3: 2D inflow locations (Woods)

I wanted to confirm where the 2D flows overtop into the site, and a time series hydrograph of the flows, as the 100 year peak flows appeared to be low. This might be a lot of information to process, so we're happy to set up a meeting to run through what we've done so far.

Please feel free to forward this onto anyone I may have missed.

Kind regards,
s 9(2)(a)



s 9(2)(a)

Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
s 9(2)(a)

woods.co.nz

From: s 9(2)(a)
To:
Cc:
Subject:
Date: Tuesday, 3 March 2026 1:58:01 pm
Attachments: 02f97d97-75eb-42cd-bea6-508d0356efc4.png
image131353.png
Middle Road Fast Track - Development Concept Feb 26 (002)-2.pdf

Kia ora s 9(2)(a)

As discussed earlier today, I am writing to provide an update on the Middle Road project.

We have recently updated the masterplan to reflect the various technical inputs received over the past several weeks, including the feedback provided by HDC on 12/02/2026. The updated masterplan is attached.

There are three principal changes to note:

- McKenna Block as an optional component
The eastern McKenna Block is not owned by CDL and is now shown as an optional future extension. The masterplan illustrates how this land could integrate with the wider structure should those owners pursue urbanisation in due course. For completeness, the draft technical reports have assessed the McKenna Block landholdings so that integration can occur seamlessly should those landowners choose to urbanise at a later stage.
- Reduced yield
The anticipated yield for the CDL landholdings is now approximately 320–370 dwellings. This reflects a reduction from the previous 350–400 dwelling range, primarily as a result of the updated flood modelling and the increased land area required for flood storage. If the McKenna Block is incorporated in future, the total yield could increase to approximately 400 dwellings.
- Expanded stormwater dry basin / reserve areas
The flood modelling has resulted in an increase in basin size to accommodate flood storage requirements. This has led to a corresponding increase in open space across the site, including adjacent to the Herehere Stream corridor. This area was identified through engagement with mana whenua as a key environmental feature, and the revised layout provides greater opportunity for ecological enhancement and amenity outcomes.

The masterplan is now effectively locked in (subject to any major final feedback from councils and mana whenua) and we are aiming to lodge the referral at the end of March 2026. We are currently progressing stakeholder updates (mana whenua, neighbours and relevant agencies) in parallel with finalising the technical reporting.

As discussed, we will have some technical reports ready in final DRAFT form and can provide these to you next Wednesday 11th March if your team would like to review. As discussed, if possible we would appreciate high-level feedback within approximately one week of receipt of the draft reports to assist us with our programme. I understand this timing is tight but note that there will be further opportunity through the substantive application process to refine detailed design and work through technical matters. We will also be providing this documentation to HBRC.

At this stage, we do not consider a further council meeting necessary prior to lodging the referral application (with the exception of this Wednesday stream meeting). However, if there are any major points of feedback that come up through the review of the technical reports, we would be happy to meet to discuss solutions / way forward.

If you have any questions in the interim, please get in touch.

Kind regards,

s 9(2)(a)



s 9(2)(a)

ciate Planner

BPlan (Hons)

s 9(2)(a)

woods.co.nz



Designed in March/April 2019 and January, November and December 2020
 Revisited in December 2024 and February 2025

Development Concept



Client: CDL
 Project No: UA-23-059

Scale: NTS @ A3
 Date: 26 February 26

Dwg No:
 Revision: 05

Middle Road Fast Track Referral
 Havelock North



Disclaimer: This is a desk top concept sketch only, stakeholder consultation and engineering, traffic and planning advice is required to confirm yield, compliance and feasibility.



Designed in March/April 2019 and January, November and December 2020
 Revisited in December 2024 and February 2025

Development Concept



Client: CDL
 Project No: UA-23-059

Scale: NTS @ A3
 Date: 26 February 26

Dwg No:
 Revision: 05

Middle Road Fast Track Referral
 Havelock North



Disclaimer: This is a desk top concept sketch only, stakeholder consultation and engineering, traffic and planning advice is required to confirm yield, compliance and feasibility.


From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: -Referral Feedback
Date: Tuesday, 17 February 2026 4:44:11 pm
Attachments: image001.png
image002.png
4abbefc4-90ea-4441-819e-e34840843d04.png
image955741.png

H s 9(2)(a)

Our team has reviewed the comments provided by the HDC officers and has forwarded these to the relevant specialists for their review and any further feedback or queries.

Within the Parks and Open Spaces comments ([Redacted]) there is a recommendation to liaise with [Redacted] Deputy Group Manager & Director Infrastructure Delivery. Would you please arrange a meeting time with [Redacted] to discuss future planning for the Havelock North streams environment? We are keen to get more information in this space to inform future design. I'm relatively free next week.

Kind regards,
s 9(2)(a)


s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
Sent: Thursday, 12 February 2026 9:49 am
To: s 9(2)(a)
Sub: [Redacted] k

Good morning s 9(2)(a)

Please find attached HDC officer comment on the pre-referral stage of Middle Road.

Officers have indicated that they are happy to chat further if required.

Have a digest of what we have sent through, and we can organise a further catch up in a few weeks.

s 9(2)(a)

s 9(2)(a)

Environmental Planner - Policy



s 9(2)(a)

| Pae Tukutuku/Web www.hastingsdc.govt.nz

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Private Bag 9002, Hastings 4156, New Zealand

Work Hours Mon 9am to 2pm, Tues-Wed 9am to 5pm, Thur 9am to 12pm, Thur 9am to 2pm



From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: Middle Road - HDC Pre-Referral Feedback
Date: Thursday, 12 February 2026 12:32:16 pm
Attachments: image001.png
image002.png
55662d56-4718-4fed-a869-590c90e9e7cd.png
image567008.png

Good afternoon s 9(2)(a)

Thank you very much for collating the response. Our team will review the comments and get back to you if we have any follow up questions.

Kind regards,

s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Thursday, 12 February 2026 9:49 am

s 9(2)(a)

Subject: Middle Road - HDC Pre-Referral Feedback

Good morning

Please find attached HDC officer comment on the pre-referral stage of Middle Road.

Officers have indicated that they are happy to chat further if required.

Have a digest of what we have sent through, and we can organise a further catch up in a few weeks.

s 9(2)(a)

HERETAUNGA HASTINGS

DISTRICT
COUNCIL

s 9(2)(a)

Pae Tukutuku/Web www.hastingsdc.govt.nz

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Private Bag 9002, Hastings 4156, New Zealand

Work Hours Mon 9am to 2pm, Tues-Wed 9am to 5pm, Thur 9am to 12pm, Thur 9am to 2pm



11 February 2026

MIDDLE ROAD FAST TRACK APPLICATION: HDC FEEDBACK

The following comments have been gathered from officers at HDC for the information of Woods in relation to the Middle Road Fast Track Application, currently at pre-referral stage. This feedback has been provided based on the information provided to HDC, in particular Revision 3 of the Development Concept dated 9 December 2025 (provided to HDC 28 January 2026).

Feedback has been provided by:

- 3 Waters s 9(2)(a)
- Parks and Open Spaces s 9(2)(a)
- Environmental Planning – Policy s 9(2)(a)
- Mana Whenua Consultation (Charlie Ropitini)
- Urban Design s 9(2)(a)

s 9(2)(a) and Woods has also been in direct contact with transport engineer's s 9(2)(a) and 3 waters s 9(2)(a)

3 Waters s 9(2)(a)

At this stage, the comments given during the pre-app remain and can be summarised as follows:

- Stormwater represents the most significant challenge for this development, due to the site's location within a recognised floodplain and its proximity to a stream. The development will need to demonstrate that it does not exacerbate flooding beyond the site boundaries, while allowing for safe and resilient development on-site.
- HDC preferred connection location for potable water is from Te Aute Road, however pressure/flow testing will be required to confirm there are no impacts on the firefighting supply to the retirement village. Testing has taken place, but Woods want to do their own testing to inform design and confirm network capacity.
- WW is constrained in all directions and will require working through in due course, noting we don't have anything planned in our budgets to accommodate this specific development as it was never on the cards.

Parks and Open Spaces s 9(2)(a)

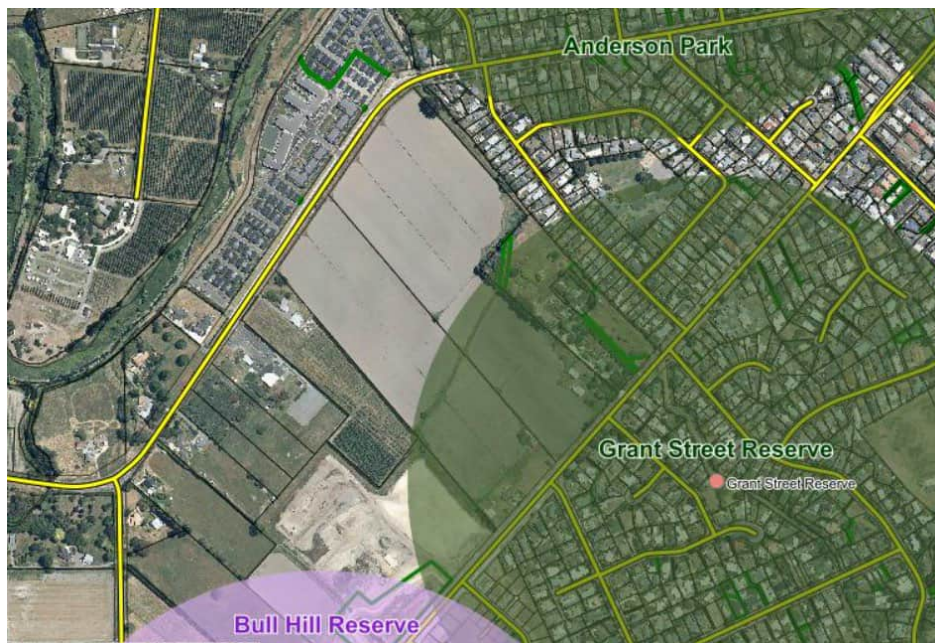
multiple green areas and corridors generally enables good access to public space across the site and supports everyday activities such as walking, cycling, and dog walking. However, many of the green spaces appear long and narrow. While this may be effective for movement and drainage functions, these spaces may be limited in their ability to function as social or informal recreation destinations. Further clarity on the intended purpose and function of these spaces would assist in providing more detailed comment.

- It is not clear how privacy to residential outdoor spaces and passive surveillance over walkways, including those adjoining waterbodies, will be achieved. Further detail is required regarding fencing treatments and interface design. Cross section detail would be helpful.
- Some lots do not address the street effectively, which may result in reduced passive surveillance and overlooking of public areas.
- The purpose of the red brick areas is unclear. It seems in some instances they are intended for vehicle access and in others public space. Clarification is required.
- The function of the identified area (shown below) is unclear and would benefit from further detail regarding how it operates from a public perspective, including its relationship to streets, public open space, pedestrian connections, and fencing to property boundaries:



- The Public Spaces team supports the proposed connectivity along the Herehere Stream. It is recommended that discussions be held with s.9(2)(a) Deputy Group Manager & Director Infrastructure Delivery, to better understand future planning for the Havelock North streams environment, noting his involvement in commissioning the ecological study.
- A number of technical investigations are still required to inform the design, particularly in relation to stormwater management. Further engagement is anticipated as the design progresses, and there may be opportunities to rationalise some path connections as the stormwater design is refined.
- Street tree provision requires further consideration to address areas of oversupply and areas where tree coverage is currently limited.

- In collaboration with the Transport team, consideration should be given to gateway planting and street tree provision along Te Aute Road.
- Some dwellings are located within 500 metres of existing or proposed playgrounds, while others are not:



- Further information is required to determine whether additional play provision is necessary. While main roads may present a perceived barrier to safe access for some residents, the proposed reduction of Middle Road to 50 km/h may improve access to the play facilities at Bull Hill, with Grant Street and Lucknow School also located nearby. Based on this, the issue may not be significant; however, further discussion is suggested, including consideration of anticipated resident numbers and more information around the proposed housing typologies. If additional play provision is required, the identified location below may be appropriate due to its good frontage and connectivity. Noting that this area may primarily serve a stormwater function, further discussion with the Public Spaces team would be beneficial:

As always, I am happy to discuss the proposal and these comments further.

Environmental Planning – Policy s 9(2)(a)

Reverse Sensitivity

We have concerns about the lack of a buffer zone along the western boundary edge. At present the scheme plan does not indicate any form of buffer from the Plains Zone and land based primary production on the boundary edge. We have previously raised concerns about the conflicts between the incompatible land uses and see little justification not to have a setback along this boundary.

A 30-metre setback has been applied in past developments for new urban development, where residential development adjoins plains production land. Horticulture NZ have been consistent advocates over the years for setbacks / buffers of 30m between new residential and existing rural / productive zones to mitigate these reverse sensitivity effects. These buffers could take the form of public roads, stormwater corridors or detention, or public open space areas to ensure physical separation at the urban rural interface.

In considering these types of effects, the NPS-HPL applies a directive policy on reverse sensitivity:

Policy 9: Reverse sensitivity effects are managed so as not to constrain land-based primary production activities on highly productive land.

The policy applies in all circumstances where land-based primary production activities on highly productive land might be affected by reverse sensitivity effects i.e. those within rural zones and at the urban to rural interface. The policy is implemented in a number of ways including through Part 3.13 of the NPS-HPL:

3.13: Managing reverse sensitivity and cumulative effects

(1) Territorial authorities must include objectives, policies, and rules in their district plans that:

(a) identify typical activities and effects associated with land-based primary production on highly productive land that should be anticipated and tolerated in a productive rural environment; and

(b) require the avoidance if possible, or otherwise the mitigation, of any potential reverse sensitivity effects from urban rezoning or rural lifestyle development that could affect land-based primary production on highly productive land (where mitigation might involve, for instance, the use of setbacks and buffers); and

(c) require consideration of the cumulative effects of any subdivision, use, or development on the availability and productive capacity of highly productive land in their district.

Whilst we acknowledge the fragmented nature of the adjoining land resource, we do not consider sufficient reason to remove or reduce the proposed buffer entirely. We have already had concerns from landowners within this area regarding their inability to utilise their land productively due to urban encroachment. We consider that this proposal will only exacerbate these issues, severely limiting the ability to undertake primary production activities.

We also do not consider its partial inclusion within the FDS as sufficient reason to reduce these buffer zones. Even if this land was fully included within the strategy, we would still be wanting to ensure a buffer was provided between opposing Zones, as the nature of the growth strategy is that future development of these sites is not a certainty, nor can we have confidence as to when this land may be developed. In addition to this, the proposed growth was not supported by both the Hastings District and Hawkes Bay Regional Councils, meaning its FDS reference is only through Napier city support. There is a strong possibility that development of the adjacent land will not happen, and if it does, it will not be within the short to medium terms. As such we would anticipate that reverse sensitivity effects should be used to mitigate effects for the foreseeable future.

We would appreciate the applicant undertaking measures to show how they may mitigate some of these reverse sensitivity effects through the form of buffers. An additional option could be to provide larger sites along the Plains zone boundaries to provide some buffer within the sites. We believe there needs to be ongoing discussions regarding this issue.

Urban Demand

Policy 2 of the National Policy Statement – Urban Development states that Tier 1,2, & 3 local authorities must at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term. Without the inclusion of the Middle Road, the Future Development Strategy (FDS) now results in a localised Hastings deficit of sufficiency of housing supply by 330 dwellings in the long term. We would anticipate the application would address the timeframes in which development is sort (eg short, medium or long). The FDS states that housing demand will be sufficiently supplied in both the short and medium term and that it is only in the long term (11-30 years) that the shortfall may be apparent. This can be addressed through the review process of the FDS which is required every 3 years.

Further to this, the market is well supplied in relation to housing within Havelock North, which caters for the upper end of the housing market and achieving affordable housing is a significant obstacle. Having a significant proportion of our housing supply within one location does not provide for a range of market choices and price points envisaged through the Objectives and Policies of the NPS-UD

The amount of current supply for Havelock North is as follows.

Brookvale	550 dwellings
Iona	350 dwellings
Oderings	35 dwellings
Arataki Extension	170 dwellings
Brookvale Extension	125 dwellings
Total	1230 dwellings

There is a further referred proposal at Brookvale Green of between 180 and 210 dwellings to be considered through the fast-track process.

This figure comprises between 74% - 86% of the greenfield capacity (1650) for all Hastings urban area (being Hastings, Flaxmere and Havelock North) over the short-medium term. It is also relevant to note actual uptake within the existing growth areas. Brookvale and Iona together provide for an anticipated yield of around 900 lots (to Q3 2025); however, only 37 of these have progressed to building consent stage.

We would anticipate that any economics assessment should address how the NPS-UD Objectives and Policies of the NPS-UD are being achieved with the addition of another 400 dwellings in the Havelock area, noting that this addition would exceed the anticipated demand for the whole of Hastings in the short term.

NPS-HPL

In addition to the discussion above in regard to demand, we have reservations around the use of highly productive land for development where there appears to be no ascertainable demand over the short or medium term. While the FDS did consider the inclusion of this land for future development, it is noted above this was only to be considered as a long-term prospect. Even so, these considerations were faced with strong concerns by both the governance groups of HDC and HBRC Councils, largely due to the classifications and productivity of the soils and was ultimately removed from the FDS by these Councils.

While the FDS discusses some constraints regarding the future productivity of the land being considered for this application, this was ultimately considered not significant enough to prevent productive use of the land by the HDC and HBRC Councils. We also consider that existing water restrictions may not be a long-term constraint for the next 30 years.

As such we remain concerned for the applicant's ability to show the necessity of developing LUC2 land without being able to show any necessary demand and consider this should form a significant part of any application.

Bespoke rules vs standardised zoning

Following the government's release of the Planning and Natural Environment Bills, as well as additional commentary regarding future RM processes, it appears certain that there will be a far

more standardised process for future zoning, meaning less bespoke rules and provisions. There also appears to be a pathway to future rezoning of fast-track subdivisions without requiring a full plan change process under (what is currently) Schedule 1 of the RMA. As such we would prefer the applicant to provide relatively standardised provisions for clearly identified Medium Density Residential and General Residential Areas. While we acknowledge there is some uncertainty of how the standardised provisions will look once drafted, we anticipate that there will be a reluctance to consider bespoke provisions unless absolutely necessary. As such we consider that any bespoke provisions should only be included when addressing fundamental needs such as reverse sensitivity, roading and 3 water requirements.

Mana Whenua Consultation/Cultural Impact Assessment

We have had no involvement with mana whenua consultation on this project. While a full cultural impact assessment does not need to be provided at the referral stage, we recognise that consultation with Māori is required under Part 2 Section 11 of the Fast Track Act. The representative treaty settlement group is Tamatea Pōkai Whenua Trust and consultation is required with the relevant mana whenua groups.

Mana whenua consultation (Charlie Ropitini)

For this area the mana whenua re:

1. Ngāti Mihiroa and Ngāti Ngarengare of Pakipaki engaged via Tamatea Pōkai Whenua Trust.
2. Ngā Uri o Te Heipora who have declined to engage without objection, however will contribute to street naming.

Note: We understand reps for Ngāti Mihiroa and Ngāti Ngarengare have been engaged via Tamatea Pōkai Whenua and have undertaken site visits and are now preparing reports.

Urban Design

s 9(2)(a)



Consider continuing this street through to the external street so to increase it's movement value [if supported by HDC transport planner]

Consider a different arrangement so to replicate 'N/S' lots at the northern end of the block at the southern end i.e. achieve four lots to have better solar position and address the main street.

Can properties along Te Aute Road have vehicle access on/off this road? [query to HDC transport planner]

Consider continuing these streets up and along the pond edge and incorporate sections into the block (realigned) so to achieve fronts towards the pond for passive surveillance / safety aspect

Fundamental:
How will privacy to residential outdoor spaces and passive surveillance over walkway both be achieved? Please provide a typical cross section sketch for this condition. This condition exists in multiple locations across the subject site, primarily where sections edge waterways and public spaces.

What will this brick area be? Both vehicle access and a public space?

What are these brick areas, some that appear to be publicly accessible / useable and others that appear to be vehicle access to rear parking? Suggest distinguishing between the two types.

Consider adding a street here so to create a typical block width and enable positive backs / fronts arrangement

Has the viability of a neighbourhood-scale commercial activity within the master plan area been considered? This would service the wider existing neighbourhoods also, including the current Iona development. There is currently a dairy on the corner of Middle Road and Upham St.

Why is this block design proposed, creating two single rows of housing (with difficult fronts/ backs), rather than a double row block? Recommend moving the street to the southern boundary. This also enables future redevelopment that may occur on the neighbouring property.

Provide a detailed drawing for this area to show how streets, walkways, public open space and property boundaries / fences work collectively.

Development Concept



Client: CDL
Project No: UA-23-059
Scale: NTS @ A3
Date: 9 Dec 25
Dwg No:
Revision: 03

Middle Road Fast Track Referral
Havelock North



From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: FW: Middle Road FTAA - s30 response from HDC
Date: Tuesday, 20 January 2026 11:30:46 am
Attachments: image001.png
49cc9f74-f51e-4337-b92e-d38d8749ba16.png
image997928.png
S30 Response letter.pdf

Good morning s 9(2)(a)

Thank you for providing this s30 FTAA letter. Much appreciated.

Kind regards,

s 9(2)(a)



s 9(2)(a)

Senior Associate Planner

BPlan (Hons)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
Sent: Tuesday, 20 January 2026 10:40 am
To: s 9(2)(a)
Cc: [Redacted]
Subject: Middle Road FTAA - s30 response from HDC

Hi s 9(2)(a)

Please find attached the response letter from HDC regarding s30(3)(b) of the Fast Track Approvals Act for the Middle Road project.

s 9(2)(a)

Environmental Planner - Policy

s 9(2)(a)

| Pae Tukutuku/Web www.hastingsdc.govt.nz

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Private Bag 9002, Hastings 4156, New Zealand

Work Hours Mon 9am to 2pm, Tues-Wed 9am to 5pm, Thur 9am to 12pm, Thur 9am to 2pm

AL FRESCO FRIDAY
FRIDAY 30 JAN
FROM 5PM

**HERETAUNGA
HASTINGS** 

If calling ask for s 9(2)(a)

File Ref: ENV-23-26-0027

20 January 2026

s 9(2)(a)

Senior Associate Planner

Woods

s 9(2)(a)

Kia ora s 9(2)(a)

RE: NOTICE UNDER SECTION 30(3)(b) OF THE FAST-TRACK APPROVALS ACT 2024

Thank you for your engagement with Council regarding the **Middle Road Project** in conjunction with CDL Land New Zealand Limited. This letter is provided in accordance with section 30(3)(b) of the Fast-track Approvals Act 2024.

Council advises that there are no existing resource consents to which s124C(1)(c) or s165ZI of the Resource Management Act 1991 apply.

Yours sincerely

s 9(2)(a)

er - Policy

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: P25-496 - Middle Rd Fast Track - s30 letter request
Date: Thursday, 15 January 2026 11:24:26 am
Attachments: 825c625c-33a7-4768-ad31-ec9b49ef60c2.png
image947700.png
FTAA - Middle Road Project s30 Notice - HDC.pdf

Kia ora s 9(2)(a)

Happy new year to you and the team down in HDC. Hope it has been good to you so far.

As mentioned at our project meeting late last year, please find attached our formal request for a Section 30 letter to support CDL's Middle Road Fast-Track referral application. The letter outlines the project, the basis for the request, and the information required to accompany the referral.

If you need any clarification on this please get in touch.

Ngā mihi,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

s 9(2)(a) Senior Environmental Planner, Policy
Hastings District Council
Via email s 9(2)(a)

s 9(2)(a) – Senior Associate Planner

W-REF: P25-496
15 January 2026

Middle Road Project – Havelock North

Fast-track Approvals Act 2024: Section 30 Notice for Referral Application

Tēna ko s 9(2)(a)

CDL Land New Zealand Limited (CDL) is proposing to apply for the Middle Road Project to be considered as a referred project under the Fast-track Approvals Act 2024 (FTAA). CDL is the authorised person for the purposes of the proposed referral.

The proposal, which is also referred to as the ‘**Middle Road Project**’, will facilitate the development of approximately 350-400 detached dwellings, which will provide additional housing capacity to Havelock North and the Hawkes Bay region. CDL intend to lodge a Referral Application (**Application**) with the Ministry for the Environment (**MfE**) under the FTAA in February 2026.

The site is located at 80, 84, 92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North, Hawkes Bay and held under Records of Title (**ROT**) Lot 1 DP 609275, Lot 3 DP 609275, Lot 179 DP 10453, Lot 1 DP 10118, Lot 2 DP 10118, Lot 1 DP 600024, Lot 2 DP 600024.

In accordance with Section 42(4)(a) of the FTAA, the Application will seek approval for a resource consent that would otherwise be applied for under the Resource Management Act 1991 (**RMA**). At this stage, we understand the Middle Road Project will require the following approvals under the RMA:

- **Hastings District Plan:** Land use and subdivision consent
- **Hawkes Bay Regional Resource Management Plan:** Stormwater discharge, water permit & land use consent
- **NES-CS:** Contamination remediation consent

It is our understanding that there are no existing resource consents relating to the site for the same activity proposed under the Application for the Middle Road Project.

Formal Notification and Written Response from Council

This letter responds to the requirements of Section 30 of the FTAA. A referral application cannot be lodged until the process pursuant to this section is completed. We set out the following comments in relation to Section 30:

- **FTAA Section 30(1)**

We confirm that those matters set out in s30(1) are relevant and are satisfied, and therefore s30 applies. The approval sought is for a resource consent described in s42(4)(a) FTAA¹, and CDL does not hold an existing resource consent for the same activity (as the Activity applied for) using some or all of the same natural resource².

¹ Section 30(1)(a)

- **FTAA Section 30(2)**

Pursuant to s30(2) of the FTAA, we are writing to notify **Heretaunga Hastings District Council** that we are lodging the referral application with the EPA in February 2026. This letter is a formal notice pursuant to s30(2).

- **FTAA Section 30(3)**

Section 30(3) of the Act requires a response in writing by the consent authority to provide formal notice pursuant to s30 (2). The response in writing must advise the authorised person:

- a) *of any existing resource consent to which section 124C(1)(c) or 165ZI of the Resource Management Act 1991 would apply if the approval were to be applied for as a resource consent under that Act; or*
- b) *that there are no existing resource consents of that kind.*

Our understanding is that there are no existing resource consents to which s124C(1)(c) or 165ZI of the RMA would apply. In that circumstance, assuming Council agrees, Council would respond in accordance with s30(3)(b) FTAA - and s 30 (4) and (5) are not engaged.

Once you have had an opportunity to review Council's records with respect to existing resource consents for the Site, could you please respond in writing as required by s30(3).

Heretaunga Hastings District Council's response would be in accordance with s30(3)(b) FTAA. Based on the information we are aware of, the response would state that there are no existing resource consents for the Site to which s124C(1)(c) or 165ZI of the RMA would apply.

- **FTAA Section 30(7)**

CDL is the only authorised person for a project on the Site pursuant to the FTAA, and therefore s30(7) does not apply

Given planned lodgement dates, we would appreciate it if you could provide a letter to us by 11 February 2026 to enable prompt lodgement of the Application with the EPA.

If you have any questions regarding this, please do not hesitate to contact the undersigned.

Ngā mihi nui

s 9(2)(a)

s 9(2)(a)

Senior Associate Planner

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)
Date: Wednesday, 3 December 2025 5:56:16 pm
Attachments: image001.png

s 9(2)(a)

Thanks for the meeting minutes.

Just a couple of minor amendments as follows :

1. Under 2. Rooding Network and Connections, the bullet point with the note “right-turn bays along Middle Road” should read “right-turn bays along Middle Road and Te Aute Road”
2. Under 3. Parking, Speeds, and Road Safety, the bullet point with the note “speed reduction thresholds” should read “speed limit changes”

Happy to answer any queries re the above.

s 9(2)(a)

s 9(2)(a)

Transportation Policy & Planning Manager

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

From s 9(2)(a)

Sent: Wednesday, 3 December 2025 3:19 PM

s 9(2)(a)

[Redacted]

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi everyone,

Please refer to this updated copy of the meeting minutes.

Thanks s 9(2)(a)

s 9(2)(a)

e Urban

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s
9(

s 9(2)(a)

s 9(2)
(a)

s 9(2)(a)



5. Actions

- LW and GW to review intersection design at the central dog-leg and propose a revised layout.
- JS/ FM to confirm District Plan requirements for forward-only access and manoeuvring
- JS to liaise with HBRC regarding future bus route and stop opportunities within the development.
- LW and GW to review the existing road section and revise based on Arataki road sections.
- LW to prepare an updated road hierarchy plan reflecting agreed changes.

Meeting Close



s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Wednesday, 3 December 2025 12:20 pm

s 9(2)(a)

s 9(2)(a)

Hi

Find attached the meeting minutes from last week. Could you please have a look at the minutes and confirm that these look about right.

Please let me know if you have any questions.

Thanks, s 9(2)(a)



s 9(2)(a)

Urban Designer

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 25 November 2025 3:53 pm

s 9(2)(a)

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi s 9(2)(a)

Ahead of our meeting, please find our draft layout plan and roading plan attached.

Of note, these are not details, but rather a general indication of where we want to form new intersections with both Te Aute Road and Middle Road.

We can run through each of them during our meeting.

Regards,

s 9(2)(a)

s 9(2)(a)

flow TRANSPORTATION SPECIALISTS LTD

Transport Engineering and Design / Transportation Planning / Traffic Modelling / Travel Demand Management

www.flownz.com

Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby | s 9(2)(a)

-----Original Appointment-----

s 9(2)(a)

Sent: Friday, 21 November 2025 10:10 am

s 9(2)(a)

Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

When: Thursday, 27 November 2025 4:00 pm-5:00 pm (UTC+12:00) Auckland, Wellington.

Where: Microsoft Teams Meeting

Hi s 9(2)(a)

I will issue an updated masterplan in due course ahead of our meeting; however, the access arrangement is unlikely to change a lot compared to what we have shown in the previous meeting.

Regards,

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 465 049 944 361 6

Passcode: s 9(2)(a)

For organizers: [Meeting options](#)

s 9(2)(a)

Sent: Thursday, 20 November 2025 8:54 am

s 9(2)(a)

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

s 9(2)(a)

Thanks for that.

The only time I have next Thursday (27th) is from 4pm to 5pm. If that is not suitable, I would be available on Wednesday (26th) 3pm to 5pm or any time (at this stage) on Friday (28th).

s 9(2)(a) S.

s 9(2)(a)

Transportation Policy & Planning Manager

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāea/Phone +64 6

s 9(2)(a)

Sent: Tuesday, 18 November 2025 10:42 AM

s 9(2)(a)

Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi s 9(2)(a)

Hope you're doing well. Firstly, thank you again for the opportunity to meet with you last week for the pre-engagement discussion.

