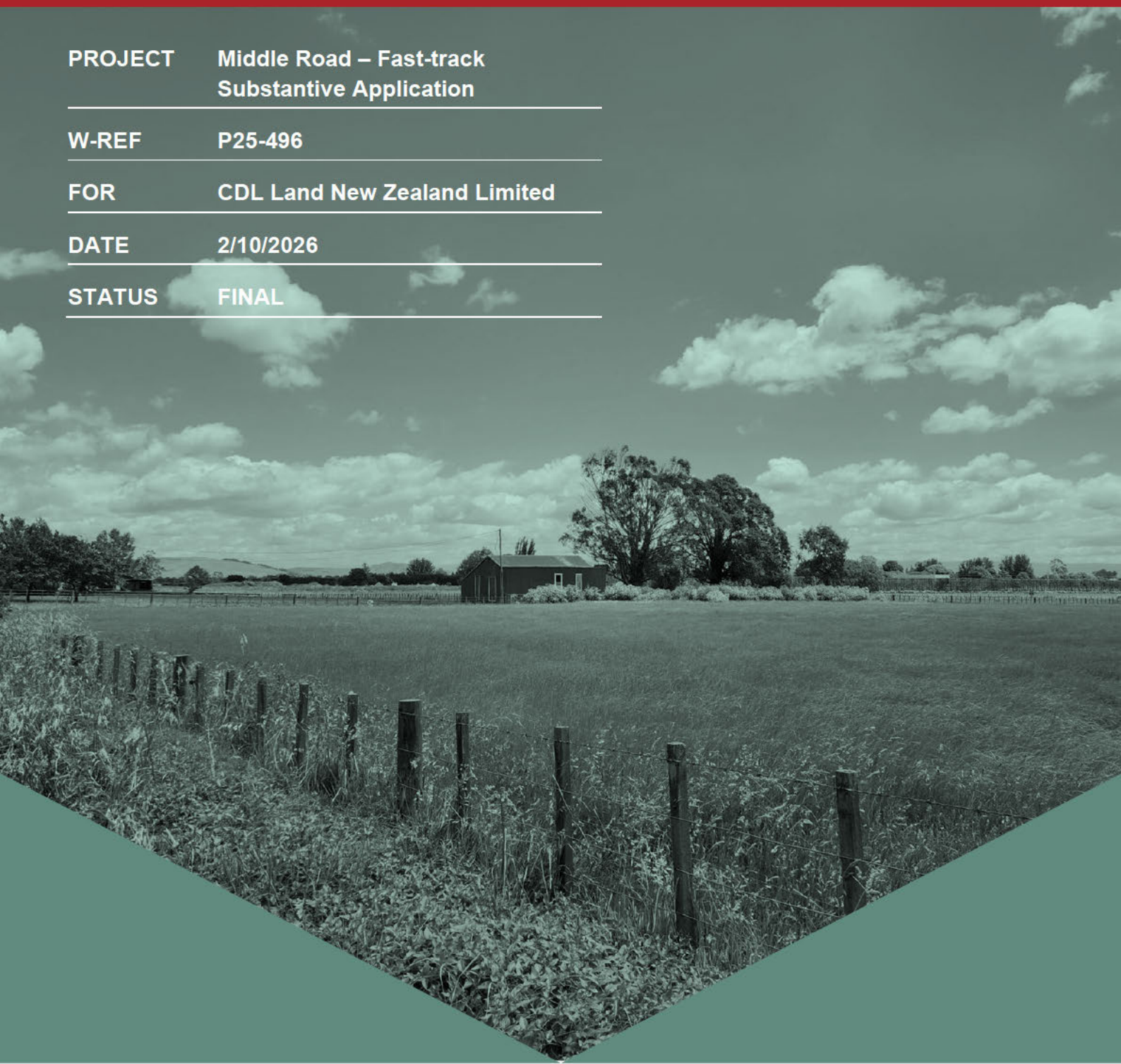
WOODS

MIDDLE ROAD CONSULTATION REPORT

PROJECT	Middle Road – Fast-track Substantive Application
W-REF	P25-496
FOR	CDL Land New Zealand Limited
DATE	2/10/2026
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Statement of Qualifications & Experience

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

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

I confirm that, in my capacity as an author and approver 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.

Fergus McArthur – Senior Intermediate 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 over five years of professional experience in urban planning and urban design, including previous roles as an Urban Planner and Urban Designer at Harrison Grierson and my current role at Woods. My experience includes masterplanning, structure plan design, urban design assessments, preparation of urban design guidelines, and multidisciplinary project coordination.

I have had recent experience working on Fast Track Applications, including as part of the project team for the Arataki Fast-Track Project and, as Project Manager for the Middle Road Referral application. This has included coordinating specialist inputs, leading engagement with councils and other stakeholders, and contributing to the development and refinement of the project masterplan.

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.

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

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

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

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

I confirm that, in my capacity as 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**) Substantive Application lodged under the Fast-track Approvals Act 2024 (**FTAA**). It documents the engagement undertaken by the CDL Land New Zealand Limited (**CDL |Applicant**) in preparing the proposal and outlines how consultation has informed the development of the Project, including the final design response and supporting technical assessments.

1.2 Report Purpose

The purpose of this report is to provide an overview of the consultation undertaken by CDL in preparing the substantive application for the Middle Road Project under the FTAA. It identifies the parties engaged with throughout the referral and substantive application phases and outlines the nature and extent of that engagement.

This report summarises the key issues and themes raised through consultation and describes how stakeholder feedback has informed the development of the Project, including refinement of the concept design, technical assessments, infrastructure responses, and proposed mitigation measures that form part of the substantive application.

The purpose of this report is to demonstrate that consultation has been appropriately undertaken in accordance with the FTAA and that stakeholder feedback has been meaningfully considered through the development of the application. The report is intended to provide the Environmental Protection Authority (**EPA**) appointed Expert Consenting Panel with a clear understanding of:

- the consultation undertaken;
- the key matters raised through engagement;
- how those matters have informed the proposal; and
- how the final form of the proposal responds to stakeholder feedback and identified issues.

This report should be read in conjunction with the Planning Report and supporting technical assessments lodged as part of the substantive application. Those documents collectively address the Project description, planning framework, assessment of effects, and proposed mitigation measures, and provide the broader context within which consultation has informed the development of the proposal.

1.1 FTAA Consultation Requirements

The consultation requirements relevant to a substantive application for a referred project are contained within clause 6(1)(e) of Schedule 5 of the FTAA.

Clause 6(1)(e) requires the assessment of environmental effects to identify persons who may be affected by the activity and to include any response to the views of persons consulted, including iwi or hapū consulted in relation to the proposal.

The consultation undertaken for the Project has been proportionate to the scale and complexity of the proposal and reflects the collaborative and iterative approach adopted by the Applicant throughout preparation of the substantive application.

1.2 Consultation Approach

Consultation for the Middle Road Project commenced in October 2025 during preparation of the referral application and has continued throughout preparation of the substantive application. From the outset, CDL adopted an early and collaborative approach so that feedback could inform the Project as the masterplan and supporting technical assessments were being developed.

The referral phase involved a substantial programme of engagement with Hastings District Council (**HDC**), Hawke's Bay Regional Council (**HBRC**), mana whenua, and relevant government agencies. This included pre-application and technical meetings, site visits and hui, correspondence, and the circulation of draft technical reports to HDC and HBRC for review ahead of referral lodgement. This early engagement helped identify the principal matters requiring further investigation and refinement. Feedback received was used to refine the concept design and establish the technical workstreams to be progressed through the substantive application.

Following referral of the Project, the consultation programme continued and became more detailed as the proposal progressed from a concept-level design to Final Masterplan through the Substantive Application. Engagement with HDC and HBRC included further technical meetings, circulation and review of updated specialist reports, and direct discussion between relevant technical experts. Engagement with mana whenua also continued, including preparation of a Cultural Impact Assessment and collaborative discussions on the Herehere Stream, freshwater, ecology, cultural monitoring and archaeological matters.

Engagement with neighbouring landowners has also now been undertaken as part of the Substantive Application. Project information was provided to a wider group of urban neighbours, while more detailed and property-specific engagement continued with the mixed rural and open rural interfaces. Engagement was also undertaken with the Ministry of Education and Health New Zealand regarding the potential implications of the Project for social infrastructure and services.

The consultation process has therefore been continuous and iterative. Feedback has been reviewed by the wider Project team and has either informed design refinement, further technical assessment or mitigation.

The key objectives of the consultation process have been to:

- introduce the Project and explain the proposed development and Fast-track process;
- obtain early and ongoing feedback on environmental, cultural, infrastructure, servicing, transport, planning and interface matters;
- identify technical issues and constraints requiring further investigation;
- understand stakeholder interests, expectations and operational requirements;
- test and refine the Project design and supporting technical assessments; and
- inform the mitigation measures, management responses and approvals sought through the substantive application.

CDL acknowledges the time and input provided by stakeholders throughout both the referral and substantive application phases and intends to continue engagement where required as the Project progresses through detailed design, subsequent approvals and implementation.

1.3 Stakeholders Consulted

Consultation has been undertaken with a range of stakeholders relevant to the Middle Road Project, having regard to the nature and scale of the proposal, the approvals sought, and the potential interests and responsibilities of affected parties and agencies.

Table 1 below identifies the key stakeholders engaged as part of preparation of the substantive application and the corresponding sections of this report where a summary of that consultation is provided.

Table 1: Stakeholders Consulted for the Middle Road Project

Stakeholder Group	Stakeholder	Report Section
Local Authorities	• Hawke's Bay Regional Council (**HBRC**) • Hastings District Council (**HDC**)	Section 2
Mana Whenua	• Ngāti Kahungunu Iwi Incorporated (**NKII**) • Tamatea Pōkai Whenua (**TPW**)	Section 3
Central Government Agencies	• Environmental Protection Authority (**EPA**) • Department of Conservation (**DOC**) • Heritage New Zealand Pouhere Taonga (**HNZPT**) • Ministry of Education (**MoE**) • Health New Zealand (**Health NZ**)	Section 4
Adjacent Landowners & Potentially Affected Landowners	• Various Landowners within proximity to the Middle Road site • (refer to full list of adjacent landowners listed in **Attachment 11**)	Section 5

1.4 Consultation Outcomes

1.4.1 Overview of Consultation Outcomes

Consultation undertaken throughout the referral and substantive application phases has provided an opportunity for local authorities, mana whenua, central government agencies and adjacent and potentially affected landowners to identify matters relevant to the Project.

Feedback received from stakeholders has been reviewed by the Project team and, where applicable, has informed further technical assessment, design responses and mitigation measures incorporated into the substantive application.

Overall, the consultation process has resulted in a number of refinements to the Project and has enabled key technical, design and interface matters to be worked through directly with relevant stakeholders. Where feedback has not resulted in a change to the Project, the matter has been considered by the Project team and the Applicant's response is set out in the relevant sections of this report. Consultation has therefore informed the development of the Project without necessarily resulting in full agreement between the Applicant and all stakeholders on every matter raised.

The principal themes arising through consultation have included:

- **Masterplan layout:** including the overall structure and layout of the development, road and open space network, lot orientation, density and the relationship of the Project with adjoining land.
- **Stormwater, flooding and the Herehere Stream:** including flood management, drainage capacity, water quality, streambank erosion, maintenance access, ecological values and the long-term treatment of the stream corridor.
- **Infrastructure servicing:** including potable water supply, wastewater capacity, regional drainage infrastructure and the relationship between the Project and existing Council networks.
- **Transport and connectivity:** including the location and function of road connections, wider network capacity, pedestrian and cycling connections, crossing facilities and provision for future public transport.
- **Social infrastructure and community services:** including the capacity of education and health services to accommodate additional residential growth and the relationship of the Project with existing community facilities.
- **Urban and rural interfaces:** including reverse sensitivity, reserve interfaces, fencing, landscaping, drainage, residential amenity and the relationship with adjoining rural and residential properties.
- **Cultural and heritage values:** including the cultural significance of the Herehere Stream and wider waterways, freshwater and ecological outcomes, archaeology and historic heritage, cultural monitoring, and ongoing mana whenua involvement.
- **Highly productive land and the planning framework:** including the productive capacity of the Site, the suitability of the land for productive use, and the relationship of the Project with the relevant strategic growth and planning framework.
- **Construction and community effects:** including noise, dust, vibration, construction traffic, communication with neighbours and the management of effects on adjoining properties and the surrounding community.

1.4.2 How Consultation has Informed the Proposal

Consultation has occurred alongside development of the masterplan and supporting technical assessments and has therefore formed part of the iterative development of the Project.

Matters raised through engagement have either resulted in refinement of the proposal, further technical investigation or mitigation, or have been specifically addressed through the substantive application where no change to the Project was considered necessary.

Key outcomes include:

- **Masterplan design refinements:** The masterplan has been refined in response to feedback on reserve interfaces, rural boundaries, road connections, pedestrian accessibility and the Herehere Stream corridor. This includes changes to lot orientation and size, fencing and landscape treatments, future connections to adjoining land, reserve frontages and pedestrian connections, and refinement of the Herehere Stream corridor and its relationship with the adjoining open space network.

- **Urban and rural interface responses:** Engagement with adjoining landowners has informed site-specific treatments along key external site boundaries, including lot size and orientation, fencing, landscaping, drainage, maintenance access and the relationship between the Project and adjoining rural, residential and community properties.
- **Technical investigations:** Feedback has informed further assessment of stormwater and flooding, groundwater, drainage capacity, Herehere Stream erosion, ecological effects, productive capacity, traffic and infrastructure servicing. Relevant specialist assessments have been further developed and updated in response to matters raised through consultation, including technical review and feedback from HDC and HBRC.
- **Mitigation and management measures:** Consultation has informed streambank stabilisation and riparian planting, stormwater treatment and attenuation, erosion and sediment controls, rural-interface fencing and landscaping, reverse-sensitivity measures, monitoring requirements, and project-specific construction management measures addressing noise, vibration, dust, construction traffic and neighbour communication.
- **Infrastructure responses:** Engagement with HDC and HBRC has informed the proposed water supply, wastewater, stormwater and transport strategies, including the Waiaroha Pressure Zone connection, the proposed Middle Road wastewater pump station, assessment of Breadalbane capacity, the project-specific regional stormwater discharge consent, and the proposed road, walking and cycling connections.
- **Cultural and heritage responses:** Engagement with mana whenua and HNZPT has informed the Project's response to cultural and heritage matters. This includes the treatment and enhancement of the Herehere Stream corridor, riparian planting and freshwater outcomes, cultural monitoring provisions, the archaeological assessment and management measures, and conditions incorporated into the substantive application.
- **Highly productive land and strategic planning:** Feedback in relation to highly productive land and strategic growth matters has informed refinement of the Productive Capacity Assessment and the associated planning assessment of the NPS-HPL, regional planning provisions and the wider strategic context for development of the Site.
- **Residential development controls**: Consultation has also informed the proposed planning framework for future development of the residential lots. This includes the use of consent notices to establish appropriate development controls for matters such as building height, setbacks, site coverage, fencing and the number of dwellings per lot, providing an appropriate residential framework for the Project notwithstanding the underlying Plains Production zoning.

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

incorporates measures intended to deliver positive outcomes for both the future community and the wider receiving environment.

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

2.0 Engagement with Local Authorities

2.1 Hawkes Bay Regional Council

2.1.1 Engagement Summary

Engagement with the HBRC commenced in November 2025 in relation to the Middle Road referral application. Details of consultation at referral stage are provided in the Middle Road Referral Consultation Report **Attachment 12**.

Table 2 below provides an overview of the dates in which CDL engaged with HBRC on the Middle Road Substantive Application.

