

31 March 2026

Jackson Bull  
General Manager/Senior Development Manager  
CDL Land New Zealand Ltd  
Level 7, 23 Customs Street East  
**AUCKLAND 1140**

Dear Jackson

## **MIDDLE ROAD PROJECT FAST TRACK REFERRAL – TRANSPORT OVERVIEW**

Flow Transportation Specialists (Flow) has been commissioned by CDL Land New Zealand Limited (CDL) to assess the transport outcomes for a Referral application under the Fast Track Approvals Act 2024 (FTAA). The project is for residential development at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North and is referred to as the 'Middle Road' project.

Our review of transport matters includes

- ◆ Briefly outlining the site location and immediate area
- ◆ Outlining the existing transport context
- ◆ An overview of the wider transport initiatives that are relevant to the Site
- ◆ Outlining the projected land use activities of the Proposal, including an overview of what the development will possibly generate in terms of vehicle trips and mode requirements
- ◆ The transport infrastructure mitigation likely to be needed to support the proposed development
- ◆ Consultation with Hastings District Council.

### **1 SITE LOCATION**

The application site is located at 92, 108, 148 Middle Road and 139 Te Aute Road in Havelock North (the Site). The Site is held in eight separate titles and consists of a combined area of approximately 30.6 hectares (ha). The Site is relatively flat and currently used for rural residential and grazing purposes with three existing dwellings. Figure 1 shows the location of the Site within the context of Havelock North.

Figure 1: The Site location (outlined in red – Source: Woods)



The adjoining interfaces of the Site can be described as follows

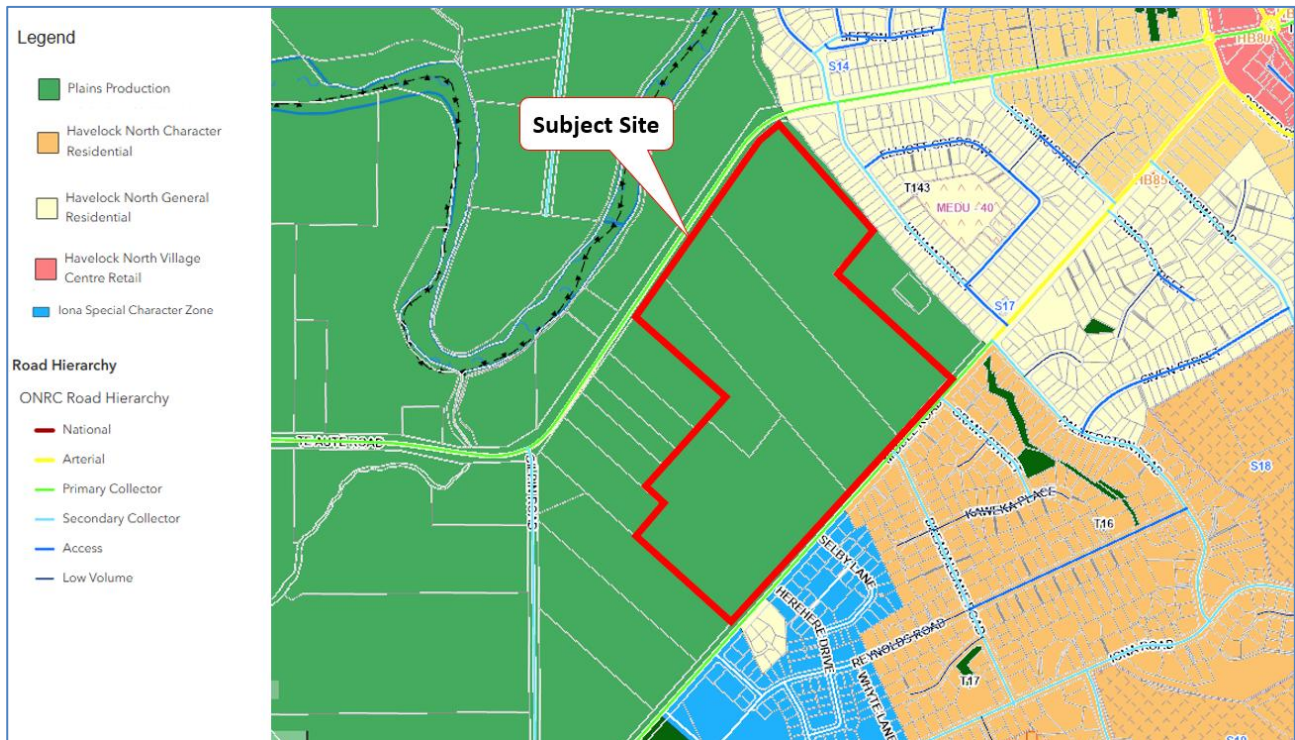
- ◆ Middle Road runs along the southeast boundary of the Site
- ◆ The rear boundaries of the residential properties on Upham Street run along the northeast boundary of the Site
- ◆ Te Aute Road runs partially along the northwest boundary of the site
- ◆ Rural residential properties and a church (Village Baptist Church) interface with the southwest and part of the northwest boundaries of the Site.