Following that meeting, we think it would be beneficial to discuss the transport matters in more detail, specifically the proposed access arrangements from Te Aute Road and Middle Road into the Fast Track area.

feedback) by the end of this week, and I will share this with you as soon as it is ready.

With that in mind, could we pencil in a meeting with you next Thursday, 27 November, to talk through the access arrangements and any concerns you may have with the proposed intersection locations on Te Aute Road and Middle Road? The purpose of the meeting would be to confirm that you are comfortable with the indicative intersection positions, noting that the detailed design will be addressed as part of the substantive application following a successful referral.

Please let me know a time that suits you, and we can lock it in.

Regards,

s 9(2)(a)

Principal Transportation Engineer

s 9(2)(a)

flow TRANSPORTATION SPECIALISTS LTD

Transport Engineering and Design / Transportation Planning / Traffic Modelling / Travel Demand Management

www.flownz.com

Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: FW: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)
Date: Wednesday, 3 December 2025 3:22:46 pm
Attachments: image002.png
3f151836-b17a-4c7f-8252-70352f112500.png
image579146.png
Middle Rd Fast Track - HDC Transport Meeting Minutes 27.11.25.pdf

Hi both

FYI. We had a very productive meeting with s 9(2)(a) last week to confirm roading hierarchy, key design conditions and local conditions we should be aware of. Minutes attached.

Thanks,
s 9(2)(a)



s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
Sent: Wednesday, 3 December 2025 3:19 pm
s 9(2)(a)

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi everyone,

Please refer to this updated copy of the meeting minutes.

Thanks s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Wednesday, 3 December 2025 12:20 pm

s 9(2)(a)

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi s 9(2)(a)

Find attached the meeting minutes from last week. Could you please have a look at the minutes and confirm that these look about right.

Please let me know if you have any questions.

Thanks s 9(2)(a)



s 9(2)(a)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 25 November 2025 3:53 pm

s 9(2)(a)

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi s 9(2)(a)

Ahead of our meeting, please find our draft layout plan and roading plan attached.

Of note, these are not details, but rather a general indication of where we want to form new intersections with both Te Aute Road and Middle Road.

We can run through each of them during our meeting.

Regards,

s 9(2)(a)

flow TRANSPORTATION SPECIALISTS LTD

Transport Engineering and Design / Transportation Planning / Traffic Modelling / Travel Demand Management

www.flownz.com

Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby | s 9(2)(a)

-----Original Appointment-----
s 9(2)(a)

Sent: Friday, 21 November 2025 10:10 am

s 9(2)(a)

When: Thursday, 27 November 2025 4:00 pm-5:00 pm (UTC+12:00) Auckland, Wellington.

Where: Microsoft Teams Meeting

Hi s 9(2)(a)

I will issue an updated masterplan in due course ahead of our meeting; however, the access arrangement is unlikely to change a lot compared to what we have shown in the previous meeting.

Regards,

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 465 049 944 361 6

Passcode: KS9qa9ix

For organizers: [Meeting options](#)

s 9(2)(a)

Sent: Thursday, 20 November 2025 8:54 am

s 9(2)(a)

Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

s 9(2)(a)

Thanks for that.

The only time I have next Thursday (27th) is from 4pm to 5pm. If that is not suitable, I would be available on Wednesday (26th) 3pm to 5pm or any time (at this stage) on Friday (28th).

Regards.

s 9(2)(a)

C.

s 9(2)(a)

Transportation Policy & Planning Manager

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

s 9(2)(a)

s 9(2)(a)

Sent: Tuesday, 18 November 2025 10:42 AM

s 9(2)(a)

Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi s 9(2)(a)

Hope you're doing well. Firstly, thank you again for the opportunity to meet with you last week for the pre-engagement discussion.

Following that meeting, we think it would be beneficial to discuss the transport matters in more detail, specifically the proposed access arrangements from Te Aute Road and Middle Road into the Fast Track area.

feedback) by the end of this week, and I will share this with you as soon as it is ready.

With that in mind, could we pencil in a meeting with you next Thursday, 27 November, to talk through the access arrangements and any concerns you may have with the proposed intersection locations on Te Aute Road and Middle Road? The purpose of the meeting would be to confirm that you are comfortable with the indicative intersection positions, noting that the detailed design will be addressed as part of the substantive application following a successful referral.

Please let me know a time that suits you, and we can lock it in.

Regards,

s 9(2)(a)

Principal Transportation Engineer

s 9(2)(a)

flow TRANSPORTATION SPECIALISTS LTD

Transport Engineering and Design / Transportation Planning / Traffic Modelling / Travel Demand Management

www.flownz.com

Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby | s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries
Date: Monday, 1 December 2025 4:03:10 pm
Attachments: image001.png
image002.png
image003.png

s 9(2)(a)

We will be able to accommodate this development within our existing HBRC consent for groundwater take, noting this is a district wide allocation exceedance issue rather than a site specific / development specific consideration at this stage.

Regards,

s 9(2)(a)

3 Waters Growth & Development Manager

[Redacted] nga | Hastings District Council

s 9(2)(a)

s 9(2)(a)

Sent: Thursday, 27 November 2025 9:27 AM

s 9(2)(a)

Subject: RE: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi s 9(2)(a)

It would be best to get the answer from the managers who are more involved with the strategic planning at the HDC.

s 9(2)(a)

– 3 waters growth and development manager or
drinking water asset manager

s 9(2)(a)

Can you please help s 9(2)(a) with his query for the drinking water supply.

s 9(2)(a)

Development Engineer Consents

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Subject: RE: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi s 9(2)(a)

I note your response (below) s 9(2)(a) on the 24th Nov, but was wondering if we could get some indication of capacity of the current water supply system?

The HDC Regional Growth Strategy (2023) document highlights that the “Potable water supply is sourced entirely from groundwater extraction”, and states that the main constraint for the Hastings drinking water supply is the ability to access sufficient quantities to meet predicted domestic, commercial and industrial needs, as growth results in increased base consumption rates.

Is it possible to provide some broad indication on capacity of water supply?

Cheers

s 9(2)(a)



s 9(2)(a)

Senior Associate Engineer
BSurv, Grad Dip Bus (Eng, Mgt)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Monday, 24 November 2025 4:57 pm

s 9(2)(a)

Subject: RE: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

s 9(2)(a)

Apologies for the delay, we are still trying to organise some time that is available between us.

s 9(2)(a)

As you are the critical person for this meeting, I will adjust to your calendar.

s 9(2)(a)

Development Engineer Consents

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāaea/Phone s 9(2)(a)

s 9(2)(a)

Sent: Friday, 21 November 2025 11:19 AM

s 9(2)(a)

Subject: FW: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

H s 9(2)(a)

Hope you are both. I am just following up on the request for WW / W specific information on the Middle Rd project.

As mentioned in our kick off meeting we are keen to coordinate with council on as many things as we can upfront so that we land on a robust design outcome. A targeted engineering focused meeting may be useful to address the queries below and speak more broadly on other engineering inputs? Our team has availability next week to meet if you would like to propose times that suit?

Thanks again for your time,

s 9(2)(a)



s 9(2)(a)

ciate Planner

BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Subject: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi s 9(2)(a)

We have revised some of the queries sent previously (attached email dated 12/11/25) after feedback from the kick off meeting with HDC last week.

We calculated the water supply demands and wastewater flows based on HDC's Code of Practice and NZS4404:2010 as shown below.

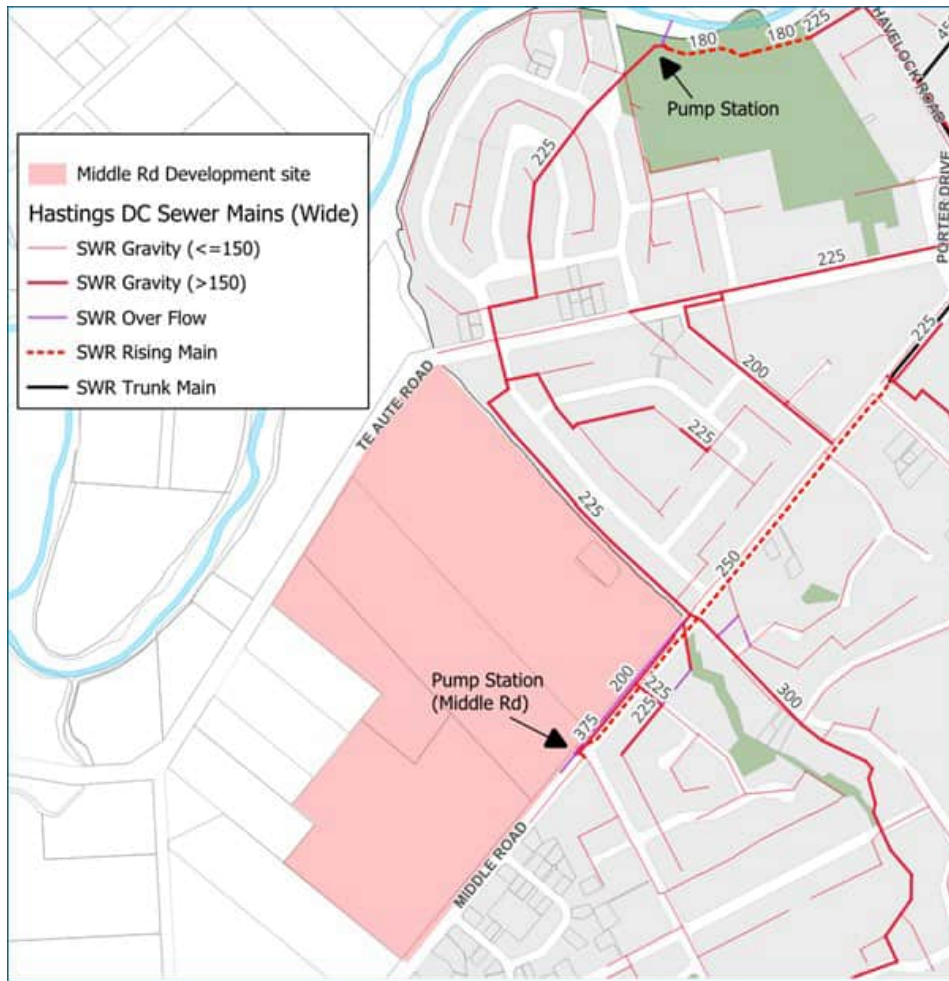
	Parameter	Unit	Value	Notes
	Number of properties	lots	400	
Water supply	Average day demand (ADD)	l/s	6.5	400l (l/p/d)*3.5 (p/lot)*400 (lot) / 86,400 (HDC Engineering Code of Practice)
	Peak day demand (PDD)	l/s	9.7	peak day factor = 1.5 (NZS 4404:2010)
	Peak hour demand (PHD)	l/s	19.4	peak hour factor = 2 (NZS 4404:2010)
Wastewater	Average Dry Weather Flow (ADWF)	l/s	4.1	250 (l/p/d)*3.5 (p/lot)*400 (lot) / 86,400 (NZS 4404:2010)
	Peak Dry Weather Flow (PDWF)	l/s	10.1	ADWF * 2.5 (NZS 4404:2010)
	Peak Wet Weather Flow (PWWF)	l/s	20.3	PDWF * 2 (NZS 4404:2010)

Wastewater

At the meeting it was noted:

- Constrained capacity along Te Aute Rd
- Anderson Park PS at capacity (receives flows from Te Aute Rd)

Our query is if the wastewater pump station on Middle Rd (and downstream network) has capacity for the proposed site flows?



Similar to the water supply questions below: Are there additional pipes along Te Aute Road and Middle Road not shown in the image below?

Water Supply

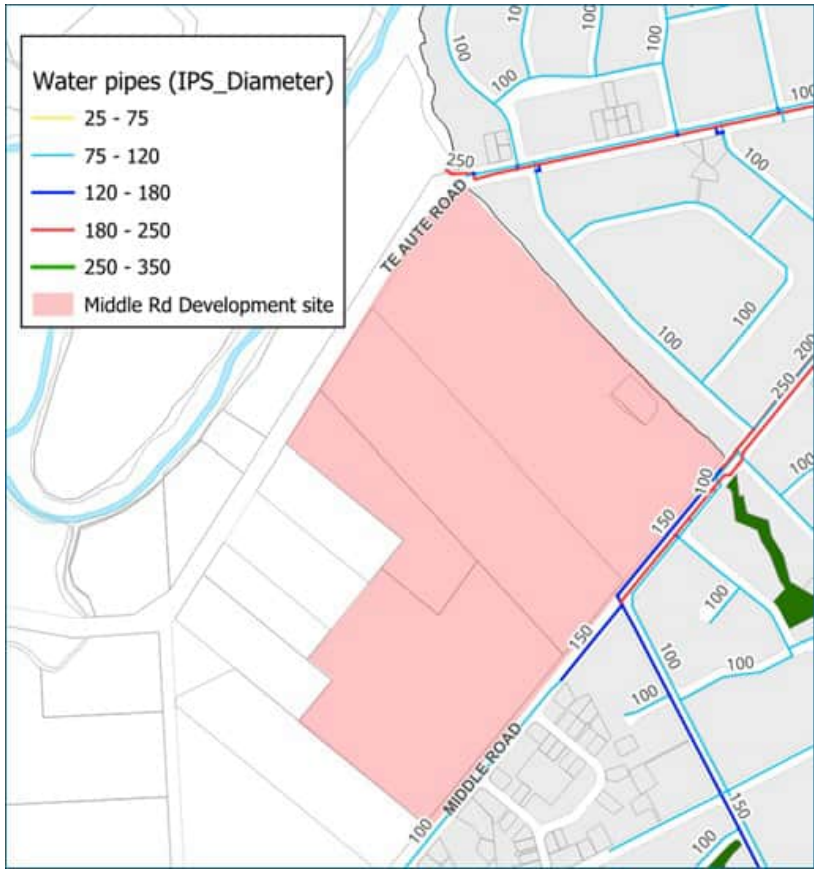
It was mentioned at the meeting that we can't impact the firefighting supply capacity for the retirement village north of Te Aute Rd.

Our queries are:

1. Is there a water pipe continuing west along Te Aute Road? And if so, what size (figure below shows pipes from the HDC GIS Open Maps)
2. On the southern end of Middle Road seen in the image below, is the end of that 150mm pipe accurate (then continuing as a 100mm pipe) or has the 150mm pipe been extended south to the Iona Development?
3. Is there currently capacity and sufficient pressure in the existing network for this development's demand, 400 lots?

Based on good design practices, we would expect the future development site network should provide looped connectivity between Te Aute Road and Middle Road. Please confirm these pipes are in the same water supply zone, therefore looping to connect these pipes would be acceptable.

What is the pressure/hydraulic grade available from the existing pipes to supply the development demands listed?



Many thanks, - we look forward to hearing back from you

s 9(2)(a)



s 9(2)(a)

Senior Associate Engineer
 BSurv, Grad Dip Bus (Eng, Mgt)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: Combined Notes from Middle Track Fast Track Meeting - 13 November 2025
Date: Tuesday, 25 November 2025 2:03:43 pm
Attachments: image001.png
db3a55d3-3a23-47fa-8c37-4a4295ba8d0d.png
image305575.png
Combined Minutes CDL Middle Road Referral pre application meeting.docx

H s 9(2)(a)

Thanks for providing these minutes. We will distribute at our end (please forward to project team).

s 9(2)(a)

Thanks,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 25 November 2025 11:03 am

s 9(2)(a)

Subject: Combined Notes from Middle Track Fast Track Meeting - 13 November 2025

Hi all

Please find attached a copy of the combined minutes from the meeting held on 13 November on the Middle Road Fast Track consent.

s 9(2)(a) - are you able to distribute accordingly at your end? Thanks.

Ngā mihi
s 9(2)(a)

s 9(2)(a)

Environmental Planner - Policy



s 9(2)(a)

Pae Tukutuku/Web www.hastingsdc.govt.nz

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Private Bag 9002, Hastings 4156, New Zealand

Work Hours Mon 9am to 2pm, Tues-Wed 9am to 5pm, Thur 9am to 12pm, Thur 9am to 2pm

From: s 9(2)(a)
To:
Cc:
Subject: FW: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries
Date: Friday, 21 November 2025 11:19:06 am
Attachments: image001.png
image002.png
image213275.png
6355010b-f6f4-45c9-a3f3-74a322a7e505.png
image236680.png
#P25-496 Middle Rd Development Fast Track referral - Water and wastewater capacity queries.msg

Hi s 9(2)(a)

Hope you are both. I am just following up on the request for WW / W specific information on the Middle Rd project.

As mentioned in our kick off meeting we are keen to coordinate with council on as many things as we can upfront so that we land on a robust design outcome. A targeted engineering focused meeting may be useful to address the queries below and speak more broadly on other engineering inputs? Our team has availability next week to meet if you would like to propose times that suit?

Thanks again for your time,
s 9(2)(a)



s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 18 November 2025 2:29 pm

s 9(2)(a)

Subject: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi s 9(2)(a)

We have revised some of the queries sent previously (attached email dated 12/11/25) after feedback from the kick off meeting with HDC last week.

We calculated the water supply demands and wastewater flows based on HDC's Code of Practice and NZS4404:2010 as shown below.

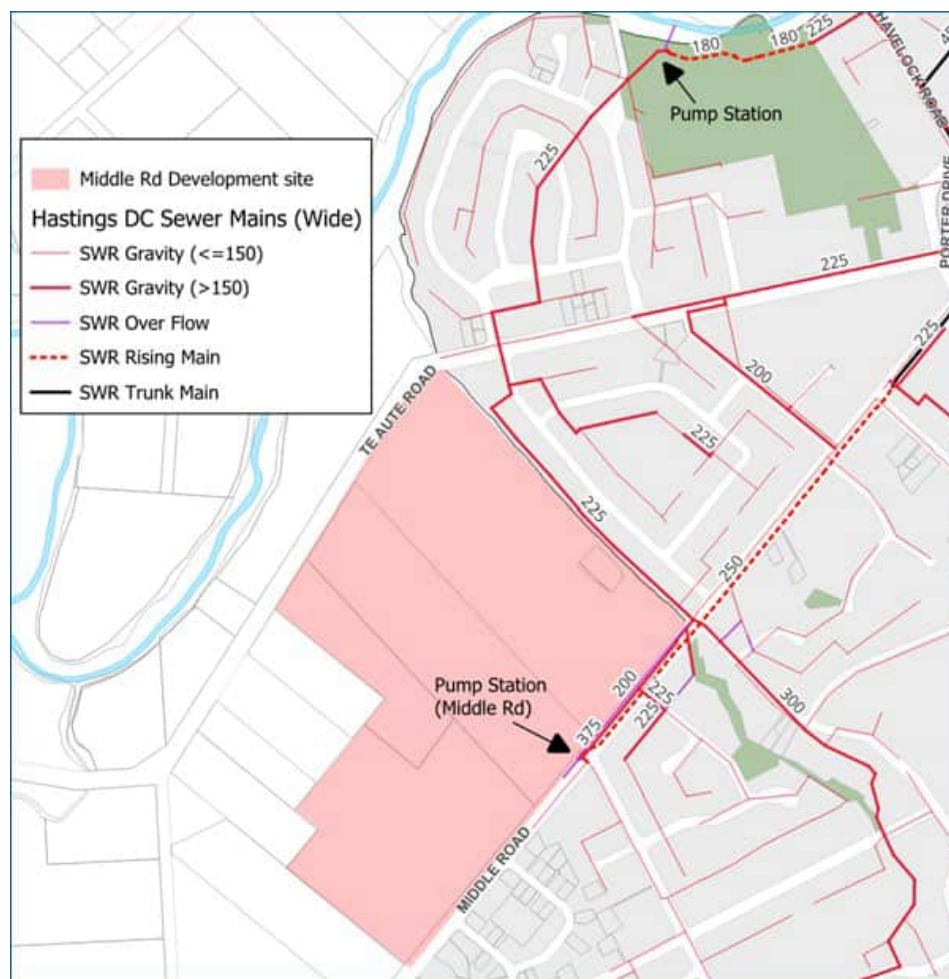
	Parameter	Unit	Value	Notes
	Number of properties	lots	400	
Water supply	Average day demand (ADD)	l/s	6.5	400l (l/p/d)*3.5 (p/lot)*400 (lot) / 86,400 (HDC Engineering Code of Practice)
	Peak day demand (PDD)	l/s	9.7	peak day factor = 1.5 (NZS 4404:2010)
	Peak hour demand (PHD)	l/s	19.4	peak hour factor = 2 (NZS 4404:2010)
Wastewater	Average Dry Weather Flow (ADWF)	l/s	4.1	250 (l/p/d)*3.5 (p/lot)*400 (lot) / 86,400 (NZS 4404:2010)
	Peak Dry Weather Flow (PDWF)	l/s	10.1	ADWF * 2.5 (NZS 4404:2010)
	Peak Wet Weather Flow (PWWF)	l/s	20.3	PDWF * 2 (NZS 4404:2010)

Wastewater

At the meeting it was noted:

- Constrained capacity along Te Aute Rd
- Anderson Park PS at capacity (receives flows from Te Aute Rd)

Our query is if the wastewater pump station on Middle Rd (and downstream network) has capacity for the proposed site flows?



Similar to the water supply questions below: Are there additional pipes along Te Aute Road and Middle Road not shown in the image below?

Water Supply

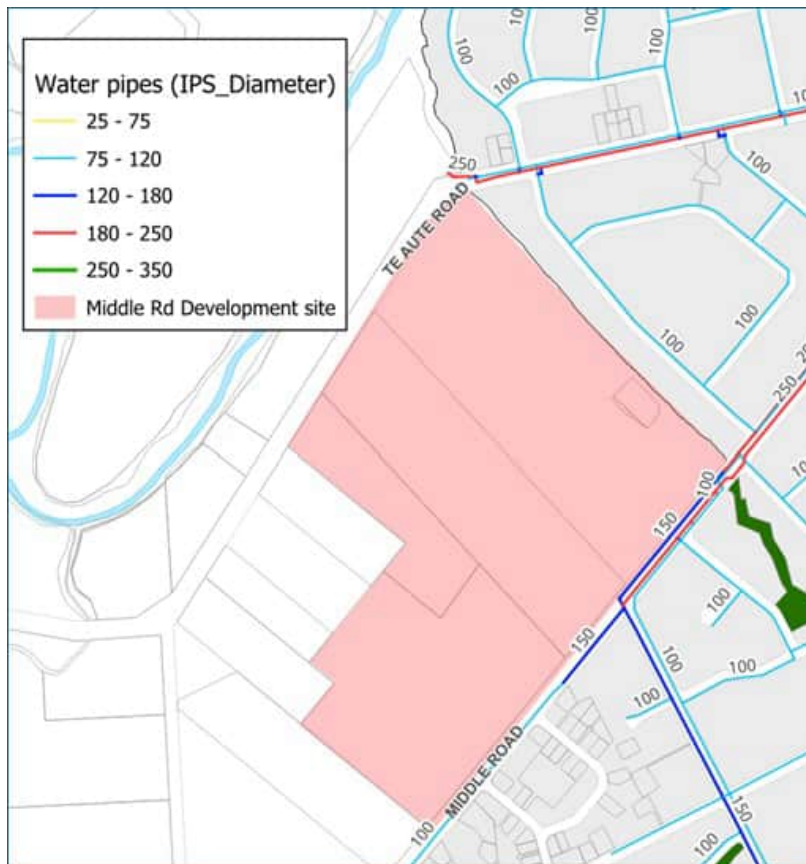
It was mentioned at the meeting that we can't impact the firefighting supply capacity for the retirement village north of Te Aute Rd.

Our queries are:

1. Is there a water pipe continuing west along Te Aute Road? And if so, what size (figure below shows pipes from the HDC GIS Open Maps)
2. On the southern end of Middle Road seen in the image below, is the end of that 150mm pipe accurate (then continuing as a 100mm pipe) or has the 150mm pipe been extended south to the Iona Development?
3. Is there currently capacity and sufficient pressure in the existing network for this development's demand, 400 lots?

Based on good design practices, we would expect the future development site network should provide looped connectivity between Te Aute Road and Middle Road. Please confirm these pipes are in the same water supply zone, therefore looping to connect these pipes would be acceptable.

What is the pressure/hydraulic grade available from the existing pipes to supply the development demands listed?



Many thanks, - we look forward to hearing back from you





s 9(2)(a)

Senior Associate Engineer
BSurv, Grad Dip Bus (Eng, Mgt)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: P25-496 - Middle Rd Fast Track - CDL Briefing Meeting
Date: Friday, 14 November 2025 4:36:21 pm
Attachments: 83f7373a-59d5-4e1f-b002-7df61527fb45.png
image955881.png
Middle Rd Fast Track - HDC Meeting Minutes 13.11.25.pdf
Middle Rd Project HDC Presentation 13 Nov 2025.pdf
Middle Road Fast Track - Development Concept v2 for HDC_compressed.pdf

H s 9(2)(a)
[Redacted]

Thanks again for organising your team to attend the Middle Rd Fast-track briefing session yesterday. On our part, it was a very helpful meeting and it was great to get some early high level feedback from your team. We certainly have some work to do!

As promised, please find attached meeting minutes. Could you please cast your eyes over the minutes and confirm that these look about right. Also check that we have included everyone in the attendees list from your side as it was hard to see the screen at our end of who was in your room.

I have also attached a copy of the presentation material and Lauren's sketches for review by your team. If anyone has any comments or feedback on the design and approach, we welcome their thoughts. As I said, we are keen to get good development outcomes for the community and the more we know early on, the better we can deliver a quality, integrated outcome for this part of Havelock North.

Have a great weekend ahead.

Nga mihi nui,
s 9(2)(a)
[Redacted]



s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)
[Redacted]

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)



Site Constraints

- Stormwater: Key issue for the site, with existing pond, overland flow and drainage challenges.
- Residential Interface: Transitions to existing dwellings to be carefully managed. Lot density and layout of lots to reflect interfaces.
- Cycle and Road Connections: Integration with existing cycleways and roading to be resolved.
- Heritage/Character: Retention of existing homesteads and shelterbelts is currently on the table.
- Connections: Maintain connectivity to southern properties through an adaptable masterplan.
- Highly Productive Land Soils classification: robust reporting to be provided. Economic analysis to be prepared to support yield and timing.
- Stream: stream located to the north boundary of the site. The stream is located within a separate title owned by a private party. The stream is deep and discharges to the Karamu Stream to the north.
- Council noted flood overlays and overland flow paths from Middle Road and the stream as critical design constraints.

Concept Plan Discussion

- LW presented the initial draft masterplan, including:
 - Green network and stormwater integration.
 - Housing variation, including higher density in central areas, and lower near boundaries.
 - Proposed roading hierarchy and accessways.
 - Shared pedestrian and cycle paths linking to surrounding areas.
 - Solar orientation for lots.
- Council queried stormwater basin locations, strategy and calculations. BP confirmed the approach aligns with Arataki and best practice. Council confirmed support for the approach.
- Council to confirm open space expectations for the Havelock North area, including Iona playground catchment.
- Council transport team yet to look at plans, general layout acceptable, subject to review.

Stormwater and Flooding

- Council queried the extent of stormwater modelling completed to date.
- CKL has undertaken 1-in-100-year flood modelling, identifying key overland flow paths and flood-prone areas.
- Council advised that pond sizing may need to be increased to accommodate additional overland flow volumes and downstream capacity limitations.
- Discussion on the potential for historic stream breakouts and the need to assess dam break and climate change impacts on flow velocities and flood risk.
- Council recommended early identification of these flood hazards and development of a resilience-based design approach, including consideration of raising land or widening the northern stream corridor.
- Council to share velocity data from Council's GIS/Geomaps system.
- Wastewater (WW) infrastructure along Te Aute Road is identified as constrained and currently excluded from the Council's 10–20-year investment programme.
- Noted that any new wastewater pump station will be developer-funded.

Infrastructure Capacity, Demand, and Land Use Interface

- Council noted wastewater servicing for Anderson Park is at 0% capacity and that current infrastructure upgrades are not programmed.



- Council advised that short-term development demand is low, and there is likely to be pushback on justification for additional land in the short-to-medium term. Economic reporting will need to address this.
- Discussion held on potential reverse sensitivity effects along the rural interface. Council advised that buffer treatments may be required where adjoining land remains in rural use. Acknowledged that CDL will seek support from adjoining landowners to the development. Masterplan will be designed to enable future integration with other landholdings in the wider block.
- Broader servicing and infrastructure delivery will need to align with long-term growth planning and staging frameworks for Havelock North.

Expert Input & Stakeholder Engagement

- Similar consultant team engaged as per the Arataki FT application. Refer to the presentation material for personnel list.
- Stakeholders will be contacted over the coming month.
- CDL has approached Tamatea Pōkai Whenua to coordinate hapu & mārae engagement.
- CDL will commence coordination with service providers (i.e. Unison) this week.

Referral Application and Programme

- Outlined the process and required technical inputs for the referral application. Technical reports and drawings are a hybrid of plan change and substantive level information. Enough information needs to be prepared to land on a definitive yield.
- EH requested a s30 exchange of letters from Council to capture previous consent history (to be requested by Woods in December as 3 months expiry date applies).
- Timelines:
 - a. Technical reporting to be completed by December/January.
 - b. Referral lodgement targeted for early February 2025.
 - c. Substantive application to follow should the referral application be successful.

Conclusions

- CDL is keen to work with Council in a collaborative fashion as per the Arataki project. Open communication lines and sharing of information is appreciated.
- Noted that site constraints relating to natural hazards and infrastructure capacity constraints will be a key resolution that the design will need to address.

3. Actions

- JS to share presentation material with Council for comment and consideration.
- Follow-up civil engineering meeting to be held in two weeks (JS to coordinate with CS).
- ALL: If other disciplines require meetings please coordinate with JS and CS.
- AS to provide comment to CDL with respect to Council open space strategy.
- Council: Any background data that Council has to help inform design development would be welcomed.
- EH to prepare s30 letter to send to council in December.
- Updated plans to be shared with Council as the design progresses (JS).