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

Table 2: Engagement Summary with Hawkes Bay Regional Council

Date	Engagement Type	Subject Matter	Comments
5/05/2026	Email	General	Introduction to the project
03/05/2026	Meeting	General	Substantive Application Pre-application meeting
15/06/2026	Meeting	Herehere Stream Design	Coordinated discussion on design of the Herehere Stream and key issues to be addressed (TPW & HDC attended as well)
22/07/2026	Meeting	Herehere Stream Design Follow-up	Follow-up meeting presenting changes made to design of the Herehere Stream Environment to address key issues raised in previous meeting (TPW & HDC attended as well)
03/08/2026	Meeting	Water Allocation	Discussion with the HBRC team to understand the existing regional water allocation and relevant consents. The meeting confirmed that some water allocation is available through an existing bore consent; however, further discussion with HDC will be required to confirm the additional allocation needed for the development.
21/08/2026	Email	Draft Reports Issued for Feedback	First set of draft reports issued to HBRC for review and feedback. • Urban Design • Landscape • Landscape / Visual • Highly Productive Land • Contamination

			• Economics • Archaeology • Noise / Acoustics
28/08/2026	Email	Draft Reports Issued for Feedback	Second set of draft reports issued to HBRC for feedback. • Infrastructure Report • Infrastructure Plans • Wastewater • Water Supply • Pump Station Report • Breadalbane PS Upgrade • Geotech • Transport • Ecology
28/08/2026	Email	S30 letter request	Formal request for a Section 30 letter to support CDL's Middle Road Fast-Track substantive application sent to HBRC.
02/09/2026	Email	Draft Reports Issued for Feedback	Third set of draft reports issued to HBRC for feedback. • Stormwater Report • Stormwater Plans • Herehere Stream Erosion Report • Groundwater Report
04/09/2026	Email	Feedback Response	HBRC issued feedback on the following reports: • Ecology • HPL • Transport The relevant reporting was reviewed and amended where applicable. Refer to **Attachment 1.**
11/09/2026	Email	Feedback Response	HBRC issued feedback on the following reports: • Infrastructure • Stormwater • Wastewater The relevant reporting was reviewed and amended where applicable. Refer to **Attachement 1.**
16/09/2026	Email	S30 Letter response	Formal response for a Section 30 letter to support CDL's Middle Road Fast-Track substantive application from HBRC.

18/09/2026	Email	Additional Information provided	Further information was provided to HBRC regarding the existing farm drains, maintenance responsibilities, access and easement arrangements. Refer to **Attachment 1.**

2.1.2 Key Matters Raised

Key feedback received from HBRC has been summarised below:

Stormwater, Flooding and Drainage Capacity

- HBRC raised matters relating to the capacity of the existing regional drainage network and the management of post-development stormwater. In particular, HBRC identified the design level of service for the Heretaunga Plains gravity drainage network, the proposed removal of the Bake and Pomeroy Drains, and the need to ensure discharges to the Gilpin Drain remain within its capacity.
- In response, the stormwater strategy incorporates six dry basins, primary and secondary conveyance networks and attenuation of the 2-, 10- and 100-year events to pre-development peak flow rates, while retaining floodplain storage within the Site.

Herehere Stream and Regional Drainage Assets

- HBRC raised matters regarding erosion at the proposed Herehere Stream discharge, maintenance access along the stream corridor and the management of the existing regional drainage assets. Earlier feedback from HBRC identified a 6 m maintenance setback from the stream and the need for stream works to comply with HBRC's Waterway Guidelines. The Bake, Pomeroy and Gilpin drains are recognised as HBRC-managed artificial drainage assets.
- In response, the Project proposes stabilisation of the development-side (The True Left Bank) streambank, riparian planting and maintenance access, together with erosion protection at the stormwater outlets. The proposed streambank modification has subsequently received support from HDC, HBRC and TPW.

Water Quality, Erosion and Sediment Control

- HBRC identified the need for stormwater treatment and stream works to comply with the relevant HBRC Waterway Guidelines, including management of erosion at discharge points.
- In response, stormwater will pass through a treatment train comprising proprietary treatment devices and dry basins, with the combined system expected to achieve approximately 84% total suspended solids removal, exceeding the 75% benchmark identified in HBRC guidance.
- Earthworks will also be managed through stage-specific erosion and sediment controls, including sediment retention ponds, decanting earth bunds, diversion controls, chemical treatment and progressive stabilisation in accordance with HBRC requirements.

Highly Productive Land and Productive Capacity

- HBRC raised a number of matters regarding the Productive Capacity Assessment and the application of the NPS-HPL. HBRC agreed that the Site is to be assessed as highly productive land under the interim NPS-HPL provisions, while seeking corrections and

clarification regarding regional HPL mapping, the distinction between "highly productive land" and "versatile land", the Site's status under HPUDS and the assessment of significant or cumulative loss of productive capacity.

- In response, the substantive application includes an updated Productive Capacity Assessment and a detailed planning assessment of the NPS-HPL, including the Site's drainage, groundwater, irrigation, fragmentation and surrounding urban constraints.

Water Allocation and Groundwater

- HBRC's earlier feedback noted that, while there were no current permits for taking and using water, it would be too strong to conclude that water allocation would remain unavailable over the longer term. The substantive proposal has therefore considered water availability for the site, including freeing up capacity within the existing supply, or the potential transfer of an existing groundwater allocation to municipal supply, subject to the necessary HBRC approvals. A condition of consent has been included in the Application which enables this matter to be resolved prior to obtaining titles for Stage 1 of the development.
- Groundwater effects associated with the proposed basins and construction dewatering have also been assessed, with ongoing monitoring proposed to verify groundwater conditions.

Transport and Pedestrian Connectivity

- Transport matters raised through consultation with HBRC and HDC included the location of the Middle Road and Te Aute Road intersections, wider road network capacity, pedestrian connectivity and crossing facilities, and provision for future public transport. These matters have informed the proposed road layout, frontage upgrades, walking and cycling connections and provision for future bus services within the development.

2.1.3 Applicant Response and Project Changes

Feedback received from HBRC has informed the ongoing development of the Project across regional consenting, drainage, stormwater, flooding, freshwater and water supply matters. Matters raised have been considered through further technical assessment, design refinement and, where appropriate, changes to the approvals sought or supporting management measures.

Overall, consultation with HBRC has resulted in refinements to the drainage and stormwater design, Herehere Stream interface, flood assessment and regional consent package, together with further clarification of ongoing drainage, maintenance and water supply requirements. This iterative engagement has contributed to a more robust regional consenting and technical response for the Project.

Table 3 summarises the key matters raised by HBRC and the Applicant's response, including resulting design, assessment and consenting changes where applicable.

Table 3: Summary of HBRC Feedback and Applicant Response

Topic	HBRC feedback raised	Applicant Response / Design Changes Made
Drainage network and maintenance		

	HBRC requested clear confirmation of how the existing drains would operate following development, including which drains would remain, be modified or no longer be required.	The final drainage design identifies the future function of the existing drainage network and separates external drainage functions from the development's new stormwater system.
	HBRC requested that maintenance requirements for retained drains and the Herehere Stream be considered in the design.	Maintenance access has been incorporated where required and coordinated with the proposed open-space, pedestrian and landscape treatments.
	HBRC raised specific queries regarding the Bake Drain remnant through 80 Middle Road and the ongoing function of the Gilpin Drain lateral branch.	The drainage design and supporting assessment have been updated to clarify how these drains will function following development and how ongoing drainage requirements will be managed.
Herehere Stream		
	HBRC confirmed that bank regrading works and planting within 6 m of the stream would require regional consent.	The proposed stream-edge works and planting have been incorporated into the regional consent package and assessed as part of the substantive application.
	HBRC, HDC and TPW sought further refinement of the stream corridor to improve erosion, ecological, cultural and amenity outcomes.	The stream interface has been redesigned to provide a naturalised battered bank, riparian planting, erosion protection and improved integration with the adjoining open-space and pedestrian network.
	HBRC requested consideration of fish passage and ecological effects associated with stream works and stormwater discharges.	Ecology input has informed the stream-edge and stormwater design, including riparian planting, erosion protection and management of discharge locations. Fish passage has remained unchanged within the Herehere Stream.
Flooding and stormwater		
	HBRC advised that a 20 mm increase in flood depth was being applied as the effects threshold and identified an area where preliminary modelling showed a greater increase.	The stormwater design and flood modelling have subsequently been refined to address off-site flooding effects, with updated modelling included in the substantive Stormwater Management Plan.
	HBRC confirmed that the development would require its own stormwater discharge consent.	A project-specific regional stormwater discharge consent is sought as part of the substantive application, supported by the proposed treatment and attenuation system.
Water supply	HBRC advised that any transfer of groundwater allocation for municipal supply would require the appropriate HBRC approval process and potentially an amendment to HDC's existing water take consent.	CDL has continued to investigate this option and discuss this matter with HDC and HBRC. Any allocation transfer would be progressed through the required HBRC approval process if ultimately pursued. Capacity within the existing municipal supply may also be available subject to further work and investigations. A condition of consent has been included in the Application which enables this matter to be resolved prior to obtaining titles for Stage 1 of the development.

2.2 Heretaunga Hastings District Council

2.2.1 Engagement Summary

Engagement with HDC commenced in November 2025 in relation to the Middle Road referral application. Details of consultation at referral stage are provided in the Middle Road Referral Consultation Report **Attachment 12**.

Table 4 below provides an overview of the dates in which CDL engaged with the HDC in relation to the Middle Road Substantive Application.

Copies of engagement with HDC are included in **Attachment 2**.

Table 4: Engagement Summary with Heretaunga Hastings District Council

Date	Engagement Type	Subject Matter	Comments
5/05/2026	Email	General	Introduction to the project
03/06/2026	Meeting	General	Substantive Application Pre-application meeting
15/06/2026	Meeting	Herehere Stream Design	Coordinated discussion on design of the Herehere Stream and key issues to be addressed (TPW & HBRC attended as well)
14/07/2026	Meeting	Transport Network Design	Discussion on design of roading network including key design decisions covering Herehere Stream pedestrian bridge, and other transport design matters including agreement on what detail is needed for the Substantive and what can be provided at Engineering Approval Stage.
30/07/2026	Email	Infrastructure LPS	Discussion on proposed Low-Pressure Sewer (LPS) system for lots fronting Te Aute Road due to groundwater levels and excessive depths of the gravity wastewater network. Woods sought tentative approval from HDC for the LPS approach, which would reduce wastewater network depths, with detailed design to be confirmed at a later stage.
22/07/2026	Meeting	Herehere Stream Design Follow-up	Follow-up meeting presenting changes made to design of the Herehere Stream Environment to address key issues raised in previous meeting (TPW & HBRC attended as well)

17/08/2026	Meeting	Water Allocation	In person meeting to discuss water allocation strategy with HDC. CDL, Woods and HDC to continue to work together on options and efficiencies for water supply in Havelock North.
21/08/2026	Email	Draft Reports Issued for Feedback	First set of draft reports issued to HDC for feedback. • Urban Design • Landscape • Landscape / Visual • Highly Productive Land • Contamination • Economics • Archaeology • Noise / Acoustics
28/08/2026	Email	Draft Reports Issued for Feedback	Second set of draft reports issued to HDC for feedback. • Infrastructure Report • Infrastructure Plans • Wastewater • Water Supply • Pump Station Report • Breadalbane PS Upgrade • Geotech • Transport • Ecology
28/08/2026	Email	S30 letter request	Formal request for a Section 30 letter to support CDL's Middle Road Fast-Track substantive application sent to HDC.
02/09/2026	Email	Draft Reports Issued for Feedback	Third set of draft reports issued to HDC for feedback. • Stormwater Report • Stormwater Plans • Herehere Stream Erosion Report • Groundwater Report
11/09/2026	Email	HDC Feedback	HDC Feedback on Transport and Urban Design
18/09/2026	Email	HDC Feedback	HDC Feedback on Environmental Planning – Consents, and Engineering

22/09/2026	Email	HDC Feedback	HDC Feedback on Environmental Planning – Policy, and Parks and Reserves
24/09/2026	Email	S30 Letter	S30 letter received from HDC to support CDL's Middle Road Fast-Track substantive application.
30/09/2026	Email	Additional Feedback	HDC provided additional feedback on Engineering.
01/10/2026	Email	HDC Engineering Workshop	HDC suggests a specific engineering workshop to discuss the design.
01/10/2026	Email	HDC Engineering Workshop	Coordination to continue engaging with HDC following lodgement and organise a workshop with the HDC and Woods engineering teams to step through the design, answer any questions and work through the engineering feedback received to date.

2.2.2 Key Matters Raised

Key feedback received from HDC has been summarised below:

Reverse Sensitivity and Rural Interfaces

- HDC raised concerns regarding the interface with adjoining rural-zoned land, including whether a road should be provided along the southern boundary. This option was considered through an iterative design process but was not adopted, having regard to the wider masterplan and competing objectives, including Council's preference to limit residential lots backing onto reserves. Instead, the design provides larger and deeper lots, earth batters, stormwater reserves, and fencing tailored to each interface. These measures provide separation and transition between land uses, taking account of both existing rural activities and potential future activities consistent with the adjoining rural zoning.

Reserve Interfaces

- HDC's urban designer raised concerns regarding residential lots backing onto public drainage and open space reserves, particularly in relation to passive surveillance, fencing consistency and the visibility of private service and storage areas. In response, the masterplan was refined to increase road frontage and pedestrian connections to key reserves where practicable. Where residential interfaces remain, lot orientation, visually permeable fencing, landscaping and separation between shared paths and private boundaries are proposed to balance passive surveillance with residential privacy.

Herehere Stream Enhancement

- HDC, HBRC and TPW raised matters relating to erosion, flood conveyance, maintenance access and the ecological and cultural values of the Herehere Stream.

Initial feedback favoured avoiding works within the corridor; however, subsequent collaborative discussions informed a revised approach to improve the long-term stability and environmental quality of the stream. The design now proposes regrading of the development-side streambank, erosion stabilisation and native riparian planting, together with a pedestrian and maintenance track. These measures are intended to improve bank stability, hydraulic performance, shading and habitat, with the proposed approach receiving in-principle support from HDC, HBRC and TPW.

Stormwater and Flooding

- HDC raised concerns regarding existing flooding constraints, effects on surrounding land and downstream receiving environments, and the management of stormwater across the Site. In response, the stormwater strategy and masterplan have been developed together, incorporating six dry basins, drainage reserves, site regrading and primary and secondary conveyance networks to treat runoff, retain floodplain storage and attenuate peak flows. Flood modelling incorporates future climate change and indicates improved flooding conditions across much of the surrounding catchment, with small, localised increases remaining within the existing floodplain extent or modelling tolerances.

Transport and Pedestrian Connectivity

- HDC raised matters relating to the location and design of the Middle Road and Te Aute Road intersections, wider road network capacity, pedestrian connectivity and crossing facilities, and provision for future public transport. These matters have informed the proposed road hierarchy and frontage upgrades, including the CR01 connection between Middle Road and Te Aute Road, new pedestrian crossing facilities, shared paths and public accessways, and provision within the collector road network for potential future bus services. A pedestrian bridge is also proposed across the Herehere Stream on the northwestern side of Middle Road to connect the development with the existing network towards Lucknow School and the town centre. The final bridge location and design will be confirmed through the Engineering Approval process in coordination with HDC.

Potable Water Supply

- During the referral stage, HDC indicated that the Project could be serviced from the Waiaroha Pressure Zone, with the existing 250 mm Te Aute Road watermain extended to the site, subject to confirmation of network capacity and fire flow requirements.
- Subsequent to the referral application, and during preparation of the Substantive Application HDC issued further advice through its Water Allocation Letter identifying wider constraints on the availability and long-term sustainability of the district's potable water supply. As a result, the availability of sufficient municipal water allocation for the Project could no longer be assumed and further engagement with HDC was required. In response, the proposed network has continued to be designed to connect to the existing Te Aute Road watermain, while CDL and Woods are proactively working with HDC to identify a sustainable wider supply solution, including water efficiency and demand management measures and opportunities to provide additional municipal water supply. A condition is proposed requiring confirmation is provided to HDC that an acceptable water supply solution has been

provided for the development before residential connections occur and titles are issued for Stage 1.