The Site is on the southwest side of Havelock North, approximately 900 m south of the town centre, which contains a range of retail and commercial uses. The wider land uses to the north, east and west of the site are predominantly suburban residential in character, with a retirement village to the northwest and larger rural landholdings to the southwest.

A separate 3.3 ha 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 zoned Plains Production. The land to the north of the Site is zoned Havelock North General Residential, and to the west Havelock North Character Residential and Iona Special Character Zone. The Site is broadly shown in Figure 2 (in red), along with the underlying zoning maps.

**Figure 2: Site Context –Middle Road Project Fast Track Referral**



The Planning Overview Report and other technical assessments prepared to support the referral application under the FTAA provides a comprehensive description of the site and its context.

## 2 CONTEXT

We have outlined the existing transport context related to the current area, which needs to be considered when assessing growth proposed by this application.

### Connectivity for vehicles

The Site is well-connected to the local and strategic transport networks. The key roads include

#### ◆ Middle Road

- Classified as a Primary Collector along the Site frontage, transitioning to an Arterial further northeast as it approaches the Havelock North town centre
- The section between Breadalbane Road and Gilpin Road has recently been upgraded to an urbanised corridor, including a shared path on the eastern side supporting the Iona development. Between Breadalbane Road and Palmerston Road, the corridor includes a footpath on the southeastern side
- From Palmerston Road towards the town centre, Middle Road assumes full Arterial characteristics, providing footpaths and on-street cycle lanes on both sides

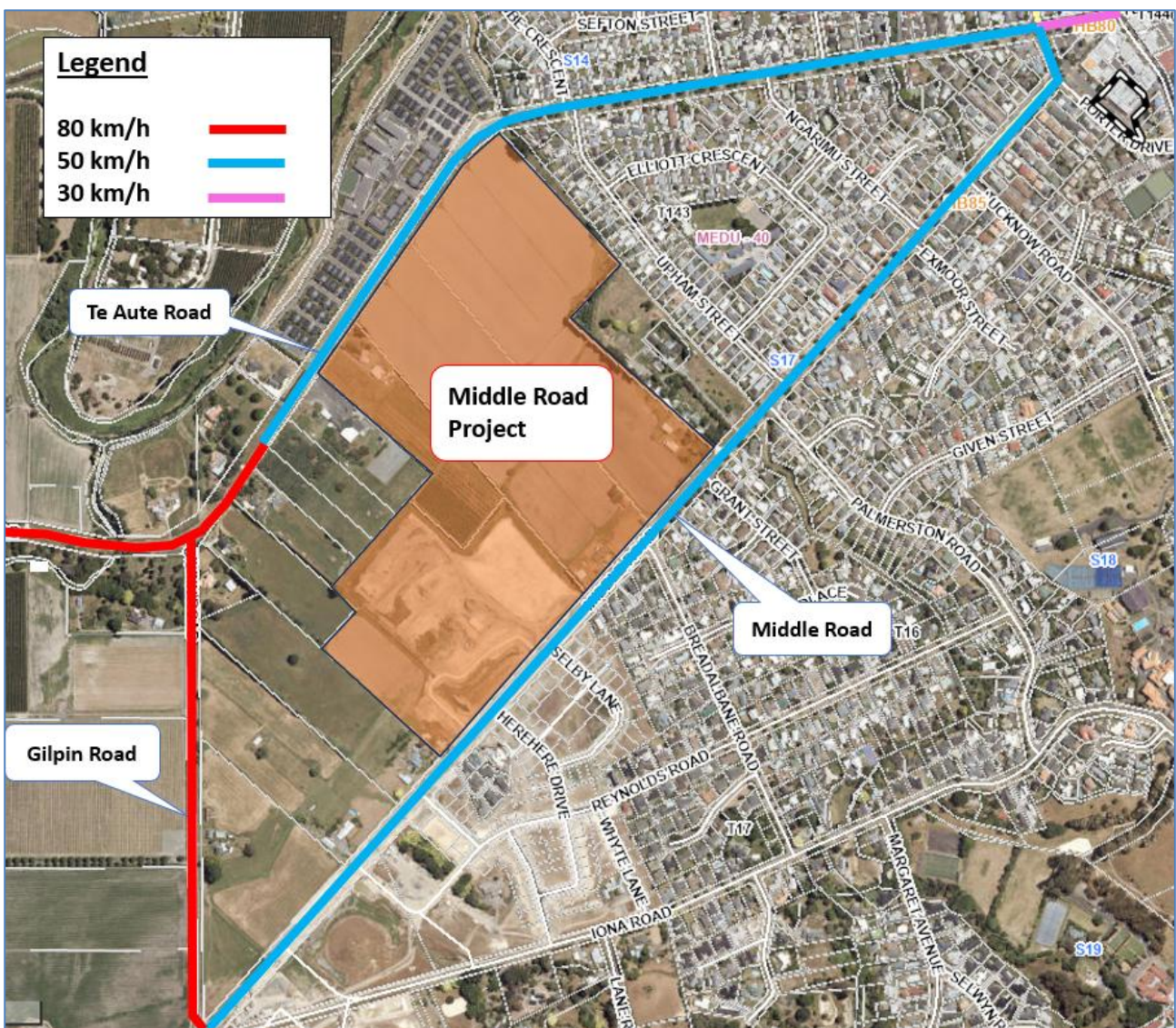
- For the majority of Middle Road's length, there is no kerb or footpath along the Site frontage, except where the Iona development's stormwater pond is located.