Meeting Close



WOODS
EST.1970

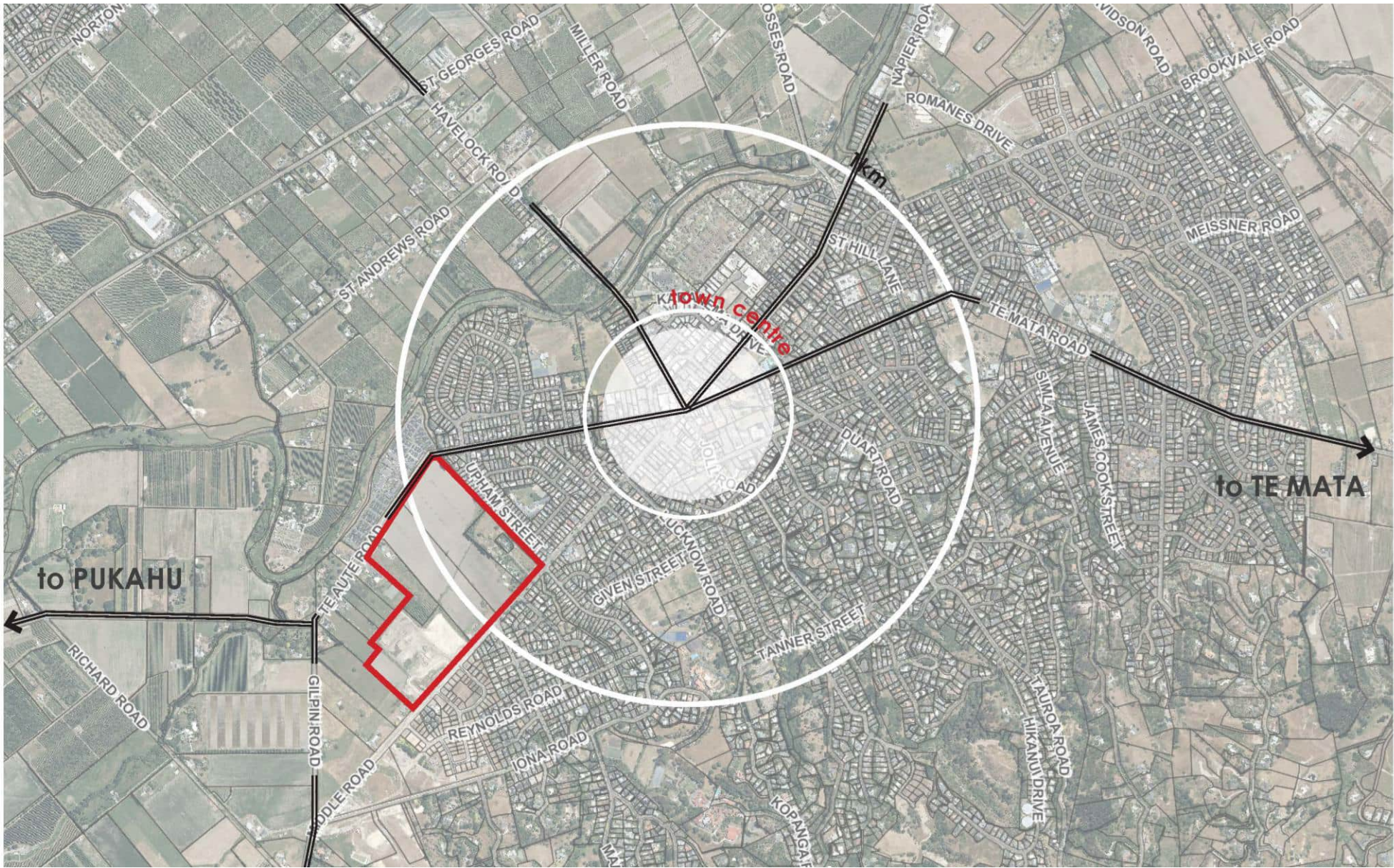
Middle Road Fast Track Referral Application

November 2025



WOODS
EST.1970

Project Background

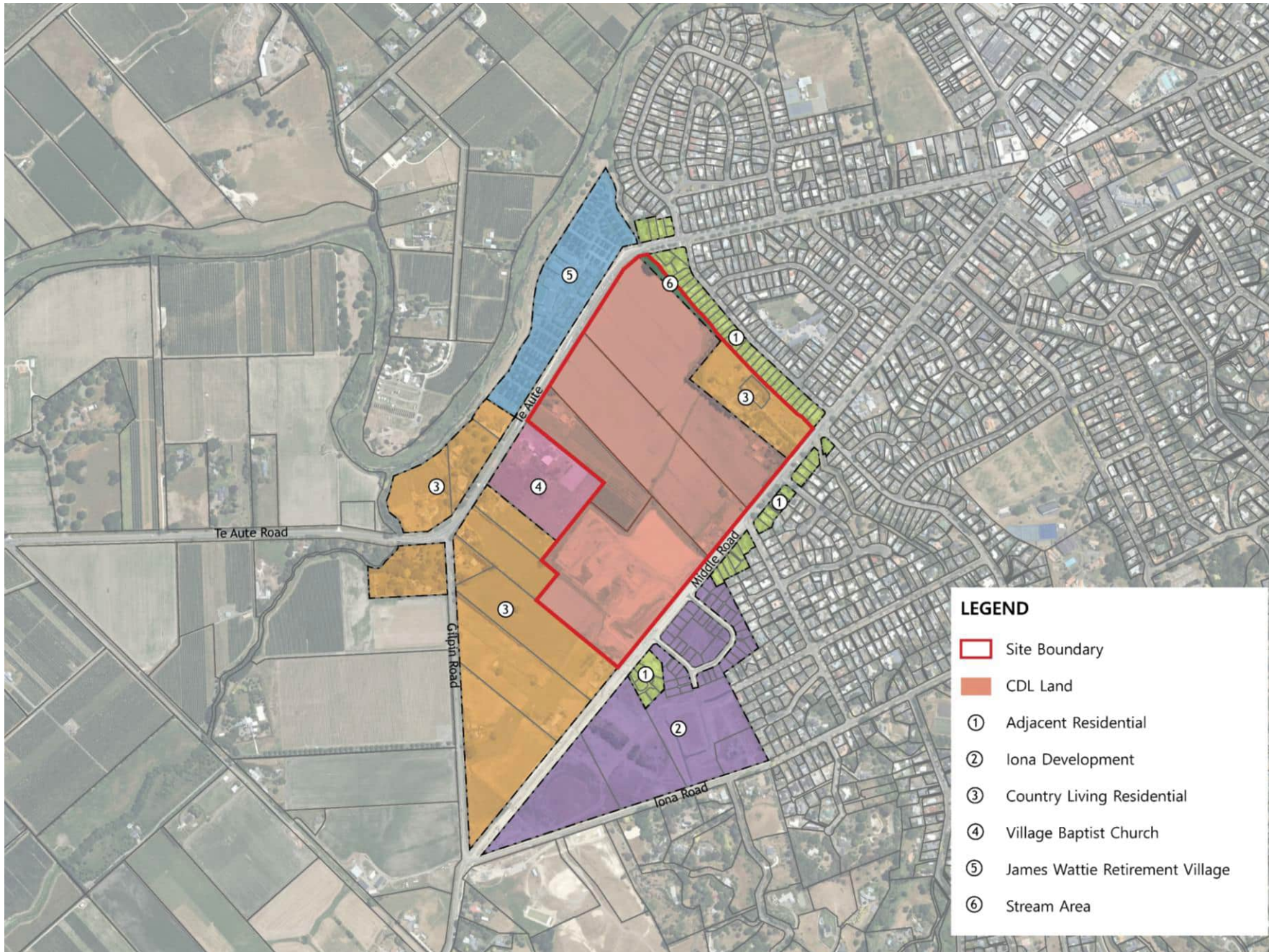


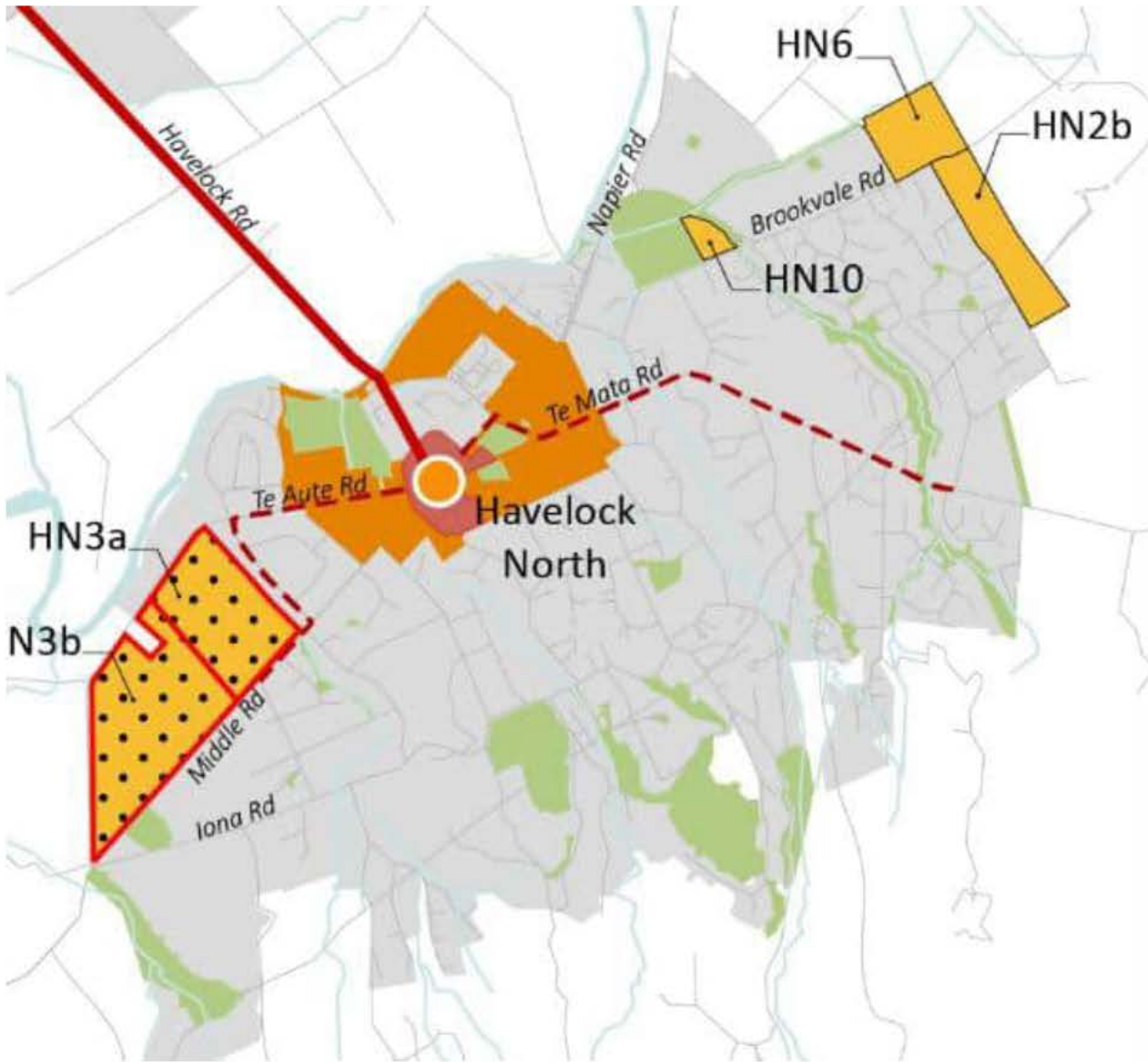






WOODS
EST.1970

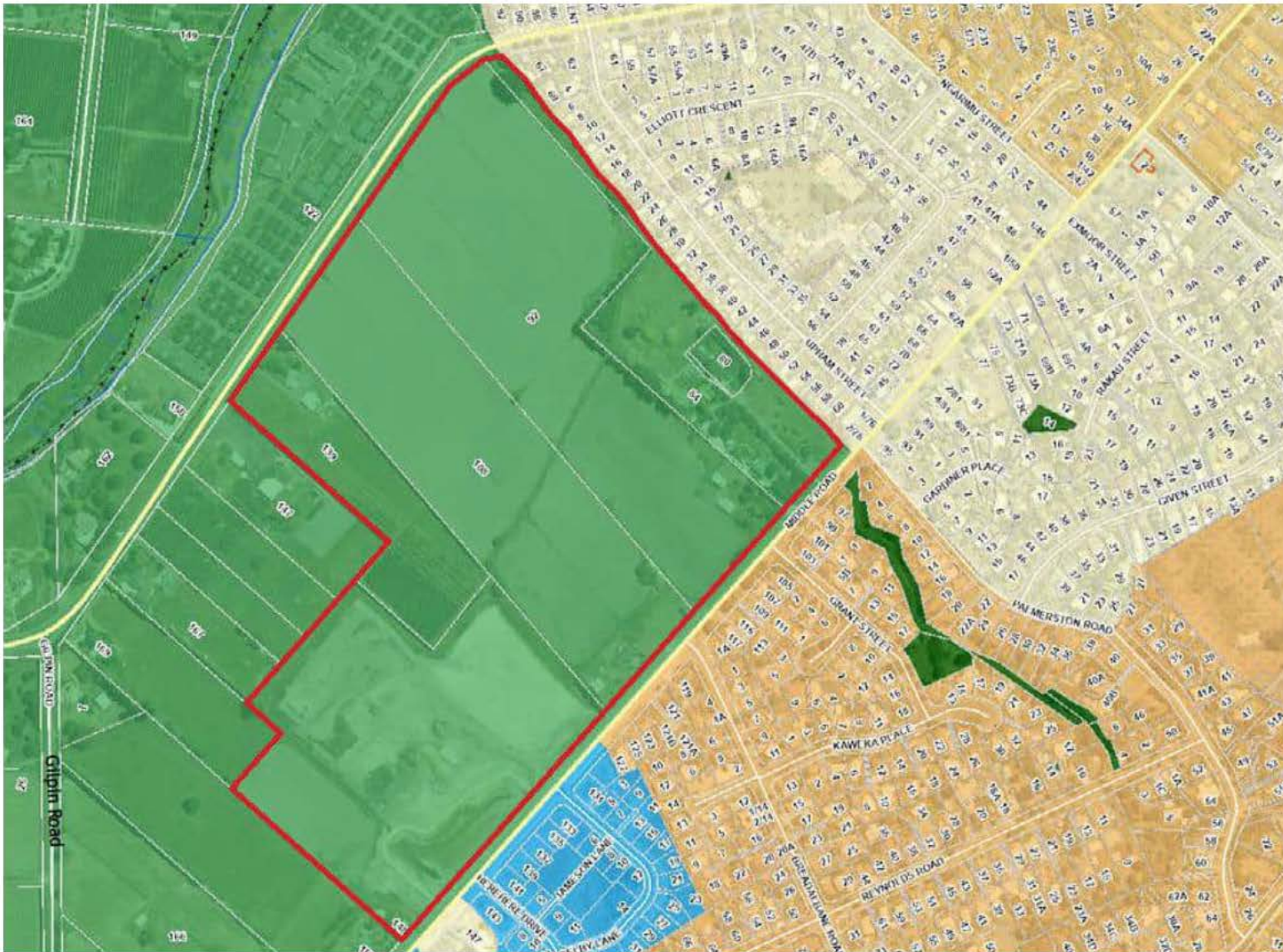


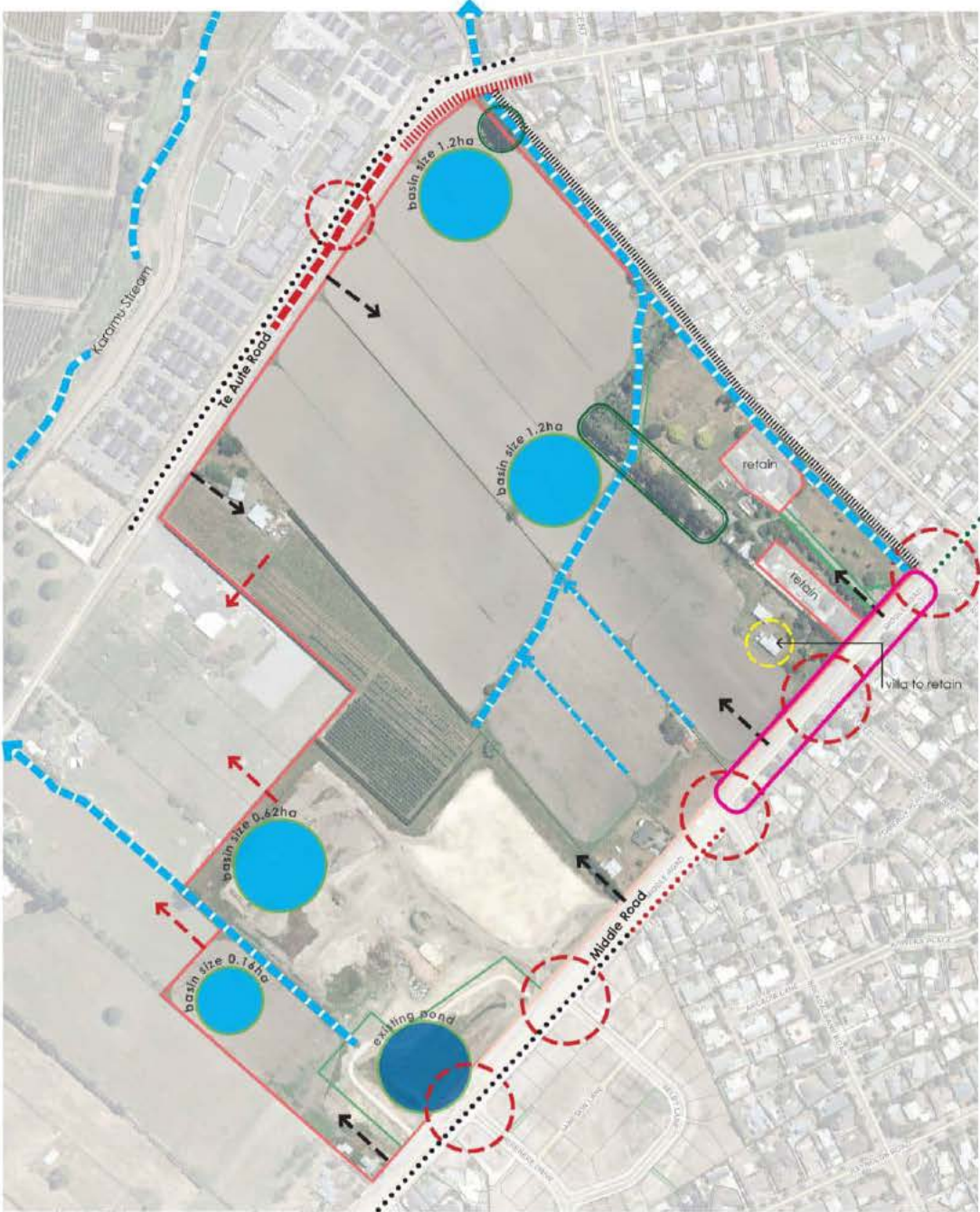


Site Ref	Site Name / Location	Approx. Capacity
NC4a	Riverbend Road / Willowbank Avenue, Napier	290 dwellings
NC4b ¹⁹	Riverbend Road, Napier	660 dwellings
NC4d	South Pirimai, Ulyatt Road, Napier	370 dwellings
NC6	Mission Estate, Church Road, Napier	100 dwellings
H2a	Lyndhurst Extension, Hastings	280 dwellings
H3	Kaiapo Road, Hastings	430 dwellings
H4	Murdoch Road, Hastings	120 dwellings
H8	Copeland Road, Hastings	130 dwellings
FM2 & FM9	Portsmouth Road, Flaxmere	655 dwellings
HN2b	Arataki Road Extension, Havelock North	170 dwellings
HN6	Brookvale Road, Havelock North	125 dwellings
HN10	Oderings Site, Havelock North	35 dwellings
H5	Wall Road, Hastings	110 dwellings
HN3a and HN3b	Middle Road, Havelock North	640 dwellings
AS	Ahuriri Station, Bay View	1,000 dwellings
Total		5,115 dwellings²⁰

LEGEND

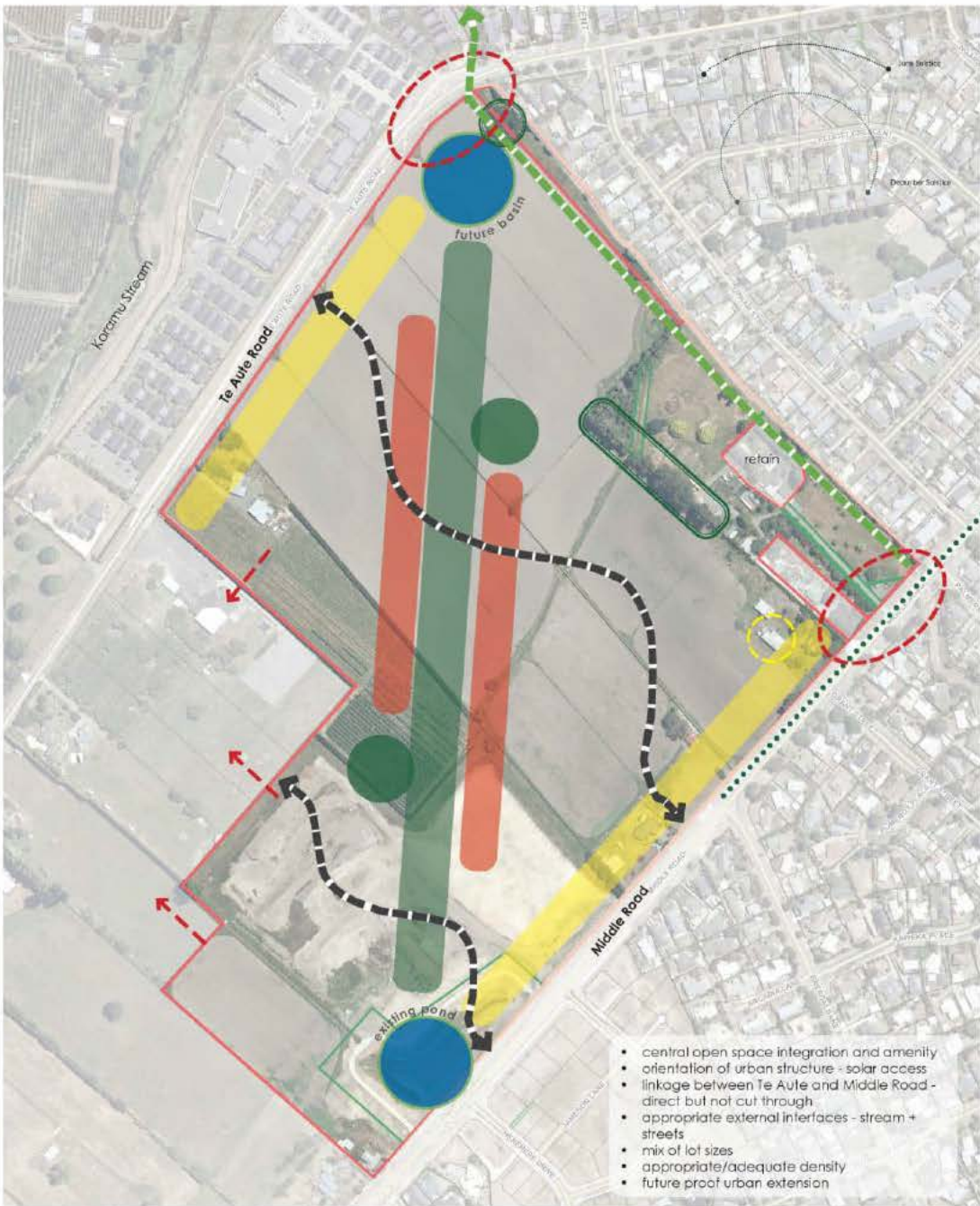
- Primary Urban Centres
- High Frequency Public Transport Corridor
- Secondary Urban Centres
- - - Other Frequent Public Transport Corridors
- Locally Important Urban Centres
- ▬ Increased State Highway Capacity
- Centre Zone
- ✈ Hastings Aerodrome
- Intensification Areas
- 🏥 Hastings Hospital
- New / Expanded Residential Areas
- 🛣 State Highway
- New / Expanded Residential Areas - Voted for exclusion by HDC and HBRC
- 🚊 Railway Line
- New / Expanded Residential Area - Voted for exclusion by HDC
- 🏘 Existing Zoned or Consented Urban Areas
- New / Expanded Industrial Areas
- 🌿 Reserves and Open Space Areas
- 🌊 Water Bodies





-  existing drainage channel
 -  potential future intersections
 -  central median
 -  rear fences - poor amenity and little surveillance
 -  new/developing shared path
 -  gap in cycle provision
 -  future indicative size and location of stormwater management area
 -  existing on road cycle path
 -  shelterbelt/specimen
 -  links to adjacent properties needed
 -  existing intersections - off set required
- site constraints**

-  existing drainage channel
-  potential future intersections
-  central median
-  rear fences - poor amenity and little surveillance
-  new/developing shared path
-  gap in cycle provision
-  future indicative size and location of stormwater management area
-  existing on road cycle path
-  shelterbelt/specimen
-  links to adjacent properties needed
-  existing intersections - off set required



- stream corridor - public access and amenity, safety
- larger lots - visual consistency + traffic safety
- open space corridor integrating SW area and active modes (Iona Stage 1)
- stream corridor - public access and amenity, safety
- larger lots - visual consistency + traffic safety
- open space corridor integrating SW area and active modes (Iona Stage 1)

- smaller lots - open space amenity and safety
- gateway - transition through landscape and/or heritage
- smaller lots - open space amenity and safety
- gateway - transition through landscape and/or heritage





WOODS
EST.1970

Concept Plan



red in March/April 2019 and January, November and December 2020
red in December 2024 and February 2025

CONCEPT PLAN:

Site Area: 33.3 ha

Stormwater Area: 5 ha

Net Residential Land: 28.3 ha

Density: 14 du/ha gross

Total Yield: 400 lots





Estimated yield

- 60 (15%) large (600m² +)
- 220 (55%) medium (400 - 600m²)
- 120 (30%) small (300 - 400m²)

400 lots

site area - 33.3ha
stormwater areas - 5ha

net residential land - 28.3 ha
density - 14 du/ha gross

assume 25% for roading,
net land area = 21.2ha
then net density is 19du/ha

ROADING

-  main routes into town centre
-  internal collector
-  local road
-  minor local road
-  private accessway
-  rear lot



PEDESTRIAN + CYCLE

-  main off carriageway shared path
-  cycle lane on carriageway
-  crossing point
-  internal cycle friendly route
 - along car-free linkage route
 - through passive open space
 - along berm with no vehicle crossings
 - adjacent to deep rear berm





WOODS
EST.1970

Consultants and Stakeholders

EXPERT CONSULTANTS

Discipline	Consultant	Contact
Ecology	Boffa Miskell	s 9(2)(a)
Geotech	CMW	
Archaeologist	CFG Heritage	
RMA Legal	Ellis Gould	
Transport	Flow	
HPL / Soils Assessment	Agfirst	
Economics	Property Economics	
Urban Design	Urban Acumen	
Civil Design	Woods	
Planning	Woods	
Survey	Woods	
3 Waters		



STAKEHOLDERS



Stakeholder	Comment
Relevant Local Authorities	<ul style="list-style-type: none">• Heretaunga Hastings District Council• Hawkes Bay Regional Council
Mana Whenua	<ul style="list-style-type: none">• Tamatea Pōkai Whenua• Ngāti Kahungunu
Administering Agencies	<ul style="list-style-type: none">• Environmental Protection Agency• Ministry for Environment
Other Agencies	<ul style="list-style-type: none">• Ministry of Education• Department of Conservation• NZHPT



From: s 9(2)(a)
To:
Cc:
Subject: P25-496 - Middle Rd Fast Track - Initial Engagement
Date: Thursday, 30 October 2025 9:51:15 am
Attachments: 19bb3d38-c51c-481e-9919-b3a505e11018.png
image687964.png
Middle Road_Site Plan.pdf

Hi s 9(2)(a)

Thanks for taking my call on Tuesday. As discussed, Woods have been engaged by CDL Land New Zealand Ltd (CDL) to investigate and progress a Fast-track Referral application for the landholdings at Middle Road, Havelock North.

Site Details and Background

The Middle Road Fast-Track area (site) comprises the block of land in west Havelock North that includes the properties 80, 84, 92, 108, and 148, Middle Road, and 139 Te Aute Road (indicative properties, includes third parties). The site has a total area of 33.83 ha. See attached site plan.

The Site is currently zoned Plains Production zone within the Operative Hastings District Plan which does not provide for urban development. Under the HPUDS, the Middle Road land (in part) was identified as a Reserve Growth Area. The Draft Napier–Hastings Future Development Strategy 2024–2054 (FDS) assessed the site as a potential growth area at the edge of Havelock. The technical analysis considered the site suitable for future urban development, given its proximity to the Iona Special Character Zone and existing infrastructure corridors. However, the final FDS did not include the Middle Road site.

Middle Road FT Project

Given this context, CDL is now looking to progress urban residential development across the site through the Fast-track Approvals Act 2024 (FTAA). Initially this will include a Referral application under the FTAA, which if successful, will be quickly followed by a Substantive Application. Work has commenced in the last week to progress an initial masterplan / scheme which will be refined through expert consultant inputs. The following expert disciplines have been engaged to provide advice to the development of the masterplan and feasibility of the project:

- Archaeology
- Contamination
- Ecology
- Economics
- Engineering
- Geotechnical
- Highly Productive Land
- Survey
- Stormwater
- Traffic; and
- Urban Design

Referral Application Information:

The Referral application must provide enough detail for the Minister for Infrastructure

pathway. While this stage does not require the full technical reporting that would support a future Substantive Application, the information provided needs to give confidence that the project is suitable, feasible, and consistent with the purpose of the FTAA.

The Referral must include sufficient information about the site, the Project and its potential effects, identify the approvals likely to be required, and provide evidence of consultation. The MfE reviews the application and provides advice to the Minister, who then decides whether to accept or decline the Referral.

Council Involvement:

As required by the FT referral process, and in line with good planning practice, we would like to meet with Council to discuss the project in more detail once we have a draft masterplan in hand to talk to. Are we able to arrange a tentative diary time for Thursday 13 November? It would be helpful to have the following Council officers at the meeting:

- Strategic planning / Urban design
- Transportation
- Infrastructure /Stormwater

The meeting will be high level. We are keen to hear your thoughts on the proposal, any constraints / opportunities you identify, and any strategic planning & infrastructure background / knowledge we should be aware of, etc as we further develop the masterplan.

Timeframes:

CDL is aiming to lodge the referral application in the first quarter of 2026. Masterplan development is now underway, with the concept plan finalisation and draft expert reports due mid-December.

Should you have any questions or require clarification on any of the above, don't hesitate to reach out to myself or s 9(2)(a) I look forward to hearing from you regarding a future meeting time.