Wastewater Servicing

- HDC raised matters relating to wastewater servicing and the available capacity of the existing Breadalbane Wastewater Pump Station. HDC has confirmed that the downstream rising main and trunk wastewater network can accommodate additional flows, while residual pumping capacity at Breadalbane continues to be confirmed. In response, the Project proposes a new wastewater pump station with additional storage and a restricted discharge rate of approximately 6 L/s to manage peak flows. Potential upgrade options for Breadalbane have also been identified should additional capacity be required. A condition is proposed that addresses this matter.

2.2.3 Applicant Response and Project Changes

Feedback received from HDC has informed the ongoing development of the Project across planning, urban design, transport, infrastructure, stormwater, parks and reserve matters. Matters raised have been considered through further technical assessment, design refinement and, where appropriate, changes to the Project or supporting management and planning controls.

Overall, consultation with HDC has resulted in refinements to the masterplan, transport and pedestrian network, Herehere Stream corridor, rural and reserve interfaces, infrastructure servicing, landscape and open-space treatment, and controls for future residential development. This iterative engagement has contributed to a more integrated proposal that responds to the matters raised by Council while achieving the wider objectives of the Project.

Table 5 summarises the key matters raised by HDC and the Applicant's response, including resulting design, assessment and planning changes where applicable.

Table 5: Summary of HDC Feedback and Applicant Response

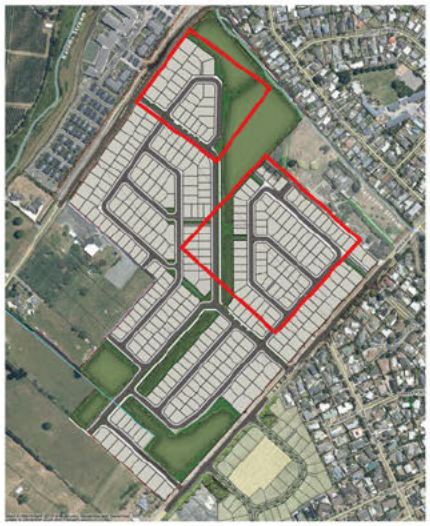
Topic	HDC feedback raised	Applicant response / Design changes made
Transport		
	HDC sought a direct road connection between Middle Road and Te Aute Road to reduce pressure on the existing Upham Road connection.	The masterplan provides a main east–west spine road connecting Middle Road and Te Aute Road. The corridor also includes bus stops, crossing locations and shared paths.
	Pedestrian connectivity to Middle Road should be prioritised, including provision of a safe crossing. HDC also requested information on the zebra crossings and recommended a right-turn bay at the Middle Road / CR01 intersection.	A new crossing of Middle Road is proposed rather than retaining the existing zebra crossing arrangement. The final location and crossing type remain to be confirmed through detailed transport design at Engineering Approval stage.
	The road network should accommodate a future connection to the McKenna Block and allow for the extension of future stormwater infrastructure.	Stub roads have been incorporated into the masterplan to provide for a potential future connection to the McKenna Block. The location of the connection has been coordinated with an indicative future

		stormwater area so that the Project does not preclude the potential future development of the balance of the Block.
	HDC requested a direct pedestrian connection from the Site to the other side of the Herehere Stream towards Upham Street. Bridge options on the north side of Middle Road and south side of Te Aute Road were considered for this connection. HDC subsequently confirmed its support for the pedestrian bridge on the northern side of Middle Road.	Both options were assessed to provide a connection between the Middle Road site and Upham Street. Due to the risk of erosion and the lack of existing pedestrian infrastructure along the Te Aute Road frontage, a connection via Middle Road was considered the more appropriate option. The proposed footpath would extend along the McKenna Block frontage to the bridge, completing the pedestrian connection and urban interface along this section of Middle Road.
	HDC requested that the route between CR01 and the eastern area be treated as a formal Accessway rather than an Informal Recreational Path, including an appropriate pedestrian and lighting response.	The footpath between CR01 and the eastern area has been formalized to a standard footpath with proposed pedestrian light poles. This connection will additionally connect the main spine road to the play space and seating area.
	HDC recommended increasing the road reserve width of Type 4, from 13.3m to 16 m, consistent with Type 1, to provide greater flexibility for utility servicing alongside the local purpose reserve.	The road width of Type 4 was investigated. Utilities are primarily located away from the drainage reserve boundary edge but, in the case they are, the 1.3m berm is considered to be sufficient.
Herehere Stream		
	Feedback from HDC, HBRC and mana whenua on the treatment of the Herehere Stream corridor included consideration of battering the streambank to reduce erosion risk and provide improved amenity and opportunities for stream-edge planting.	The design of the Herehere Stream corridor has been revised in response to this feedback to provide batters ranging from 1:3 to 1:5, creating a more naturalised stream edge and improving access and opportunities for riparian planting. A maintenance track/footpath runs alongside the stream and connects to the wider green network.
	HDC requested that its Stream Bank Remediation Guide and Stream Planting Guide inform the design.	These documents have been used to guide the proposed stream-edge treatment.
	HDC requested that the location of stormwater discharge points account for erosion and tailwater conditions within the Herehere Stream.	The stormwater discharge point has been located at the northernmost point of the Site having regard to these matters. The outlet has been coordinated with the existing streambank condition and incorporates erosion protection as part of the proposed outlet.
	HDC requested that an eel resting area be incorporated into the stream corridor and noted the possible presence of paleochannels.	The widened stream corridor associated with the outlet structure provides an opportunity for an eel resting area to be incorporated as part of the stream-edge treatment.

Boundary Interfaces		
	HDC suggested locating a road along the southern boundary to provide a buffer between the development and adjoining rural land.	Alternative road alignments were investigated. A boundary road was not adopted because it would create additional rear lots and increase the number of lots backing onto stormwater areas, which would conflict with other design objectives identified through engagement with HDC. The proposed design retains residential lots adjoining the southern boundary, with a combination of rural-style fencing, an earth batter and a 1.8 m high close-boarded timber fence adjoining the existing residential dwelling.
	HDC raised concerns regarding reverse sensitivity effects where the development adjoins Plains Production zoned land and sought substantial setbacks or equivalent mitigation.	Larger lot depths have been located along parts of the rural interface to provide further separation. Permeable rural-style fencing is proposed adjoining rural land to provide an appropriate transition between the urban and rural interfaces. Along the southern interface with 150 Middle Road, the extended farm drain and proposed batter will provide additional physical and visual separation from the neighbouring property. The neighbour at 150 Middle Road has provided their support to the Middle Road Project (Attachment 10c).
	HDC queried the boundary interface with the Village Baptist Church and whether the adjoining boundary drain could be located wholly within the church property.	The existing drainage channel along the shared boundary will be retained to continue servicing the Village Baptist Church property. The Middle Road development will be hydraulically separated from this drain, with no stormwater from the proposed residential lots discharging to it. An easement will be established over the drainage corridor within the proposed residential lots in favour of the Village Baptist Church to provide for ongoing maintenance access. A 1.8 m high close-boarded timber fence will be located outside the easement area, maintaining access to the drain while providing privacy and separation between the properties. The Village Baptist Church has provided early support during the referral application. The applicant will continue engaging with the Village Baptist Church as the application progresses with a view to resolving their concerns regarding these matters.
Infrastructure		

	HDC identified existing wastewater capacity constraints and advised that no Council funding had been programmed for the necessary upgrades. HDC confirmed that the downstream rising main and trunk sewer has capacity.	The servicing strategy proposes a new pump station within the development and assumes wastewater infrastructure upgrades. Detailed pump station, storage, power supply and staging requirements have been discussed with HDC. A Breadalbane upgrade option has been developed if required, and wastewater certification will be held until the servicing solution is confirmed. A condition of consent is proposed that addresses this.
	HDC requested the explicit maintenance-vehicle access / ramps to basin floors.	Dry-basin maintenance access has been incorporated through flatter 1V:5H entry / exit areas and access either directly from adjoining roads or via formed aggregate / hoggin paths capable of supporting maintenance vehicles.
	Resolution of the off-site maintenance-access issue for the Gilpin Drain requested.	Maintenance to the Gilpin drain will be maintained via a private easement in favor of the Baptist church.
	HDC identified an increase in modelled flood depth of approximately 200 mm along Te Aute Road, sought confirmation of effects on adjoining properties	A rear-berm conveyance channel is proposed along Te Aute Road to replace the existing roadside drain. North of CR01 it drains to the northern dry basin, while the southern section drains by gravity to the existing roadside system via a scruffy dome and 675 mm pipe. The system is intended to avoid worsening flood effects on neighbouring properties.
	HDC raised the shallow measured groundwater levels, predicted saturation of several basin floors.	The dry basins are expected to intercept groundwater, with average inflows of approximately 2.5 L/s to the northern basins and 0.9 L/s to the southern basins. These flows will be conveyed through low-flow channels and subsoil drainage to the receiving waterways.
	HDC queried the approximately 9.35–9.5 m wet-well depth and the confined-space / buoyancy basis and identified that any emergency overflow to the Herehere Stream would require the relevant HDC and HBRC approvals.	The proposed wastewater pump station uses dual submersible pumps within a single wet well. The wider wastewater network has been kept as shallow as practical through low-pressure sewer connections and drilled mains to reduce deep trenching in the high-groundwater environment.
	HDC requested that a gravity option through rear lots be explored to avoid 16 private low-pressure sewer pump chambers and their long-term operation and maintenance burden.	Low-pressure sewer has been retained for the 16 Te Aute Road frontage lots because these are the lowest lots and are furthest from the proposed pump station. This significantly reduces the depth of the wastewater network and associated construction risk.

	HDC noted that municipal source headroom for the combined Middle Road, Iona and Arataki demand was not yet confirmed and that any groundwater-allocation transfer would require HBRC approval and potentially a variation to HDC's existing take consent.	CDL and Woods are continuing to work with HDC to confirm the preferred long-term water supply arrangement for the development. HDC has expressed in-principle support for the development being supplied from the municipal water network, with the final servicing arrangement continuing to be developed through the wider planning and infrastructure process. A proposed condition will prevent the issue of section 224(c) certificates until HDC has confirmed that an acceptable water supply solution is in place.
	HDC highlighted significant boundary level changes, including cut at Reserve 1001 and fill adjoining Lots 249–258, and requested confirmation of the proposed cut / fill slopes and treatment at neighbouring boundaries.	Boundary earthworks are generally designed with batters ranging from 1V:5H to a maximum of 1V:3H, with retaining walls used where required to manage level differences at neighbouring properties. Retaining walls are proposed up to approximately 1.7 m high.
Urban Design		
	HDC endorsed the Site analysis and the fundamental subdivision design principles, including the legible block structure, primary Te Aute Road to Middle Road connection, footpaths and street trees, a mix of lot sizes, generally favourable solar orientation, predominantly street-fronting lots, and use of stormwater areas as multifunctional open space.	HDC's support for the overall urban design approach is noted. These fundamental design principles are retained in the final masterplan.
	HDC requested that a greater proportion of the principal open spaces front public roads rather than the rear boundaries of residential lots. HDC raised concerns regarding the number of lots backing onto reserves and the quality of the narrow open-space connections. **Development concept** (2 June 2026).	In response to feedback, a number of design iterations were progressed and the masterplan was amended, with the relationship between streets, lots and reserves reviewed. Where road frontage cannot be provided, reserve interface controls are proposed to maintain passive surveillance and an appropriate visual relationship. The location and orientation of residential lots adjoining reserves have been reviewed and updated. Detailed controls for fencing, planting, building orientation and surveillance are proposed for retained rear-lot interfaces. **Final Masterplan** (10 August 2026)

		
	HDC sought a high-quality public realm and consideration of opportunities for small-scale play.	Play and informal recreation opportunities were assessed within the principal open spaces, subject to HDC Parks' requirements and long-term maintenance considerations. Integration of 'play along the way' features has been proposed along the spine road within the reserve area. These areas will promote informal play and activation through the Site.
Parks		
	HDC has requested landscape areas to be straightforward and economical for Council to maintain, with whole-of-life costs understood. Public Spaces review specifically preferred grass berms and street trees rather than garden beds on reserve interfaces and Green Streets.	The planting strategy has been simplified. Street landscaping has been reduced in favour of grass berms and specimen trees, with more intensive planting focused on principal green spaces and the Herehere Stream corridor.
	HDC requested clarity on the legal purpose / classification of each open-space area, which areas will vest in Council and long-term maintenance responsibilities.	The subdivision will create four Local Purpose (Drainage) Reserves, a wastewater pump-station reserve, public roads and three accessways to vest in HDC. Public infrastructure is intended to be delivered as part of Phase 1. Final asset-manager acceptance, reserve classification and the division of long-term maintenance responsibilities to be confirmed at Engineering Approval stage.
	HDC supported the pocket-park concept and recommended a combination of "play along the way" and fitness and recreation opportunities along the northern loop path, additional seating, and avoidance of rope-based / high-maintenance elements.	The Play Along the Way concept has been retained, with the final form and function of these spaces to be developed with HDC. The detailed mix of play, fitness, seating and other recreation elements will be resolved through the final landscape design at Engineering Approval stage.
	HDC queried the number informal connections, suggested limiting them to strategic locations or formal steps where needed, and queried if the 2 m	The northern drainage reserve includes a 2 m recreational loop path, this provides maintenance access, a formed aggregate /

	hoggin loop path also functions as stormwater maintenance access.	hoggin surface with a strengthened subbase is proposed. Final path widths, informal connections and crossing locations will be refined through Engineering Approval with HDC.
	HDC sought clarification on landscape, reserve, drainage and public-space matters.	Detailed landscape and public-space matters will be resolved through the final Landscape Management Plan and Engineering Approval process.
Planning		
	Mana whenua and cultural values – HDC has sought confirmation of the status of engagement with mana whenua and how cultural values and effects have been considered through preparation of the substantive application.	Engagement with Tamatea Pōkai Whenua has continued throughout preparation of the substantive application. The outcomes of this engagement have informed the Project response to the Herehere Stream, freshwater and ecological outcomes, cultural monitoring and archaeological management, with the relevant consultation and cultural matters addressed in the substantive application. A further summary of engagement with TPW is outlined in Section 3 of this report below.
	Future Development Strategy and strategic growth – HDC has reiterated that the Site was excluded from the adopted 2025 FDS and has requested that the application accurately reflect the reasons for its exclusion and address the implications of the Project being located outside the identified future growth areas.	The Planning Assessment expressly acknowledges that the Site was excluded from the final adopted FDS and addresses the reasons identified by HDC and HBRC for that decision. The assessment does not rely on the Site being identified as a future growth area and instead assesses the Project on its merits against the relevant national, regional and district planning framework, including its relationship with the existing Havelock North urban area, infrastructure and housing capacity.
	Highly productive land – HDC has sought further consideration of the Site's highly productive land status, including clarification of its previous identification under HPUDS, the Site's LUC classification and the productive capability of the land.	The Productive Capacity Assessment has been further developed to address HDC's feedback. It acknowledges the Site's mapped LUC Class 2 and 2w1 classification and explains the site-specific basis for the assessment of the land's productive capability, including the influence of persistent wetness and drainage limitations. The assessment also considers flooding, irrigation water availability, drainage, site configuration, surrounding sensitive activities and the economic viability of alternative forms of land-based primary production. The Planning Assessment separately addresses the Project against the NPS-HPL and clarifies the Site's previous

		identification as a reserve growth area under HPUDS.
	Reverse sensitivity and adjoining Plains Production land – HDC has raised concerns that residential development could constrain existing or future primary production activities on adjoining Plains Production zoned land and has sought greater separation or equivalent mitigation at these interfaces.	The Project has been designed to provide site-specific responses along the remaining rural interfaces, including larger and deeper residential lots, fencing, landscaping, drainage corridors, earth batters and separation provided by reserve areas. The Acoustics Assessment also specifically considers potential noise from permitted rural activities, including frost fans and bird-scaring devices, and the potential for the Project to create additional constraints on surrounding land.
	McKenna Block – HDC has noted that the McKenna Block does not form part of the substantive application and has sought assurance that the Project does not rely on its future urbanisation or unnecessarily constrain its future use or development.	The McKenna Block is expressly excluded from the Project Area, and the assessment of the Project does not rely on that land being developed. The masterplan nevertheless provides for a future road connection and associated infrastructure opportunities so that the Project does not preclude the future development of the McKenna Block should that occur.
	Economic assessment and housing supply – HDC has questioned the conclusion that the local housing market is supply constrained, noting the extent of existing zoned and consented residential capacity within Havelock North.	The Economics Assessment considers existing and planned housing capacity, including capacity identified through the adopted FDS, and distinguishes between enabled or consented capacity and capacity that is feasible and likely to be realised. The assessment has considered the contribution of the Project to housing supply, choice and land-market competition alongside existing development opportunities within Havelock North.
	Construction noise and vibration – HDC has noted the potential construction effects on adjoining properties and sensitive receivers. HDC considers these effects have been adequately addressed in the Acoustics Assessment, while noting that peer review may be appropriate given the duration of construction and proximity of sensitive receivers.	The Acoustics Assessment assesses construction noise and vibration effects on surrounding receivers and recommends specific noise and vibration limits and management measures. A project-specific Construction Noise and Vibration Management Plan is proposed to manage construction activities, monitoring, communication and mitigation throughout the works.
	Subdivision layout and lot distribution – HDC has generally supported the proposed subdivision layout, including the larger lots along key interfaces, direct road frontage for most lots, the location of smaller lots within the development and provision for future connections to adjoining land.	These fundamental design principles have been retained in the final masterplan. The subdivision provides a range of lot sizes, larger lots along key external interfaces, direct street frontage for the majority of lots, smaller lots generally located internally and near open space, and connections that provide for integration with adjoining land where appropriate.