#### ◆ Te Aute Road

- A Primary Collector providing a direct connection to the town centre to the northeast
- The section fronting the Site has recently been upgraded in association with the James Wattie Retirement Village, including a shared path on the opposite side of the road to the Site
- Similar to Middle Road, the Site frontage on Te Aute Road currently has no kerb or footpath.

Figure 3 below shows the transport network surrounding the site, including speed limits.

Figure 3: Transport network surrounding the Site



During 2020, Middle Road carried approximately 3,650 vehicles per day (weekday average), with heavy vehicles making up 3 %<sup>1</sup>. We note that part of Middle Road is currently closed with roadworks in place, with some traffic diverted onto Te Aute Road.

During 2020, Te Aute Road carried approximately 3,370 vehicles per day (weekday average), with heavy vehicles making up 6 %<sup>2</sup>.

### Connectivity via walking and cycling

Walking and cycling facilities immediately fronting the Site are currently limited, reflecting the area's rural character. Notwithstanding this, Te Aute Road includes a kerbed shared path on the opposite side of the carriageway, which connects into the wider footpath network just north of the Site and provides continuous access to the town centre.

Middle Road has recently been upgraded to an urban cross-section between Breadalbane Road and Gilpin Road, now providing kerb and channel on both sides of the road, together with a shared path on the opposite side. North of Breadalbane Road, the corridor remains urbanised, with kerb and channel, on-street cycle lanes, and a footpath on the opposite side of the road. From the intersection with Upham Street towards the town centre, Middle Road provides footpaths on both sides.

There are informal public walking tracks alongside the Herehere Stream, both north and south of the Site, that also connect through to the Karamu Stream.

### Connectivity via Public transport

A map of the wider area public transport network in the vicinity of the Middle Road Project area is shown in Figure 4.

The neighbouring area is served by Route 1 (It is now an extension of the previous Route 21, and came into effect on 25 January 2026), which provides scheduled public transport between Napier, Hastings and Havelock North. The service operates on weekdays, weekends, and public holidays (with the Saturday timetable applying on public holidays, and no services operating on Christmas Day or Good Friday).

On weekdays, services operate from approximately 6:15 am to around 6:05 pm, with buses generally running every 30 minutes through most of the day, providing a relatively frequent connection between Napier, Hastings and Havelock North.

The route travels from Dalton Street in Napier, generally following Raffles Street, Wellesley Road, Kennedy Road, Gloucester Street, Lee Road, Waiohiki Road, Links Road, the Hawke's Bay Expressway,

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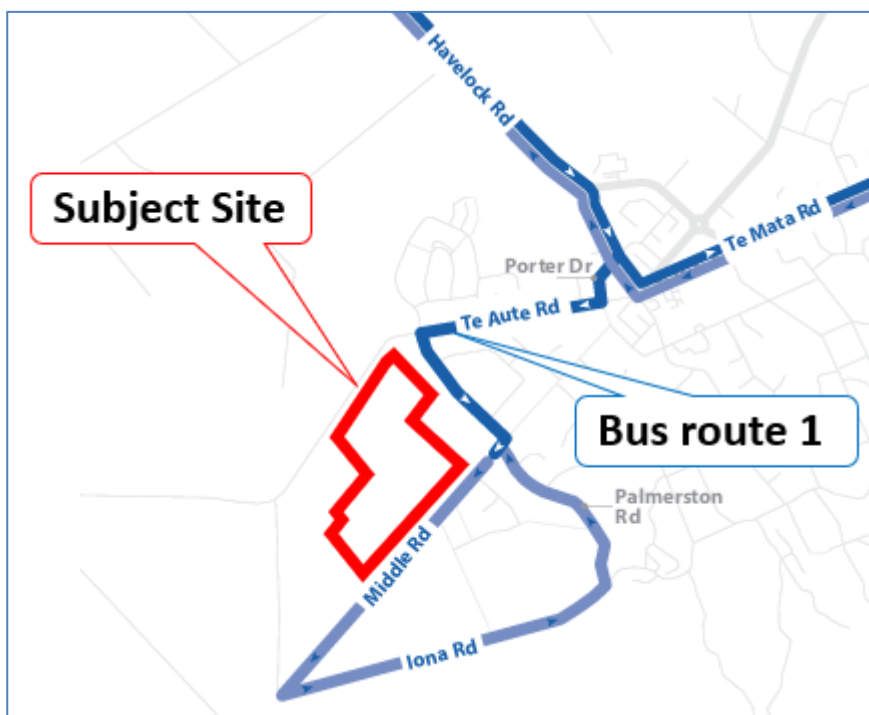
<sup>1</sup> <https://www.hastingsdc.govt.nz/services/roads-and-streets/traffic-volumes/> - 2020 counts between Palmerston Road and Grant Street