Kind regards,

s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

woods.co.nz



Attachment 3: Ngāti Kahungunu Iwi Incorporated Correspondence

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: FW: P25-496 - Middle Rd Fast Track CDL - Project Introduction
Date: Tuesday, 27 January 2026 11:52:13 am
Attachments: image326439.png
a532d932-e7e0-431b-badc-de1afef058fa.png
image031628.png
Middle Road_Site Plan.pdf
Middle Road Concept for Iwi consultation v3.pdf

Kia ora s 9(2)(a)

I trust you are both well and enjoying the start to the new year.

I am following up on our last correspondence from late last year regarding the Middle Road (Havelock North) residential development fast-track referral project. I appreciate that many people are only just returning to work following the summer period.

Please let me know whether you would like to be involved in discussions on this project at any stage, or whether you consider it appropriate for engagement to continue primarily through Tamatea Pōkai Whenua and the local marae representatives we are currently working with.

Ngā mihi,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)
s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From s 9(2)(a)

Sent: Friday, 19 December 2025 10:01 am

s 9(2)(a)

Subject: P25-496 - Middle Rd Fast Track CDL - Project Introduction

s 9(2)(a)

I hope you are both well. K [REDACTED] s 9(2)(a) tōku ingoa. As you may remember, I am a planning consultant from Woods and I have previously been in touch with you regarding the CDL Arataki Extension fast track project located on the eastern side of Havelock North. We engaged with Tamatea Pōkai Whenua (TPW) and local mārae Ruahāpia on that project and I have valued working through environmental outcomes with them.

Recently we have kicked off another CDL project on the western side of Havelock North at Middle Road which Ngāti Kahungunu may have an interest in – ‘**Middle Road Project**’. Through engagement with TPW we met on site with representatives with Korongatā Marae and Mihiroa Marae to discuss the project concept on 4 December 2025. [REDACTED] s 9(2)(a) recommended that we get in contact with you both.

Site Details and Background

The Middle Road Fast-Track area (**site**) comprises the block of land in west Havelock North that includes the properties 80, 84, 92, 108, and 148, Middle Road, and 139 Te Aute Road. The site has a total area of 33.83 ha. The site is north of CDL’s Iona development which is consented and under construction. The northern boundary of the site adjoins the Herehere Stream which feeds into the Karamu stream. See **attached site plan** for location.

The Site is currently zoned Plains Production zone within the Operative Hastings District Plan which does not provide for urban development. Under the HPUDS, the Middle Road land (in part) was identified as a Reserve Growth Area. The Draft Napier–Hastings Future Development Strategy 2024–2054 (**FDS**) assessed the site as a potential growth area at the edge of Havelock. The technical analysis considered the site suitable for future urban development. However, the final FDS approval by the local Councillors (7-6 vote) did not include the Middle Road site. I understand this was due to their concerns on the highly productive soils position.

Middle Road FT Project

Given this context, CDL is now looking to progress urban residential development across the site through the Fast-track Approvals Act 2024 (**FTAA**). Initially this will include a Referral application under the FTAA, which if successful, will be quickly followed by a Substantive Application through mid 2026. Work has commenced to progress an initial masterplan / scheme which will be refined through expert consultant inputs and stakeholder engagement. At this stage, we are looking to provide for 350 – 400 residential lots across the site.

(who is advised by the MfE) to decide whether a project should enter the Fast-track pathway. While this stage does not require the full technical reporting that would support a future Substantive Application, the information provided needs to give confidence that the project is suitable, feasible, and consistent with the purpose of the FTAA.

The Referral must include sufficient information about the site, the Project and its potential effects, identify the approvals likely to be required, and provide **evidence of consultation**. The MfE reviews the application and provides advice to the Minister, who then decides whether to accept or decline the Referral.

Mana Whenua Engagement:

As mentioned above, we have held initial hui with **Korongatā Marae** and **Mihiroa Marae** on 4 December 2025 and facilitated by TPW. We have provided them a copy of the 'concept plan' (attached) to provide any initial feedback, identify opportunities, or concerns. We are particularly interested in exploring opportunities for meaningful involvement of mana whenua in the ongoing development of the masterplan and design, ensuring that cultural values and environmental outcomes are appropriately reflected.

Timeframes:

CDL is aiming to lodge the referral application in the **first quarter of 2026**. Masterplan development has commenced, with the concept plan and expert reports due early February. While this phase of the project is progressing quickly, we recognise the importance of allowing adequate time for mana whenua engagement and input. There will be further opportunity to explore the design detail in greater depth as part of the future substantive application, should CDL be successful with the referral.

Next Steps:

We welcome **Ngāti Kahungunu** to provide any feedback on the project that they may have. In the first instance I have sent this background email for you to digest, but I'd be happy to reach out by phone call / arrange any onsite hui required by yourselves in the new year to dive into engagement. In the meantime, should you have any questions or require clarification on any of the above, don't hesitate to reach out to myself or s 9(2)(a) (cc'd). All the best for your summer break and Meri Kirihimete.

Ngā mihi nui,
s 9(2)(a)

(Holiday leave: 22 December 2025 – 9 January 2026)

s 9(2)(a)

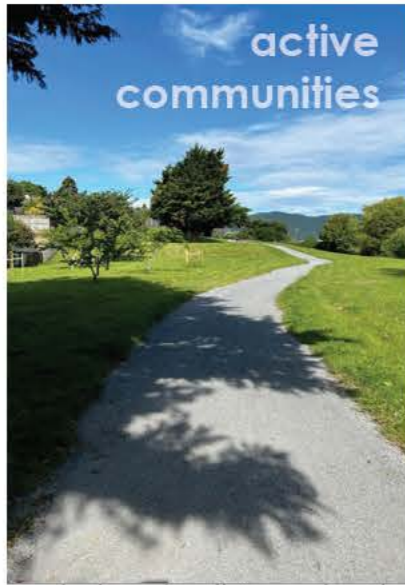
Senior Associate



BPlan (Hons)
s 9(2)(a)



This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.



active communities

Healthy people and ecology through shared walking and cycle paths that connect streams and open spaces



nature-based stormwater approach

Stormwater basins used to detain and treat water and also for community and play space



ngahere + green street opportunity

Green streets with street trees and swales to promote urban ngahere to create habitat and reduce heat



revegetate + respect the awa

Herehere Stream - potential revitalisation through more meandering, revegetation and more gentle banks



connection with the awa

active frontage and public access along Herehere Stream



integrated stormwater approach

Explore opportunity for roadside stormwater devices to convey rainwater and support open space and amenity

s 9(2)(a)

From:

s 9(2)(a)

Sent:

December 2025 10:01 am

To:

s 9(2)(a)

Cc:

Subject:

P25-496 - Middle Rd Fast Track CDL - Project Introduction

Attachments:

Middle Road_Site Plan.pdf; Middle Road Concept for Iwi consultation v3.pdf

Kia ora

s 9(2)(a)

s 9(2)(a)

I hope you are both well. Ko s 9(2)(a) ōku ingoa. As you may remember, I am a planning consultant from Woods and I have previously been in touch with you regarding the CDL Arataki Extension fast track project located on the eastern side of Havelock North. We engaged with Tamatea Pōkai Whenua (TPW) and local mārae Ruahāpia on that project and I have valued working through environmental outcomes with them.

Recently we have kicked off another CDL project on the western side of Havelock North at Middle Road which Ngāti Kahungunu may have an interest in – **‘Middle Road Project’**. Through engagement with TPW we met on site with representatives with Korongatā Marae and Mihiroa Marae to discuss the

s 9(2)(a)

information provided needs to give confidence that the project is suitable, feasible, and consistent with the purpose of the FTAA.

The Referral must include sufficient information about the site, the Project and its potential effects, identify the approvals likely to be required, and provide **evidence of consultation**. The MfE reviews the application and provides advice to the Minister, who then decides whether to accept or decline the Referral.

Mana Whenua Engagement:

As mentioned above, we have held initial hui with **Korongatā Marae** and **Mihiroa Marae** on 4 December 2025 and facilitated by TPW. We have provided them a copy of the ‘concept plan’ (attached) to provide any initial feedback, identify opportunities, or concerns. We are particularly interested in exploring opportunities for meaningful involvement of mana whenua in the ongoing development of the masterplan and design, ensuring that cultural values and environmental outcomes are appropriately reflected.

Timeframes:

CDL is aiming to lodge the referral application in the **first quarter of 2026**. Masterplan development has commenced, with the concept plan and expert reports due early February. While this phase of the project is progressing quickly, we recognise the importance of allowing adequate time for mana whenua engagement and input. There will be further opportunity to explore the design detail in greater depth as part of the future substantive application, should CDL be successful with the referral.


Next Steps:

We welcome **Ngāti Kahungunu** to provide any feedback on the project that they may have. In the first instance I have sent this background email for you to digest, but I’d be happy to reach out by phone call / arrange any onsite hui required by yourselves in the new year to dive into engagement. In the meantime, should you have questions or require clarification on any of the above, don’t hesitate to reach out to myself or [redacted] (cc’d). All the best for your summer break and Meri Kirihimete.

Ngā mihi nui,

[redacted] s 9(2)(a)

(Holiday leave: 22 December 2025 – 9 January 2026)



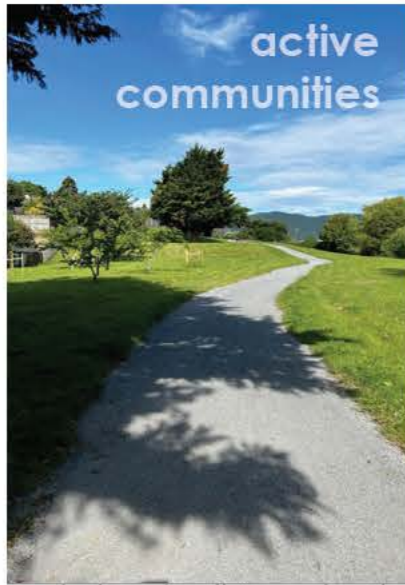
[redacted] s 9(2)(a)
[redacted] iate Planner
BPlan (Hons)
[redacted] s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.



SITE PLAN

Middle Road



active communities

Healthy people and ecology through shared walking and cycle paths that connect streams and open spaces



nature-based stormwater approach

Stormwater basins used to detain and treat water and also for community and play space



ngahere + green street opportunity

Green streets with street trees and swales to promote urban ngahere to create habitat and reduce heat



revegetate + respect the awa

Herehere Stream - potential revitalisation through more meandering, revegetation and more gentle banks



connection with the awa

active frontage and public access along Herehere Stream



integrated stormwater approach

Explore opportunity for roadside stormwater devices to convey rainwater and support open space and amenity



Attachment 4: Tamatea Pōkai Whenua Correspondence

From: s 9(2)(a)
To:
Cc:
Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction Video for TPW
Date: Thursday, 26 March 2026 2:06:16 pm
Attachments: image002.png
image015.png
image016.png
image018.png
833b7155-bc03-4678-9a7c-7d4ab947d9b.png
image773680.png
image001.png

Kia ora s 9(2)

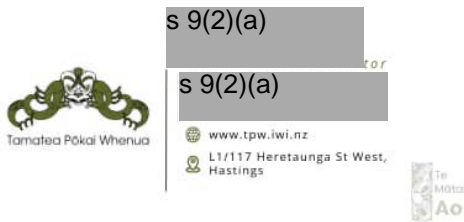
Thank you so much for the video! It's great and gives a comprehensive overview of the project.

We will circulate it to appropriate mana whenua soon, and as requested, we will not post it to our socials.

Thank you again for all your hard work, and good luck with your future endeavours.

I look forward to working with s 9(2)(a) moving forward.

Ngā mihi,



s 9(2)(a)

Date: Tuesday, 24 March 2026 at 2:28 PM
s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction Video for TPW

s 9(2)(a)

Thanks very much for your patience waiting for the Middle Road Project presentation video. We encountered a late design issue following receipt of some further stormwater information from HDC last week which required updates to the stormwater management and open space areas. The presentation has now been updated to reflect the latest masterplan which includes increased stormwater management and open space areas. Please let me know if there is an issue accessing the link. It is quite a large file and the presentation is around 20 minutes long.

Video link: [Click here](#)

Following our earlier discussion, we understand the video may be uploaded to your social media channels. As the referral application has not yet been lodged with the Minister, we politely request that the video is shared directly with representatives via email only, rather than publicly at this stage. Are you able to confirm that this approach can be followed? Should the project move into the substantive Fast-track process later this year, the information can be shared more broadly with mana whenua and we are happy to discuss further at that stage.

We trust the presentation provides a clear overview of the proposal and sufficient context for representatives. As noted, we are targeting lodgement around Easter, which limits the opportunity for detailed design feedback at this late stage. However, we are keen to continue working with representatives through the referral phase so they can help inform and shape the application. Please feel free to get in touch with any questions arising from the material.

Lastly, I am finishing up my position at woods on the 10th April. I will be leaving this project in the capable hands of **and** (cc'd) who you have met before to be the main contacts going forward (along with at CDL). – I understand that you are also making a move to HBRC at the end of the month? If so, congrats on the new role! No doubt you may be involved from that side of the table heading into the substantive phase of this project if we are referred to the fast track.

Ngā mihi nui,
s 9(2)(a)

s 9(2)(a)

Senior Associate Planner
BPlan



s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Friday, 13 March 2026 12:28 pm

s 9(2)(a)

Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)(a)

No problem at all. Thanks for letting me know.

Have a great weekend,

s 9(2)(a)

s 9(2)(a)

Date: Friday, 13 March 2026 at 11:30 AM

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Mornin s 9(2)(a)

As is often the case with complex projects, new information has come through late in the process. HDC have provided us with additional flood modelling data following review of our draft technical reports. This is likely to affect the current masterplan (we may need a slightly altered layout). Given this, I will hold off sending out a project video until next week. No doubt this may affect our lodgement date. I will keep you posted on that front. I hope this is ok. I'll be back in touch next week.

Ngā mihi,

s
9(2)



s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

s 9(2)(a)

Kia ora s 9(2)

You're amazing! Thank you so much. Look forward to seeing it



s 9(2)(a)
s 9(2)(a)
www.tpw.iwi.nz
L1/117 Heretaunga St West,
Hastings



From s 9(2)(a)
Date:

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction

H s 9(2)

Great idea, we can certainly do that for you. It may take me a bit of time to edit it and get it working in the powerpoint software. I should be able to have this to you by the end of the week all going well!

Ngā mihi,

s 9(2)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 10 March 2026 1:27 pm

s 9(2)(a)

Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)

This summary looks great, thank you.

Following discussions with about the best way to engage with mana whenua on this project, particularly given our current capacity constraints, we were wondering whether it might be possible for your team to prepare a short summary video that we could circulate.

Your presentation last week was very clear and easy to follow, and we think a short video summarising the key points would be an effective way for us to share the information more widely. It does not need to be anything complicated - even a simple voiceover explaining the proposal while showing the relevant plan images or diagrams would work well.

Given our current staff capacity, and the challenges that can sometimes arise in bringing everyone together in one room, this format would allow us to circulate the information to the relevant whānau and marae more easily. The sooner we are able to receive the video, the sooner we can distribute it and ensure people have time to review the information.

If this is something your team would be open to, we would circulate the video directly to relevant parties and also share it through our social media channels for general awareness.

Thank you again for the informative hui last week, and I look forward to your response.

Ngā mihi,



Tamatea Pōkai Whenua

s 9(2)(a)

Te Mātāi Ao Coordinator

s 9(2)(a)

www.tpw.iwi.nz

L1/117 Heretaunga St West,
Hastings



s 9(2)(a)

Date: Friday, 6 March 2026 at 10:39 AM

s 9(2)(a)

Kia ora s 9(2)(a)

Thanks for meeting with and I yesterday to discuss the Middle Road Fast-track referral project. The purpose of the meeting was to provide an update on the project, introduce the latest iteration of the masterplan and confirm next steps for mana whenua involvement. We have prepared a short summary of the meeting discussion points below:

Meeting Minutes

Project Background

Project is for a Fast-track referral to enable the residential urbanisation of the landholdings.

Site is not zoned residential (Plains Production) and the Fast-track process provides a consenting pathway to occur in lieu of urban zoning.

Project Area comprises 30ha of CDL landholdings.

McKenna Block (3ha) will not be included as part of the proposed application site area for the referral, however, expert reporting and the masterplan has covered this block.

The proposed stormwater approach involves dry detention basins that remain grassed and only hold water during heavy rainfall events. A substantial area of open space is included in the current masterplan.

CDL has undertaken engagement with HDC and HBRC around the Herehere Stream. Key environmental matters discussed included:

HDC preference for a more naturalised approach to waterways and landscapes.

Recently released HDC documents provide design and planting guidelines for stream enhancement.

Observations regarding bank erosion, weed management, and overall stream health within the site.

Reference to the stream response north of Te Aute Road - HDC does not want replicated on this site.

HBRC will be the regulatory arm for the approvals process for works alongside the stream. HDC is the asset manager.

Mana Whenua Site Visit Feedback

Initial feedback from iwi from the earlier site visit included:

- Natural stormwater management responses noting the importance of Herehere Stream
- Whether there were natural wastewater management options – concern about health of waterways
- Soil classification / highly productive land concerns (noting Councillor votes)
- Housing density and typology – discussion around smaller house sites and concern about liveability of such lots

Referral Application Process

- The approach for a referral application is to prove ‘proof of concept’ for the development.
- The masterplan submitted as part of the referral application is conceptual and subject to further stakeholder engagement and detailed design at the future substantive application phase.
- Reports being prepared are high-level for the referral application stage.
- CDL are targeting lodgement at the end of March 2026.
- We understand that the referral approval process takes approximately 2 – 3 months with a decision made by Minister Chris Bishop.
- If accepted, the project moves into the Substantive stage, where detailed technical input and engagement will occur.

Mana Whenua Involvement

TPW advised that the development will require a Cultural Values Assessment (CVA) due to the scale of development and proximity to the stream system.

- TPW advised that early involvement is important to avoid iwi being consulted late in the process.
- Agreed that ongoing engagement with parties is preferred process for both CDL and TPW so that meaningful input can be achieved.
- Due to tight timeframes, agreed it is not possible to get a CVA completed prior to lodgement of the referral application. However, process can commence in parallel with the referral application, allowing it to be incorporated during the Substantive stage.
- TPW to discuss the project internally with relevant mana whenua representatives and confirm which hapū would like to be involved in engagement.
- It was noted that while a further site visit would be beneficial, an online session would allow mana whenua to first gain a clear understanding of the project
- TPW to reach out to reps to confirm if an online meeting with iwi representatives can be arranged this month to provide an update on the project and confirm next steps for engagement.

I trust the above meeting minutes capture our hui accurately. Please let me know if I have omitted anything that you would like recorded.

Next Steps

We felt the above was a very useful discussion and I appreciate your pragmatic approach to mana whenua involvement given the tight programme. We understand from our discussion that it will not be possible to complete a CVA prior to lodgement of the referral application at the end of March. However, we agree that a CVA will be an important component of the project moving forward.

Our understanding from the meeting is that the CVA process could commence in parallel while the referral application is with the Minister for consideration, with the completed assessment then informing the substantive application stage should the project proceed to the Fast-track process. At this stage, I am keen for the referral documentation to focus on high-level principles and values, reflecting the discussions held to date with mana whenua and any additional feedback provided prior to lodgement. The more detailed aspects of design and development outcomes would then be worked through collaboratively during the substantive stage. This would include matters such as the

approach to open space and stream edge, riparian planting, and detailed stormwater management responses and outcomes. I want to stress that the Fast-track process does not preclude mana whenua engagement on these projects – CDL want to make space for mana whenua involvement in the design process over the next few months.

We understand that TPW will discuss the project internally and confirm which hapū / marae would like to be involved in the engagement process. We have attached both the indicative concept plan and an overview document that can be shared with reps. We welcome any further high-level comments on the updated masterplan (noting matters already raised during the earlier site visit), and it would be helpful to receive these prior to lodgement so that we can reflect them in the referral documentation and ensure that decision makers are aware of mana whenua views on this project. We are also happy to facilitate an online hui with mana whenua representatives to provide a fuller overview of the updated masterplan and discuss how the CVA process could feed into the project through the substantive phase.

If the above summary aligns with your understanding of the approach discussed yesterday, it would be helpful to have confirmation once you have had the opportunity to discuss this internally with the mana whenua reps.

Thanks again for your constructive engagement on the project to date. If you have any questions on the above, please get in touch.

Kia pai ō rā whakatā,

s 9(2)



s 9(2)(a)

Environment Planner

BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners) Consultants Ltd accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Wednesday, 4 March 2026 1:54 pm

s 9(2)(a)

Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)

Are you available tomorrow at 9am for a quick online meeting?

**NB - I would like to inform that I have resigned from Tamatea Pōkai Whenua and have taken an opportunity to further my professional career within HBRC as the Project Manager Water Security. I will continue to work part-time for Tamatea Pōkai Whenua Trust in 2026 as we undertake the recruitment phase. I will exit from Tamatea Pōkai Whenua on 27 March 2026. Thank you to everyone for your support of the Trust and the mahi that the team has achieved thus far as we continue to advocate for the protection of s 9(2)(a)*

Nāku noa, nā



s 9(2)(a)

Te Mātāi Ao General Manager

Environmental Planner

s 9(2)(a)

L1/117 Heretaunga St West, Hastings

www.tpw.iwi.nz

s 9(2)(a)

Date: Wednesday, 4 March 2026 at 1:46 PM

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)(a)

Thanks for getting back in touch and for clarifying the situation with the EOI (whoops on my part!). I agree that a CIA will likely be appropriate for the substantive application given the scale of the development and its stream proximity.

We would be happy to meet with you and the hapū representatives for a site visit. We have a few dates available over the next two weeks, working around existing travel and to ensure that CDL representative can attend if hapū members are present. If hapū representatives are attending, I presume an early morning or late afternoon meeting would be most suitable?

The dates we currently have available are:

- Wednesday 11 March (morning or early afternoon preferred if possible)
- Monday 16 March
- Wednesday 18 March

In the meantime, I would be happy to have a brief Teams meeting with you tomorrow (Thursday) or Friday to run through the background to the project if that would be helpful.

Ngā mihi nui,

s 9(2)(a)



s 9(2)(a)

Environmental Planner

BPlan (Hons)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners) Consultants Ltd accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 3 March 2026 8:19 pm

s 9(2)(a)

Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora and thank you for the update.

I would appreciate someone meeting with me and hapū members to undertake a site visit when possible please, that would be appreciated.

Just a minor point; regarding the EOI we did receive 2 applications, however the timeframe would have been unrealistic to have that completed end of March. And I do agree that some high level feedback at this time would suffice and be helpful, with a likelihood that a CIA will be required for this development given the scale and the proximity to the Herehere and Karamu streams.

Thank you and I look forward to hearing from you.

Nāku noa, nā



s 9(2)(a)

Environmental Planner

s 9(2)(a)

L1/117 Heretaunga St West, Hastings

www.tpw.iwi.nz

s 9(2)(a)

Date: Tuesday, 3 March 2026 at 12:16 PM

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction

s 9(2)(a)

Thanks for taking my call this morning our productive discussion regarding how we approach this project. I appreciate that you are coming in new to the project following move overseas so I provide the email below to summarise our discussion and set out a practical way forward within the current project timeframes.

As mentioned, we have recently **updated the masterplan** to account for the various discipline inputs that have come in over the past several weeks. See **attached document**. There are two main changes:

-

The McKenna Block (eastern corner) is now an optional inclusion for the project, rather than being a complete part of the development. The McKenna block is not owned by CDL, but we have shown how this block could be incorporated into the CDL masterplan should those owners decide to urbanise their landholdings in the future. See site plan below for the location of the McKenna block extension.



I noted in my email on 19 December 2026 (below) that the material prepared to support a **referral application** is high-level and conceptual, providing proof of concept so that the Minister can decide whether the project should be considered under the Fast-track process. Should the project be accepted into the Fast-track process, detailed master planning and design would follow as part of the **substantive application** through the middle part of this year. This would include matters such as landscaping, road alignments, stormwater management approaches, water monitoring, and infrastructure design. In summary, change to the masterplan through this process will occur and is expected.

I understand that through the February EOI request that there has not been uptake by individuals to prepare a CIA for this project. We are intending to lodge this application with the Minister at the end of March but I am loathe to hurry important input from mana whenua. That being the case and recognising that time and resourcing constraints face both yourselves and mana whenua representatives (and the project), I wonder whether providing **focused, high-level feedback** at this stage (rather than a full CIA report) would be a pragmatic way to approach the project at this stage. For example:

- Key design principles sought to guide the ongoing development of the masterplan
- Any historical knowledge of the site we should be aware of
- Cultural values or kaupapa that should be taken into account
- Any other important matters that are critical to the project
- Feedback on the masterplan design attached

This feedback would then provide a foundation for working together through more detailed matters as part of the substantive application programme further into 2026. A full CIA (if desired) could then be prepared at the substantive stage when there is adequate time and resource, and when the design has is being further refined. We could essentially work on that in parallel to the referral project being considered by the Minister.

Once you have had a chance to digest the above, happy to discuss further and work out where to from here. We are also very happy to arrange a site walkover (next week?) for yourselves and any mana whenua reps to talk through what is proposed and understand how the masterplan pieces together.

I look forward to working with you to get a positive cultural outcome for this development.

Ngā mihi nui,

s 9(2)



s 9(2)(a)

Associate Planner

BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent:

s 9(2)(a)

Kia Ora s 9(2)

The next process of undertaking the CIA will be handled by o s 9(2) team here, specifically Di an s 9(2)

I am sorry to advise that Friday is my last day, and it has been awesome working with you. Thank you for trusting us and developing a good working relationship to date.

I will pass on your details to the team who will be in contact regarding the next steps.

Nga mihi

s 9(2)

PS - This Friday, 20th February 2026 is my final day in this role. It has truly been a privilege and a pleasure to work alongside you over the past 16 sincerely grateful for the relationships and experiences shared over this time. The contact email fo s and ongoing matters is: s 9(2)(a) Have a safe and prosperous 2026. s 9(2)



Tamatea Pōkai Whenua

s 9(2)(a)

Principal Resource Consents Planner

-  s 9(2)(a)
-  s 9(2)(a)
-  www.tpw.iwi.nz
-  L1/117 Heretaunga St West, Hastings



s 9(2)(a)

Date: Tuesday, 3 February 2026 at 8:00 am

s 9(2)(a)

L - Project Introduction

Mōrena s 9(2)(a)

Thanks for the update and for getting this underway. Much appreciated at my end.

We'd be keen to work alongside whoever is appointed to prepare the CIA as it progresses. We are keen to start responding to any early findings and build these into the project as we go, rather than waiting until the end of March for the report issue. Perhaps a site visit in February once the author is confirmed would be beneficial so we can talk through initial feedback and the masterplan contents and go from there?

Happy to talk budget when it suits you. Perhaps a starting point would be an indication from the author as to their anticipated number of hours to complete the CIA and site visit.

Let me know if you need anything further from us in the meantime.

Ngā mihi,

s 9(2)

s 9(2)(a)

Senior Associate Planner
BPlan



s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Friday, 30 January 2026 11:18 am

s 9(2)(a)

Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)(a)

I wanted to update you that the CIA report for the Middle Road development, as discussed, is now expected to be completed by the middle to last week of March <https://www.tpw.iwi.nz/mahi>

We have issued the EOI and we will have someone assigned to do the work as soon as possible.

It would be helpful to get an indication of your budget, and we can talk this through when you're ready.

Please feel free to reach out if anything needs clarification.

Nga mihi

S

(a)



Tamatea Pōkai Whenua

s 9(2)(a)

Principal Resource Consents Planner

s 9(2)(a)



www.tpw.iwi.nz



L1/117 Heretaunga St West,
Hastings



s 9(2)(a)

pm

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Afternoon S

Thanks for your phone call and your email summary. Yes, confirming CDL are open to engagement with mana whenua. We have found that hui / discussions have been helpful to the shaping of CDL's Arataki project in the district in a meaningful way. Keen to take a similar approach with Middle Road with open door communication as we move forward with this application too. Look forward to hearing from you again soon.

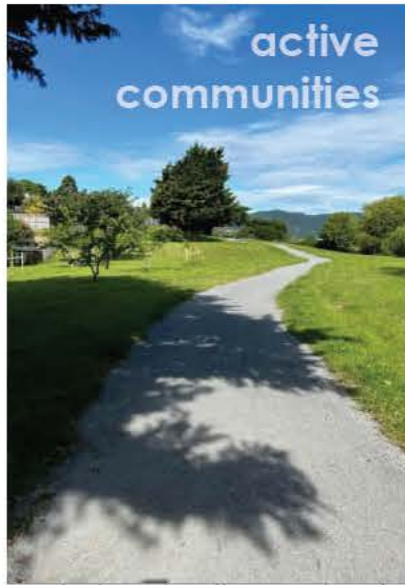
Nga mihi

s 9(2)(a)

(a)

s 9(2)(a)

Senior Associate Planner
BPlan



active communities

Healthy people and ecology through shared walking and cycle paths that connect streams and open spaces



nature-based stormwater approach

Stormwater basins used to detain and treat water and also for community and play space



ngahere + green street opportunity

Green streets with street trees and swales to promote urban ngahere to create habitat and reduce heat



revegetate + respect the awa

Herehere Stream - potential revitalisation through more meandering, revegetation and more gentle banks



connection with the awa

active frontage and public access along Herehere Stream



integrated stormwater approach

Explore opportunity for roadside stormwater devices to convey rainwater and support open space and amenity



s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Wednesday, 28 January 2026 4:06 pm

s 9(2)(a)

Subject: Re: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)

Happy New Year and thank you for your emails.

I was back at work on the first day of the year, though I was off the last two days recovering from a migraine.

Thank you for sending through the concept plan for the Middle Road proposed development, it is much appreciated.

As discussed, and agreed during our earlier phone conversation today:

- You are open to mana whenua undertaking a cultural assessment to support the proposal. Thank you again for this.
-
- I will circulate the concept plan for mana whenua
-
- We will initiate our process with an EOI for an author
-
- Your preferred timeframe is around four weeks

You are also open to another site visit if needed, to be arranged with s 9(2)(a) at a suitable time.

I will be in touch to clarify any further matters as they come up.

Nga mihi

s 9(2)

(a)



Tamatea Pōkai Whenua

s 9(2)(a)

Principal Resource Consents Planner

s 9(2)(a)



www.tpw.iwi.nz

L1/117 Heretaunga St West,
Hastings



s 9(2)(a)

s 9(2)(a)

Subject: RE: P25-496 - Middle Rd Fast Track CDL - Project Introduction
Kia ora s 9(2)(a)

A belated happy new year to you. Hope all is well in the Bay. Just tried to call (you are busy) so sending a quick email instead.