Future residential development controls – HDC has sought certainty that the intended residential built-form and urban design outcomes will be secured, noting that the underlying Plains Production zoning will remain following subdivision. HDC has also suggested a clear and administratively workable framework for applying future residential standards.	The substantive application proposes consent notices to establish the development controls that will apply to future residential lots notwithstanding the underlying Plains Production zoning. These controls apply relevant Havelock North General Residential and Medium Density Residential provisions, together with Project-specific requirements. This approach is consistent with CDL's experience on the Arataki Project. For that project, CDL initially proposed a separate residential design controls document as part of the lodged application. During the Fast-Track approval process, HDC requested that the relevant controls instead be secured through consent notices, which was the approach ultimately adopted in the approved development. CDL has therefore applied the same approach to the Middle Road Project, using a consent notice framework to provide a clear and enforceable basis for the future development and administration of the residential lots.

3.0 Engagement with 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.

3.1 Ngāti Kahungunu Iwi Incorporated

Engagement commenced with Ngāti Kahungunu Iwi Incorporated (**NKII**) in December 2025 in relation to the Middle Road referral application. No response was received from NKII.

An email was sent to NKII on 19/05/2026 providing a further update on the project and inviting engagement.

At the time of lodging this Substantive Application, no response has been received from NKII. Engagement remains open, and further opportunities to participate in the Project will be available as it progresses through the Panel decision making phase.

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

3.2 Tamatea Pōkai Whenua

Engagement commenced with Tamatea Pōkai Whenua (**TPW**) in October 2025 in relation to the Middle Road referral application. Details of that consultation are provided in the Middle Road Referral Consultation Report.

Table 5 below provides an overview of the dates in which CDL engaged with the TPW on the Middle Road Substantive Application. Copies of engagement with TPW are included in **Attachment 4**.

Engagement with TPW has been ongoing and collaborative throughout preparation of the substantive application. TPW has prepared a Cultural Impact Assessment (**CIA**) for the Project (**appended** to the Planning Report), which has helped inform responses relating to freshwater, the Herehere Stream, ecological enhancement, cultural protocols and ongoing mana whenua involvement. The engagement has resulted in strong alignment on key outcomes, including the proposed streambank stabilisation and riparian enhancement of the Herehere Stream corridor.

CDL has committed to continue working collaboratively with TPW beyond the substantive application through detailed design, monitoring, earthworks protocols and implementation of the Project.

Table 5: Engagement Summary with Tamatea Pōkai Whenua

Date	Engagement Type	Subject Matter	Comments
30/04/2026	Email & Phone Call	General	Update on referral application & next steps for substantive
03/05/2026	Meeting	General	Project team introduction meeting

15/06/2026	Meeting	Herehere Stream Design	Coordinated discussion on design of the Herehere Stream and key issues to be addressed (HDC & HBRC attended as well)
15/06/2026	Meeting	Landscaping Strategy	Discussion on the landscaping strategy for the Project.
22/07/2026	Meeting	Herehere Stream Design Follow-up	Follow-up meeting presenting changes made to design of the Herehere Stream Environment to address key issues raised in previous meeting (HDC & HBRC attended as well).
03/08/2026	Email	Draft CIA	An initial copy of the CIA was issued by TPW.
9/09/2026	Email	Response to the CIA recommendations	Formal response to CIA with comments on the CIA recommendations. Overall, there was a high level of alignment with the outcomes sought through the CIA.
10/09/2026	Email	CIA Response	TPW and CIA author were largely in agreement with the comments provided and updated accordingly.
22/09/2026	Email & Phone Call	Update to CIA	Minor updates to CIA to reflect the substantive stage of the Project.
24/09/2026	Email	Final CIA	Receipt of the final CIA.
28/09/2026	Email	Update to CIA	Request to TPW to make minor updates to CIA to include updated diagrams.
30/09/2026	Email	Update	Confirmation sought from TPW as to whether further changes to the CIA were being made to incorporate updated diagrams. Updated document not received at the time of lodgement, so the version issued on 24/09/2026 has been submitted with the Application (appended to the Planning Report). Note that the changes to diagrams are viewed by CDL

as administrative only and do not impact the content, recommendations and agreement/alignment on matters raised in the CIA.

3.2.2 Key Matters Raised

Key feedback received from TPW has been summarised below:

Cultural Protocols, Archaeology and Partnership:

- TPW sought continued cultural involvement through delivery of the Project, including cultural induction and monitoring during relevant earthworks, appropriate karakia, archaeological and accidental discovery protocols, and ongoing engagement through consenting and construction. TPW also encouraged opportunities for businesses and individuals with whakapapa connections to the Trust to participate in delivery of the Project.

Herehere Stream, Landscape and Cultural Recognition:

- TPW emphasised the cultural significance of the Herehere Stream and sought a design response that protects and enhances the stream corridor, including riparian planting, ecological restoration, habitat enhancement and recognition of cultural values. TPW also encouraged ongoing involvement in naming, cultural recognition and the management of fauna affected by works.

Stormwater, Freshwater and Aquatic Habitat:

- TPW sought a stormwater approach that protects freshwater and ecological values, including consideration of wetland treatment, aquatic offsetting and fish passage. TPW also encouraged measures that improve habitat and ecological function within the wider development and Herehere Stream environment.

Water Quality and Cultural Monitoring:

- TPW sought ongoing water quality and cultural monitoring to identify and manage potential effects on the Herehere Stream. This included monitoring informed by mātauranga Māori, mahinga kai and cultural health outcomes, together with appropriate responses to unplanned or emergency discharges.

3.2.3 Applicant Response and Project Changes

The Applicant's response to the key matters raised by TPW, and how these have been reflected in the Project, is summarised below.

Cultural Protocols, Archaeology and Partnership:

- The Applicant supports cultural induction and monitoring during relevant earthworks, appropriate karakia and ongoing engagement with TPW through consenting and construction. An archaeological authority is being sought for the whole site, providing a framework for archaeological and discovery protocols. The Applicant also supports working with TPW to identify appropriate procurement and participation opportunities as the Project progresses.

Herehere Stream, Landscape and Cultural Recognition:

- TPW's involvement has helped inform the updated Herehere Stream corridor design, including recontouring of the stream bank and the proposed riparian and

wider landscape response. Approximately 2.7 ha of planting is proposed across the development, including approximately 2,950 m² of riparian planting along the Herehere Stream. The Applicant also supports continued collaboration with TPW on road naming, cultural recognition and appropriate fauna recovery and relocation.

Stormwater, Freshwater and Aquatic Habitat:

- These matters have been considered through the detailed design and technical assessment. Dry basins were identified as a more appropriate stormwater treatment response than wetlands for this site, while the Bake and Pomeroy Drains were assessed as artificial farm drainage features rather than freshwater habitat of ecological value. The wider design nevertheless includes substantial landscape and riparian planting and a proposed low-flow channel to support habitat, ecological function and the quality of the stream environment.

Water Quality and Cultural Monitoring:

- The Applicant supports appropriate technical and cultural monitoring during development. A Water Quality Monitoring Strategy is proposed to establish appropriate monitoring parameters, locations and frequency, including monitoring of the Herehere Stream and procedures for responding to unplanned or emergency discharges. The Applicant also supports cultural monitoring focused on mātauranga Māori, mahinga kai and cultural health outcomes, with the scope, timing, responsibilities and resourcing to be worked through further with TPW.

4.0 Engagement with Central Government Agencies

4.1 Environmental Protection Agency

CDL first engaged with the Environmental Protection Agency (**EPA**) in November 2025 in relation to the Middle Road referral application. Details of that consultation are provided in the Middle Road Referral Consultation Report **Attachment 12**.

Table 6 below provides an overview of the dates in which CDL engaged with the EPA on the Middle Road Substantive Application. Copies of engagement with the EPA are included in **Attachment 5**.

Engagement with the EPA has focused on the Fast-track process and preparation for lodgement of the substantive application. Following referral of the Project, Woods provided the EPA with an update on the Project and next steps, and the Project team held a pre-lodgement meeting in August 2026 to present the proposal and discuss the substantive application process. This engagement has helped ensure the Project team is aligned with the EPA's procedural and information requirements ahead of lodgement.

Table 6: Engagement Summary with EPA

Date	Engagement Type	Subject Matter	Comments
13/07/2026	Email	General	Update on referral application & next steps for substantive.
06/08/2026	Meeting	Pre-lodgement meeting	The project team held a pre-lodgement meeting with the EPA to present the Middle Road Project and process of setting up the substantive application through the online portal.

4.2 Department of Conservation

CDL first engaged with the Department of Conservation (**DOC**) in November 2025 in relation to the Middle Road referral application. Details of that consultation are provided in the Middle Road Referral Consultation Report **Attachment 12**.

Table 7 below provides an overview of the dates in which CDL engaged with the DOC on the Middle Road Substantive Application. Copies of engagement with HBRC are included in **Attachment 6**.

During the preparation of the Middle Road referral application, it was confirmed that a Wildlife Approval was not required under the Wildlife Act 1953. This was also reconfirmed with DOC at the substantive stage.

Table 7: Engagement Summary with DOC

Date	Engagement Type	Subject Matter	Comments
14/07/2026	Email	General	Update on referral application & next steps for substantive application.

16/07/2026	Email	Feedback	DOC feedback is comfortable with the changes and generally agree with your conclusion that a Wildlife Act approval is unlikely to be needed.
22/07/2026	Email	Update	Update on Herehere Stream design and noted ongoing DOC involvement & freshwater fisheries approvals.
30/09/2026	Email	General	Final masterplan provided, along with invitation to provide further feedback associated with the development.

4.3 Heritage New Zealand Pouhere Taonga

CDL first engaged with Heritage New Zealand Pouhere Taonga (**HNZPT**) in November 2025 in relation to the Middle Road referral application. Details of that consultation are provided in the Middle Road Referral Consultation Report **Attachment 12**.

Table 8 below provides an overview of the dates in which CDL engaged with the HNZPT on the Middle Road Substantive Application. Copies of engagement with HNZPT are included in **Attachment 8**.

Engagement with HNZPT commenced during the referral stage and updates were provided during the substantive application. In response to HNZPT feedback, a full Archaeological Assessment and Archaeological Management Plan have been prepared, and an Archaeological Authority is being sought to manage any previously unidentified archaeological material encountered during earthworks. The proposed conditions also provide for ongoing HNZPT involvement, archaeological monitoring and appropriate procedures if kōiwi tangata, taonga or other archaeological material is discovered.

Table 8: Engagement Summary with HZNPT

Date	Engagement Type	Subject Matter	Comments
14/07/2026	Email	General	Update on referral application & next steps for substantive application.
15/07/2026	Email	Response	Acknowledgement of email and inclusion of Archaeological Authority.
30/09/2026	Email	General	Final masterplan provided, along with invitation to provide further feedback associated with the development.

4.4 Ministry of Education

The Ministry of Education (**MoE**) is the government agency responsible for overseeing the education system, including planning for and managing education infrastructure and school network capacity[1]. Given the scale of the proposed development and the anticipated population growth associated with the Middle Road Project, consultation has been undertaken with the MoE regarding the potential implications of the Project on local

[1] The New Zealand School Property Agency (**NZSPA**) was established as a crown agency on 1 October 2026. Its purpose it to manage, plan, build, maintain and administer the education property portfolio. Given the timing of the lodgement of the Substantive Application on 2 October 2026, it is considered engagement with MoE is sufficient for the Middle Road project.

education infrastructure and school capacity within Havelock North and the wider Hastings area.

Engagement with the MoE was considered important to ensure awareness of the Project and to provide an opportunity for feedback regarding existing and future education infrastructure requirements associated with anticipated residential growth. This aligns with the National Policy Statement on Urban Development, which recognises the importance of integrated planning for social infrastructure to support well-functioning urban environments.

CDL initiated engagement with MoE in May 2026 to introduce the Middle Road Project and seek feedback on the potential implications of the proposed development for education infrastructure and school network capacity.

MoE has advised that it had no specific concerns with the Project and confirmed that there is currently sufficient capacity within the local schooling network to accommodate the anticipated growth associated with the development.

MoE highlighted the importance of providing safe and well-connected active transport links to nearby schools and requested that particular consideration be given to pedestrian and cyclist safety in the design of transport connections. The MoE also noted the potential need to consider school transport requirements and bus stop infrastructure as the development progresses.

In response to the feedback received, the Project team provided the MoE with an updated version of the masterplan, which highlights the proposed active transport and public transport connections associated with the development, including pedestrian and cycling links to surrounding schools and the wider Havelock North transport network.

Table 9 below provides an overview of the dates in which CDL engaged with the MoE on the Middle Road Substantive Application. Copies of engagement with MoE are included in **Attachment 8**.

Table 9: Engagement Summary with MoE

Date	Engagement Type	Subject Matter	Comments
15/05/2026	Email	General	Introduction to the project.
25/05/2026	Email	General	Additional information provided in response to MoE questions regarding housing typologies.
15/06/2026	Email	General	Preliminary feedback received confirming capacity within the school network to accommodate the development.
17/08/2026	Email	General	Final masterplan provided, highlighting active transport and public transport connections associated with the development.
28/08/2026	Email	General	MoE provided final response on the project confirming they are pleased to see feedback was adopted and had no further comments.
30/09/2026	Email	General	Final masterplan provided, along with invitation to provide further feedback associated with the development.

4.5 Health New Zealand | Te Whata Ora

Health NZ | Te Whata Ora (**Health NZ**) is the national body responsible for delivering, funding and improving services and outcomes across the health system. As a provider of key social infrastructure including the capacity of the local health services in the Havelock North area, consultation has been undertaken with Health NZ.

Given the scale of the proposed development and the anticipated population growth, engagement with Health NZ was considered important to ensure awareness of the project and to provide an opportunity for feedback. This aligns with the National Policy Statement on Urban Development, which requires decision-makers to consider the integration of social infrastructure to support well-functioning urban environments.

Health NZ was contacted during the preparation of the substantive application and provided with an overview of the Middle Road Project, including the anticipated residential yield, site location, and proposed development outcomes. Feedback was sought regarding any potential implications for local health infrastructure and service capacity, including primary healthcare access and proximity to hospital facilities.