<sup>2</sup> <https://www.hastingsdc.govt.nz/services/roads-and-streets/traffic-volumes/> - 2020 counts between Upham Street and Lipscombe Crescent (West)

Evenden Road, Percival Road, Lyndhurst Road, Nottingley Road and Omaha Road, before continuing through Hastings via Heretaunga Street West, Nelson Street North, St Aubyn Street, Market Street North, Queen Street East, Russell Street, and Eastbourne Street. From Hastings the service continues to Havelock North via Hastings Street South, Heretaunga Street East, Havelock Road and Te Aute Road, before circulating through the Havelock North area via Porter Drive and Te Mata Road, with buses alternating every second trip between the Arataki Road corridor and the Middle Road / Iona Road corridor.

On Saturdays, services operate approximately hourly between around 7:40 am and 5:40 pm from Napier, following the same general alignment between Napier, Hastings and Havelock North. On Sundays, services operate at reduced frequency, with approximately six trips per day between the centres.

**Figure 4: Public transport network in the wider area near the Middle Road Project area**



### 3 FUTURE TRANSPORT INITIATIVES

#### 3.1 iWay and the Hawkes Bay Regional Cycle Plan

The iWay programme is an active modes development initiative run by the collaboration of the Hawke's Bay, Napier, and Hastings Councils to create an extensive combined shared walking and cycling network in Hawke's Bay. These walking and cycling routes are intended to be safe active mode routes that provide commuters with an alternative to the existing vehicle routes and link various communities.

The iWay network map showing the various walking and cycling routes available in Havelock North is shown in Figure 5.

Figure 5: iWay Network Map



The Hawke's Bay Regional Cycle Plan seeks to build on the existing and planned iWay network within the Hastings and Napier districts. The priorities of this plan include

- ◆ investigate improvements to connectivity between towns in the region, in particular Havelock North to Waipawa
- ◆ promote cycling in schools, including any necessary infrastructure improvements for safe routes to school
- ◆ promote cycling as an option for transport, particularly commuting
- ◆ correct safety issues on existing networks
- ◆ maintain existing networks to a high standard and maximise use through effective promotion
- ◆ cycle tourism.

Middle Road, in the vicinity of the Middle Road Project is identified as a cycle-friendly and on-road cycle path route that leads to the Havelock North town centre and an off-road cycle path leading towards the southwest.

### 3.2 Future public transport upgrades

Hawke's Bay Regional Council has adopted the Regional Public Transport Plan 2025–2035, which sets out a new bi-directional bus network for Hastings and Havelock North. The network is scheduled for roll-out from January 2026, though initial service levels are likely to be comparable to current services, with frequency or span increases only possible if and when additional funding and infrastructure become available.

Accordingly, any proposed public transport services for new developments (such as the Middle Road Project, or along Te Aute Road / Middle Road) remain subject to confirmation (their feasibility depends on demonstrated demand and completion of necessary infrastructure). The Middle Road Project is likely to be a catchment that will be addressed by future public transport routes, with Middle Road or Te Aute Road as a key road for buses.

### 3.3 Iona Development project

The Iona Development is a major greenfield residential growth area on the south-western edge of Havelock North, led by CDL under a Council-approved structure plan. The project delivers a mix of low-, medium- and large-lot residential neighbourhoods supported by new transport, three-waters, and open-space infrastructure. As part of the development, new road connections have been constructed, with rural road frontages being urbanised, supported by upgraded carriageways, footpaths, and services.

Given its proximity to the Site, the design of the Middle Road Project will consider and integrate with the Iona Development, ensuring alignment with the established road hierarchy, pedestrian and cycling links, and the emerging urban character along the Iona Road corridor. These details will be addressed through the substantive application.

## 4 HOW THE MIDDLE ROAD PROJECT ALIGNS WITH THE RELEVANT TRANSPORT STRATEGIES

Land-use and transport planning in New Zealand continues to emphasise integrated, efficient, and safe transport systems that support well-functioning urban environments. National and local policy documents consistently promote development in locations that reduce reliance on private vehicle travel, support active modes, and enable efficient use of existing infrastructure. The key themes relevant to this project include

- ◆ enabling well-functioning urban environments by locating growth in areas with good access to centres, schools, and community facilities (NPS-UD)
- ◆ supporting mode shift and reducing greenhouse gas emissions through compact development patterns and improved access to active modes and public transport (NPS-UD Objective 8)

- ◆ improving safety and resilience, and ensuring value for money in transport investment (GPS 2024)
- ◆ reducing pressure on the wider regional transport network by strengthening development near existing centres, where walking, cycling, and public transport can be more readily supported (Hawke’s Bay RLTP 2024–2034)
- ◆ integrating land use and transport and promoting safe, efficient access and movement networks for new development (Hastings District Plan)
- ◆ aligning transport outcomes with strategic growth patterns, even where specific areas were not included as greenfield locations, provided developments can demonstrate safe, connected, and efficient movement systems (Napier-Hastings Future Development Strategy 2025).