I am following up on the last correspondence we had on the Middle Road referral project late last year. I appreciate everyone has been enjoying their summer break and only just turning minds back to work mode. This being the case, are the local marae representatives interested in catching up again to talk through the proposal and discuss the latest plans / movements for the site? I also wanted to ask whether there has been any update on interest in undertaking a cultural health index for the site, or in preparing a cultural values report as the project progresses.

Look forward to hearing from you.

Ngā mihi,
s 9(2)(a)



s 9(2)(a)
Senior Associate Planner
RPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Friday, 19 December 2025 8:27 am

s 9(2)(a)

Kia ora s 9(2)(a)

As per our kōrero on site, please find attached the **draft concept plan** for CDL's Middle Road residential development. We have focused on the principles of water management and provided some imagery to convey these key ideas as we further develop the masterplan. Other key principles will be explored as we further develop the masterplan.

At this stage, the material provided is intended to support a **referral application** for consideration under the Fast-track process. The information is therefore deliberately high-level and conceptual, providing proof of concept only. Should the project be accepted into the Fast-track process, detailed master planning and design would follow as part of the **substantive application**. This would include matters such as landscaping, road alignments, stormwater management approaches, water monitoring, and infrastructure design.

Recognising that time and resourcing constraints face mana whenua representatives, and for the purposes of early engagement on the referral application, at this stage we would welcome initial high-level feedback that focuses on:

- Key principles to guide the ongoing development of the concept
- Any historical knowledge of the site we should be aware of
- Cultural values or kaupapa that should be taken into account
- Any other important matters that are critical to the project

This feedback would then provide a foundation for working together through more detailed matters as part of the substantive application programme further into 2026.

There was discussion during our hui about the potential need for a Cultural Values Assessment (CVA), which CDL is open to progressing. Given the short timeframe to lodge the Fast-track referral (end February), we would appreciate mana whenua guidance on whether a CVA is considered necessary at the referral stage, or whether it would be more appropriate to undertake this work as part of the subsequent substantive application (through mid 2026), should the project progress. We are keen to align the timing and scope of any CVA with mana whenua expectations.

Similarly, we are happy for our archaeologist (CFG Heritage s 9(2)(a)) to liaise with any mana whenua preferred heritage and archaeology experts so that we can align our reporting in the s 9(2)(a) outcome for the site.

Lastly, I want to acknowledge that change to the masterplan through this process will occur. I note that amendments to other project masterplans have been a challenge for mana whenua involved in recent engagement processes. Our commitment is to communicate any change early, clearly, and with robust reasons, to support shared understanding as the project progresses. I am very keen to ensure a 'no surprises' approach to the project.

Wishing you a Merry Christmas and a fantastic holiday. We will be back in touch in the new year (I'm back on the 12th January).

Ngā mihi nui,
s 9(2)(a)



s 9(2)(a)
Senior Associate Planner
RPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners) Consultants Ltd accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Monday, 8 December 2025 8:30 pm

s 9(2)(a)

P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora s 9(2)(a)

Thank you once again for organising a site meeting with Havelock North mana whenua representatives to discuss the forthcoming Middle Road Fast-track Referral project. As discussed, here are the minutes from our kōrero last Thursday. Please let me know if there are any corrections that need to be made and please pass these on to Koreene and Serene for their information.

We look forward to continuing our engagement with local hapū representatives. Please get in touch if you have any follow up questions or if any further hui is required.

Ngā mihi nui,
s 9(2)(a)

Middle Road Fast-Track Referral: Mana Whenua Project Introduction MINUTES

Attendees:

- Korongatā Mara s 9(2)(a)
- Mihiroa Mara - s 9(2)(a)
- Tamatea Pōkai Whenua Settlement Trust s 9(2)(a)
- s 9(2)(a) Senior Development Manager, CDL - landowner (Urban Designer, Urban Acumen)
- s 9(2)(a) (Planner, Woods), s 9(2)(a) Civil

Location: Middle Road Site, Havelock North

Date: 4 December 2025, 4pm

Project Introduction

- CDL was introduced as the landowner. The company is partly owned by New Zealand investors and partly by a Singaporean family linked to the Millennium and Cophthorne Hotel Group.
- CDL outlined the proposal to develop approximately 350 homes on the 30-hectare site.
- Key site feature identified is the Herehere Stream to the north.
- Iona development stormwater management pond and temporary stockpiles identified to the west. CDL is the developer for the Iona property.
- See attached site plan showing development boundaries which was talked to at the hui.

Reflections on Previous Engagement

- Mana whenua expressed concerns about past projects in the area where communication had been inconsistent and promises were not carried through which has eroded trust.
- CDL and the project team are keen to understand the cultural values and local history of the site so this can be appropriately reflected in the master planning of the development.
- Building trust through clear, continuous communication is essential, and delivering on promises.
- Identified that additional personnel and kaumatua will likely want further involvement and hui and CDL supports this.

Housing, Landscape and Liveability

- Key matters raised included:
 - A preference for naturalised design and reduced impervious surfaces.
 -

- Ensuring lot sizes and housing types support whānau living and affordability.
- Concern over small lot sizes was raised. The project team talked about wanting to provide options for lower house price points with some smaller lot options and maintaining growth close to central Havelock North.

Environmental and Water Matters

- Mana whenua emphasised the importance of naturalising the development, noting a strong preference for natural solutions wherever feasible
- Wastewater management was raised as a significant concern in the district for mana whenua values.
- The project team noted that they had been made aware of the wastewater capacity issue by Council this week and are committed to finding a good solution for this development.
- Representatives encouraged natural treatment approaches as an option and stressed the importance of improving the health of the Herehere and Karamu streams.
- Reuse options (e.g., rain tanks) were also discussed. Noted that the site sits on an aquifer. Discussed whether this could be used for potable water, but noted the importance of maintaining the hydrology of the aquifer for the health of the stream systems.
- Representatives advised that Dr Anthony Cole has been assisting mana whenua on other projects by evaluating complex proposals and could potentially support this process here.
- Encouraged the project team to consider natural wastewater options such as oxidation ponds.
- Discussed existing watercourses that run across the site. These are farm drains with small incised channels that connect to Te Aute Road and Herehere Stream. Acknowledged that there will need to be a stormwater management approach that links water into the Herehere Stream and across the site.

Highly Productive Soils and Planning Context

- Concerns were raised by representatives regarding the potential loss of highly productive soils.
- We discussed the political nature of the site's exclusion from the Future Development Strategy and the rationale for pursuing the fast-track pathway. The vote margin within Council was only one vote.
- Technical assessments indicate the land is not practically highly productive given surrounding constraints such as existing urban area on three sides and small land parcels. CDL understand that the Council officers (rather than elected representatives) are supportive of the urbanisation of this land.
- The project team explained why CDL is seeking referral under the Fast-Track Approvals Act:
 - The current zoning and political environment mean the site cannot progress through standard plan change pathway with the District Council.
 - Referral provides an alternative, central government decision making option to address housing needs while recognising local political complexities.
- The project team noted it is acceptable for mana whenua to hold differing views on the urbanisation of highly productive land.

Herehere Stream Corridor

- The Herehere Stream forms part of the northern boundary of the site and is important to mana whenua. This stream connects to the larger Karamu Stream to the north.
- Mana whenua described the poor existing water quality within these waterways and voiced their commitment to improving ecological outcomes.
- Noted that tuna live in the awa and locals feed the tuna.
- The project team asked whether mana whenua would support:
 - Opening the stream corridor to the public as part of a recreational reserve network; or
 - Retaining it as a private, non-publicly accessible space.
- Mana whenua acknowledged benefits to both approaches and requested time to consider the implications.
- The project team outlined their preliminary preference for public access due to improved stewardship and enhanced connection between residents and the local environment.

Cultural Workstreams

- Representatives will seek guidance from kaumātua as cultural mapping is still underway.
- A Cultural Health Inventory (CHI) needs to be undertaken by mana whenua to understand the cultural status of the site and determine whether a Cultural Value Assessment (CVA) is required.
- Representatives indicated they may directly contact / work with Te Heipora on a combined assessment.
- Recommended that CDL contact Ngāti Kahungunu to advise them directly of the project.
- Noted that larger workstream currently underway in the district to identify and record sites of cultural significance. Representatives to advise if any sites apply to this site so that appropriate measures can be taken to avoid or give reference to what is known. Noted that representatives have a preferred archaeologist. The project team advised that they are welcome to provide their input directly to the project.
- CDL will share archaeological reporting prepared by CFG Archaeology once this is available.
- Hapū representatives will explore potential Māori names for the development.

Next Steps

- Mana whenua to consult kaumātua regarding site history and cultural values and advise CDL so that any relevant information can be adopted into the master planning process.
- Representatives to advise what output (i.e. CVA) will be needed for the development following their CHI.
- CDL to circulate updated concept plans before Christmas for feedback in the new year.
- CDL to share archaeological reporting once completed.
- Further hui to be arranged as required.

Timeframes to lodge documentation:

- Stage 1: Referral application (concept master planning) end of February 2026 / early March 2026.
- Stage 2: Substantive application (full design and resource consent) to follow in July – October 2026.

Main takeaway: mana whenua representatives expressed a clear aspiration for the development to adopt natural design options where possible, respect the whenua, and actively enhance the environmental and cultural health of the site and waterways.



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.



WOODS
EST. 1970

Middle Road Fast Track Referral Application

MARCH 2026



PROJECT BACKGROUND

- CDL Land New Zealand Ltd (CDL) is preparing a referral application under the Fast-track Approvals Act 2024 (FTAA) for a proposed residential development at Middle Road, Havelock North.

SITE DETAILS

- The Middle Road site comprises approximately 30.6 ha of land across seven titles owned by CDL at 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North.
- The site sits immediately southwest of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the southwest.

PROPOSAL

- The Middle Road project will provide for the residential subdivision of the site to enable the development of approximately 320 to 370 lots.

SITE DESCRIPTION

The site is held in five separate titles and consists of a combined area of approximately 30.6 hectares. A separate 3.3ha rural residential landholding at 80 and 84 Middle Road, known as the McKenna Block, is located immediately to the east of the site adjacent to the Herehere Stream. This landholding is in separate ownership and does not form part of the application site at the time of lodgement. However, given the McKenna Block's proximity and relationship to the Middle Road site, the landholding has been considered at a high level within this assessment.

The site is currently used for rural residential purposes with five existing dwellings and a variety of grass pastures. The adjoining interfaces of the site can therefore be described as follows:

- Middle Road runs along the southeast boundary of the site.
- the rear boundaries of the residential properties on Upham Street run along half of the NE boundary with the Herehere Stream, generally with solid fencing at a variety of heights
- Te Aute Road runs along the northwest boundary of the site.
- Rural residential properties and a church (Village Baptist Church) interface with the southwest and part of the northwest boundaries of the site.
- The McKenna Block is a rural residential block with established buildings (including a guest house) and mature trees.

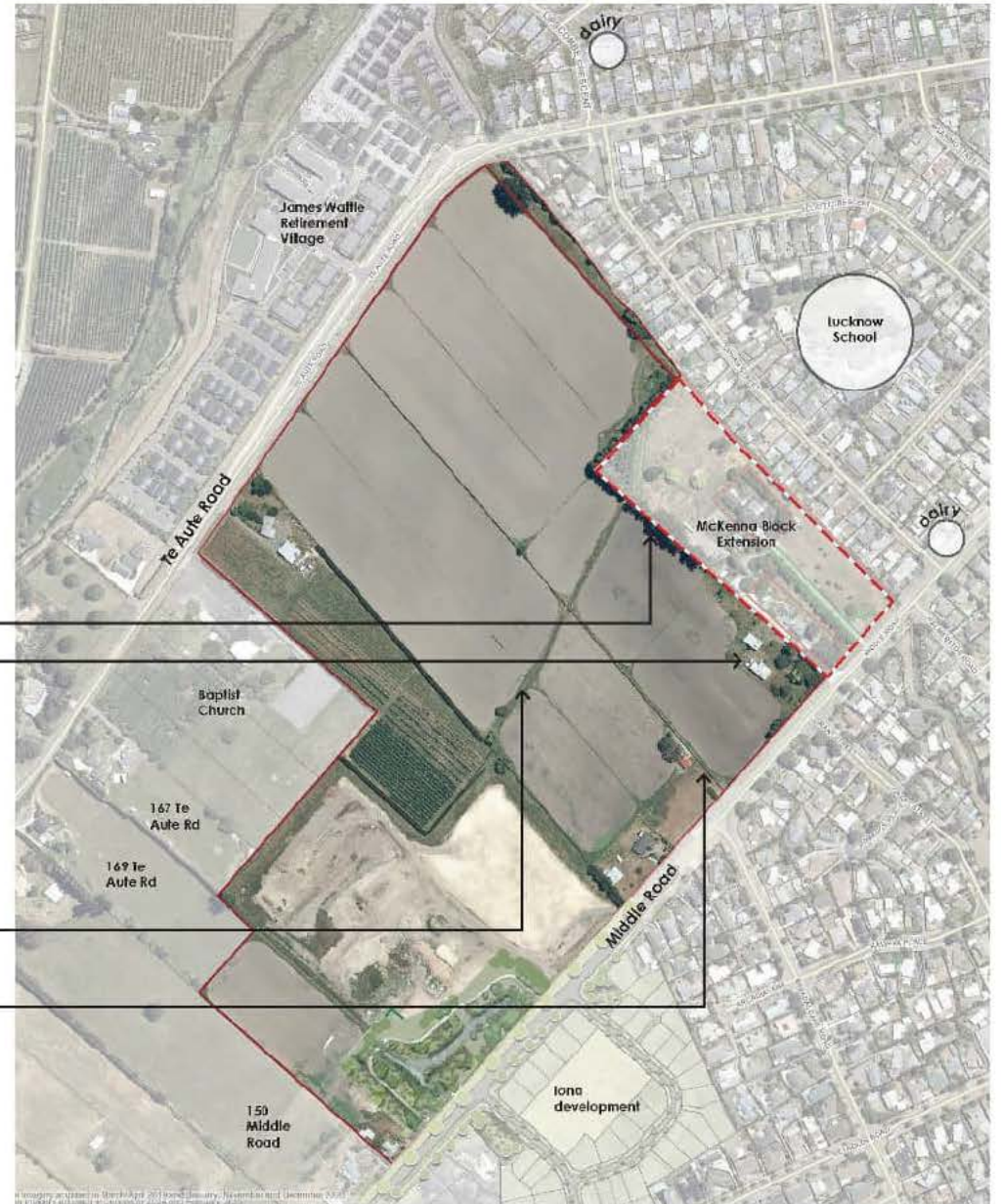


Figure 4. Site Aerial

Key site characteristics include:

- generally level site dissected with farm drains and/or shelter belts
- long distance views across site and to raised land form in south/south west
- rural character established by grazing and homesteads with mature tree planting



James Wattie Retirement Village



Looking south across site from Te Aute Road at Herehere Stream crossing



Welcome sign

Looking north west across site from Middle Road boundary



Looking North, Te Aute Road Bridge



North of Te Aute Road Bridge



View of From Middle Road



Looking South, Te Aute Road Bridge



SITE CONSTRAINTS

- flood risk - much of the site is below the 1 in 100 year flood level
- limited ability for viable and productive farming (see AGfirst report)
- riparian corridor/esplanade required along Herehere Stream



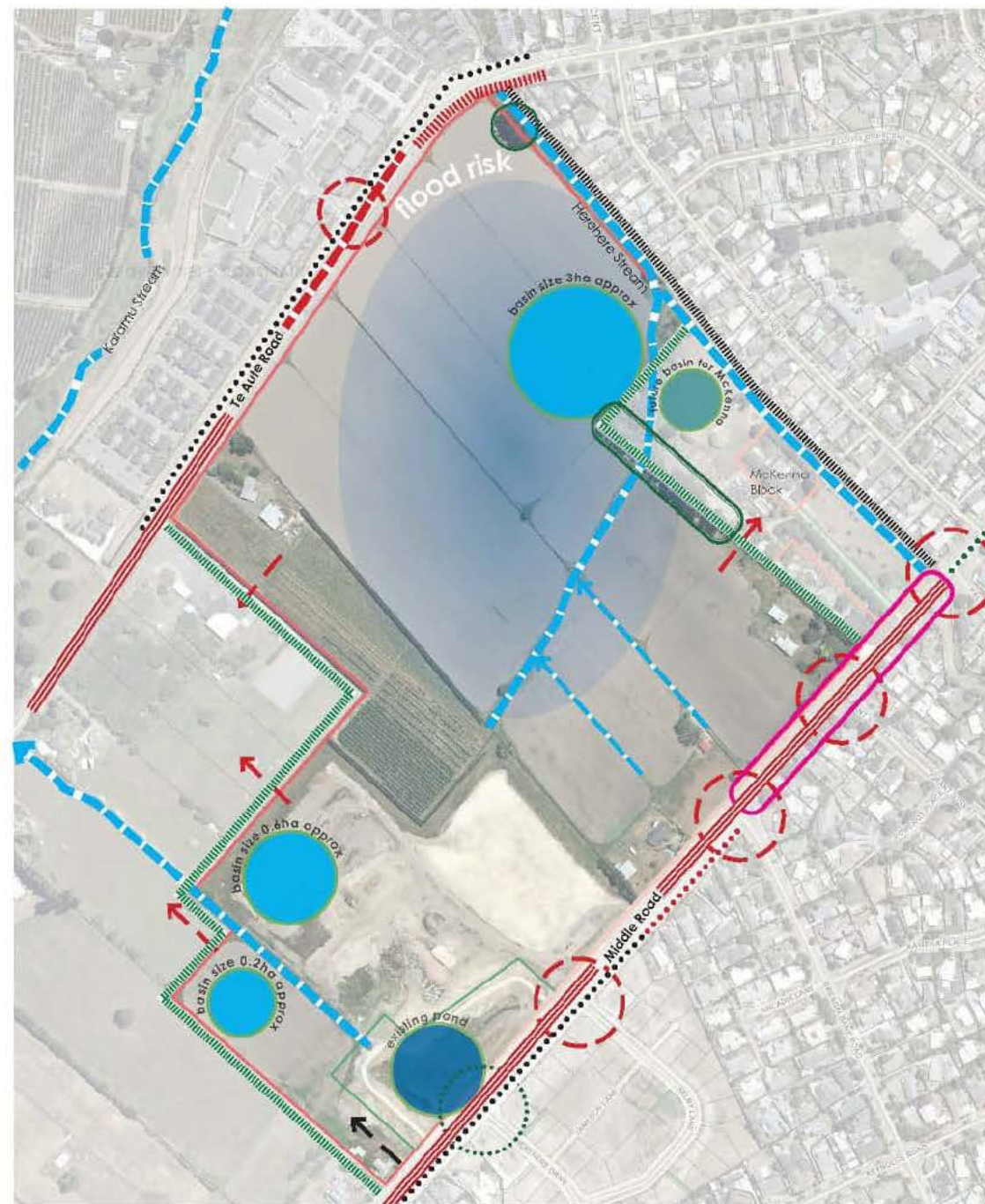
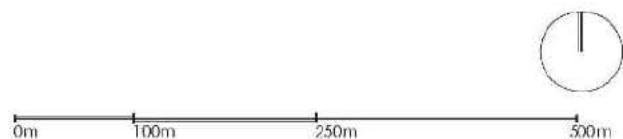
-  existing stream or drainage channel
-  rear fences - poor amenity and little surveillance
-  future indicative size and location of stormwater management area
-  new/developing shared path
-  existing on road cycle path
-  links to adjacent properties needed
-  existing intersections - off set required for new connections to Middle Road
-  central median
-  poor sightlines for crossing
-  gap in cycleway provision
-  shelterbelt/specimen trees
-  primary collectors - traffic volume and speeds can be high
-  Rural Zone - Plains Production

Figure 5. Site Constraints



THE DEVELOPMENT CONCEPT

The development concept plan creates 320 to 370 residential sections intended to range between 300m² and 800m² and be accessed from either existing or new public roads or private laneways. It creates a network of public open spaces to be vested with HDC serving either linkage, recreation or stormwater functions (or both).

The concept proposal is intended to provide a "proof of concept" only at this stage. It is informed by high level urban design objectives and still subject to detailed subdivision and infrastructure design at a resource consent stage. The following pages illustrate and describe the high level outcomes that can be achieved through further development of the subdivision concept. Given the high level nature of the proposal at this stage, recommendations are provided to inform future detailed design in order to ensure the intended urban design outcomes are achieved.



Healthy people and ecology through shared walking and cycle paths that connect streams and open spaces



Herehere Stream - potential revitalisation through more meandering, revegetation and more gentle bank gradients



Figure 9. development concept

CONCEPT PLAN:

Site Area: 30.6 ha

Stormwater Area: 6.7 ha

Net Res Land: 23.9 ha

Density: 19 du/ha gross

Total Yield: Approximately 320 - 370 lots

Open Space and Landscaping Network

A connected planting and public open space network is proposed comprised of:

- vested drainage and esplanade reserves
- pedestrian/cycle links along public roads
- planting in public streets, either as street trees, gardens or swales
- passive recreation space (TBC after consultation with HDC)

Recommendations for detail design:

- explore opportunities for co-location of stormwater management and recreation spaces, both within the site as well as with potential devices on adjacent properties
- ensure active mode routes through open spaces
- use roads to link passive open spaces through trees and vegetation
- balance road access and private boundaries along Herehere Stream
- explore opportunities to support revitalisation of Herehere Stream
- explore opportunities for above ground stormwater conveyance
- maximise opportunities for street trees
- promote access to and along Herehere Stream and to Karamu Stream
- balance stormwater function of Herehere Stream with opportunity for greater ecological value
- explore opportunities to retain existing vegetation
- ensure passive surveillance is afforded from properties which adjoin publicly accessible open spaces
- explore opportunities for a playground with HDC

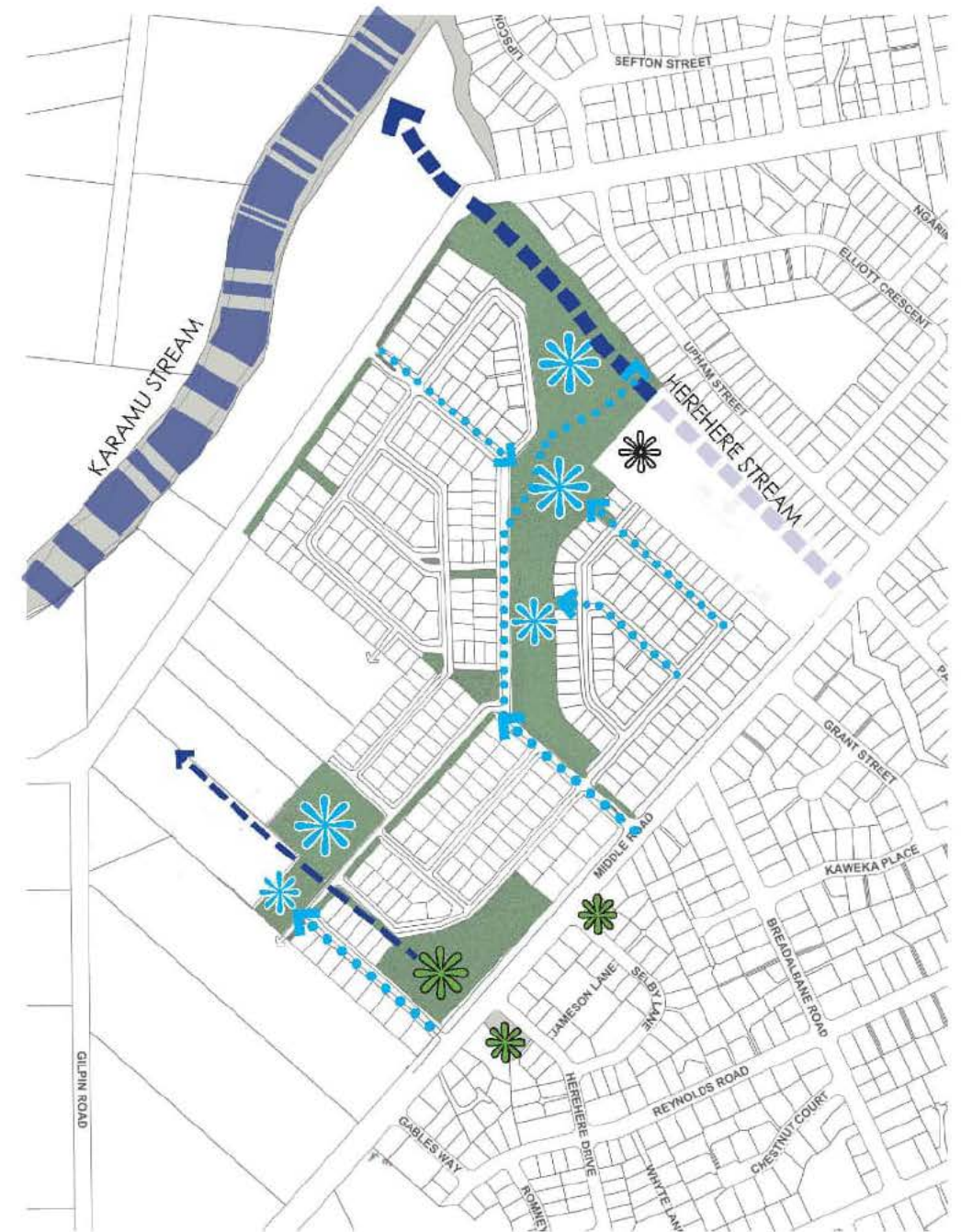


Figure 15. open space



From: s 9(2)(a)
To:
Cc:
Subject: P25-496 - Middle Rd Fast Track (New Project) - Initial Engagement TPW
Date: Thursday, 30 October 2025 11:40:41 am
Attachments: 175cd376-b139-40b4-a8ed-7310a48a423b.png
image802765.png
Middle Road_Site Plan.pdf

Kia ora s 9(2)(a)

Thanks for taking my call last week. As discussed, Woods have been engaged by CDL Land New Zealand Ltd (**CDL**) to investigate and progress a Fast-track Referral application for the landholdings at Middle Road, Havelock North. This is a new project which is separate from their Arataki Fast Track development.

Site Details and Background

The Middle Road Fast-Track area (**site**) comprises the block of land in west Havelock North that includes the properties 80, 84, 92, 108, and 148, Middle Road, and 139 Te Aute Road (indicative properties, includes third parties). The site has a total area of 33.83 ha. The site is north of CDL's Iona development which is consented and under construction. See attached site plan for location.

The Site is currently zoned Plains Production zone within the Operative Hastings District Plan which does not provide for urban development. Under the HPUDS, the Middle Road land (in part) was identified as a Reserve Growth Area. The Draft Napier-Hastings Future Development Strategy 2024-2054 (**FDS**) assessed the site as a potential growth area at the edge of Havelock. The technical analysis considered the site suitable for future urban development, given its proximity to the Iona Special Character Zone and existing infrastructure corridors. However, the final FDS approval by the local Councillors did not include the Middle Road site. I understand this was due to their concerns on the highly productive soils position.

Middle Road FT Project

Given this context, CDL is now looking to progress urban residential development across the site through the Fast-track Approvals Act 2024 (**FTAA**). Initially this will include a Referral application under the FTAA, which if successful, will be quickly followed by a Substantive Application. Work has commenced in the last week to progress an initial masterplan / scheme which will be refined through expert consultant inputs. The following expert disciplines have been engaged to provide advice to the development of the masterplan and feasibility of the project:

- Archaeology
- Contamination
- Ecology
- Economics
- Engineering
- Geotechnical
- Highly Productive Land
- Survey
- Stormwater
- Traffic; and

Referral Application Information:

The Referral application must provide enough detail for the Minister for Infrastructure (who is advised by the MfE) to decide whether a project should enter the Fast-track pathway. While this stage does not require the full technical reporting that would support a future Substantive Application, the information provided needs to give confidence that the project is suitable, feasible, and consistent with the purpose of the FTAA.

The Referral must include sufficient information about the site, the Project and its potential effects, identify the approvals likely to be required, and provide **evidence of consultation**. The MfE reviews the application and provides advice to the Minister, who then decides whether to accept or decline the Referral.

Mana Whenua Engagement:

- We would like to engage with mana whenua to introduce the project and share the aspirations for the site. CDL would like to begin this process on a fresh footing with the local hapū, with a focus on building a constructive relationship as we move forward together for this new development project.
- In this regard, we would value the opportunity to meet with hapū representatives over the next month to discuss the project at a conceptual level and hear any initial feedback, opportunities, or concerns. We are particularly interested in exploring opportunities for meaningful involvement of mana whenua in the ongoing development of the masterplan and design, ensuring that cultural values and environmental outcomes are appropriately reflected.
- We also appreciate the time and expertise involved in participating in such discussions and are happy to provide remuneration for mana whenua input into the project.

Timeframes:

CDL is aiming to lodge the referral application in the **first quarter of 2026**. Masterplan development commenced last week, with the concept plan finalisation and draft expert reports due mid-December. While this phase of the project is progressing quickly, we recognise the importance of allowing adequate time for mana whenua engagement and input. There will be further opportunity to explore the design detail in greater depth as part of the future substantive application, should CDL be successful with the referral.

Should you have any questions or require clarification on any of the above, don't hesitate to reach out to myself or s 9(2)(a)

Kind regards & ngā mihi nui,

s 9(2)(a)



s 9(2)(a)

Senior Associate Planner
BPlan (Hons)

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender



Attachment 5: Ministry for the Environment Correspondence

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

- Site Context
- Proposal
- Assessment Summary
- Expert Consultants
- Stakeholder engagement

In accordance with section 11(1)(e) of the FTAA, CDL are required to consult with the relevant administering agencies about the project which includes MfE. Woods would like to obtain feedback from the MfE on this project to meet the obligations of section 11 of the FTAA.

In terms of timeframes, CDL are looking to lodge the referral application with the MfE in late February 2026. Expert reporting is underway and early engagement with local stakeholders has been undertaken. We would appreciate high level MfE engagement on this project as soon as possible given these timeframes our client is working to.

We trust the enclosed document provides you with a good understanding of the project to enable high level engagement comments to be provided. We look forward to hearing back from you.

Thanks,

s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: Admin Agency FTAA s 9(2)(a)

Sent: Tuesday, 16 December 2025 2:32 pm

To: s 9(2)(a)

Su gement with MfE

Kia ora,

Thank you for your email requesting clarification on our consultation process.

s 9(2)(a)



s 9(2)(a)



s 9(2)(a)



Thanks, s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: s 9(2)(a)

Sent: Thursday, 27 November 2025 3:30 pm

s 9(2)(a)

Subject: Middle Rd Fast Track Referral - Initial Engagement with MfE

Kia ora,

Woods have been engaged by CDL Land New Zealand Ltd (CDL) to prepare a Fast-track Referral Application under the Fast-track Approvals Act 2024 (FTAA) for residential development at Middle Road, Havelock North.