Health NZ advised that the Project is likely to generate additional demand for local health services as the population of Havelock North continues to grow. In particular, Health NZ noted that primary healthcare services in Havelock North and Hastings are already experiencing workforce and enrolment pressures, and that continued residential growth is likely to place further pressure on these services over time. Health NZ also noted that cumulative population growth across the area will contribute to increased demand for hospital, outpatient, maternity, youth health and mental health services.

Health NZ emphasised the importance of accessibility and transport connections to support equitable access to healthcare services and recommended ongoing engagement with primary care and community healthcare providers as the Project progresses.

The Project team has considered this feedback in the development of the proposal. The masterplan incorporates an interconnected transport network with pedestrian, cycling and road connections to the surrounding urban area, supporting access to existing services and community facilities. The Project team will continue to engage with relevant service providers as appropriate throughout the substantive application process.

Table 10 below provides an overview of the dates in which CDL engaged with the MoE on the Middle Road Substantive Application. Copies of engagement with MoE are included in **Attachment 9**.

Table 10: Engagement Summary with Health NZ

Date	Engagement Type	Subject Matter	Comments
15/05/2026	Email	General	Introduction to the project.
16/06/2026	Email	General	Follow-up on feedback request regarding health infrastructure capacity.
22/06/2026	Email	General	Health NZ feedback received regarding health infrastructure capacity and service demand associated with future population growth.

29/06/2026	Email	General	Acknowledgement of Health NZ feedback and confirmation of ongoing engagement.
30/09/2026	Email	General	Final masterplan provided, highlighting active transport and public transport connections associated with the development.

5.0 Engagement with Adjacent Landowners & Potentially Affected Landowners

In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the names and addresses of the owners of the site and adjoining land, together with occupiers that were identifiable following reasonable enquiry, are provided in **Attachment 11** to this report.

Clause 6(1)(e) of Schedule 5 of the FTAA also requires the assessment of environmental effects to identify persons who may be affected by the proposal and include any response to the views of those consulted. The adjacent and potentially affected landowners identified for the Project are shown in **Figure 1**.

The Assessment of Environmental Effects concludes that the Middle Road Project is not expected to result in any significant adverse effects on adjacent or nearby properties. Nevertheless, CDL has adopted a proactive and collaborative consultation approach with neighbouring landowners throughout preparation of the substantive application.

Recognising that neighbouring properties have different relationships with the Project, engagement has been tailored according to three interface categories:

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

This approach enabled consultation to focus on the matters most relevant to each neighbouring property, ensuring discussions were proportionate to the potential effects and specific interface considerations. The following sections summarise the consultation undertaken with each interface group, the key matters raised, and how feedback has informed the final proposal.

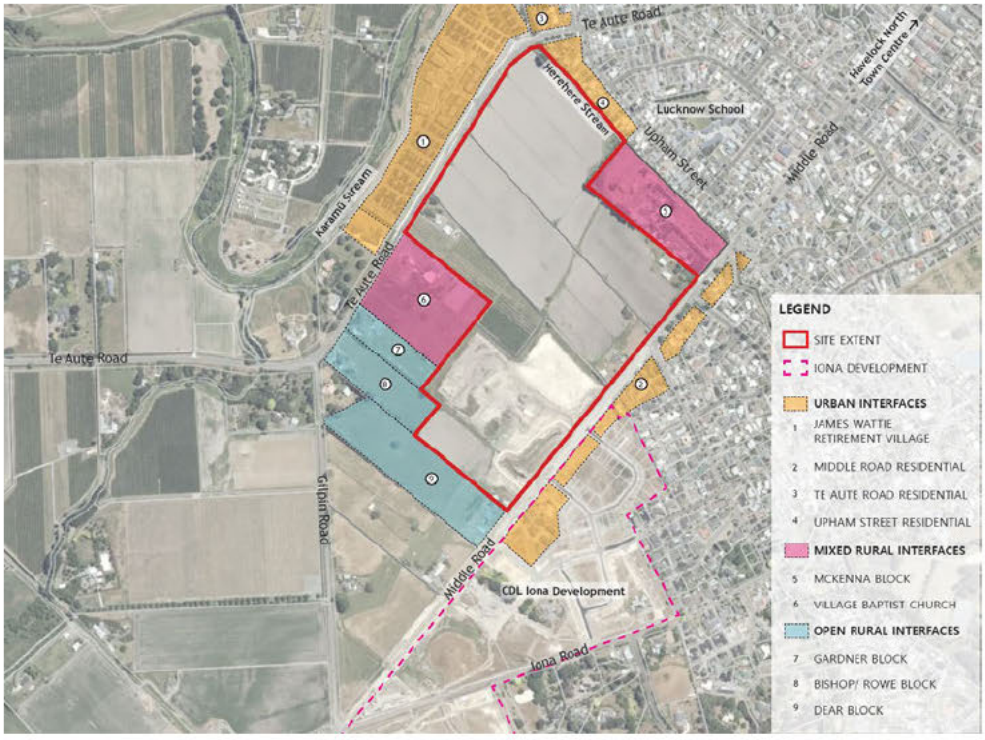


Figure 1: Map of Adjacent Landholdings

5.2 Urban Interfaces

5.2.1 Engagement Summary

The urban interfaces comprise the existing residential neighbourhoods adjoining the Project, including the James Wattie Retirement Village, residential properties along Middle Road, Te Aute Road and Upham Street, and the adjoining Iona residential development.

Engagement with these neighbouring properties focused on providing clear information about the Project, explaining the proposed development and anticipated programme, and providing opportunities for residents to ask questions and provide feedback.

Project information letters were provided to the urban neighbours presented in **Attachment 10a**, outlining the proposal, key design features and an opportunity to provide feedback directly to the Project team. Only a small number of written responses were received, with feedback focused on construction effects, traffic, flooding, productive land, local services and recreation. This limited but specific feedback enabled the Project team to provide targeted responses to the matters raised, including through the technical assessments and proposed construction management measures.

A summary of the engagement undertaken is provided in **Table 11**.

Table 11: Urban Interface Consultation Summary

Address	Stakeholder	Engagement	Summary of issues raised
All Urban Interface neighbours, including: • 1/76–2/76, 97–117, 121–127, 147–151 Middle Road, • 63–69, 86–92, 122, 150 Te Aute Road, • 4–28 Upham Street, • 1A–2 Breadalbane Road, and • 2 Palmerston Road.		• Project information letters delivered to properties.	Summary of the project given along with the opportunity to review the Project information, ask questions and provide feedback to the Project team.
6 Upham Street	[redacted]	• Written feedback received 26 July. • Acknowledgement sent on 30 July. • Response issued on 24 August 2026.	Suggested including play equipment or a playground for children within the development.
101 Middle Road	[redacted]	• Written feedback received 29 July. • Acknowledgement sent on 31 July. • Response issued on 24 August 2026.	Concerns about construction noise and heavy vehicle movements, additional traffic associated with Middle Road and Iona, congestion, loss of village character, and pressure on schools, healthcare and retail services.

Address	Stakeholder	Engagement	Summary of issues raised
113 Middle Road	[redacted]	• Written feedback received 28 July • Acknowledgement sent on 30 July. • Response issued on 24 August 2026.	Opposed the development. Raised previous flooding, construction dust, noise and ground vibration, potential power and water interruptions, cumulative traffic and congestion, and protection of fertile, productive land.
125 Middle Road	[redacted]	• Written feedback received 29 July. • Acknowledgement sent on 30 July. • Response issued on 24 August 2026.	Raised loss of productive land and concerns about the Future Development Strategy and fast-track process. Reported dust, noise, vibration, speeding vehicles, road closures, mice and poor contractor communication during Iona construction, and questioned the adequacy of management plans. Queried frontage house designs and social housing. Requested fencing against headlights and noise from the proposed road connection, and raised community, environmental and property value concerns.

5.2.2 Applicant Response and Project Changes

The key matters raised through consultation with the urban interface neighbours, and how those matters have been addressed through the final proposal, are summarised in **Table 12** below.

Table 12: Urban Interface Feedback Summary

Key theme raised	Summary	Applicant response
Construction effects	Concerns raised about dust, noise, vibration, construction traffic, speeding vehicles, road closures and contractor communication, drawing on their experience of the nearby Iona development.	The Middle Road Project will have its own project-specific construction management plans addressing dust, noise, vibration and construction traffic, including contractor communication and a process for neighbours to raise concerns. Neighbours' experiences of the Iona development will be considered as these plans are finalised.
Service interruptions and pests	Reported risk of potential power and water interruptions and pest concerns associated with the nearby Iona development.	The Middle Road Project will have its own project-specific construction management plans covering these matters, including contractor communication and a process for neighbours to raise concerns during construction.

Key theme raised	Summary	Applicant response
Traffic and congestion	Concerns about additional traffic on Middle Road, cumulative traffic from the Iona and Middle Road developments, and congestion in Havelock North.	The Integrated Transport Assessment considers traffic from both developments, key intersections and the wider road network. The assessment indicates that the forecast traffic can be accommodated. The Project includes upgrades to the Middle Road and Te Aute Road frontages, together with improved walking and cycling connections.
Flooding and drainage	Reports of previous flooding of the site and raised concerns about its development and potential flooding and drainage effects.	A detailed stormwater assessment has been undertaken. The proposed system includes stormwater detention dry basins, swales, overland flow paths and associated infrastructure to manage stormwater and avoid or mitigate upstream and downstream flooding effects.
Productive land	Comments about the loss of fertile, productive land and sought its protection.	A specialist Productive Capacity and Highly Productive Land Assessment has been completed for the Project and will form part of the substantive application.
Village character and local services	Reference about the loss of Havelock North's village character and increased pressure on schools, healthcare and retail services.	The Project has been designed as an extension of the existing urban area, with consideration given to access to the town centre, surrounding services and transport connections. The Ministry of Education and Health NZ have been consulted about the potential effects of the additional population on local education and health services.
Middle Road frontage housing	Clarification sought on whether the illustrated house plans were fixed designs for the Middle Road frontage lots and whether social housing was proposed.	The illustrated house plans are lot-testing examples demonstrating how dwellings can be accommodated on the proposed lots, rather than fixed designs for the Middle Road frontage. The application does not identify any lots as Kāinga Ora or social housing, and this is not proposed by CDL.
Play and recreation	Feedback included a suggestion to provide play equipment or a playground for children within the development.	The draft landscape concept includes a dedicated play space within the northern reserve and smaller "play along the way" opportunities throughout the wider open space network. The design remains subject to refinement and coordination with Hastings District Council, with the feedback to be considered as the design progresses.

5.3 Mixed Rural Interfaces

5.3.1 Engagement Summary

The mixed rural interfaces comprise the McKenna Block and the Village Baptist Church. These properties have a more direct relationship with the proposed urban form and future development pattern and, accordingly, received a greater level of targeted engagement.

Consultation focused on matters specific to these interfaces, including boundary treatments, access, infrastructure, future development interfaces, ownership matters, and opportunities to coordinate design outcomes where appropriate.

For the McKenna Block and Village Baptist Church, Woods and CDL adopted a property-specific approach to consultation for the Mixed Rural Interface neighbours, presented in **Attachment 10b**. Following the initial tailored information provided via letter, CDL met with the neighbouring owners on site and continued to engage with them over a number of occasions as the design developed. This allowed issues such as drainage, fencing, access, infrastructure connections and future development integration to be worked through directly, with the interface design and supporting responses refined where appropriate. Written support was subsequently received from the McKenna/Tamarapa landowners and will continue engaging with the Village Baptist Church as the application progresses with a view to resolving their concerns regarding these matters.

A summary of the engagement undertaken is provided in **Table 13**.

Table 13: Mixed Rural Interface Consultation Summary

Address	Stakeholder	Engagement	Summary of issues raised
[redacted]			
147 Te Aute Road	[redacted]	• Information letter emailed on 16 July 2026. • Meeting held and summary emailed on 29 July. • Updated interface proposals emailed on 28 August. • Further drainage query received on 9 September. • Stormwater memorandum and draft management plan sent on 14 September. • Follow-up sent on 17 September seeking comments or confirmation. • Further drainage and flood risk information requested on 29 September. • Continued engagement with the Village Baptist Church as the application progresses with a view to resolving their concerns regarding these matters.	Requested acoustic fencing and protection of church activities. Discussed retained drainage, maintenance access and an easement; potential water and sewer connections, land swap and rear car park access. Raised backwater flooding concerns associated with the Gilpin and Te Aute Road drains, drawing on Cyclone Gabrielle experience.

Address	Stakeholder	Engagement	Summary of issues raised
[redacted]			
80 & 84 Middle Road	[redacted]	• Information letter emailed on 16 July 2026. • Reply received on 20 July; review deferred until their return on 3 August. • Meeting held on 17 August; summary and acknowledgement sent that day. • Written support emailed on 26 August.	Discussed staging, the northern detention basin, Herehere Stream works, a road stub and Middle Road footpath, potential future water and wastewater connections, boundary trees and fencing. Written support provided following these discussions.

5.3.2 Applicant Response and Project Changes

The key matters raised through consultation with the mixed rural interface neighbours, and how those matters have been addressed through the final proposal, are summarised in **Table 14** below.

Table 14: Mixed Rural Interface Feedback Summary

Key theme raised	Summary	Applicant response
[redacted]		
Boundary fencing	The Church accepted the proposed 1.8 m fence height and requested acoustic fencing along the boundaries.	CDL agreed to use a 1.8 m close-boarded timber fence outside the drainage easement, maintaining access to the drain and privacy between the properties.
Church activities and reverse sensitivity	Discussions on potential complaints from future residents about noise and general church activities.	CDL will place a no-complaints covenant on all lots in relation to noise and general church activities.
Boundary drainage and maintenance access	The Church sought assurance about stormwater flows and the ongoing operation and maintenance of the shared boundary drain.	The development will be hydraulically separated from the retained boundary drain, with no development stormwater discharged to it. The drain will remain available for the Church and relevant external flows. An easement in favour of the Church will provide access for inspection, maintenance and repair where the drain extends into the proposed residential lots, with fencing outside the easement.
Flooding and the Gilpin Drain	The Church raised concerns about downstream flows and potential backwater flooding through the Te Aute Road drain, drawing on its	Development runoff will be directed to on-site dry basins, which temporarily store runoff and control discharge to the downstream drainage network. The stormwater assessment considers the wider

Key theme raised	Summary	Applicant response
	experience during Cyclone Gabrielle.	drainage system, including the Te Aute Road and Gilpin Road culverts, and assesses the 1-in-100-year storm event with an allowance for future climate change. Modelling demonstrates that the development will not increase downstream flood risk compared with the existing situation. With the proposed Gilpin Basin in place, peak flows through the downstream culvert crossings are reduced, the downstream floodplain does not increase in extent, and flood depths are reduced between Te Aute Road and Gilpin Road. The development also provides additional flood storage and controlled discharge to the Gilpin Drain, reducing the potential for backwater flooding at the Church. The Woods memorandum *'Middle Road Project – Stormwater Management and Gilpin Drain'*, dated 14 September 2026, concludes that the Project will not increase the risk of water backing up onto the Church property and will have a positive effect on flooding at the property compared with existing conditions.
Water and wastewater connections	The discussions considered whether the Church could be provided with town water and sewer connections.	CDL will investigate the feasibility of providing town water and sewer connections to the Church. These connections remain subject to investigation and further discussion.
Future development and the drainage corridor	The updated interface proposals addressed flexibility if the Church property is developed and the boundary drain is no longer required.	The proposal allows for the drainage easement to be cancelled if the Church property is developed and the drain is removed or no longer required. The affected residential landowners would then be able to relocate the fence to the legal boundary.
Land swap and access	The discussions considered a potential longer-term land swap and access to the Church rear car park from the proposed road stub.	The road layout allows for future connections to the Church property. CDL will continue discussions about a potential land swap after the fast-track process. If a land swap is agreed, CDL will explore providing driveway access from the road stub to the rear car park.
[redacted]		
Development staging	The McKenna discussions covered when construction would reach the shared boundary and the timing of nearby stormwater works.	Development near the McKenna boundary is expected to occur during the middle stages. The detention basin north of the property will be constructed at a similar stage to the adjoining residential lots.
Road access and pedestrian connections	The discussions covered additional road access and a pedestrian	A road stub will be constructed to provide an additional road access opportunity to the McKenna property. A

Key theme raised	Summary	Applicant response
	connection along the Middle Road frontage.	new footpath is also proposed along Middle Road in front of the property.
Future infrastructure connections	The discussions considered potential water and wastewater connections if the McKenna land is rezoned and developed in the future.	Water and wastewater bulk mains will be brought close to the road stub, providing potential future connection points if the McKenna property is rezoned and developed.
Boundary trees and fencing	The discussions covered trees near the shared boundary, the shelterbelt on the McKenna property and future boundary fencing.	Trees on CDL land along this boundary will be removed. Further discussion about shelterbelt trees on the McKenna property is proposed closer to construction. Standard residential fencing is proposed along the boundary when CDL develops the adjoining land.