#### 4.1 National Policy Statement on Urban Development (NPS-UD)

The Middle Road site is well placed relative to the Havelock North town centre, local schools, neighbourhood shops, and existing cycling connections. This supports Objective 3 and Policy 1 by enabling a well-functioning urban environment where people can meet daily needs through short trips, including walking and cycling. The project also aligns with Objective 8, which seeks to reduce greenhouse gas emissions by supporting urban forms that shorten trip lengths and reduce car dependency.

#### 4.2 Government Policy Statement on Land Transport 2024 (GPS 2024)

GPS 2024 emphasises economic productivity, resilience, safety, and value-for-money investment. The Middle Road Project aligns with these outcomes by

- ◆ providing a safe and efficient access layout that integrates with the surrounding road network
- ◆ supporting a local transport pattern where residents can undertake short, low-impact trips instead of relying on longer regional movements
- ◆ avoiding undue pressure on arterial parts of the network by locating growth close to the Havelock North centre.

#### 4.3 Hawke’s Bay Regional Land Transport Plan (RLTP 2024–2034)

The RLTP promotes development patterns that reduce pressure on the regional network and enable access by active modes and public transport. The Middle Road site meets this direction by:

- ◆ being located immediately adjacent to the existing urban edge
- ◆ enabling walking and cycling access to key destinations in Havelock North
- ◆ supporting a transport system that reduces demand for longer car trips between settlements.

#### 4.4 Hastings District Plan (HDP)

The HDP’s transport-related provisions (particularly Section 2.4 Urban Strategy and Section 2.5 Transport Strategy) seek

- ◆ a safe and efficient district transport network

- ◆ reduced intrusion of through-traffic into residential streets
- ◆ increased use of active modes
- ◆ integration of transport and subdivision design.

The Middle Road Project supports these outcomes by providing a connected internal road layout, safe access arrangements, and walkable connections that integrate with the surrounding network. The Iona Structure Plan and associated Special Character Zone, immediately south of the site and developed by CDL, also set a precedent for urbanising former rural road frontages and delivering interconnected neighbourhoods. The Middle Road Project design will connect and integrate with Iona, including alignment of access, walking/cycling links, and street character.

#### 4.5 Napier–Hastings Future Development Strategy (FDS 2025)

Although Middle Road is not included as a mapped greenfield growth area, the proposal demonstrates the transport characteristics of a well-functioning neighbourhood, consistent with the FDS principles. In particular:

- ◆ safe and efficient vehicle access can be achieved
- ◆ the internal layout supports walking and cycling connectivity
- ◆ the surrounding network can accommodate expected trip generation with appropriate design
- ◆ the site is well located relative to the existing Havelock North urban area.

Accordingly, from a transport perspective, the omission of Middle Road from the FDS’s greenfield areas does not affect the site’s ability to operate as a well-functioning urban neighbourhood. The proposal achieves the transport principles underpinning the FDS despite its exclusion from mapped growth areas.

#### 4.6 Regional Public Transport Plan (RPTP 2025–2035)

The RPTP sets out a transition to a new bi-directional bus network for Hastings and Havelock North, with implementation expected from January 2026, subject to funding and infrastructure readiness. Initial bus services are expected to operate at current service levels, with potential for improved frequency or span in later years.

The Middle Road site is well positioned to benefit from, and support, this network over time. Its proximity to existing Route 21 and future planned services reinforces the project’s alignment with the RPTP objective of enhancing public transport accessibility and supporting growth near established centres.

## 5 FAST TRACK REFERRAL PROPOSAL

### 5.1 Overview

The Middle Road project will provide for the residential subdivision of the site to enable the development of approximately 300 to 350 lots. The intended subdivision layout will provide for a range

of lot sizes to enable conventional residential development along with medium density development opportunities.