Site Details and Background

The Middle Road site comprises approximately 33.83 ha of land across eight titles at 80, 84, 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North. The site sits immediately south of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the south and west. A site plan is attached for reference.

The land is zoned Plains Production under the Operative Hastings District Plan and is not currently identified for urban development. However, the Draft Napier–Hastings Future Development Strategy 2024–2054 (FDS) assessed the site as a potential growth area due to its proximity to the Iona Special Character Zone and existing infrastructure corridors. While the final FDS did not include the Middle Road site, the technical analysis identified it as a logical extension to the existing urban area.

Middle Road Project

CDL proposes to develop the land for residential use through the FTAA pathway. The initial stage involves a Referral Application to the Ministry for the Environment (MfE), followed by a Substantive Application to the Environmental Protection Authority (EPA) if referral is approved.

supported by integrated infrastructure, stormwater management, and open space networks. Technical input is being provided across a range of disciplines, including urban design, engineering, stormwater, traffic, ecology, geotechnical, archaeology, and economics.

Purpose of Engagement

As part of the preparation of the Referral Application, CDL is undertaking targeted consultation with the relevant government agencies. The purpose of this engagement is to:

- Introduce the project and confirm the appropriate process and information requirements under the FTAA
- Identify any agency interests or matters to be addressed within the Referral documentation
- Establish early communication channels to support an efficient and transparent process.

We would welcome the opportunity to meet with your team in the coming weeks to outline the proposal and understand any considerations relevant to your agency's functions. Please let us know your availability for a short meeting in early December.

Timeframes

CDL is aiming to lodge the Referral Application in the first quarter of 2026. The concept design and draft technical inputs are currently being refined, with a draft masterplan expected by mid-December.

Please don't hesitate to contact me if you have any questions or would like further information in advance of a meeting. We look forward to engaging with you on the project.

Ngā mihi

s 9(2)(a)



s 9(2)(a)

General Manager - Planning & Urban Design

s 9(2)(a)

s 9(2)(a)

Senior Intermediate Urban Designer, Woods

s 9(2)(a)

Tēnā koe s 9(2)(a)

Middle Road - Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)

Thank you for your correspondence in relation to CDL Land New Zealand Limited's intention to lodge a referral application under the Fast-track Approvals Act 2024 (FTAA) in respect of the Middle Road development.

Following the Fast Track Approvals Amendment Act 2025 coming into force in December 2025, the Ministry for the Environment (MfE) is no longer an administering agency for approvals relating to the Resource Management Act 1991 and the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 under the FTAA.

Please note that for all referral and substantive applications lodged after 16 December 2025, applicants are no longer required to consult with MfE prior to lodgement.

The information below is provided for informational purposes only.

As part of your application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

Please note that as of 15 December 2025, there are three new and seven amended national direction instruments. The new national direction instruments are included in the tables below.

National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management.

All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project.

If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
<u>National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023</u>	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside the National Environmental Standards for Greenhouse Gases from Industrial Process.
<u>National Policy Statement for Highly Productive Land 2022</u>	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
<u>National Policy Statement for Freshwater Management 2020</u>	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
<u>National Policy Statement for Indigenous Biodiversity 2023</u>	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
<u>National Policy Statement for Renewable Electricity Generation 2011</u>	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
<u>National Policy Statement for Electricity Transmission Networks 2008</u>	This NPS sets out the objective and policies for managing the electricity transmission network.
<u>National Policy Statement on Urban Development 2020</u>	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations

	that have good access to existing services, public transport networks and infrastructure.
<u>New Zealand Coastal Policy Statement 2010</u>	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.
<u>National Policy Statement for Natural Hazards 2025</u>	This NPS provides direction for local authorities to manage the risk of natural hazards on subdivision and development.
<u>National Policy Statement for Infrastructure 2025</u>	This NPS provides guidance for the development and management of infrastructure.

National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

National Environmental Standard	Description
<u>National Environmental Standards for Air Quality</u>	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.
<u>National Environmental Standards for Commercial Forestry</u>	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
<u>National Environmental Standards for Electricity Transmission Activities</u>	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
<u>National Environmental Standards for Freshwater</u>	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.

<u>National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat</u>	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
<u>National Environmental Standards for Marine Aquaculture</u>	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
<u>National Environmental Standards for Sources of Human Drinking Water</u>	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
<u>National Environmental Standards for Storing Tyres Outdoors</u>	This NES provides nationally consistent rules for the responsible storage of tyres.
<u>National Environmental Standards for Telecommunication Facilities</u>	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
<u>National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health</u>	This NES includes requirements for assessing and managing potentially contaminated soil.
<u>National Environmental Standards for Detached Minor Residential Units</u>	This NES enables the development of detached minor residential units up to 70 m ² and sets the rules and standards for permitted units.

Please note that as of January 2026, the following amendments to national planning instruments are in effect:

- National Policy Statement for Highly Productive Land Amendment 2025
- New Zealand Coastal Policy Statement Amendment 2025
- National Policy Statement for Indigenous Biodiversity Amendment 2025
- National Policy Statement for Freshwater Management Amendment 2025
- Resource Management (National Environmental Standards for Freshwater) Amendment Regulations 2025
- National Policy Statement for Renewable Electricity Generation Amendment 2025
- National Policy Statement for Electricity Networks Amendment 2025

If you would like to learn more about these amendments, please visit [RMA National Direction updated | Ministry for the Environment](#).

As pre-lodgement consultation is no longer a requirement under the Fast-Track Approvals Act, you no longer need to include proof of pre-lodgement consultation with MfE, nor an explanation of how this consultation has informed your project. This information has been provided for informational purposes only.

If you have any queries in relation to the FTAA process, please contact s 9(2)(a) for further assistance.

Ngā mihi,


s 9(2)(a)

s 9(2)
(a)

**Gascoigne – General Manager,
Resource Management Operations**



Attachment 6: Environmental Protection Agency Correspondence

From: s 9(2)(a)
To:  [Fasttrack](#)
Cc:
Subject: RE: Middle Rd Fast Track - Initial Engagement with EPA
Date: Tuesday, 13 January 2026 4:16:43 pm
Attachments: image002.png
image003.png
2986960a-d2c5-45cb-98d5-e9c8dfa8100a.png
image935549.png

Hi s 9(2)(a)

Many thanks for your reply confirming that we defer to the MfE instead of direct engagement with the EPA.

We have had an email back from MfE late last year requesting additional information and we will continue our consultation directly with that contact.

Thanks again and kind regards,
s 9(2)(a)



s 9(2)(a)
Senior Associate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 13 January 2026 4:07 pm

s 9(2)(a)

asttrack

s 9(2)(a)

Subject: Re: Middle Rd Fast Track - Initial Engagement with EPA

Kia ora s 9(2)(a)

I am happy to help.

Since this is a referral application this is managed by MFE. Before I pass your query on, please note the below.

MfE does not

MfE suggests that we direct potential applicants to the website and the FTA Act to work out what they need to do to apply. You can suggest they have a look at the documentation for the previous referral applications to get a feel for what's required. In particular, look at the Stage 2 briefing and return letters. : [Projects](#)

Let me know if you have any question regarding the above or if you still require consultation I can pass you on.

s 9(2)(a)

Advisor | Fast-track applications

Fast-track

Fast-track is administered by the Environmental Protection Authority. The EPA's New Zealand Business Number is 9429041901977. This email message and any attachment(s) are intended for the addressee(s) only. If you receive this message in error, please notify the sender and delete the message and any attachments.

s 9(2)(a)

Sent: Tuesday, 13 January 2026 3:57 pm

s 9(2)(a)

Fasttrack s 9(2)(a)

s 9(2)(a)

Kia ora s 9(2)(a)

I hope you are well and have had a great summer break.

I hope you don't mind me contacting you direct. I am chasing up on the correspondence below regarding a proposed new CDL referral project in western Havelock North. We haven't received a response from the FT email address as to whether we need to engage in consultation with the EPA for this new project. Are you able to advise what course of action we can take here and/or whether we need to consult with the EPA at all?

Thanks,
s 9(2)(a)



s 9(2)(a)

Senior Associate Planner

BPlan (Hons)

s 9(2)(a)

woods.co.nz

s 9(2)(a)

Sent: Wednesday, 26 November 2025 4:17 pm

s 9(2)(a)

Subject: Middle Rd Fast Track - Initial Engagement with EPA

Kia ora,

Woods have been engaged by CDL Land New Zealand Ltd (CDL) to prepare a Fast-track Referral Application under the Fast-track Approvals Act 2024 (FTAA) for residential development at Middle Road, Havelock North.

Site Details and Background

The Middle Road site comprises approximately 33.83 ha of land across eight titles at 80, 84, 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North. The site sits immediately south of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the south and west. A site plan is attached for reference.

The land is zoned Plains Production under the Operative Hastings District Plan and is not currently identified for urban development. However, the Draft Napier–Hastings Future Development Strategy 2024–2054 (FDS) assessed the site as a potential growth area due to its proximity to the Iona Special Character Zone and existing infrastructure corridors. While the final FDS did not include the Middle Road site, the technical analysis identified it as a logical extension to the existing urban area.

Middle Road Project

CDL proposes to develop the land for residential use through the FTAA pathway. The initial stage involves a Referral Application to the Ministry for the Environment (MfE), followed by a Substantive Application to the Environmental Protection Authority (EPA) if referral is approved.

The project aims to deliver a high-quality, well-connected residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks. Technical input is being provided across a range of disciplines, including urban design, engineering, stormwater, traffic, ecology, geotechnical, archaeology, and economics.

Purpose of Engagement

As part of the preparation of the Referral Application, CDL is undertaking targeted consultation with the relevant government agencies. The purpose of this engagement is to:

-

requirements under the FTAA

- Identify any agency interests or matters to be addressed within the Referral documentation
- Establish early communication channels to support an efficient and transparent process.

We would welcome the opportunity to meet with your team in the coming weeks to outline the proposal and understand any considerations relevant to your agency's functions. Please let us know your availability for a short meeting in early December.

Timeframes

CDL is aiming to lodge the Referral Application in the first quarter of 2026. The concept design and draft technical inputs are currently being refined, with a draft masterplan expected by mid-December.

Please don't hesitate to contact me if you have any questions or would like further information in advance of a meeting. We look forward to engaging with you on the project.

Ngā mihi
s 9(2)(a)



s 9(2)(a)

General Manager - Planning & Urban Design

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.



Attachment 7: Department of Conservation Correspondence

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

	<p>Based on the information provided DOC advises that:</p> <ul style="list-style-type: none"> • A Wildlife Approval is required if there is protected wildlife on site and the project will affect that wildlife. The application for wildlife approval needs to include all the information listed in Schedule 7, Clause 2 (FTTA). • DOC understands that demonstrating 'best practice methods' through documents such as management plans can't be deferred to a subsequent Lizard Management Plan as there is no mechanism for subsequent approvals in the FTAA. As such, it is recommended that all potential approvals are sought as part of the FTAA process, which is supported by a comprehensive ecological assessment. <ul style="list-style-type: none"> • To obtain a wildlife approval DOC strongly recommends that the applicant undertakes a baseline survey and, if lizards are found to be present, develop a Lizard Management Plan which documents: <ul style="list-style-type: none"> • The location of any species present and their number and location. It is noted that lizards are extremely difficult to detect unless best practice methods are used; • Actual and potential effect on any lizard species found to be present. • Details of avoidance and mitigation methods. • Methods to salvage and relocate lizards, including identifying and preparing release sites. Methods should be guided by species threat status (noting there are constraints on relocating lizards and specific consideration should be given to providing appropriate relocation sites). • Duration – DOC would anticipate a wildlife approval, if necessary, will be required for activities for the duration of the construction phase. • Confirmation should be provided if there are any works proposed within waterways, including enhancement activities. It is recommended that the Applicant provide a stocktake of any current fish barriers present on the site and advise of any works to remove or alter them. The Applicant should be aware of the Freshwater Fisheries Regulations and should confirm whether any approvals are required. It is noted that there are records of Threatened, Nationally Vulnerable (inanga) and At Risk, Declining (longfin eel, common smelt) freshwater fish in this locality.
<p>Treaty partners:</p>	<p>Treaty partners with interests relevant to the project area include:</p> <ul style="list-style-type: none"> • Ngāti Kahungunu • Heretaunga Tamatea

	We encourage the applicant to engage directly with relevant Māori groups as required by section 29 of the Act.
Treaty Settlement implications/considerations:	In the time available, DOC has not carried out a process to identify Treaty settlement obligations specifically relevant to this site but notes for the applicant that this will form part of the section 18 report prepared by MFE.
Potential Resource Management Act (RMA) considerations and effects: <i>Note: DOC's role in relation to 53(2)(m)(i) FTAA</i>	As pre-lodgement consultation was preliminary in nature, very high-level RMA commentary has been provided. Some primary considerations for DOC include: <ul style="list-style-type: none"> • That the relevant biodiversity and environmental effects are considered as part of the full and comprehensive AEE included with the future application and shall specifically address the presence and management of lizards, birds, bats, threatened plant species and freshwater values.
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	The site does not contain any Public Conservation Land. Consideration should be given to the Hawke's Bay Conservation Management Strategy 1994 (HBCMS). Particular consideration should be given to: <ul style="list-style-type: none"> • Maintaining any existing ecological corridors • Protecting or rehabilitating any wetlands • Maintaining native animal species including freshwater fisheries values • Providing for fish passage.
Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	DOC encourages the Applicant to engage further with DOC prior to lodging a substantive application.
Any further information/considerations:	It is recommended that the Applicant undertake Site surveys to determine the presence, or not, of threatened species on the Site and specifically address the same in the application documents. A Wildlife approval may be required. Confirmation should be provided if there are any works proposed within waterways, including enhancement activities. It is recommended that the Applicant provide a stocktake of any current fish barriers present on the site and advise of any works to remove or alter them. The Applicant should be aware of the Freshwater Fisheries Regulations and confirm whether any approvals are required.
Additional Notes:	While DOC will assist applicants as much as we can when they engage in pre-lodgement consultation, it is the applicants' responsibility to comply with the FTAA and to ensure they have applied for all permissions they need. Guidance for applying for a wildlife approval under the Fast-track Approvals Act 2024 can be viewed here: Guidance for applying for a wildlife approval DOC encourages the applicant to share draft application documents so that feedback can be provided on how it views alignment with information requirements of Schedule 7 of the FTAA, noting DOC is unable to request further information once a completeness check is commenced by the EPA.

Note that a panel will invite the statutory bodies listed in clause 4 of Schedule 7 to comment on the application (NZCA, conservation boards, Fish and Game Council, and Game Animal Council). We encourage applicants to engage with these bodies in advance of filing a substantive application.

While DOC will assist applicants as much as we can when they engage in pre-lodgement consultation, it is the applicants' responsibility to comply with the FTAA and to ensure they have applied for all permissions they need.

It is recommended that the information provided in any substantive application prepared under the Fast-track Approvals Act 2024 be separated out by the various approvals sought (if multiple approvals required) and all information requirements are addressed for each approval sought.

From: s 9(2)(a)
To:
Cc:
Subject: RE: Middle Road Consultation Feedback
Date: Tuesday, 10 March 2026 4:49:27 pm
Attachments: image001.png
Middle Road Fast Track - Development Concept Feb 26 (002)-2.pdf
image158395.png

Hi s 9(2)(a)

Following this, here is an update on the Middle Road Fast-track referral project. We have recently updated the masterplan to reflect the various technical inputs received over the past several weeks and respond to stakeholder consultation feedback. The updated masterplan is attached.

There are three principal changes to note:

- **McKenna Block as an optional component:** The eastern McKenna Block is not owned by CDL and is now shown as an optional future extension. The masterplan illustrates how this land could integrate with the wider structure should those owners pursue urbanisation in due course. For completeness, the draft technical reports have assessed the McKenna Block landholdings so that integration can occur seamlessly should those landowners choose to urbanise at a later stage.
- **Reduced yield:** The anticipated yield for the CDL landholdings is now approximately 320–370 dwellings (from the previous 350–400 dwelling range).
- **Expanded stormwater dry basin / reserve areas:** The flood modelling has resulted in an increase in basin size to accommodate flood storage requirements. This has led to a corresponding increase in open space across the site, including adjacent to the Herehere Stream corridor.

The masterplan is now effectively locked in (subject to any major final feedback from councils and mana whenua), and we are aiming to lodge the referral application at the end of March 2026.

their integration into the development layout would be worked through in more detail during the substantive Fast-Track application stage.


Herehere Stream:

We had a productive meeting with Council yesterday to discuss the approach to the Herehere Stream interface. There was general alignment on adopting a naturalised response consistent with Council’s latest guidance for stream bank enhancement and riparian planting. The approach addresses flood storage and stream edge erosion (including managing velocities, avoiding increased flows and retaining stormwater on site), while providing enhanced riparian planting with canopy and understorey species, establishing riparian habitat, and maintaining a naturalised stream edge. I provide links to Council’s relevant guidance documents that will inform the detailed design at the substantive phase of the project.

- Planting guide: <https://www.hastingsdc.govt.nz/assets/Document-Library/Cyclone-Land-Categorisation-Documents/Havelock-North-updates/Guides/Planting-Guide.pdf>
- Streambank remediation guide: <https://www.hastingsdc.govt.nz/assets/Document-Library/Cyclone-Land-Categorisation-Documents/Havelock-North-updates/Guides/Stream-Bank-Remediation-Guide.pdf>

I trust the above provides a helpful update on the current status of the project. Overall, the proposed approach responds well to DOC’s earlier feedback regarding stream health and habitat enhancement, and provides confidence that several of the larger mature trees are likely to be retained. Should you have any queries regarding these updates, please feel free to contact me.

Thanks s 9(2)(a)

 s 9(2)(a)
Senior Intermediate Urban Designer
s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Birds

- A wide range of species are present in the wider area, and common species such as kererū (*Hemiphaga novaeseelandiae*), pūkeko (*Porphyrio m. melanotus*) and tui (*Prothemadera novaeseelandiae*) are likely to be present. The site has low value for forest, coastal or wetland species.
- We do not consider there to be risks to threatened bird species. We propose undertaking pre-felling checks to avoid disturbing nesting native birds during the nesting season.

Bats

- Longtailed bats (*Chalinolobus tuberculatus*) have a "Threatened - Nationally Critical" threat status, forage over wide areas and change roost locations frequently. Bat roosts are located in large trees.
- The DoC bat database has one record 9 km west of the site and three further records 25 km west of the site at Mohi Bush. While there are some potential roost trees within the site, habitat is generally low value and bats are unlikely to be present.
- To minimise risk to bats, we propose to implement pre-felling roost checks on any potential roost trees, in accordance with DoC protocols.

Lizards

- Native herpetofauna are generally not present in intensively farmed areas but may persist in refuge habitats such as fencelines and debris piles.
- A total of ten native lizard species (six skink and four gecko) have been recorded within 50 km of the site, but some of these favour forest or coastal habitats. Species most likely to be present here are Northern grass skink (*Oligosoma polychroma*, Not Threatened) and Hawke's Bay skink (*Oligosoma auroraense*, Threatened, Nationally Endangered).
- Most of the site is unsuitable for lizards, being intensively farmed. There are no stands of native trees. Most of the trees present are recent, and the site is poorly connected to potential recolonisation sources. There are a few refuge areas of rank grass, hedge rows and garden beds.
- We propose to undertake a field assessment to determine the need for a Wildlife Permit and Lizard Management Plan.

s 9(2)(a)

al

Boffa Miskell

Howie s 9(2)(a)

Subject: RE: Middle Road Consultation Feedback

Hi s 9(2)(a)

I hope you are well. I have received the following update from Eddie on the Middle Road site.

They reviewed the tracking tunnel cards last week and got a second opinion on a few of the marks.

He can now confirm that no lizards were recorded.

They put out 35 tunnels for two, one-week periods for a total of 70 cards. The total effort was 490 tunnel-nights (i.e. 35 traps x 14 nights). No lizards were recorded, and a low number of other fauna. This indicated low animal pest numbers on the site.

Table 1: Total number of records for fauna types, from 70 ink cards deployed at Middle Road.

Hedgehog	Rat	Mouse	Insect	Lizard
4	1	24	13	0

His report will confirm that no lizard management or permits will be required.

Please let me know if you have any further questions on this.

Thanks s 9(2)(a)



s 9(2)(a)
Senior Intermediate Urban Designer
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender

s 9(2)(a)

s 9(2)(a)

Subject: RE: Middle Road Consultation Feedback

H s 9(2)(a)

I'm doing good thanks. I hope you are well too.

Thank you for sending through that summary and the pdf. We appreciate the clear communication and recommendations you have provided. I have forwarded this on to Eddie and the rest of the team to see if they have any further comments or questions.

I look forward to staying in contact as the project progresses. Please let me know if you require any further information or questions.

Thanks s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 10 February 2026 1:25 pm

s 9(2)(a)

Subject: Middle Road Consultation Feedback

s 9(2)(a)

I hope you are well. Sorry for the delay in getting this back to you.

Attached is a summary of feedback from DOC. In addition s 9(2)(a) sent through some additional comments following the site visit. In particular:

also function as ecological stepping stones, helping birds and bats move safely between fragmented habitats.

We recommend that these mature trees be retained and incorporated into the development design.

Stream (Herehere Stream)

*The stream exhibits good conservation values. Recent eDNA Batching Reports indicate that the Herehere Stream is in good health and currently supports several native species, including īnanga (*Galaxias maculatus*) and hikumutu/shortfin eel (*Anguilla australis*). During our visit, the water quality appeared clear with good flow.*

Upstream near Middle Road, the stream banks remain largely natural, with good riparian vegetation providing and habitat. In contrast, downstream near Te Aute Road, previous development has removed much of the natural environment and replaced it with rock and concrete, likely contributing to increased water temperatures and reduced ecological function.

We recommend that the stream continues to be monitored and that additional riparian planting is undertaken to enhance shading and improve the long-term health of the waterway.

Let me know if you need anything further.

Cheers

s 9(2)(a)

s 9(2)(a)

er Fast Track Applications
Te Papa Atawhai | Department of Conservation

From: s 9(2)(a)
To:
Cc:
Subject: Middle Rd Fast Track - Initial Engagement with DOC
Date: Friday, 23 January 2026 1:28:51 pm
Attachments: image091936.png
BM250987 Middle Road Eco Summary Memo Jan 2026.pdf
Middle Rd Project DOC Presentation Jan 2026.pdf

Hi s 9(2)(a)

Thank you for taking the time to meet with us this morning and offer your feedback.

Below, I have included a summary of the topics discussed during our meeting, along with the two documents mentioned.

1. Woods Presentation

s 9(2)(a) from Woods presented an overview of the Middle Road Fast Track Referral Project, including site background, context, and the proposed approach.

Please refer to the attached presentation, which includes:

- Site location and history,
- Site Constraints,
- Proposed Concept Plan.

2. Ecological Input

Eddie presented notes and findings from an ecological perspective, including landscape features and species effects management. Please refer to the attached Ecology Memo, which includes:

- Existing landscape features,
- Species presence and habitat considerations.

3. DOC Feedback

DOC provided the following comments and observations during the meeting:

- Ground skinks may be present and will be subject to the outcomes of a lizard survey.
- Bat presence is considered unlikely; however, a bat roost check was requested as a precaution.
- The site area is largely noted to be of low to zero conservation value.
- No significant red flags were identified at this stage, noting that local council requirements may differ.
- The stream is flood-prone and can experience high flows during heavy rainfall events.
- DOC supports the dams and stream programme being progressed with HDC and has been working with HDC on this.
-

If any ecological values or species are identified during works, appropriate management or salvage will be required.

- Retention and relocation of large trees should be undertaken where practicable.
- Stream planting versus grass and pathway treatments were discussed, noting HBRC concerns regarding flood risk and culvert blockage; DOC is comfortable deferring to HBRC on this matter.
- Stream erosion management should take a balanced approach, recognising both ecological values and engineering requirements.
- Wildlife Act approvals may be required, subject to the results of the lizard survey.

We look forward to receiving your formal feedback and are keen to continue ongoing engagement with DOC throughout the project. Please do not hesitate to get in touch if you require any further information in the interim.

Thanks s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender



WOODS
EST.1970

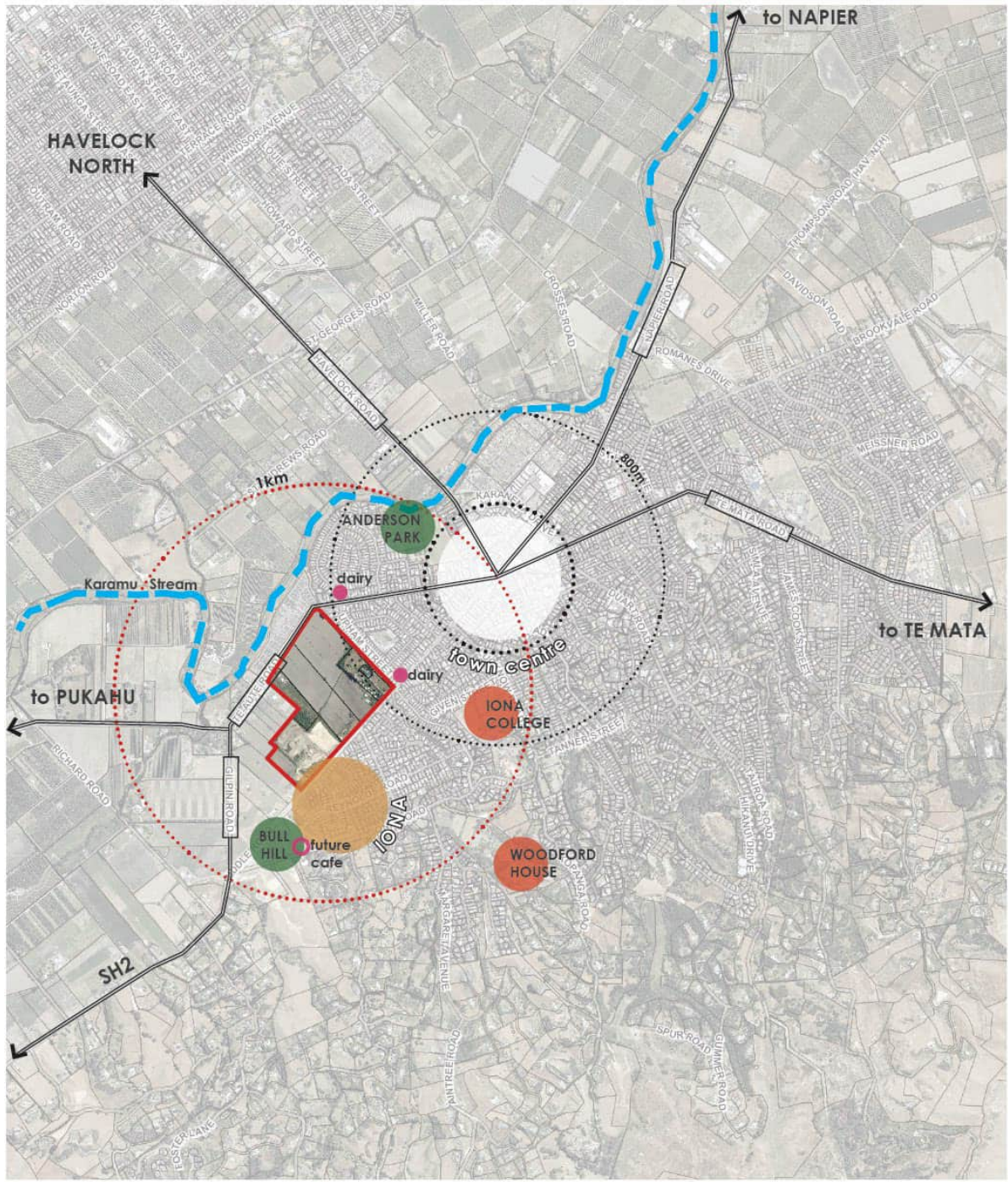
Middle Road Fast Track Referral Application

JANUARY 2026



WOODS
EST.1970

Project Background



PROJECT BACKGROUND

- CDL Land New Zealand Ltd (CDL) is preparing a referral application under the Fast-track Approvals Act 2024 (FTAA) for a proposed residential development at Middle Road, Havelock North.

SITE DETAILS

- The Middle Road site comprises approximately 33.83 ha of land across seven titles owned by CDL at 80, 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North.
- The site sits immediately southwest of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the southwest.

PROPOSAL

- The Middle Road project will provide for the residential subdivision of the site to enable the development of approximately 350 to 400 lots.
- The intended subdivision layout will provide for a range of lot sizes to enable conventional residential development, along with medium density development opportunities.