5.4 Open Rural Interfaces

5.4.1 Engagement Summary

The open rural interfaces comprise the Dear, Bishop / Rowe and Gardner properties. These properties represent the wider rural receiving environment adjoining the Project.

Consultation focused on matters associated with the long-term rural-urban interface, including landscape treatment, fencing, boundary setbacks, cross-sections, stream corridor treatment, and reverse sensitivity.

A similarly tailored approach was taken with the open rural neighbours. In addition to the initial consultation information, CDL met with neighbours on site and continued discussions over a number of occasions to better understand their existing rural activities and the specific interface issues relevant to each property, presented in **Attachment 10c**. This enabled matters such as fencing, drainage, land levels, reverse sensitivity and future connections to be progressively refined and, where possible, resolved through the design. The Dear Block interface was refined through this process, with Karen Dear subsequently confirming she was satisfied with the proposed arrangements. The Bishop / Rowe and Gardner properties did not provide any further comments following their consultation at the referral stage of the Project.

A summary of the engagement undertaken is provided in **Table 15**.

Table 15: Open Rural Interface Consultation Summary

Address	Stakeholder	Engagement	Summary of issues raised
[redacted]			
150 Middle Road	[redacted]	• Information letter emailed on 16 July 2026. • On-site meeting held on 23 July. • Meeting summary emailed on 29 July and forwarded on 31 July. • Updated interface proposals emailed on 28 August. • Follow-up and written confirmation on 17 September.	Accepted 1.8 m timber fencing beside Lots 1-4 and requested dog-proof fencing along the remaining residential boundary. Discussions covered larger boundary lots, rural activities, farm drainage, maintenance access and an easement, and future connection and fencing flexibility. Confirmed she was happy with the outlined proposals on 17 September.
[redacted]			
167 Te Aute Road	[redacted]	• Information letter emailed on 16 July 2026.	No further comments following consultation at the referral stage of the Project.
[redacted]			
169 Te Aute Road	[redacted]	• Information letter emailed on 16 July 2026.	No further comments following consultation at the referral stage of the Project.

5.4.2 Applicant Response and Project Changes

The key matters raised through consultation with the open rural interface neighbours, and how those matters have been addressed through the final proposal, are summarised in **Table 16** below.

Table 16: Open Rural Interface Feedback Summary

Key theme raised	Summary	Applicant response
[redacted]		
Boundary fencing and animal containment	Karen Dear requested dog-proof fencing to prevent dogs entering her property and posing a risk to grazing animals.	The proposed fencing comprises 1.8 m close-boarded timber beside Lots 1-4, 1.8 m wire mesh beside Lots 5-9, and post-and-wire stock-proof fencing beside the stormwater reserve. The mesh fencing provides dog containment with a more open rural appearance.
Residential scale and rural interface	Consultation addressed the relationship between the proposed residential lots and Karen Dear's adjoining rural property.	All residential lots adjoining the Dear Block are proposed to exceed 600 m² and be developed in accordance with the General Residential Zone standards. Larger lots and varied fencing treatments are intended to provide a transition to the adjoining rural property.
Drainage and land levels	Consultation addressed drainage from the Dear Block following the proposed raising of adjoining development land.	The existing farm drain will be retained and widened within CDL's land where required to accommodate stormwater flows from the Dear Block and prevent those flows entering the proposed residential lots.
Drain access and maintenance	The updated interface proposals addressed continued access to the farm drain where it extends into the Middle Road site.	Fencing beside Lots 5-9 will be set back within the residential lots, leaving the extended drain outside the fenced areas and accessible from the Dear Block. An easement in favour of the Dear property will provide access for inspection, maintenance and repair.
Future development and connections	Consultation considered how fencing, drainage and access could respond if the Dear Block is developed for residential purposes in future.	The road layout allows for a possible future connection into the Dear Block. Fencing changes can be considered with Karen's agreement. If the property is developed for urban purposes and the drain is no longer required, the proposed arrangement provides for the easement to be cancelled, and fencing relocated to the legal boundary.

6.0 Conclusion

Consultation undertaken throughout preparation of the referral and substantive applications has been valuable in informing the final form of the Middle Road Project and supporting technical assessments. Engagement with local authorities, mana whenua, central government agencies, infrastructure providers, adjacent landowners, and other stakeholders has assisted in identifying key issues early and ensuring that the proposal responds appropriately to site constraints, infrastructure requirements, environmental considerations, cultural values, and surrounding land uses.

Feedback received through the consultation process has informed refinement of the Project design, infrastructure strategy, stormwater management approach, transport connections, stream corridor treatment, landscape responses, and proposed mitigation measures incorporated within the substantive application. The consultation process has also assisted in testing technical assumptions and ensuring the proposal has been developed with a clear understanding of stakeholder interests, operational requirements, and strategic planning considerations.

Through the engagement undertaken and the technical assessments completed, the Applicant considers that the final proposal appropriately responds to the key matters raised during consultation, including issues relating to infrastructure servicing, flooding and stormwater management, highly productive land, reverse sensitivity, ecology, cultural values, and urban integration.

The consultation undertaken for the Project provides a robust foundation for the substantive application and demonstrates a collaborative and responsive approach to project development. CDL appreciates the constructive engagement and input provided by stakeholders throughout the process and considers that the consultation undertaken has materially assisted in development of a comprehensive and integrated proposal for the Middle Road Project.

Attachment 1: Hawkes Bay Regional Council Correspondence

From: [redacted] on behalf [redacted]
To: [redacted] Middle Road [redacted]
Subject: [redacted]
Start: Wednesday, 3 June 2026 10:00:00 am
End: Wednesday, 3 June 2026 11:00:00 am
Location: Microsoft Teams Meeting; * TDE Teams Meeting Room (Station st) *

-----Original Appointment-----
From: [redacted] bbo.govt.nz>
Sent: [redacted]
To: [redacted] Middle Road [redacted]
When: Wednesday, 3 June 2026 10:00 am-11:00 am (UTC 12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; * TDE Teams Meeting Room (Station st) *

-----Original Appointment-----
From: [redacted] bbo.govt.nz <mailto:[redacted] bbo.govt.nz> >
Sent: [redacted]
To: [redacted] Middle Road [redacted]
When: Wednesday, 3 June 2026 10:00 am-11:00 am (UTC 12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; * TDE Teams Meeting Room (Station st) *

Hi all,

The applicant is looking to push on with a pre-submittivo application meeting for the Middle Road Project. I've asked for this to be after our comment window has closed so that we can discuss any key issues that may arise through comments.

I've included you all as a placeholder however, we can play it by ear and decide closer to the time whether everyone is needed at the meeting or not.

[redacted] – please let me know if members from your team will attend in person and if so, how many. We have limited space that is all.

Cheers,

[redacted]

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/4415088638388?p z2l1LSC84qfYtN7N= <https://apc01.safelinks.protection.outlook.com/ap/t-59 84c837?
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Meeting ID: 441 508 863 838 80

Passcode: RC3uDU}

Need help? <https://apc01.safelinks.protection.outlook.com/?url https%3A%2F%2Faka.ms%2FJoinTeamsMeeting%3Fomkt%3Den-US&data 05%7C02%7Clegos.meanlhm%40woods.co.nz%7C2160ee3894c54d85bddc69dcaa6415595%7C3e8a2a54a113455cb66dcedb4e40d2ca%7C0%7C0%7C638419139990419 8%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIld1joyMjAwMDAwMCJ9%0A&sdata eMcSdPt5FMM947T1Z55%3D&reserved 0> | System reference <https://apc01.safelinks.protection.outlook.com/ap/t-59586e83?
url https%3A%2F%2Fsupport.microsoft.com%2Foffice%2Fjoining-a-meeting-09b7f1f6-d83f-4ab4-8c69-eb67ff5b5a74%3Fwt.mc_id%3DTeamsMC_ENUS_Join_Meeting_Help&data 05%7C02%7Clegos.meanlhm%40woods.co.nz%7C2160ee3894c54d85bddc69dcaa6415595%7C3e8a2a54a113455cb66dcedb4e40d2ca%7C0%7C0%7C638419139990419 8%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIld1joyMjAwMDAwMCJ9%0A&sdata Fe8B2tUrcAAoTcVtZBcy8aY2xqAmVZvIVNYhZzI%2B0%3D&reserved 0>
1200+Eastern%2520Time%2520%2528US%2520and%2520Canada%2529&data 05%7C02%7Clegos.meanlhm%40woods.co.nz%7C2160ee3894c54d85bddc69dcaa6415595%7C3e8a2a54a113455cb66dcedb4e40d2ca%7C0%7C0%7C638419139990419 8%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIld1joyMjAwMDAwMCJ9%0A&sdata 1Ly0ZBy%2BqAtuYZvIVNYhZzI%2B0%3D&reserved 0>

For organizers: Meeting options <https://apc01.safelinks.protection.outlook.com/?url https%3A%2F%2Fteams.microsoft.com%2FmeetingOptions%2F%3Forganizer%3Dlegos%40woods.co.nz%26tenantId%3D1f1ea0d0f0f0-4f52-497c-91b1-3209f4fc1ed7%26messageId%3D0%26language%3Den-US&data 05%7C02%7Clegos.meanlhm%40woods.co.nz%7C2160ee3894c54d85bddc69dcaa6415595%7C3e8a2a54a113455cb66dcedb4e40d2ca%7C0%7C0%7C638419139990419 8%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIld1joyMjAwMDAwMCJ9%0A&sdata nBkw4KDz05yjHE0746NMgCzo3FiUs0h7HtoHyg=WbTtU%3D&reserved 0>

[redacted]



[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 30 April 2026 4:45 pm
To: [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz>; [redacted] govt.nz>; [redacted]hbrc.govt.nz; [redacted]hbrc.govt.nz
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Fast-track Referral – Process Update

Kia ora,

I just wanted to provide a quick update on the Middle Road Fast-track referral application.

We have now heard back from the Ministry for the Environment, who have confirmed the application is complete and has moved into the next stage of the process. The Minister for Infrastructure is now seeking comments and reports from relevant parties under the Fast-track Approvals Act 2024.

This stage is expected to take around two months.

MfE will be in touch directly (if they haven't already) to seek your feedback on the referral application. We wanted to give you an early heads up so you can plan for this in your workload in the coming week(s).

If it would be helpful to run through anything in the referral material, or if you have any early questions, please feel free to get in touch.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz

From: [redacted]
To:
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Herehere Stream Design for Middle Road Project - Meeting Request
Date: Tuesday, 2 June 2026 3:36:16 pm
Attachments: image001.png
ATT00001.png

Hi [redacted]

Monday 8th at 3pm could work at our end.

Off the top of my head, previous input from HBRC in relation to the Herehere stream possibly mentioned keeping a clear 6m width adjacent to the Herehere stream edge to enable access for maintenance purposes.
Setting aside the fact that HBRC is the regulatory authority in relation activities that may occur in the Herehere stream, HBRC recognise that HDC are ultimately responsible for ongoing maintenance of the Herehere stream. If HDC does not require the 6m access width, then as the party who is responsible for the ongoing maintenance of this asset, that is their call to make as it'll be theirs to deal with in the future.

For context, had the Herehere stream been an item maintained by HBRC, then we would be specifying the 6m access with must be accommodated but that is not the case in this instance.
It might be useful to touch on this at some stage tomorrow.

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06 835 9200 | 027 236 4700
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 Tahi I Tō Tātau Taiao

---

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 29 May 2026 9:54 am
To: [redacted]@hdc.govt.nz>; [redacted]hdc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted]tpw.iwi.nz>
Cc: [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Herehere Stream Design for Middle Road Project - Meeting Request

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Mōrena,

As part of the ongoing development of the Middle Road project in Havelock North, we are currently progressing the stormwater and stream interface design associated with the Herehere Stream corridor.

Through the referral application consultation process, we identified several preferred outcomes for the Herehere Stream. It is clear there are a range of interests and expectations regarding the future treatment, planting, maintenance and management of the stream corridor, particularly in relation to flood conveyance, ecological enhancement, and cultural outcomes.

We also acknowledge that we already have broader project kick-off meetings scheduled with Council and mana whenua next Wednesday, 3 July. However, given the complexity and importance of the Herehere Stream interface, we consider that this warrants a more focused and dedicated discussion with the relevant parties.

Given the importance of aligning these outcomes early, we would like to arrange a separate stakeholder coordination meeting with representatives from:

- Hawke's Bay Regional Council
- Hastings District Council
- Mana whenua representatives
- CDL and the wider project team (including planning, engineering, stormwater and landscape specialists)

The purpose of the meeting would be to:

- discuss the proposed approach for the Herehere Stream corridor;
- better understand each organisation's objectives and concerns;
- identify areas of alignment and any constraints;
- workshop an agreed direction for stream treatment and planting outcomes moving forward.

We consider it important that this discussion occurs collaboratively, particularly given the shared interests in stream health, flood management, maintenance requirements and cultural/environmental outcomes.

At this stage, we are proposing a Teams meeting in late next week or the following week and would appreciate if you could please advise your availability. Once we receive responses, we will circulate a calendar invitation accordingly.

Please also feel free to forward this invitation to any additional team members you consider appropriate to attend.

Ngā mihi nui
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 9 April 2026 4:44 pm
To: [redacted]@hdc.govt.nz>; [redacted]s@hdc.govt.nz>; [redacted]@hdc.govt.nz>; [redacted]hbrc.govt.nz; [redacted]hbrc.govt.nz
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Project - Referral Application Submitted

Good afternoon all,

We have now lodged the Middle Road Project referral application this afternoon. A link to the application documentation can be found here: **Click here**

A big thank you for the collaborative approach you have taken on this project for the last few months. Your input, knowledge and feedback has been valuable in shaping the proposal and establishing a solid foundation ahead of the substantive application.

Next steps:

- MfE will do an application completeness check and then forward it to the Minister. This takes approximately 2 weeks.
- The Minister may seek further information from the applicant, councils, and other invited parties. This is a new process through the Amendment Act, and we are unsure what level of information may be sought with new referral applications. Watch this space.
- Referral decision typically takes approx. 3 – 4 months

Our team is looking to progress the substantive design parallel to the referral application still processing. We will reconvene as a project team towards the end of the month and work out next steps from there. There remains further work to do, including incorporation of the detailed feedback provided by the various council officers with respect to urban design, open space function, engineering, roading and stream works. We intend to re-engage with relevant Council officers again next month to refine this design and work together on a solution for the final concept plan. This will also involve further engagement with other stakeholders such as mana whenua and neighbours.

I will be in touch with you all in early May to set up a series of design workshops.