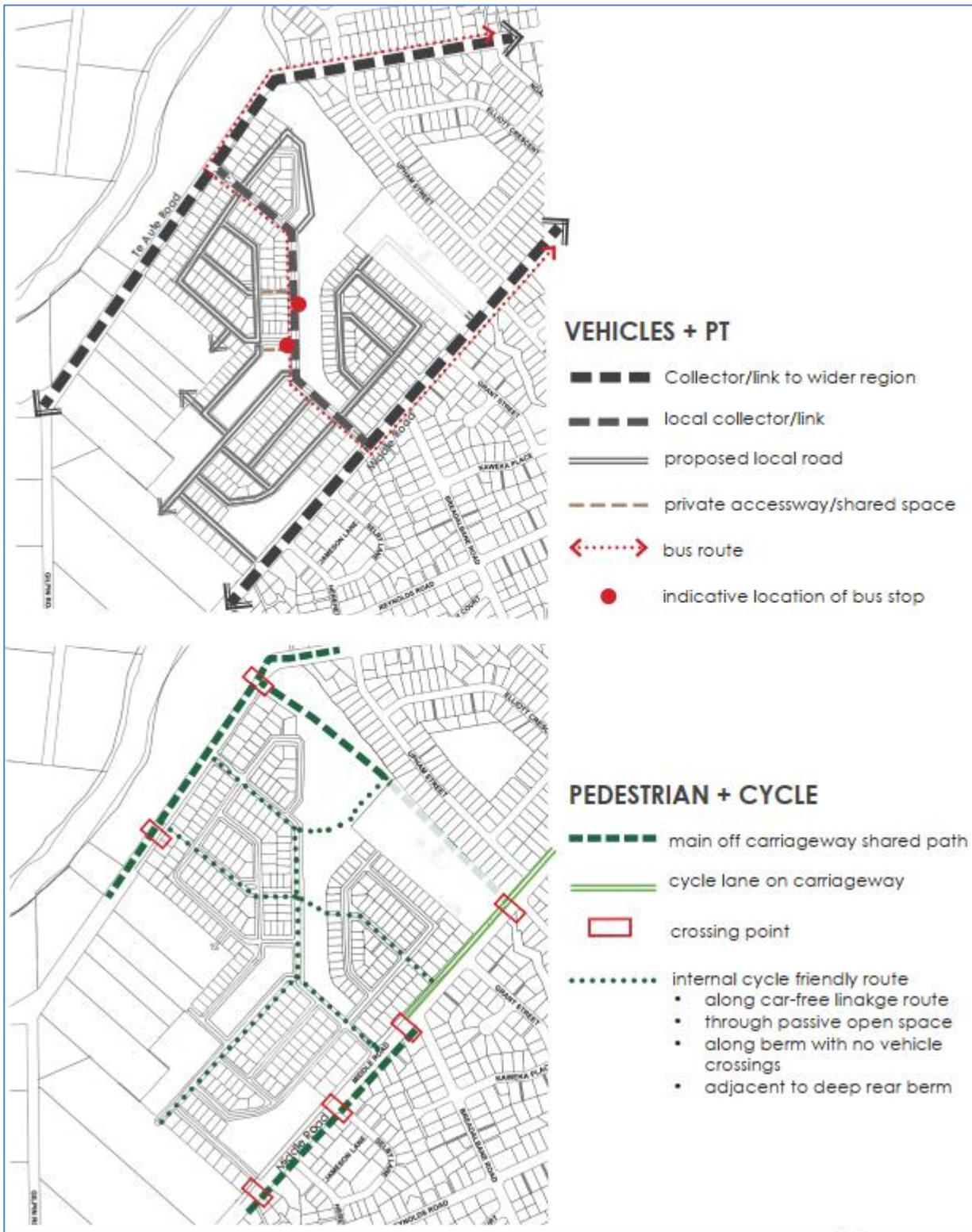
To accompany this referral application, an indicative concept plan has been developed to provide proof of concept for the proposed residential subdivision. The plan confirms that a functional transport network can be achieved. All road layouts presented in this referral application are indicative only. Detailed design will be undertaken as part of the substantive application and may result in refinements to the road location, geometry and configuration, developed in collaboration with relevant stakeholders at that time.

A map of the Middle Road Project is shown in Figure 6, outlining the indicative general boundaries of residential activities. Figure 7 shows an indicative roading plan for the Middle Road Project.

Figure 6: Indicative Concept Plan of the Middle Road Project



Figure 7: Indicative Roading Plan for the Middle Road Project



The Middle Road Project includes the following elements

- ◆ About 15 % (40 to 50) large lots (600 m<sup>2</sup> plus)
- ◆ About 50 % (160 to 180) medium lots (400 - 600 m<sup>2</sup>)
- ◆ About 35 % (110 to 130) small lots (300 – 400 m<sup>2</sup>)

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- ◆ Construction of roads/intersections that are proposed to be vested to Council
  - a new intersection with Te Aute Road
  - Approximately two new intersections with Middle Road and a local road to serve the large lot block
  - A series of collector and local roads on the Site
  - Both on and off-road public shared paths and footpaths connecting the Middle Road Project internally and to the existing active mode network along Te Aute Road and Middle Road
- ◆ Construction of private transport infrastructure internal to the Site including
  - a series of Jointly Owned Access Lots (JOALs)/Right Of Ways (ROW)
  - a network of internal footpaths and an off-road cycleway and pedestrian path.

## 5.2 Trip Generation

To understand the likely anticipated effects of the Middle Road Project, we have outlined the predicted traffic that will be generated (noting that this is based on the indicative yield). A full assessment will be set out in a comprehensive Integrated Transport Assessment that supports the substantive application.

For residential dwellings, the RTA “Guide to Traffic Generating Developments” (RTA Guide<sup>3</sup>) contains trip generation rates, being 0.85 vehicle trips per dwelling. The vehicle trip rates we have adopted are the same as the RTA Guide rates.