Herehere Stream & Te Aute Road Bridge



Existing Farm Drain Looking East



View of Herehere Stream From Middle Road



Iona Stormwater Device





Shelter Belt & View of Pasture



View of Iona Pond and Southern Site Area



View towards Middle Road from the Site



View from Middle Road Looking West





1950



1994

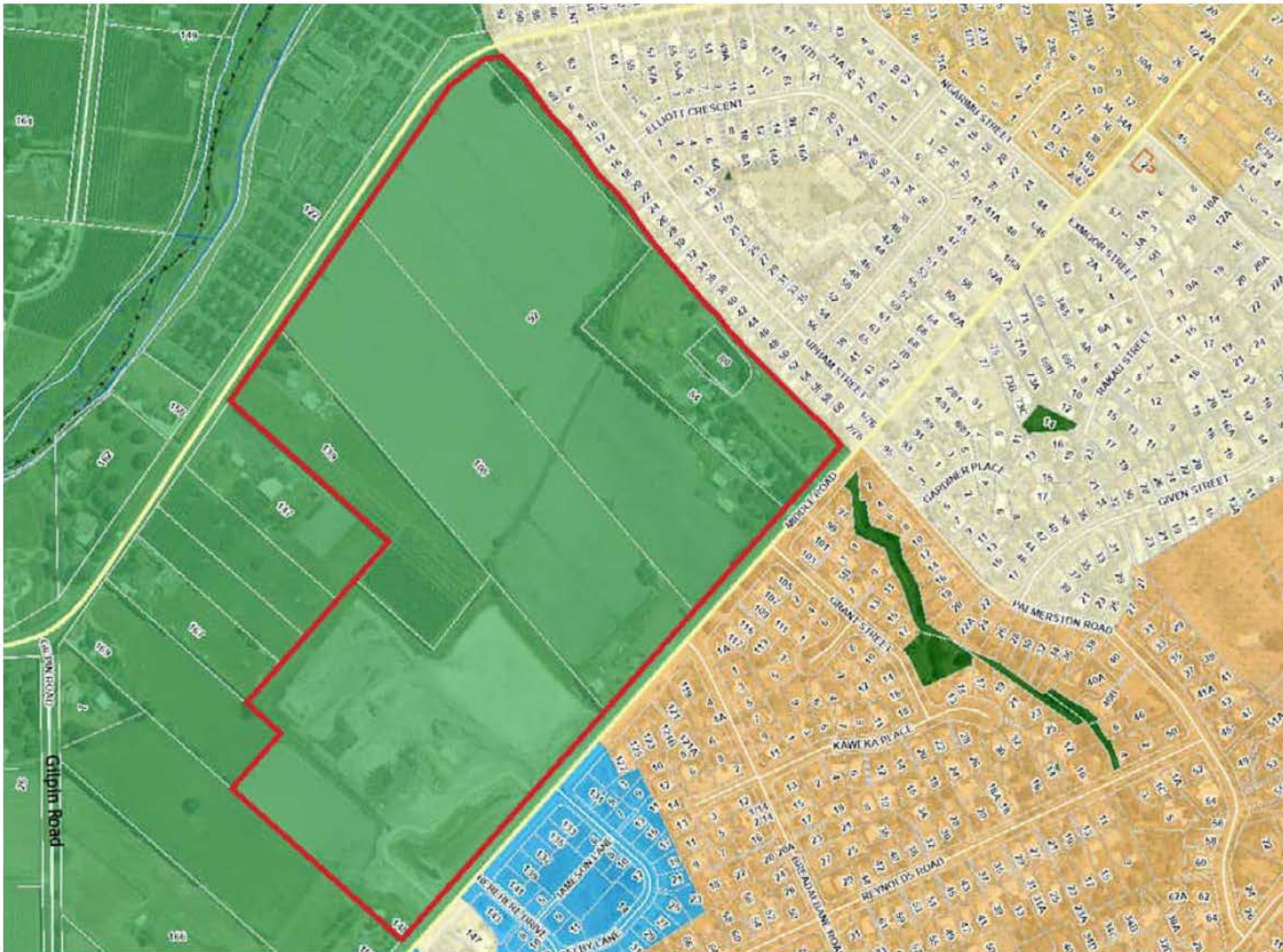


2009



2025







WOODS
EST.1970

Concept Plan



WOODS
EST.1970

CONCEPT PLAN:

Site Area: 33.5 ha

Stormwater Area: 5.5 ha

Net Residential Land: 27.8 ha

Density: 14 du/ha gross

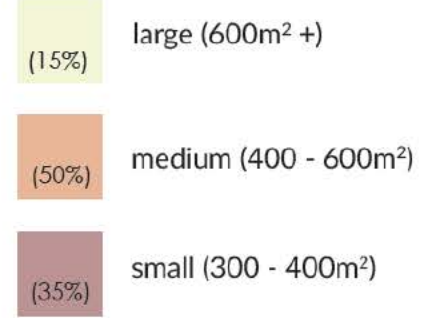
Total Yield: Approximately 350 - 400 lots





WOODS
EST.1970

Estimated yield



350 - 400 lots



- new detention/treatment basins
- existing detention/treatment basins
- natural stream corridors
- potential swales



WOODS
EST.1970

Consultants and Stakeholders

EXPERT CONSULTANTS

Discipline	Consultant	Contact
Ecology	Boffa Miskell	s 9(2)(a)
Geotech	CMW	
Archaeologist	CFG Heritage	
RMA Legal	Ellis Gould	
Transport	Flow	
HPL / Soils Assessment	Agfirst	
Contamination	Agfirst	
Economics	Property Economics	
Urban Design	Urban Acumen	
Civil Design	Woods	
Planning	Woods	
Survey	Woods	
3 Waters		



STAKEHOLDERS



Stakeholder	Comment	Status
Relevant Local Authorities	<ul style="list-style-type: none"> • Heretaunga Hastings District Council. • Hawkes Bay Regional Council. 	<ul style="list-style-type: none"> • Initial project meeting held with HBRC and HDC. • Ongoing discussions with both for technical input.
Mana Whenua	<ul style="list-style-type: none"> • Tamatea Pōkai Whenua. • Ngāti Kahungunu. 	<ul style="list-style-type: none"> • Site meeting held with mana whenua with ongoing engagement anticipated.
Administering Agencies	<ul style="list-style-type: none"> • Environmental Protection Agency. • Ministry for Environment. 	<ul style="list-style-type: none"> • EPA have deferred to MfE. • MfE has been contacted.
Other Agencies	<ul style="list-style-type: none"> • Department of Conservation. • HNZPT. 	<ul style="list-style-type: none"> • Meeting held with HNZPT. • DOC engagement is underway.
Rural Neighbours	<ul style="list-style-type: none"> • 84, 150 Middle Road. • 147, 167, 169 Te Aute Road. 	<ul style="list-style-type: none"> • CDL undertaking rural neighbour consultation. Early engagement suggests general support for urbanisation.



From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: Fast Track Application - Middle Road, Havelock North
Date: Tuesday, 6 January 2026 2:57:37 pm
Attachments: image001.png
image002.png
image003.png
image005.png
Middle Road Fast Track - Development Concept v5_Concept Plan.pdf
Middle Road Fast Track - Site Plan.pdf
image578061.png

H s 9(2)(a)

Happy New Year, and I hope you had a good break.

Thank you for organising that. The ecologist on the project s 9(2)(a) will be back in the office on the 12th of January, so anytime after that will be great.

A lizard survey is being organised early this year to be conducted on site. But Eddie has noted that a preliminary assessment is that the habitat is low quality, and there are unlikely to be populations of native lizards present. I have attached the current Concept Plan for your reference and a site plan. Also, the Herehere stream runs along the northern boundary of the site, which connects through to the Karamu Stream.

Please let me know if you have any questions or require any further information.

Thanks, s 9(2)(a)



s 9(2)(a)
Senior Intermediate Urban Designer
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Thursday, 18 December 2025 4:26 pm

s 9(2)(a)

Subject: Re: Fast Track Application - Middle Road, Havelock North

Thank s 9(2)(a)

send through a draft plan and an indication of what approvals you might need from DOC. That will help to determine who should be part of the team and ensure that we can provide you with specific advice.

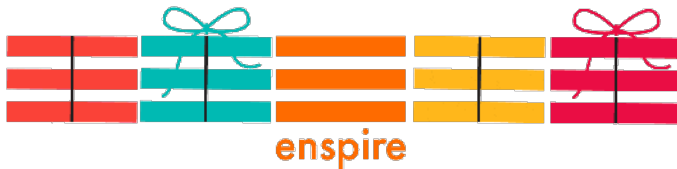
Cheers

s 9(2)(a)

Director

enspire.co.nz

m:



WARNING: The information in this email and any files transmitted within it is confidential and may be legally privileged. Access to this email by anyone other than the recipient is unauthorised. If you are not the intended recipient, please delete the message and notify the sender. Thank you.

s 9(2)(a)

Date: Thursday, 18 December 2025 at 4:22 PM

s 9(2)(a)

Subject: RE: Fast Track Application - Middle Road, Havelock North

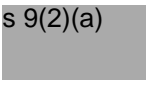
Hi s 9(2)(a)

Thank you for getting in contact.

That would be great. Yes, we are currently planning to lodge our referral application at the end of February 2026 and will be able to provide some background on the development via a Teams meeting.

We have a draft ecology report for the project, which will be available in the new year. The ecologist on the Middle Road project will be back in the office from 5 January, so any time after that would suit from our end.



Please let us know your availability, and we can coordinate accordingly. If you require any further information, please let me know.

Thanks 

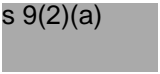



Senior Intermediate Urban Designer


This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: 
Sent: Thursday, 18 December 2025 11:32 am


Subject: Fast Track Application - Middle Road, Havelock North

Hi 

I'm just touching base regarding your pre-lodgement engagement for the Middle Road development. I'm helping DOC with some of their fast-track responses, including co-ordinating the technical teams to assist with the response. I see that you are proposing to lodge in the first quarter of 2026. I can set up a Teams call early in the new year so that you can provide us with a bit of background and outline the development. Do you have any ecological reports, assessments or plans that you are able to share so that we make sure we have the right people in the room?

I look forward to hearing from you.

Cheers


Fast Track Applications
Te Papa Atawhai | Department of Conservation

prohibited. If you received this email in error, please notify us immediately and erase all copies of the message and attachments. We apologise for the inconvenience. Thank you.

From: s 9(2)(a)
To: [REDACTED]
Cc: [REDACTED]
Subject: Middle Rd Fast Track - Initial Engagement with DOC
Date: Wednesday, 26 November 2025 5:31:06 pm
Attachments: image0353339.png
fast-track-applicants-new-customer-form-Completed.pdf
pre-lodgement-fast-track-application-consultation-application-form-completed.docx

Kia ora,

Woods have been engaged by CDL Land New Zealand Ltd (CDL) to prepare a Fast-track Referral Application under the Fast-track Approvals Act 2024 (FTAA) for residential development at Middle Road, Havelock North.

Site Details and Background

The Middle Road site comprises approximately 33.83 ha of land across eight titles at 80, 84, 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North. The site sits immediately south of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the south and west. A site plan is attached for reference.

The land is zoned Plains Production under the Operative Hastings District Plan and is not currently identified for urban development. However, the Draft Napier–Hastings Future Development Strategy 2024–2054 (FDS) assessed the site as a potential growth area due to its proximity to the Iona Special Character Zone and existing infrastructure corridors. While the final FDS did not include the Middle Road site, the technical analysis identified it as a logical extension to the existing urban area.

Middle Road Project

CDL proposes to develop the land for residential use through the FTAA pathway. The initial stage involves a Referral Application to the Ministry for the Environment (MfE), followed by a Substantive Application to the Environmental Protection Authority (EPA) if referral is approved.

The project aims to deliver a high-quality, well-connected residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks. Technical input is being provided across a range of disciplines, including urban design, engineering, stormwater, traffic, ecology, geotechnical, archaeology, and economics.

With respect to **wildlife approval matters**, we have engaged s 9(2)(a) of Boffa Miskell, who is currently preparing a report to support the referral application, and to also identify whether any approvals are required under the Wildlife Act.

Purpose of Engagement

As part of the preparation of the Referral Application, CDL is undertaking targeted consultation with the relevant government agencies. The purpose of this engagement is to:

-

requirements under the FTAA

- Identify any agency interests or matters to be addressed within the Referral documentation
- Establish early communication channels to support an efficient and transparent process.

We would welcome the opportunity to meet with your team in the coming weeks to outline the proposal and understand any considerations relevant to your agency's functions. Please let us know your availability for a short meeting in early December.

As set out on your website, please find **attached** a copy of the completed pre-lodgement form for the Middle Road project.

Timeframes

CDL is aiming to lodge the Referral Application in the first quarter of 2026. The concept design and draft technical inputs are currently being refined, with a draft masterplan expected by mid-December.

Please don't hesitate to contact me if you have any questions or would like further information in advance of a meeting. We look forward to engaging with you on the project.

Thanks, s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

[woods.co.nz](https://www.woods.co.nz)



Attachment 8: Heritage New Zealand Pouhere Taonga Correspondence

From: s 9(2)(a)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Middle Road Fast Track Heritage NZ engagement
Date: Tuesday, 10 March 2026 4:54:33 pm
Attachments: image001.png
image248564.png
Middle Road Fast Track - Development Concept Feb 26 (002)-2.pdf
25-1706 Middle Road.pdf

Hi s 9(2)(a)

I am writing to provide a brief update on the Middle Road Fast-track Referral project. We have recently updated the masterplan to reflect the various technical inputs received over the past several weeks and stakeholder consultation. The updated masterplan and archaeological assessment are attached. There are three principal changes to note:

- **McKenna Block as an optional component:** The eastern McKenna Block is not owned by CDL and is now shown as an optional future extension. The masterplan illustrates how this land could integrate with the wider landholdings should those owners pursue urbanisation in due course. For completeness, the technical reporting, including the archaeology report, continues to assess the McKenna Block landholdings so that integration can occur seamlessly should those landowners choose to urbanise at a later stage. This is important in respect of archaeology given that the buildings of interest are located on the McKenna landholdings
- **Reduced yield:** The anticipated yield for the CDL landholdings is now approximately 320–370 dwellings (previous 350–400 dwelling range).
- **Expanded stormwater dry basin / reserve areas:** The flood modelling has resulted in an increase in basin size to accommodate flood storage requirements. This has led to a corresponding increase in open space across the site.

In relation to archaeological matters, the McKenna Block remains covered within the archaeological assessment and recommendations. While the block is now an optional component of the project, the reporting has retained consideration of the existing dwelling and associated heritage context on that site. If the McKenna Block were to be incorporated at a later stage, we would follow the appropriate archaeological authority processes and work through those matters in more detail as part of the substantive Fast-Track application stage. At this stage, the expectation is that the existing house on the site would likely be retained as part of any future development scenario involving the McKenna block.

referral application at the end of March 2026.

I trust the above provides a helpful update on the current status of the project. Should you have any queries regarding these updates, please feel free to contact me.

Ngā mihi,

s 9(2)(a)



s 9(2)(a)

Senior Intermediate Urban Designer

s 9(2)(a)

woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Friday, 19 December 2025 4:36 pm

s 9(2)(a)

ent - meeting minutes

Thanks s 9(2)(a)

I am happy with those minor changes.

s 9(2)(a)

Get [Outlook for Android](#)

s 9(2)(a)

Subject: RE: Middle Road Fast Track Heritage NZ engagement - meeting minutes

Hi s 9(2)(a)

presentation, which includes the current concept plan. There are some minor amendments I have noted in the minutes, included in red below:

- “FM mentioned that there were two buildings (villas) that ~~will be~~ are looking to be retained in the north-east side of the development.”
- "MC's recommendation is that an archaeological authority is applied for as part of the substantive fast-track application, on a precautionary basis."
- "RB asked if the CDL owns all the land – EH replied yes, or if not owned, it's under contract. ~~in the affirmative.~~ "

Let me know if you have any comments on the above amendments.

Regarding the Iona development, ~~s 9(2)(a)~~ has noted there was no Archaeology report for Iona, as there were no old structure ~~property~~ when we brought it, and this was addressed as part of the HDC rezoning, etc.

Please let me know if you have any questions about the above. I look forward to further engagement in the new year. Hope you have a great holiday and new year.

Thanks, ~~s 9(2)(a)~~



~~s 9(2)(a)~~
Urban Designer
~~s 9(2)(a)~~
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

~~s 9(2)(a)~~

Sent: Thursday, 18 December 2025 11:55 am

~~s 9(2)(a)~~

Subject: RE: Middle Road Fast Track Heritage NZ engagement - meeting minutes

Kia ora team

Thejas and I have prepared some meeting minutes to capture the main points of yesterday's

Please let me know if you want to add or amend any of these comments.

Ngā mihi

s 9(2)(a)

Text of Meeting Minute Template: Pre-application Meetings and Associated Work

Date: 17/12/2025	
Start Time: 14:00	End Time: 14:40
Matter: Pre-application meeting regarding Middle Road, Havelock North Written by s 9(2)(a)	
Attendees: s 9(2)(a) (FM) – Senior Intermediate Urban Designer, Woods. s 9(2)(a) (MC) - Consultant Archaeologist, Director of CFG Heritage. s 9(2)(a) – General Manager, Planning & Urban Design, Woods. s 9(2)(a)) – Area Manager, Central Region, HNZPT. s 9(2)(a) (DK) – Pouarahi, Central Region, HNZPT. s 9(2)(a) (RB) – Archaeologist, Central Region, HNZPT. s 9(2)(a) (TJ) – Planner, Central Region, HNZPT.	
Description of Activity: Pre-application meeting regarding Middle Road, referral application – initial engagement. CDL Land NZ Ltd (CDL) are the applicant. Woods.co.nz (Woods) have been engaged as planning consultants/project management.	
Location of Activity: Havelock North	
Consideration/Notes regarding documents provided prior to meeting: <ul style="list-style-type: none">• Development concept plan – provided by FM• Draft archaeological assessment - prepared by MC.	
Discussion: <p>FM shared a presentation of the Middle Road referral application project. The project is to develop approximately 33ha of rural land into residential units. There is an adjoining recent development to the south of the site – known as Iona development. FM mentioned that there were two buildings (villas) that will be <u>are looking to be</u> retained in the north-east side of the development.</p> <p>MC explained about archaeological assessment, which he said was high level, desktop looking the historical context of Havelock North. MC said we will have a clearer picture after the substantive application stage. as part of the substantive assessment he will also undertake site visits.</p> <p>MC’s recommendation is that an archaeological authority is applied for as part of the <u>substantive</u> fast-track application, on a precautionary basis.</p> <p>FM shared the engagement with mana whenua - Tamatea Pokai Whenua and Ngāti Kahungunu had a site meeting on 4 December 2025. Their feedback was mainly in relation to protection/enhancement of the Herehere Stream and other waterways on the site. Archaeological issues were not raised at this</p>	

meeting. FM and EH said this can be raised the next time they meet mana whenua. DK asked if MC has engaged with iwi on the site and MC said not at this stage.

DR asked if, in Woods opinion, if the project had a good chance of being accepted into the fast-track project, and EH said yes, they think it satisfies the FTAA criteria for referrals. EH also said the normal consenting/private plan change process would be very difficult to achieve in the current planning/legislative context.

RB asked if the CDL owns all the land – EH replied yes, or if not owned, it's under contract. ~~in the affirmative.~~ RB mentioned that a project this large needed an archaeological management plan and they need to identify the features through the project archaeologist.

RB asked if there would be a standard set of conditions and MC said yes, pretty standard wording and conditions.

RB asked the approximate timelines. EH said they are thinking of applying for referral at the end of February and that there is approximately a three month period for that process under the EPA, and after that the substantive application stage.

Additional Information Required:

Archaeological Authority during the substantive phase

Site visit details

Archaeological Management Plan

Action Steps:

Applicant:

- Open to feedback and how we want to respond.
- Will get in touch during the substantive phase.
- Contact HNZPT as and when required.

Heritage New Zealand Pouhere Taonga:

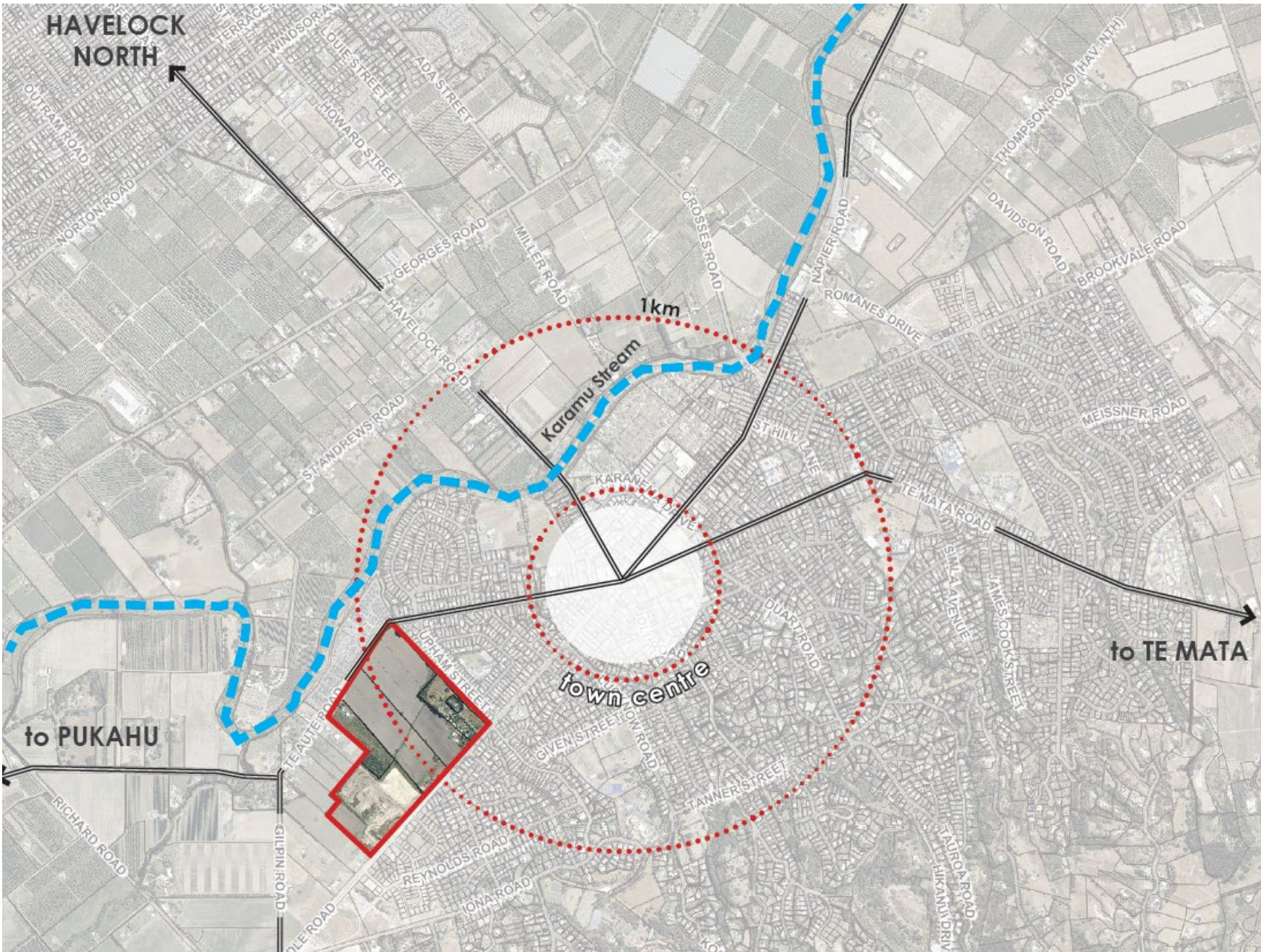
- Continue engagement to be involved in archaeological process.
- Send comment / feedback on draft documents.
- Make Fast Track comment and prepare documents when the time comes.



WOODS
EST.1970

Middle Road Fast Track Referral Application

December 2025







WOODS
EST.1970

CONCEPT PLAN:

Site Area: 33.3 ha

Stormwater Area: 5.5 ha

Net Residential Land: 27.8 ha

Density: 14 du/ha gross

Total Yield: 385 lots





BUILDINGS LOOKING TO BE RETAINED





84 Middle Road

Archaeological Assessment

Prepared by: [REDACTED] - CFG Heritage



Recommendations

These recommendations are only made based on the archaeological and heritage potential that has been outlined above. Any other values associated with special interest groups, including tangata whenua, can only be determined by them. It is recommended that:

- Further research is undertaken into the villas to be retained, including site visits;
- An authority to modify or destroy any archaeological sites and features in the project area be applied for from The Environmental Protection Authority under Section 42(4)(i) and Schedule 8 of the Fast-Track Approvals Act 2024 during the Substantive Application;
- Since archaeological survey cannot always detect sites of traditional significance to Māori, or wahi tapu, the appropriate mana whenua authorities should be consulted regarding the possible existence of such sites, and the recommendations in this report.

Mana Whenua Engagement

Tamatea **Pōkai Whenua & Ngāti** Kahungunu - Site Meeting on the 4th of December 2025



1. Partnership and Communication
 - **Mana whenua emphasised the need for ongoing, transparent engagement to build and maintain trust, supported by clear early communication of the masterplan direction and informed by a Cultural Health Index for the site.**
2. Herehere Stream (Northern Boundary)
 - **Protecting and enhancing the health of Herehere Stream is a primary priority, with expectations for high-quality environmental outcomes and early baseline water quality sampling to inform design.**
3. Stormwater Layout and Land Allocation
 - **Stormwater infrastructure to double as open space. Ensure the health of the Herehere stream and reflect the flow of water through the site.**
4. Wastewater Capacity Concerns
 - **Mana Whenua concerns were raised about existing wastewater capacity, with a strong expectation that the project delivers solutions exceeding current council standards in response to known iwi sensitivities.**
5. Preference for Natural Systems
 - **Mana whenua strongly favour naturalised, soft-engineering approaches and expect the project to avoid hard-engineered treatments, particularly in contrast to recent poor practice observed along Herehere Stream.**
6. Te Aute Road / Herehere Stream Interface
 - **The constrained road environment limits conventional pedestrian crossings, requiring more innovative solutions, potentially involving stream-based connections and integration with existing community infrastructure.**



From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: RE: Middle Road Fast Track Heritage NZ engagement
Date: Wednesday, 10 December 2025 12:09:34 pm
Attachments: image001.png
Middle Road Fast Track - Development Concept v5_Concept Plan.pdf
Archaeological Assessment_Middle Road_Draft_10 December 2025.pdf
image484054.png


Hi s 9(2)(a)

Hope you are well. Please find attached the Draft Archaeological Assessment and Concept Plan for your information.

I look forward to our meeting next Wednesday and discussing the project further.

If you require any further information before the meeting or have any questions, please let me know.

Thanks s 9(2)(a)

s 9(2)(a)

Senior Intermediate Urban Designer
s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Tuesday, 2 December 2025 11:33 am

s 9(2)(a)

Hi s 9(2)(a)

Thank you for getting back to us. I am about to send out a meeting invite for Wednesday, the 17th of December at 2 pm. Please let me know if this time does not work for you and your team.

the 10 of December, for you to take a look at.

Please let me know if you have any questions or require any other information before this.

Thanks [redacted]



[redacted]
Senior Intermediate Urban Designer
[redacted]
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

[redacted]

Sent: Friday, 28 November 2025 3:56 pm

[redacted]

Subject: RE: Middle Road Fast Track Heritage NZ engagement

Kia ora [redacted]

Thank you for the response and the update regarding draft assessment and the start of iwi engagement.

Our team is available on 17th December, any time after 11 am.

I have copied the relevant team members here: Regional archaeologist [redacted]
[redacted] and planner [redacted]

It would be good if the draft assessment is with us at least a week prior to the hui.

Thanks

[redacted]

[redacted]

[redacted]

Bul s 9(2)(a)

Subject: RE: Middle Road Fast Track Heritage NZ engagement

Hi s 9(2)(a)

Thanks for getting back to me so quickly.

In response to your comments:

- We are not too far off from having the draft archaeological report completed (draft expected today),
- We are meeting with mana whenua on-site on 4 December
- We are expecting to have the masterplan finalised in the next week

On that basis, would a meeting the week beginning 15 December work for you?

Also, note your comment on cost recovery.

Ngā mihi

s 9(2)(a)



s 9(2)(a)

General Manager - Planning & Urban Design

s 9(2)(a)

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

Sent: Friday, 28 November 2025 12:16 pm

s 9(2)(a)

Subject: Middle Road Fast Track Heritage NZ engagement

Kia or s 9(2)(a)

Thank you for contacting Heritage New Zealand Pouhere Taonga regarding a fast-track referral application for potential development at Middle Road, Havelock North.

We note that you have engaged [REDACTED] of CFG Heritage to preparing a report on the heritage/archaeology implications of the project. While we are happy to meet with you to discuss the project, a meeting would be more beneficial to all parties after a draft archaeological assessment has been prepared and shared with us. It would also be useful to be able to view any concept plans or masterplan you have for the site.

We would also like to understand the level of engagement you have undertaken with mana whenua, and the outcome of any such engagement.

Please note that HNZPT undertakes cost recovery with regards to Fast Track applications. The policy on cost recovery and other information is available on our website:

<https://www.heritage.org.nz/about/fast-track-consultation-and-charges>

Please get in touch again when you have some draft reports and plans to share with us, and we will be able to arrange an online meeting.

Ngā mihi

s 9(2)(a) | Kaiwhakahaere ā Takiwā / Area Manager | Te Takiwā o Te Pūtahi a Māui / Central Region|
Heritage New Zealand Pouhere Taonga
s 9(2)(a)

Tairangahia ā tua whakarere; Tātakihia ngā reanga o āmuri ake nei – Honouring the past; Inspiring the future

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it. Please notify the sender and delete the message in its entirety.

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: Middle Rd Fast Track - Initial Engagement with HNZPT
Date: Wednesday, 26 November 2025 4:16:42 pm
Attachments: image338070.png
Middle Road_Site Plan.pdf

Kia ora,

Woods have been engaged by CDL Land New Zealand Ltd (CDL) to prepare a Fast-track Referral Application under the Fast-track Approvals Act 2024 (FTAA) for residential development at Middle Road, Havelock North.

Site Details and Background

The Middle Road site comprises approximately 33.83 ha of land across eight titles at 80, 84, 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North. The site sits immediately south of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the south and west. A site plan is attached for reference.

The land is zoned Plains Production under the Operative Hastings District Plan and is not currently identified for urban development. However, the Draft Napier–Hastings Future Development Strategy 2024–2054 (FDS) assessed the site as a potential growth area due to its proximity to the Iona Special Character Zone and existing infrastructure corridors. While the final FDS did not include the Middle Road site, the technical analysis identified it as a logical extension to the existing urban area.

Middle Road Project

CDL proposes to develop the land for residential use through the FTAA pathway. The initial stage involves a Referral Application to the Ministry for the Environment (MfE), followed by a Substantive Application to the Environmental Protection Authority (EPA) if referral is approved.

The project aims to deliver a high-quality, well-connected residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks. Technical input is being provided across a range of disciplines, including urban design, engineering, stormwater, traffic, ecology, geotechnical, archaeology, and economics.

With respect to **heritage matters** we have engaged s 9(2)(a) of CFG Heritage who is currently preparing a report to support the referral application, and to also identify whether any approvals are required under the HNZPT Act.

Purpose of Engagement

As part of the preparation of the Referral Application, CDL is undertaking targeted consultation with the relevant government agencies. The purpose of this engagement is to:

-

requirements under the FTAA

- Identify any agency interests or matters to be addressed within the Referral documentation
- Establish early communication channels to support an efficient and transparent process.

We would welcome the opportunity to meet with your team in the coming weeks to outline the proposal and understand any considerations relevant to your agency's functions. Please let us know your availability for a short meeting in early December.

Timeframes

CDL is aiming to lodge the Referral Application in the first quarter of 2026. The concept design and draft technical inputs are currently being refined, with a draft masterplan expected by mid-December.

Please don't hesitate to contact me if you have any questions or would like further information in advance of a meeting. We look forward to engaging with you on the project.