Please note that I will be away in Japan on leave 13 – 29 April. If you have any questions in the meantime, please contact [redacted] (cc'd) for assistance.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted]
To: Middle Road
Subject: FW: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition
Date: Friday, 3 July 2026 9:52:32 am
Attachments: image001.png
image006.png
image007.png
ATT00001.png
image145728.png

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 3 July 2026 9:31 am
To: [redacted] <[redacted]woods.co.nz>
Subject: FW: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Sent: Thursday, 2 July 2026 10:15 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]
I don't think I can add any more value to this issue. Questions to the council need to cover information that we hold, as opposed to opinions on assumptions.
I hope you can continue with your analysis using the information you have.
Regards,
[redacted]

[redacted] (CPEng)
Principal Engineer
06 835 9200 | 021 045 7288
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 25 June 2026 2:37 pm
To: [redacted] (CPEng) <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi[redacted]

We got inflows and water level boundary conditions for the following storm events:

Scenario
20% AEP (24hr rainfall storm) Present Day
20% AEP (24hr rainfall storm) + Climate Change (RCP8.5 +50yr)
2% AEP (24hr rainfall storm) Present Day
1% AEP (72hr rainfall storm) Present Day
1% AEP (72hr rainfall storm) + Climate Change (RCP8.5 +50yr)

Our scope includes modelling for the 50% (with and w/o climate change), 10% (with and w/o climate change) and 2% (climate change) AEP events as well.

We were hoping to scale these based on the provided flows however because runoff isn't scalable across events, there is a risk we will overestimate the flows and water levels which we will be using for design. The meeting was intended to decide what sort of assumptions we could make for these events based on the information we have on hand.

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] (CPEng) <[redacted]hbrc.govt.nz>

Sent: Thursday, 25 June 2026 2:18 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi[redacted]
It might be easier via email? You mentioned "assumptions we can make for the intermediate storm events such as the 2, 10 and climate change adjustments for the 50 year? "

I'm not sure I can add much to this discussion. Do you have some particular questions?

Cheers,
[redacted]

[redacted] (CPEng)
Principal Engineer
06 835 9200 | 021 045 7288
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 25 June 2026 2:11 pm
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi[redacted]

I think it would be good to get Craig's input on this – would you both be available on Monday afternoon at 1.30?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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provided unless that information is subsequently confirmed by a duly signed letter.

From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Thursday, 25 June 2026 2:04 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]

I'm available tomorrow from 2-2.30pm if that suits? [redacted] won't available tomorrow unfortunately, so the alternative would be early next week.

Cheers
[redacted]

[redacted]
Flood Modeller
06 835 9200
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 25 June 2026 11:48 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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I'm in meetings for most of this afternoon – would you and [redacted] be free tomorrow at the same time? 1.30?

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Thursday, 25 June 2026 11:45 am

To: [redacted] <[redacted]woods.co.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted]
<[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]

Would 1.30pm this afternoon work with you?

Cheers
[redacted]

[redacted]
Flood Modeller
06 835 9200
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 25 June 2026 11:12 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted]
<[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi [redacted]

Just following up to see whether you had any availability this week to discuss the modelling outputs.

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 22 June 2026 7:53 am

To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted]
<[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi[redacted]

Thank you for sending this through. Having reviewed the data, would it be possible to have a meeting around assumptions we can make for the intermediate storm events such as the 2, 10 and climate change adjustments for the 50 year?

Would you and[redacted] have availability tomorrow or Wednesday?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Monday, 8 June 2026 12:10 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted]
<[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi[redacted]

Last week we completed a number of model runs to generate the flow and water level outputs you required for different scenarios. It took a little longer than expected due to a slight technical issue over the long weekend, so we had the model running throughout last week.

We have been able to generate flow and water level outputs for the following scenarios:

Scenario
20% AEP (24hr rainfall storm) Present Day
20% AEP (24hr rainfall storm) + Climate Change (RCP8.5 +50yr)
2% AEP (24hr rainfall storm) Present Day
1% AEP (72hr rainfall storm) Present Day
1% AEP (72hr rainfall storm) + Climate Change (RCP8.5 +50yr)

I have attached a geopackage containing the lines and points used to export the time series data and I have attached an excel file containing the times series data exported at each location for each scenario.

We also have max grid outputs in .tif format, which we will share with you. Our council has recently set up a new process/tool for securely sharing data, which unfortunately is little more complicated to set up. I will need to use

this tool to share the model output data with you. You should have received an invitation to add you as a guest to this new tool. Please let me know if you haven't received this or if there are any problems.

The rainfall data is a little more complicated due to the format used in the model. The HIRDSv4 rainfall data was applied as 2km grid for each scenario, using hourly grids for the 24hr storms and 3-hourly grids for the 72hr storm. We only have the rainfall data as grids for the whole model, not as normal time series datasets. For the climate change scenarios, rainfall under RCP 8.5 for a 2081-2100 horizon was used (as this was considered closest to the 50-year horizon adopted by HBRC).

Happy to catch up again if needed.

Cheers
[redacted]

[redacted]
Flood Modeller
06 835 9200
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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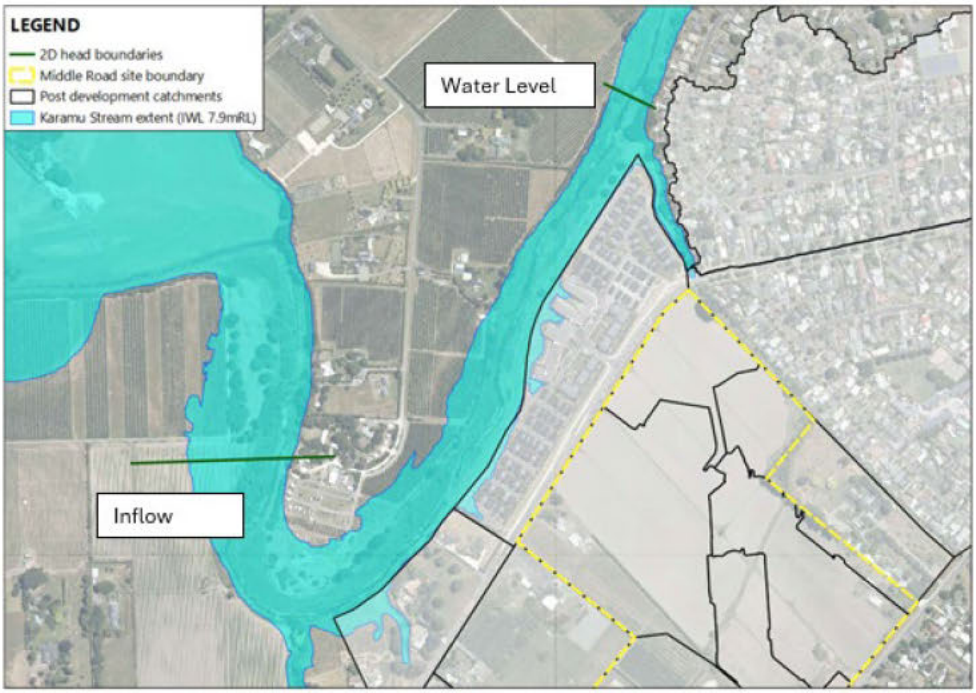
From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 22 May 2026 9:36 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi all,

Thank you for your time earlier, we really appreciated HBRC taking the time to talk through modelling with us.

As discussed in the meeting, we are looking for inflow and water level boundary conditions for modelling to enable a Fast Track development at Middle Road. To date, we have referenced the Hawke's Bay Hazard Portal as the basis for establishing the initial water level within the Karamu Stream, with our modelling (100-year RCP 6.0 scenario) adopting the portal flood level plus 1.0m. To date we have reported against climate change scenario RCP6 as per the Arataki Fast Track development using an SCS rainfall profile.



The events we are interested in have been tabulated below. We would be willing to help with testing the model's sensitivity to different rainfall profiles as well but can work with what is already available while the model is in the review process. In the absence of data for inflows, we are also open to HBRC's guidance around appropriate inflow and water level assumptions.

Event	Rainfall
2YR	Existing rainfall and RCP6 or 8.5
5YR	Existing rainfall and RCP6 or 8.5
10YR	Existing rainfall and RCP6 or 8.5
50YR	Existing rainfall and RCP6 or 8.5
100YR	Existing rainfall and RCP6 or 8.5

Please let us know if another meeting would be useful and we look forward to hearing from you soon.

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 20 May 2026 10:33 am
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Sure. Please send the teams invite.

Thanks

[redacted]

[redacted]
Asset Engineer
06 835 9200 | 027 239 3531
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 20 May 2026 10:32 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi [redacted]

I think 1pm, it would be good to have [redacted] there as he holds the modelling.

Would you like us to send a meeting invite out?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 20 May 2026 10:26 am
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi[redacted]

Sorry about the delay, are you/team available for a teams meeting today at 11AM or 1PM(Rob'll be available to join in for 1PM as I am out on site meeting)

Thanks

[redacted]

[redacted]
Asset Engineer
06 835 9200 | 027 239 3531
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 Tahi I Tō Tātau Taiao

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From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 20 May 2026 9:11 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi[redacted]

Would HBRC be available for a meeting this week please?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Friday, 15 May 2026 11:56 am
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]

Thanks for your email. Just FYI- [redacted] (Flood Modeller) is on leave until Monday. Will catch up with him on Tuesday next to schedule one.

Regards

[redacted]

[redacted]
Asset Engineer
06 835 9200 | 027 239 3531
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 15 May 2026 9:14 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi [redacted]

Just wondered where things landed with this. Is it possible to set up a time to run through the Karamu Stream modelling?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted]woods.co.nz
+64 210 765 724

woods.co.nz

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From: [redacted]
Sent: Wednesday, 6 May 2026 11:22 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Thanks [redacted]

We'd also like to understand how the Herehere Stream ties in with the Karamu Stream and get some inflow boundary conditions for the 1% AEP RCP6 for our modelling.

Kind regards,
[redacted]

From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 6 May 2026 11:10 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] (CPEng) <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: FW: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]

Please see the request below from woods for a development project in Havelock North for HDC, We've engaged with Hastings District Council around flood modelling and had some queries around the Herehere dam's function and outlet.

Just checking if there is a suitable day and time to have a quick catch up with woods to discuss the info request.

Cheers,

[redacted]

[redacted]
Asset Engineer
06 835 9200 | 027 239 3531
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 6 May 2026 10:35 am
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]

<[redacted] woods.co.nz>; [redacted] <[redacted] woods.co.nz>
Subject: FW: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi [redacted]

Thank you for your time on the phone just now. Just forwarding this email through again to get the ball rolling with the flood modelling team.

As discussed, our timeframes are a little bit tight so we would appreciate it if this could be expedited.

Look forward to hearing from you soon.

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted] woods.co.nz
+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted] woods.co.nz>
Sent: Friday, 13 March 2026 4:22 pm
To: [redacted] <[redacted] hbrc.govt.nz>
Cc: [redacted] <[redacted] woods.co.nz>; [redacted] <[redacted] woods.co.nz>; [redacted] <[redacted] woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]

I was wondering whether you might have some time next Monday to discuss flood modelling for the Middle Road site. We've engaged with Hastings District Council around flood modelling and had some queries around the Herehere dam's function and outlet.

I'll follow up with a call on Monday morning, otherwise feel free to ring me at [redacted]

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted] woods.co.nz

+64 210 765 724
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 21 January 2026 1:01 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

Hi [redacted]

Thanks for your email. I have forwarded the info request to our flood modelling team and waiting for their response.

We are currently a bit caught up with recent weather warnings.

Will try to get back to you soon.

Cheers,

[redacted]

[redacted]
Asset Engineer
06 835 9200 | 027 239 3531
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 20 January 2026 4:42 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Development; Havelock North - SW modelling discussion, specifically catchment info, water level boundary condition

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Hi [redacted]

Many thanks for taking my call, and agreeing to help us with this SW flood modelling issue.

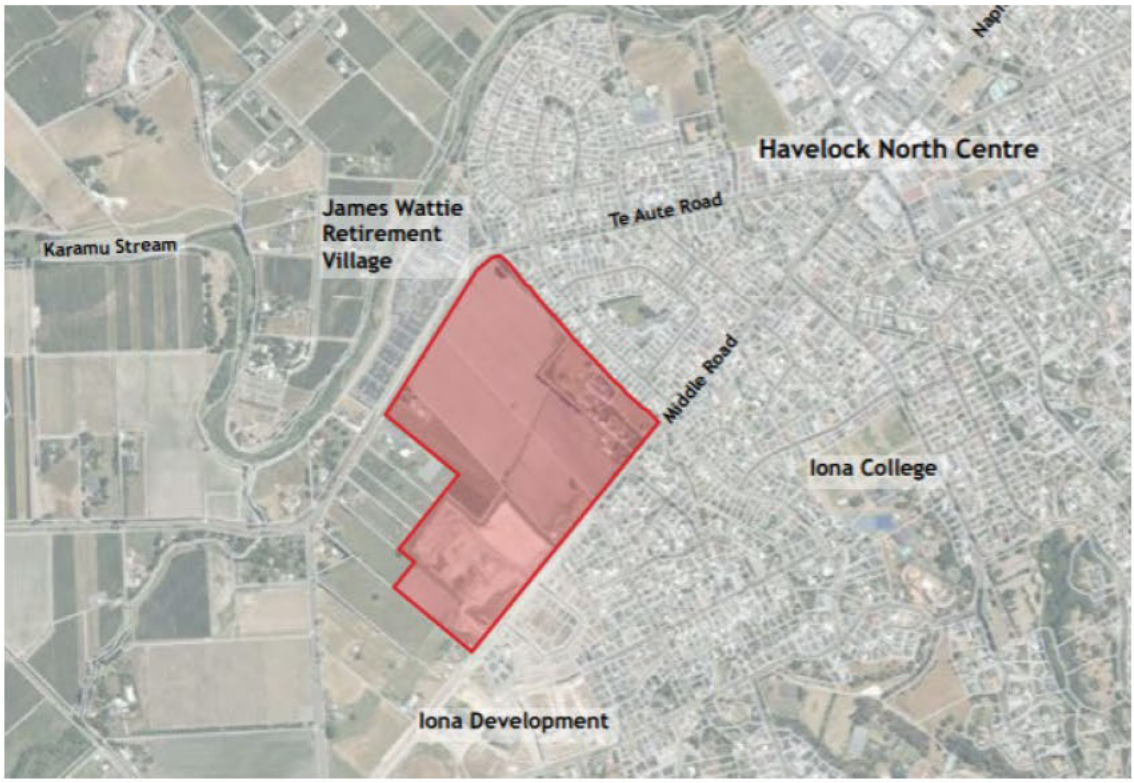
The specific project we are looking at is located in Middle Road, Havelock North (see image below).
Our overall scope is to prepare a Fast Track Referral Application to the Minister for this development, part of which includes an infrastructure assessment of stormwater, including flood modelling assessment. Our SW specialist

[redacted] – cc'd herein, is wanting to understand specific Boundary Conditions for the required modelling, and we understand the respective information for the western catchment area is held by HBRC.

Ideally, we would like to book a time with you (via Teams) to discuss. Can you please confirm when you would be available? We can do late morning tomorrow or anytime Friday of that helps.

Many thanks again for your pending assistance on this one, as we are under time pressure to complete this FT referral assessment.

Kind regards
[redacted]



[redacted]
Senior Associate Engineer
BSurv, Grad Dip Bus (Eng, Mgt)
[redacted]woods.co.nz
+64 21 582 065
woods.co.nz

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From: [redacted]
To: [redacted]
Subject: RE: Gilpin Drain
Date: Monday, 13 July 2026 5:06:05 pm
Attachments: image001.png
image002.png
image006.png
ATT00001.png
CD130214W.pdf
CD130214W, CD130271W & CD130272W - OR.pdf

Hi [redacted] and [redacted]

Please find attached the consent document and officer's report for AUTH-120712-01 / CD130214W.

Kind regards,
[redacted]

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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---

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 9 July 2026 10:11 am
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Gilpin Drain

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Hi [redacted]

Thank you for this update.

Also, I understand you were going to send through a copy of the wastewater network discharge consent to @[redacted]. Just following this up, if you could please send it through also at your earliest convenience.

Regarding the Herehere Stream meeting, I will be looking to set up a date soon and will be in touch on that.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Thursday, 9 July 2026 9:32 am
To: [redacted] <[redacted]woods.co.nz>
Subject: FW: Gilpin Drain

Hi [redacted]

Please see the below response that I received from our assets team regarding the Gilpin drain branch.

Will get back to you regarding meeting again. It might be helpful for you if we bring [redacted] along.