We note that the specific effects of this trip generation on external intersections will be addressed through the substantive application, including any mitigation measures required to address capacity/safety issues identified.

### 1.1.1 Peak hour vehicle trip generation

The anticipated trip generation of the Proposal is summarised in Table 1. This shows the predicted number of hourly trips during the morning and evening commuter periods, without any internalisation factors considered. With the Site anticipated to be residential, we anticipate minimal internalisation of trips. Accordingly, a conservative assumption has been made that all trips are assumed to travel on the surrounding transport network.

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<sup>3</sup> The Road and Traffic Authority of New South Wales (RTA), *Guide to Traffic Generating Developments, Version 2.2*

**Table 1: Weekday peak hour trip generation**

Activity	Size	Peak hour vehicle trip rate		Trip generation (vph)	
		Morning	Evening	Morning	Evening
Residential lot	300-350 units	0.85 / dwelling	0.85 / dwelling	255-298	255-298
<b>Total</b>				<b>255-298</b>	<b>255-298</b>

## 6 OPPORTUNITIES

Opportunities exist that will help manage traffic demand and the effects of development on the immediate and wider transport network.

Proposed infrastructure improvements (ie physical interventions) that provide travel choice and reduce the reliance of private vehicle travel in the immediate area include walking and cycling connections, both on and off road, that connect to the existing active mode network at Te Aute Road and Middle Road, as well as an opportunity for a future bus route through the Middle Road Project area.

A key opportunity of the Middle Road Project is its close proximity to existing community and education facilities, including a school and kindergarten, and its location (some 900 m) from the Havelock North town centre. This supports the characteristics of a well-functioning urban environment, as required by the NPS-UD, by enabling residents to undertake many daily trips by walking or cycling rather than relying on private vehicles. The location, therefore assists in achieving compact, low-emission urban form and aligns with national transport and land-use goals promoting accessibility and reduced trip lengths.

Proposed infrastructure improvements that improve accessibility and safety for all road users include the upgrade of Te Aute Road and Middle Road fronting the Site, which provides for a safer transportation system. Interventions that will be included in the substantive application assessment include urbanisation of these roads fronting the Site and the introduction of new facilities for pedestrians, cyclists.

## 7 CONSULTATION

From a transportation perspective, engagement with Council (HDC and HBRC) has occurred

- ◆ An initial engagement session with HDC (13 November 2025)
 

There were no specific transport matters raised with HDC's transport representative, noting that there were no major issues and that the details will be key
- ◆ A transport focussed meeting with HDC (27 November 2025)
 

We reviewed the Middle Road Project Draft Concept Plan and discussed the proposed roading layout, pedestrian/cycle connections, and integration with the surrounding network, including the Iona development. Key topics included the east–west spine road, road hierarchy, speed limits, parking provision, and opportunities for landscaping and street amenity. We also considered

public transport access, school traffic, and wider connectivity, noting that the concept plan provides a safe, efficient, and well-connected framework.

Overall, the discussion confirmed that the proposed layout aligns with HDC's transport objectives and will inform the detailed design at the substantive application stage.

- ◆ An engagement session with HBRC (11 December 2025)

We provided HBRC with a high-level overview of the Middle Road Project. Transportation-related discussions focused on active mode connectivity, links to neighbouring land, and potential public transport provisions.

HBRC's transport representative noted that the proposed road connecting Te Aute Road and Middle Road presents an opportunity to route a bus service through the project area. This could include local bus stops serving the wider area, such as the James Wattie Retirement Village, within a 400 m catchment. In turn, this may help relieve pressure on the existing Upham Street operation. We agreed that this opportunity exists and that the project can likely accommodate the provisions needed to enable such a route. It was also noted that the planned Bus Route 1 (as identified in the RPTP 2025–2035) is expected to commence operations toward the Iona Development area in late January 2026.

In terms of active modes, HBRC highlighted the importance of providing a connection to the James Wattie Retirement Village to support future uptake of public transport. In summary, we have informed Council's (HDC and HBRC) traffic representative of CDL's intent to pursue a Fast-track referral application for the Middle Road Project and have outlined that we will work constructively with them when preparing the substantive application. This will build on the consultation and engagement the project team has already had with subject matter experts from the local authorities.

- ◆ HDC Feedback letter (18 March 2026)

HDC's review generally supports the proposal's on-site transport and accessibility intent, including the creation of a more urbanised frontage to Te Aute Road and Middle Road with kerb and channel, footpaths, and potential for a future passenger transport route through the development. However, HDC considers the key shortcoming to be that the Transport Overview is largely limited to site-specific effects and does not assess the wider network impacts of the additional traffic, particularly at intersections within the Havelock North Village area. In HDC's view, this broader network assessment will be necessary and could be informed by updating previous modelling undertaken for the Iona Middle development / Havelock North Village area.

We note that the capacity assessment of external intersections will be addressed through the substantive application, including any mitigation measures required to address capacity/safety issues identified. Based on current information, it is not anticipated that there will be any significant transport capacity constraints that could not be appropriately mitigated to enable development of the Site.