Ngā mihi

s 9(2)(a)



s 9(2)(a)

General Manager - Planning & Urban Design

s 9(2)(a)

[woods.co.nz](https://www.woods.co.nz)

This email is confidential. If you are not the intended recipient, notify the sender



Attachment 9: Adjacent Rural Landowners Correspondence

s 9(2)(a)

150 Middle Road
Havelock North

03 March 2026

Dear s 9(2)(a)

Re: Middle Road Project Fast-track Referral Application, CDL Land New Zealand Limited

CDL Land New Zealand Ltd (CDL) is preparing a referral application under the Fast-track Approvals Act 2024 (FTAA) for a proposed residential development at Middle Road, Havelock North.

As an adjacent rural landowner to this site, this letter outlines the Middle Road project, shares the proposed masterplan, and sets out the anticipated timeframes of the application.

In the first instance, CDL is seeking your general support for progressing the urbanisation of this area as part of the referral application. There will be further opportunities for engagement at the substantive application stage which is discussed below.

1.0 Site Location



Figure 1: Site Plan

The Middle Road site comprises approximately 30 ha of land across five titles owned by CDL at 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North (Figure 1). The site sits immediately southwest of the established Havelock North residential area, with suburban housing to the north, east and south and rural / rural lifestyle properties to the southwest.

The McKenna Block (3ha) at 80 and 84 Middle Road has been identified as a potential extension to CDL's FTAA referral application. CDL is engaging constructively with the landowners, and the site plan has been prepared in a flexible manner so it can accommodate either outcome of those discussions.

2.0 Policy Context

The land is zoned Plains Production under the Operative Hastings District Plan (**HDP**) and is not currently identified for urban development.

The Draft Napier–Hastings Future Development Strategy 2024–2054 (**FDS**) assessed the site as a potential growth area due to its proximity to the existing urban area and existing infrastructure corridors. As you are aware, while the technical analysis supported its suitability as a logical extension of the urban area, the site was ultimately not included in the final FDS following a closely split council decision, driven largely by differing political views on land use capability soils status of the district.

3.0 FTAA Process

CDL proposes to develop the land for residential use through the FTAA approvals pathway rather than through a traditional Council plan change process.

The initial stage involves a *Referral Application* to the Ministry for the Environment (**MfE**), followed by a *Substantive Application* to the Environmental Protection Authority (**EPA**) if referral is approved. CDL is aiming to lodge the Referral Application in the first quarter of 2026.

Once lodged, MfE will assess the proposal, and the Minister for Infrastructure will approve or decline the Referral Application to the Fast-track process. In the event that the application is accepted to the Fast-track process, CDL intend to commence preparation of a Substantive Application immediately and lodge the application with the EPA later in 2026. CDL would reengage with neighbours as part of the substantive application development process.

4.0 Proposal

The Middle Road project aims to deliver a high-quality, well-connected urban residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks.

Technical input are being provided across a range of disciplines, including planning, urban design, engineering, transport, ecology, geotechnical, archaeology, contamination and economics disciplines. Engagement is being undertaken with key stakeholders including Councils and mana whenua.

Urban Acumen has developed a proposed masterplan for Middle Road Project (**Attachment 1**). This has been developed in conjunction with expert consultants and feedback received from early engagement from key stakeholders. The Project will facilitate the development of approximately 320 – 370 dwellings (and up to 400 with the McKenna Block extension), providing additional housing capacity for Havelock North and the wider Hawke's Bay region. A local road network, pedestrian and cycling connections, and supporting three waters infrastructure will be integrated throughout the development to ensure a connected and well-serviced neighbourhood.

In terms of the rural properties interfaces, the masterplan has been developed to enable integration with the remaining parcels of land within the wider block should the urban development of your sites proceed in the future. This includes allowances for road and open space linkages to the south west.

Overall, the Middle Road project will provide additional land for housing in the region, avoid or mitigate adverse effects and ensure integration with the wider undeveloped block and existing suburban areas. We note that the masterplan will continue to evolve through the approval stages, with refinements made as further technical information and detailed design work become available.

5.0 Summary

We trust this provides a clear overview of the project at this early stage. CDL's intention is to deliver a high-quality residential neighbourhood and to maintain open communication with our rural neighbours as the project progresses.

As outlined above, the immediate step is to seek referral under the FTAA, with a substantive application to follow later in 2026 should the project be accepted. To assist MfE and the Minister of Infrastructure in considering the referral, it would be helpful for CDL to include a general indication of support from adjacent rural landowners for the proposed urbanisation of the Middle Road site.

If you are comfortable doing so, CDL would appreciate brief written confirmation of your general support for the project and the intended urban intensification. A space has been provided at the end of this letter should you wish to record your support.

Please feel free to contact me at any time if you would like to discuss the proposal further or have any questions about the process.

Kind regards,

s 9(2)(a)

CDL Land New Zealand Limited

General Manager/Senior Development Manager

s 9(2)(a)

WRITTEN SUPPORT

s 9(2)(a)

I/We, _____
(full name of landowners)

of 150 Middle Rd.
(property address)

confirm my/our general support for the proposed urbanisation and residential development of the Middle Road site, as outlined in this letter.

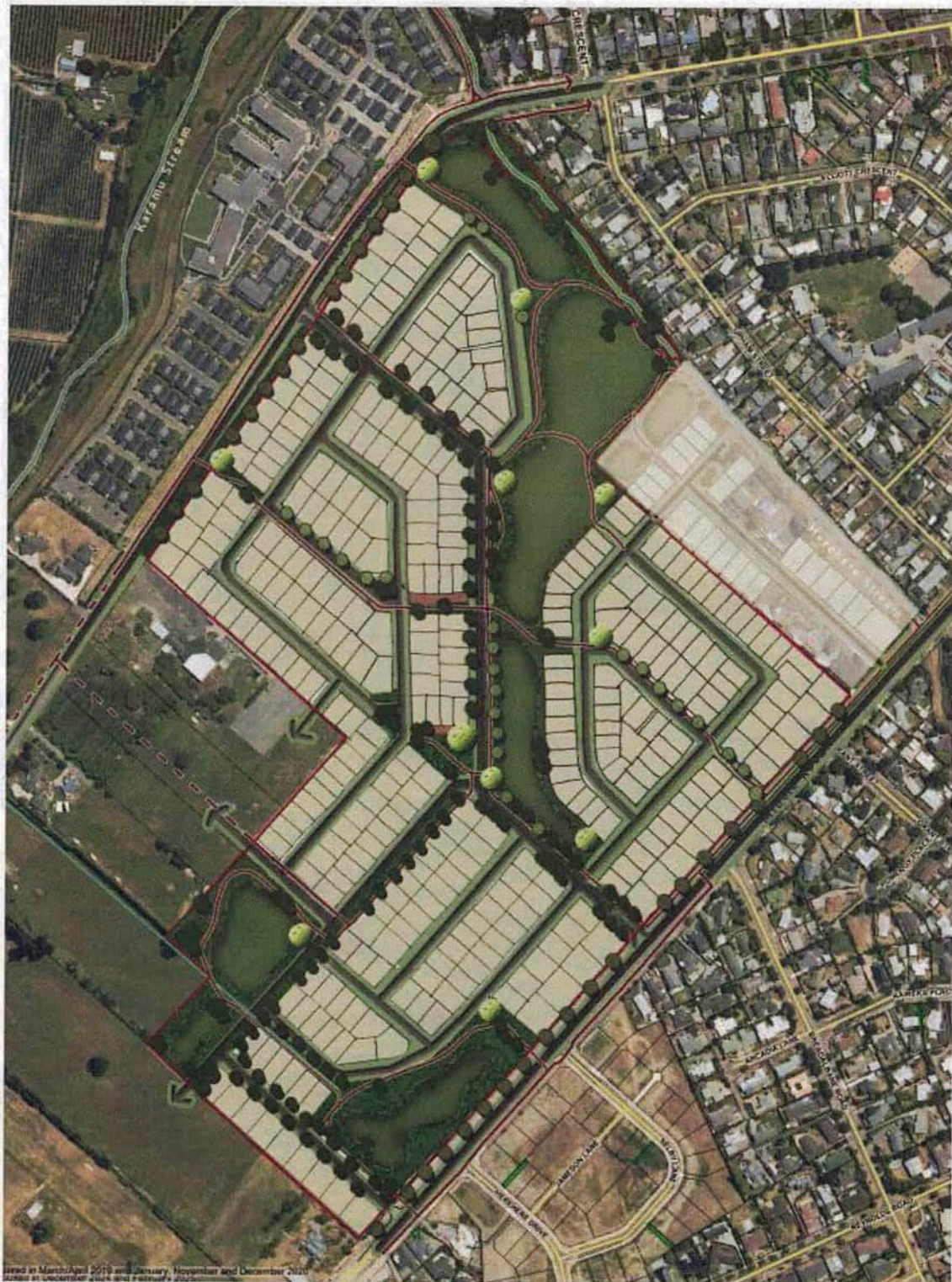
s 9(2)(a)

Signature: _____

Date: 18-3-26

Contact details (optional): _____

ATTACHMENT 1 – PROPOSED CONCEPT PLAN (Urban Acumen, 2025)



Development Concept

From: s 9(2)(a)
To: [Redacted]
Cc: [Redacted]
Subject: FW: CDL - Fast Track Referral Application - Neighbor Consultation
Date: Tuesday, 24 March 2026 2:04:27 pm
Attachments: 918c9626-9cea-4c5b-827d-c065b86557ef.png
image358799.png

FYI

s 9(2)(a)



Senior Associate Planner
BPlan (Hons)
s 9(2)(a)
woods.co.nz

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

s 9(2)(a)

s 9(2)(a)

Subject: Fw: CDL - Fast Track Referral Application - Neighbor Consultation

Hi s 9(2)(a)

Email from the Mckenna's below regarding CDL's Fast Track Application.

Thanks

s 9(2)(a)
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
s 9(2)(a)

s 9(2)(a)

Sent: Tuesday, March 24, 2026 1:42 PM
s 9(2)(a)

Subject: Re: CDL - Fast Track Referral Application - Neighbor Consultation

Hi s 9(2)(a)

Thanks for your email, please find below CDL's response in red below confirming each of your points.

As discussed, we will include this email as a part of our application's neighbour consultation package.

If you any questions please let me know otherwise I will be in touch as CDL's referral application unfolds.

Thanks

s 9(2)(a)

General Manager/Senior Development Manager

CDL LAND NEW ZEALAND LTD

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Subject: Re: CDL - Fast Track Referral Application - Neighbor Consultation

[CAUTION: This is an external email from s 9(2)(a) please exercise with care.]

Hi

s 9(2)(a)

Please see below the advice we have received from our solicitor.
Please include this in the approval document and then we will be able to sign it off.

We will consider providing support for this initial stage of the fast-track application process, provided CDL acknowledges the following points:

- (a) We are doing so at its request and are providing general support for the overall development, not for our property being included in the development; **CDL Comment - Yes understood and acknowledged.**
- (b) We are not committing to entering into negotiations with CDL regarding the possible sale of our property and, at this stage, we do not intend for our property to be included in the area proposed to be developed by CDL; and **CDL Comment - Yes understood and acknowledged.**

all reference to our property being included in the area to be developed by CDL will be removed from the concept plan unless the terms of a sale have been agreed. **CDL comment - Yes understood and confirmed.**

Many thanks

s 9(2)(a)

s 9(2)(a)

Sent: 24 March 2026 11:34

s 9(2)(a)

Subject: Re: CDL - Fast Track Referral Application - Neighbor Consultation

Hi s 9(2)(a)

Just a quick email to see if you have able to provide feedback on CDL proposed fast track application?

If you need any additional information please let me know.

Thanks

s 9(2)(a)

General Manager/Senior Development Manager

CDL LAND NEW ZEALAND LTD

s 9(2)(a)

s 9(2)(a)

To: s 9(2)(a)

Sub tion - Neighbor Consultation

[CAUTION: This is an external email f s 9(2)(a) Please exercise with care.]

s 9(2)(a)

Hi

Sorry for the delay. I have sought a legal opinion just for clarity especially as we are in the process of selling a part of the property and they are getting back to me by the end of the week. I don't think there is any need for us to meet and hope to have something to you by Friday/Monday.

Thank you
s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Subject: Re: CDL - Fast Track Referral Application - Neighbor Consultation

Good Morning s 9(2)(a)

Just a quick email to follow up on the below, I am down in Havelock tomorrow (18th) if you would like to discuss anything.

As mentioned below we are looking to lodge the referral application in the next two weeks so it would be good to have your signed written support (if you agree) by tomorrow to allow our consultants to add it to the application.

If easier I can bring a physical copy to sign in the afternoon.

Cheers

s 9(2)(a)

General Manager/Senior Development Manager

CDL LAND NEW ZEALAND LTD

s 9(2)(a)

From s 9(2)(a)

Sent: Wednesday, March 04, 2026 3:26 PM

To s 9(2)(a)

Subject: CDL - Fast Track Referral Application - Neighbor Consultation

Good afternoon s 9(2)(a)

As discussed previously please find attached the updated concept scheme plan and the associated formal consultation letter that we need to include with our Fast Track Referral application for your consideration/comment.

Your property is referred to as the Mckenna block extension.

I am next down in Havelock on the 18th of March and would be happy to give you a detailed update if you would like otherwise we will be working towards lodging the application at the end of March.

As always if you have any question please let me know

Cheers

s 9(2)(a)

General Manager/Senior Development Manager

CDL LAND NEW ZEALAND LTD

s 9(2)(a)

Confidentiality caution & disclaimer

The information contained in this message is confidential and may also be privileged. It is intended only for the addressee(s) named above. The unauthorised use, disclosure, copying or alteration of this message is strictly prohibited. If you are not the addressee (or responsible for delivery of the message to the addressee), please notify the originator immediately by return message and destroy the original message. This message and any attachments have been scanned for viruses prior to leaving the originator's network. The originator does not guarantee the security of this message and will not be held responsible for any damages arising from any alteration of this message by a third party or as a result of any virus being passed on.

Confidentiality caution & disclaimer

The information contained in this message is confidential and may also be privileged. It is intended only for the addressee(s) named above. The unauthorised use, disclosure, copying or alteration of this message is strictly prohibited. If you are not the addressee (or responsible for delivery of the message to the addressee), please notify the originator immediately by return message and destroy the original message. This message and any attachments have been scanned for viruses prior to leaving the originator's network. The originator does not guarantee the security of this message and will not be held responsible for any damages arising from any alteration of this message by a third party or as a result of any virus being passed on.

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

The McKenna Block (3ha) at 80 and 84 Middle Road has been identified as a potential extension to CDL's FTAA referral application. CDL is engaging constructively with the landowners, and the site plan has been prepared in a flexible manner so it can accommodate either outcome of those discussions.

2.0 Policy Context

The land is zoned Plains Production under the Operative Hastings District Plan (HDP) and is not currently identified for urban development.

The Draft Napier–Hastings Future Development Strategy 2024–2054 (FDS) assessed the site as a potential growth area due to its proximity to the existing urban area and existing infrastructure corridors. As you are aware, while the technical analysis supported its suitability as a logical extension of the urban area, the site was ultimately not included in the final FDS following a closely split council decision, driven largely by differing political views on land use capability soils status of the district.

3.0 FTAA Process

CDL proposes to develop the land for residential use through the FTAA approvals pathway rather than through a traditional Council plan change process.

The initial stage involves a *Referral Application* to the Ministry for the Environment (MfE), followed by a *Substantive Application* to the Environmental Protection Authority (EPA) if referral is approved. CDL is aiming to lodge the Referral Application in the first quarter of 2026.

Once lodged, MfE will assess the proposal, and the Minister for Infrastructure will approve or decline the Referral Application to the Fast-track process. In the event that the application is accepted to the Fast-track process, CDL intend to commence preparation of a Substantive Application immediately and lodge the application with the EPA later in 2026. CDL would reengage with neighbours as part of the substantive application development process.

4.0 Proposal

The Middle Road project aims to deliver a high-quality, well-connected urban residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks.

Technical input are being provided across a range of disciplines, including planning, urban design, engineering, transport, ecology, geotechnical, archaeology, contamination and economics disciplines. Engagement is being undertaken with key stakeholders including Councils and mana whenua.

Urban Acumen has developed a proposed masterplan for Middle Road Project (**Attachment 1**). This has been developed in conjunction with expert consultants and feedback received from early engagement from key stakeholders. The Project will facilitate the development of approximately 320 – 370 dwellings (and up to 400 with the McKenna Block extension), providing additional housing capacity for Havelock North and the wider Hawke's Bay region. A local road network, pedestrian and cycling connections, and supporting three waters infrastructure will be integrated throughout the development to ensure a connected and well-serviced neighbourhood.

In terms of the rural properties interfaces, the masterplan has been developed to enable integration with the remaining parcels of land within the wider block should the urban development of your sites proceed in the future. This includes allowances for road and open space linkages to the south west.

Overall, the Middle Road project will provide additional land for housing in the region, avoid or mitigate adverse effects and ensure integration with the wider undeveloped block and existing suburban areas. We note that the masterplan will continue to evolve through the approval stages, with refinements made as further technical information and detailed design work become available.

s 9(2)(a)

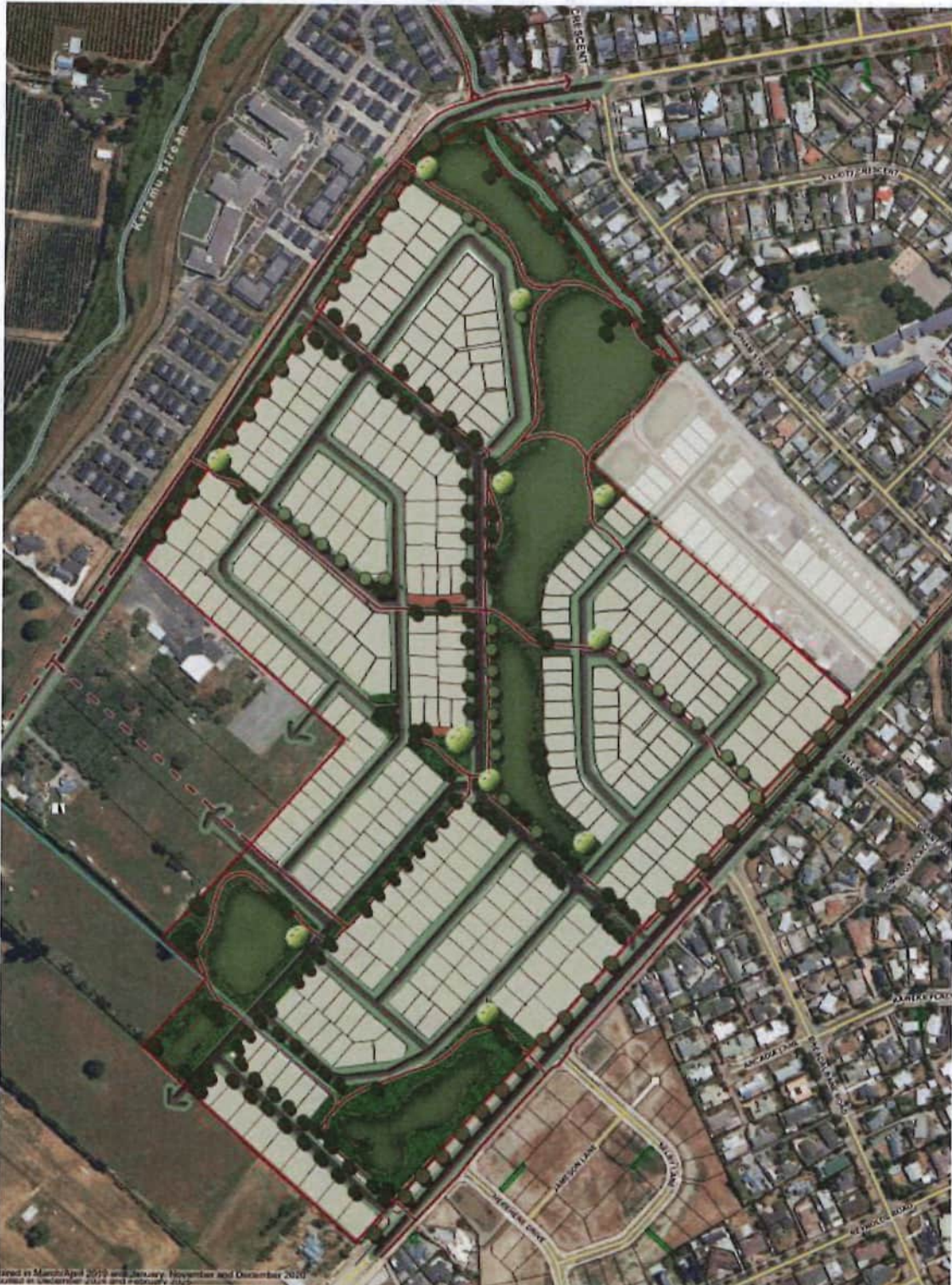
s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

ATTACHMENT 1 – PROPOSED CONCEPT PLAN (Urban Acumen, 2025)



Development Concept

s 9(2)(a)

s 9(2)(a)

The McKenna Block (3ha) at 80 and 84 Middle Road has been identified as a potential extension to CDL's FTAA referral application. CDL is engaging constructively with the landowners, and the site plan has been prepared in a flexible manner so it can accommodate either outcome of those discussions.

2.0 Policy Context

The land is zoned Plains Production under the Operative Hastings District Plan (**HDP**) and is not currently identified for urban development.

The Draft Napier–Hastings Future Development Strategy 2024–2054 (**FDS**) assessed the site as a potential growth area due to its proximity to the existing urban area and existing infrastructure corridors. As you are aware, while the technical analysis supported its suitability as a logical extension of the urban area, the site was ultimately not included in the final FDS following a closely split council decision, driven largely by differing political views on land use capability soils status of the district.

3.0 FTAA Process

CDL proposes to develop the land for residential use through the FTAA approvals pathway rather than through a traditional Council plan change process.

The initial stage involves a *Referral Application* to the Ministry for the Environment (**MfE**), followed by a *Substantive Application* to the Environmental Protection Authority (**EPA**) if referral is approved. CDL is aiming to lodge the Referral Application in the first quarter of 2026.

Once lodged, MfE will assess the proposal, and the Minister for Infrastructure will approve or decline the Referral Application to the Fast-track process. In the event that the application is accepted to the Fast-track process, CDL intend to commence preparation of a Substantive Application immediately and lodge the application with the EPA later in 2026. CDL would reengage with neighbours as part of the substantive application development process.

4.0 Proposal

The Middle Road project aims to deliver a high-quality, well-connected urban residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks.

Technical input are being provided across a range of disciplines, including planning, urban design, engineering, transport, ecology, geotechnical, archaeology, contamination and economics disciplines. Engagement is being undertaken with key stakeholders including Councils and mana whenua.

Urban Acumen has developed a proposed masterplan for Middle Road Project (**Attachment 1**). This has been developed in conjunction with expert consultants and feedback received from early engagement from key stakeholders. The Project will facilitate the development of approximately 320 – 370 dwellings (and up to 400 with the McKenna Block extension), providing additional housing capacity for Havelock North and the wider Hawke's Bay region. A local road network, pedestrian and cycling connections, and supporting three waters infrastructure will be integrated throughout the development to ensure a connected and well-serviced neighbourhood.

In terms of the rural properties interfaces, the masterplan has been developed to enable integration with the remaining parcels of land within the wider block should the urban development of your sites proceed in the future. This includes allowances for road and open space linkages to the south west.

Overall, the Middle Road project will provide additional land for housing in the region, avoid or mitigate adverse effects and ensure integration with the wider undeveloped block and existing suburban areas. We note that the masterplan will continue to evolve through the approval stages, with refinements made as further technical information and detailed design work become available.

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

From: s 9(2)(a)
To: [Redacted]
Subject: Re: CDL Land - Upcoming Fast Track Referral Application
Date: Wednesday, 18 March 2026 9:46:42 am
Attachments: Outlook-onosvfe.png

[CAUTION: This is an external email from s 9(2)(a) Please exercise with care.]

Hi there s 9(2)(a)

Thank you for meeting with me to discuss the fast-track plan and referral process for the Middle Road site.

We are broadly supportive of your application and are happy for our support to be included in the referral application.

Thanks

Ngā mihi



From: s 9(2)(a)
Sent: Tuesday, March 03, 2026 4:20 PM
To: s 9(2)(a)
Sub CDL Land - Upcoming Fast Track Referral Application

Good Afternoon s 9(2)(a)

Hope all is well.

At this stage I am next down in Havelock Wednesday the 18th of Friday the 20th if either of these dates work.

Thanks

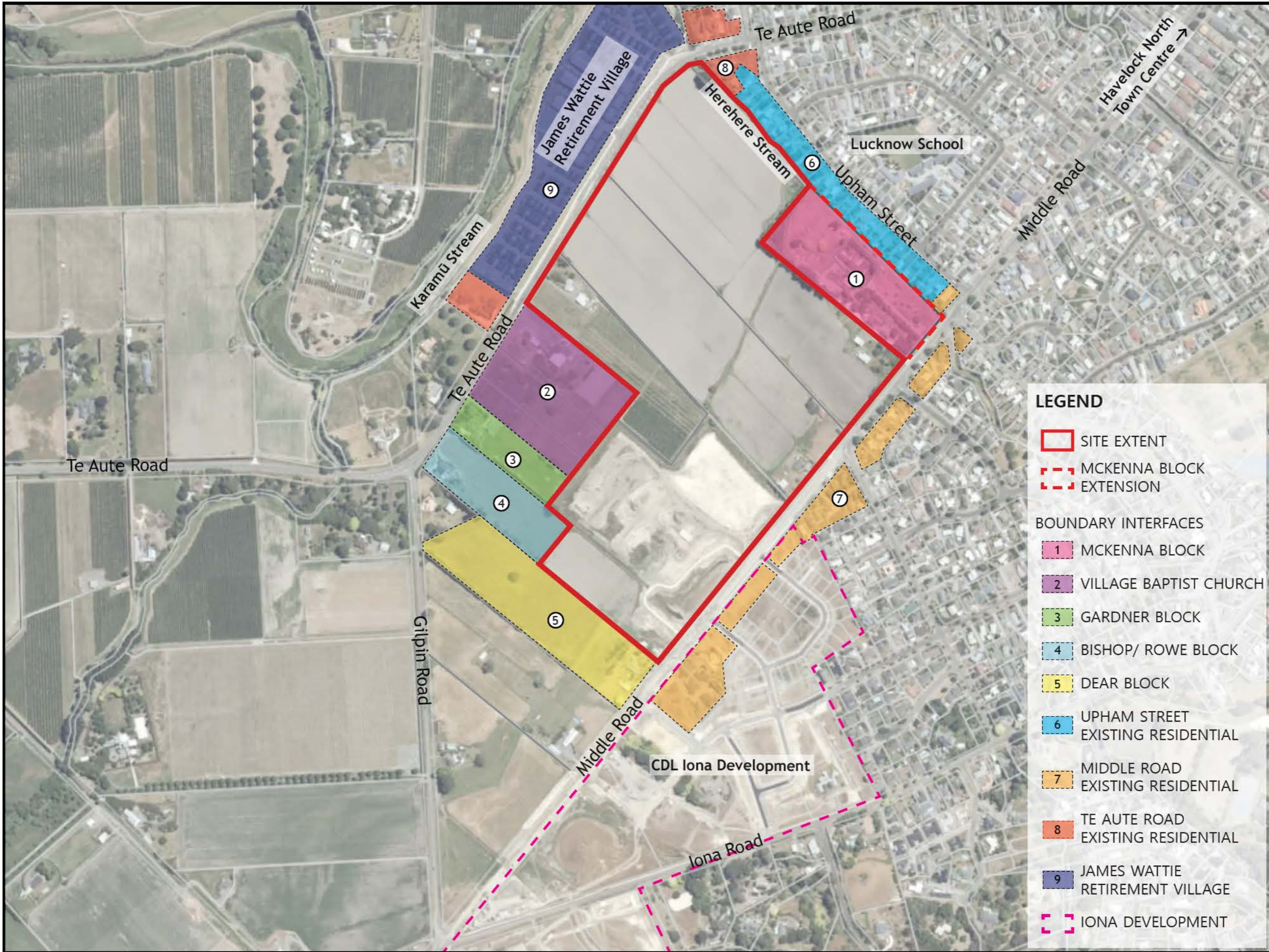
s 9(2)(a)

General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD

s 9(2)(a)



Attachment 10: List of Adjacent Properties & Landowners



LEGEND

- SITE EXTENT
- MCKENNA BLOCK EXTENSION

BOUNDARY INTERFACES

- 1 MCKENNA BLOCK
- 2 VILLAGE BAPTIST CHURCH
- 3 GARDNER BLOCK
- 4 BISHOP/ ROWE BLOCK
- 5 DEAR BLOCK
- 6 UPHAM STREET EXISTING RESIDENTIAL
- 7 MIDDLE ROAD EXISTING RESIDENTIAL
- 8 TE AUTE ROAD EXISTING RESIDENTIAL
- 9 JAMES WATTIE RETIREMENT VILLAGE
- IONA DEVELOPMENT

ADJACENT PROPERTY PLAN

LEGEND ADDRESS	OWNER
1 80 Middle Road 84 Middle Road	s 9(2)(a)
2 147 Te Aute Road	The Baptist Union of New Zealand
3 167 Te Aute Road	s 9(2)(a)
4 169 Te Aute Road	
5 150 Middle Road	
4 Upham Street	
6 Upham Street	
8 Upham Street	
10 Upham Street	
12 Upham Street	
14 Upham Street	
16 Upham Street	
18 Upham Street	
20 Upham Street	
22 Upham Street	
24 Upham Street	
26 Upham Street	
28 Upham Street	
30 Upham Street	
6 32 Upham Street	
34 Upham Street	
36 Upham Street	
38 Upham Street	
40 Upham Street	
42 Upham Street	
44 Upham Street	
46 Upham Street	
48 Upham Street	
50 Upham Street	
52 Upham Street	
54 Upham Street	
56 Upham Street	
58 Upham Street	
60 Upham Street	

LEGEND ADDRESS	s 9(2)(a)
2 Palmerston Road	
2/76 Middle Road, 1/76 Middle Road	
97 Middle Road	
99 Middle Road	
101 Middle Road	
103 Middle Road	
105 Middle Road	
107 Middle Road	
109 Middle Road	
111 Middle Road	
113 Middle Road	
7 115 Middle Road	
117 Middle Road	
1A Breadalbane Ro	
2 Breadalbane Roa	
121 Middle Road	
121B Middle Road	
123 Middle Road	
125 Middle Road	
127 Middle Road	
147 Middle Road	
149 Middle Road	
151 Middle Road	
63 Te Aute Road	
67 Te Aute Road	
69 Te Aute Road	
8 86 Te Aute Road	
88 Te Aute Road	
90 Te Aute Road	
92 Te Aute Road	
150 Te Aute Road	
9 122 Te Aute Road	

ADJACENT
PROPERTY