- ◆ HBRC's Feedback letter (27 March 2026)

HBRC's review is supportive of the transport assessment and considers it to be a thorough appraisal of the proposal's transport effects. In particular, HBRC notes that the assessment

appropriately addresses alignment with relevant regional and national transport policy, including the RLTP, RPTP, GPS and NPS-UD, and recognises the proposal's support for increased walking and cycling uptake. HBRC also notes that earlier feedback regarding the opportunity to provide a bus route through the site, via a connection between Te Aute Road and Middle Road, has been incorporated, along with reference to the new bus network introduced on 25 January 2026. Overall, HBRC considers the assessment to be well aligned with the Regional Council's transport planning framework.

## 8 CONCLUSIONS

Based on the analysis of the high level indicative concept plan, described in this report, the Middle Road Project will enable activities that can operate safely and efficiently from a transportation perspective. We note that

- ◆ The Middle Road Project involves the development of approximately 300 to 350 dwellings
- ◆ The Middle Road Project aligns with national and local transport and urban development objectives by supporting a well-functioning urban environment close to Havelock North town centre, schools, shops, and cycling connections. It enables safe walking and cycling, reduces reliance on private vehicles, and supports a compact settlement pattern, consistent with the NPS-UD and GPS 2024. At the regional and district level, it provides a connected internal road network, integrates with the adjacent Iona Development, and reduces pressure on the wider transport system. The site is also well positioned to support existing and future public transport services, including Route 1 and the planned RPTP network
- ◆ The Middle Road Project presents several opportunities to manage traffic demand and support a well-functioning urban environment. Its close proximity to schools, a kindergarten, and the Havelock North town centre (approximately 900 m) enables many daily trips to be undertaken by walking or cycling, reducing reliance on private vehicles and supporting a compact, low-emission urban form. Proposed infrastructure improvements, including upgraded Te Aute and Middle Roads, potential bus route and stops through the area, on- and off-road walking and cycling connections, and enhanced pedestrian and cyclist facilities, will improve accessibility, safety, and integration with the existing active mode network, contributing to more sustainable travel choices
- ◆ Consultation has occurred with various parties, including HDC and HBRC, and this will continue through the substantive application.

We are of the view that the transport effects of the Middle Road Proposal can be appropriately managed.

A comprehensive Integrated Transport Assessment will support the substantive application. This will be informed by detailed design as the project evolves and will outline the transport implications of development and any necessary mitigation to address any effects identified.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gerhard van der Westhuizen', with a long horizontal flourish extending to the right.

Gerhard van der Westhuizen  
PRINCIPAL TRANSPORTATION ENGINEER

Reference: \\flownz.local\Shares\Projects\CDLL\003 Middle Road Fast Track\4.0 Reporting\L2A260331 Middle Road Fast Track Referral Transport Memo Final.docx – Gerhard van der Westhuizen

Included: Statement of Qualifications and Experience

## EXPERIENCE AND QUALIFICATIONS

My full name is Lukas Gerhard van der Westhuizen. I am a Principal Transportation Engineer at Flow Transportation Specialists Limited. I have held this position since May 2023.

I hold a Bachelor of Engineering (Civil) from the University of Pretoria, South Africa (2017). Before joining Flow, I was employed by Stantec New Zealand from August 2019, where I held a Senior Transportation Engineer position and the acting Team Leader role for Transport Advisory (Auckland). I am a member of the Engineering New Zealand Transportation Group.

I have over 10 years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with plan changes, integrated transport assessments, development consenting, and Notices of Requirement.

I have been involved with a number of plan changes and resource consent applications. I provided similar assistance for these planning processes, including review, assessment of transport effects and guidance on the relevant transport planning provisions and reporting, and the conceptual design of roading infrastructure associated with these projects. This work has included

- ◆ Plan changes including Private Plan Changes 43, 70, 72 in Auckland; Private Plan Change 81 in Dargaville and Private Plan Changes 83 and 85 in Mangawhai
- ◆ Substantive Fast-Track applications, including the Arataki Fast Track project, which has recently been approved
- ◆ Resource consent application reviews for the public sector in Whangarei<sup>4</sup>, Auckland<sup>5</sup> and Kaipara<sup>6</sup>
- ◆ Resource consent applications for the private sector for various developments<sup>7</sup> in Auckland.

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

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<sup>4</sup> 406 Kamo Road (Gull Fuel Station); Sands Road residential subdivision; 54-56a Goerge Street residential subdivision and Kiripaka Road residential subdivision.

<sup>5</sup> Various residential and billboard resource consents.

<sup>6</sup> 28 & 48 Old Waipu Road residential development; Mangawhai Central residential development and 344 SH12 Brynderwyn industrial development.

<sup>7</sup> Multiple residential developments in Waiata Shores (Te Napi Drive), Takanini; Various industrial developments in the Auckland Airport Precinct (Te Kapua Drive and Maurice Wilson Drive); an industrial development in Favona (Savill Drive) and an industrial development in Wiri (Puaki Drive).