Kind regards,
[redacted]

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Thursday, 2 July 2026 4:54 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] Hogan <[redacted]Hogan@hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Gilpin Drain

Hi [redacted]

The 2003 MOU is public, and includes the provision for adds moves and changes in section 7.
https://www.hastingsdc.govt.nz/assets/Document-Library/Cyclone-Land-Categorisation-Documents/Havelock-North-updates/HBRC-HDC-Agreement-for-drainage-goverance-December-2003.pdf

Gilpin Drain

The nature of the ground works and runoff control to a reticulated system including the wetland detention replacing the Bake to the Herehere determines the performance of the Gilpin branch on the eastern (shallow uphill) boundary of the Batist property.

If the proposal manages and reticulates the stormwater within the development, then the future impact on the Gilpin branch will be reduced. The maintenance access would have be from the western side as the development will likely not provide it. The Boundary is very close to the current alignment of the Gilpin drain branch. The development boundary should not impinge on the drain edge or limit drain maintenance.

The original Gilpin branch was to limit overland flow from the uphill pastureland impacting the Baptist property. If the stormwater management in the development area will no longer contribute to the inflow, then there is a question as to the requirement for the drain as the reticulated capture would be doing the drainage. If the design was able to achieve this then the branch channel may not be required but would have to be agreed with the Baptist property.

[redacted]

[redacted]
Asset Strategic Planner
06 835 9200 | 027 211 6029
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Monday, 29 June 2026 5:52 pm

To: [redacted] <[redacted]hbrc.govt.nz>
Subject: Gilpin Drain

Hi[redacted]

In relation to the Middle Road FTAA proposal, the applicant has asked me about the section of the Gilpin drain behind the Baptist church and the question is off the back of if the change to the level of service of this asset would result in a need for a change of ownership of it. (i.e. if the level of service increased from a rural level of service to an urban level.
However, the applicant asked whether if the flows conveyed to this section of drain were to reduce, would a change of ownership be required? I.e. whether it would it be handed back to private ownership, or not?

Happy to discuss.

Also, is the MOU between HDC and HBRC regarding stream management public information? The applicant was asking whether was any public information that states the Gilpin is an HBRC asset.



Cheers,
BB

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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Healthy land and water needs strong collective action
From the mountains to the sea - we all have a part to play

From: [redacted]
Subject: RE: Middle Road Project Herehere Stream Follow Up Meeting
Date: Wednesday, 22 July 2026 11:23:02 am
Attachments: ATT00001.png

HI all

Here is a link to HBRC's updated Extreme Weather hub, providing up to date weather and river level information which may be of use while works are underway: https://www.hbrc.govt.nz/extreme-weather-hub/ . check out the Flood link.

Cheers
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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-----Original Appointment-----
From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 20 July 2026 1:07 pm
To: [redacted]
Subject: Middle Road Project Herehere Stream Follow Up Meeting
When: Wednesday, 22 July 2026 10:00 am-11:00 am (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; Meeting Room 01

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-----Original Appointment-----
From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 16 July 2026 5:17 pm
To: [redacted]
Subject: Middle Road Project Herehere Stream Follow Up Meeting
When: Wednesday, 22 July 2026 10:00 am-11:00 am (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; Meeting Room 01

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Hi [redacted],

[redacted] mentioned to me that you (or possibly [redacted] may be able to help out and potentially take lead on the Middle Road FTAA project? It's basically a residential rezoning but through a consent framework instead of a plan change. Peeking at your calendar it looks like you won't be able to make this meeting (no stress at all). But if you are able to help out and potentially take the lead going forward on this one, that'd be really appreciated.

If you are able to help, we can catch up when you're back in the office for a bit of a hand over and go over the project and key matters so far.

Cheers,
[redacted]

-----Original Appointment-----
From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 16 July 2026 4:37 pm
To: [redacted]
Subject: Middle Road Project Herehere Stream Follow Up Meeting
When: Wednesday, 22 July 2026 10:00 am-11:00 am (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; Meeting Room 01

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Hi everyone,

Here is a meeting invite to discuss the feedback and changes made to the Herehere Stream environment.

Proposed agenda:

1. **Project update and meeting purpose.**
2. **Updated Herehere Stream corridor approach:**
    - Overview of the updated design approach;
    - How feedback received to date has been considered and incorporated;
    - Planting and landscape treatment;
    - Setbacks and maintenance access;
    - Erosion control and stream stability;
    - Cultural and ecological outcomes;
    - Remaining comments, constraints or matters requiring further consideration.
3. **Agreement on next steps for progressing the stream corridor design.**

If you are unable to make this time please let me know.

Thanks, [redacted]

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/411024899817633?p=blJjFS8XIAW4jiGNw6

Meeting ID: 411 024 899 817 633
Passcode: m3zD2rV3

Need help? | System reference

For organizers: Meeting options

From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project
Date: Thursday, 30 July 2026 2:35:10 pm
Attachments: image002.png
image007.png
image008.png
image926460.png

Appreciated, thanks [redacted]

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted] woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted] hbrc.govt.nz>
Sent: Thursday, 30 July 2026 2:10 pm
To: [redacted] <[redacted] woods.co.nz>
Cc: [redacted] <[redacted] woods.co.nz>; [redacted] <[redacted] cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted] woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

Hi [redacted]

Sure can, see attached AUTH-126396-01 / WP180926T.

Kind regards,
[redacted]

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
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 Tahi I Tō Tātau Taiao

---

From: [redacted] <[redacted] woods.co.nz>
Sent: Wednesday, 29 July 2026 5:50 pm
To: [redacted] <[redacted] hbrc.govt.nz>
Cc: [redacted] <[redacted] woods.co.nz>; [redacted] <[redacted] cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted] woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

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Hi [redacted]

Thanks again for the copies of the consents relating to the Middle Road site.

Is it possible for you to also provide me with a copy of the existing regional consents relating to the neighbouring church site – 147 Te Aute Road (Lot 2 DEEDS 323, HB58/68)?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Friday, 17 July 2026 3:54 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

Hi [redacted]

Unfortunately I cannot find an active water take consent from any of the wells on site.

There are a few other wells identified on the properties along with expired/surrendered historic takes, but none are current/active.
The most recent water takes expired in May 2021 (AUTH-110813-02/WP000224Ta, AUTH-110875-01/WP000267T & AUTH-110876-01/WP000268T) - attached for your information.

Kind regards,
[redacted]

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
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 Tahi I Tō Tātau Taiao

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 17 July 2026 2:09 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]

<[redacted]woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

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Thanks[redacted]

So, there is nothing on file that has an associated allocation of water take from the property?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Friday, 17 July 2026 12:46 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

Hi[redacted]

Attached are the consent document and s42A report for AUTH-133508-01).
There is no water take consent(s) associated with the bores created by this consent (being Well no. 17752, 17753 & 17754).

I'm having trouble tracking down the original bore permit consent document for AUTH-105666-01(historic reference: LU920223B), this is likely due to its age since it was granted in 1992.
Despite this, there is no water take consent(s) associated with the bore created by this consent (being Well no. 3186) either.

Kind regards,
[redacted]

HAWKE'S BAY REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
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 Tahi I Tō Tātau Taiao

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 16 July 2026 4:31 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Request for Existing Bore Consent Documentation – Middle Road Project

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Hi [redacted]

I hope you're doing well.

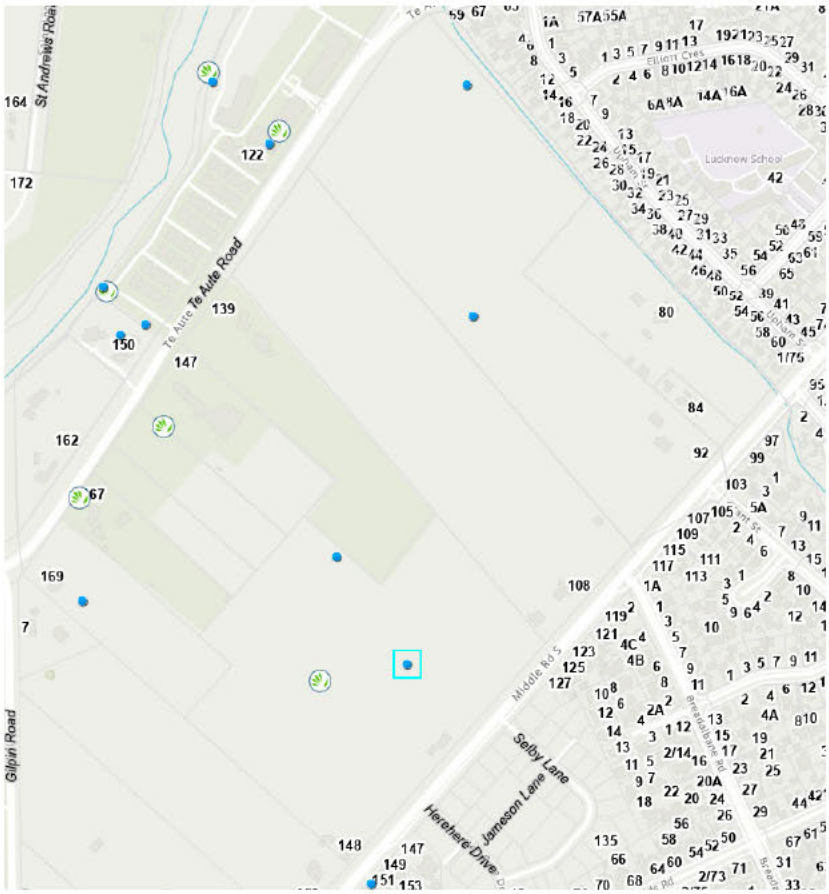
As part of the discussions we are having with Hastings District Council regarding water allocation for the Middle Road Project, we are hoping to obtain copies of the existing bore consents associated with the development site.

Based on the HBRC GIS viewer, we have identified the following consent references relating to bore drilling on the site and any associated water allocations with those bores:

- AUTH-133508-01
- AUTH-133508-01
- AUTH-133508-01
- AUTH-105666-01

Would you be able to send through copies of these consents, along with any associated documentation, as soon as possible?

Thanks in advance, and please let me know if you need any further information from me.



Ngā mihi

[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project
Date: Thursday, 30 July 2026 2:35:11 pm
Attachments: image002.png
image007.png
image008.png
image926460.png

Appreciated, thanks [redacted]

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted] woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted] hbrc.govt.nz>
Sent: Thursday, 30 July 2026 2:10 pm
To: [redacted] <[redacted] woods.co.nz>
Cc: [redacted] <[redacted] woods.co.nz>; [redacted] <[redacted] cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted] woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

Hi [redacted]

Sure can, see attached AUTH-126396-01 / WP180926T.

Kind regards,
[redacted]

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
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From: [redacted] <[redacted] woods.co.nz>
Sent: Wednesday, 29 July 2026 5:50 pm
To: [redacted] <[redacted] hbrc.govt.nz>
Cc: [redacted] <[redacted] woods.co.nz>; [redacted] <[redacted] cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted] woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

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HAWKE'S BAY REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

RESOURCE CONSENT

Water Permit

In accordance with the provisions of the Resource Management Act 1991 (RMA), and subject to the attached conditions, the Hawke's Bay Regional Council (the Council) grants a resource consent for a discretionary activity to:

Village Baptist Church
PO Box 8587
Havelock North 4157

to take and use water from well no. 905 (150 mm diameter) for to irrigate 1.5 hectares of pasture and 1 hectare of olives, and for spray fill, wash down, building supply, stock drinking water and potable water supply for a church complex.

LOCATION

Address of site
147 Te Aute Road, Havelock North

Legal description
Site of take: Lot 1A DDP 323 Blk IV Te Mata SD;
Site of use: Lots 1, 1A & 2 DDP 323 Blk IV Te Mata SD;
as illustrated on the Site Map adjacent

Map reference (NZTM)
Well no 905: E 1931328 - N 5601000

Site Map



LAPSING OF CONSENT

This consent shall lapse in accordance with section 125 of the RMA on 31 May 2030 if it is not given effect to before that date.

CONSENT DURATION

This consent is granted for a period expiring on 31 May 2035.

[redacted]
Consents Manager
POLICY AND REGULATION GROUP
Under authority delegated by Hawke's Bay Regional Council
22 September 2025

CONDITIONS

Rate of Take and Volumes

1. The rate of taking shall not exceed **4.95 litres per second.**

2. The volume taken shall not exceed the following:

   a) **755 cubic metres in any 7 day period** and,

   b) **10,135 cubic metres within the 12 month period,** 1 July to 30 June in consecutive calendar years; and,

   c) For irrigation: that volume required to replace soil moisture depleted by evapotranspiration over the irrigated area.

Water Metering

3. A water meter shall be installed within 12 months of granting this consent and shall be subsequently operated and maintained to measure the volume of water taken (cubic metres, m^3) to an accuracy of +/- 5%.

4. The device(s) required by Condition 3 shall be installed and maintained in accordance with *'The New Zealand Water Measurement Code of Practice'* (January 2023). For new meters, a record of installation shall be provided to the Council using the *'Water Information Services (WIS) Meter Installation Form'* within one month of installation.

   Advice Note: *The New Zealand Water Measurement Code of Practice (January 2023) can be found online: https://www.irrigationnz.co.nz/Folder?Action=View%20File&Folder_id=107&File=2023-INZ-Water%20Measurement%20COP.pdf.*

   For access to the WIS Meter Forms, please email waterinformation@hbrc.govt.nz. The Telemetry System Installation Form is provided to telemetry installers by the Council upon request.

5. Water take and use data supplied to the Council in accordance with the conditions of this consent shall be collected by a water measuring device or system that has been verified by an 'accredited blue tick provider' to be accurate to within +/-5% at that point of take within the following time periods:

   a) For existing devices or systems: within the previous 5 water years (water year is 1 July - 30th June); or,

   b) For new devices or systems: before the end of the first water year (ending 30 June) for that water permit.

   Advice Note*: An 'accredited blue tick provider' means a person who holds New Zealand Qualification Authority (NZQA) Unit Standard 27556: Carry out a full pipe water measurement system verification.*

6. All water measuring devices or systems shall be re-verified by an 'accredited blue tick provider' as accurate to within +/-5% within a maximum of 5 years from the date of the previous verification. A record of verification shall be provided to the Council using the 'Water Information Services (WIS) Verification Form' within one month of the verification.

   Advice Note*: An 'accredited blue tick provider' means a person who holds New Zealand Qualification Authority (NZQA) Unit Standard 27556: Carry out a full pipe water measurement system verification*

   For access to the WIS Meter Forms, please email waterinformation@hbrc.govt.nz. The Telemetry System Installation Form is provided to telemetry installers by the Council upon request.

7. Where a portable pump is used to take water as authorised by this consent, the water meter must be installed, operated and maintained in accordance with the Council's Technical

Publication "HBRCs Requirements for the use of Portable pumps used to report water use" (February 2013).

***Advice Note**: HBRCs Requirements for the use of Portable pumps used to report water use" (February 2013) available: www.hbrc.govt.nz/services/water/water-metering/meters/*

8. From commencement of this consent, the consent holder shall read the water meter at **7-day** intervals and shall provide the Council (Manager Compliance) with a record of the following:

   a) the meter reading (in cubic metres, m^3); and,

   b) the date and time of each reading; and,

   c) the point of take that the record relates to; and

   These records shall be provided to the Council no later than 7 days after the end of each calendar month.

Irrigation Efficiency

9. The irrigation and water reticulation system and its component parts shall be maintained in good working order to minimise leakage.

10. The consent holder shall take all practicable steps to:

    a) Ensure that the volume of water used for irrigation does not exceed that required for the soil to reach field capacity.

    b) Avoid leakage from pipes and the irrigation system; and

    c) Avoid the application of water onto non-productive land.

11. Any new or replacement irrigation infrastructure shall be designed by an Irrigation New Zealand Irrigation Design Accredited provider in accordance with the current (at time of installation):

    a) Irrigation New Zealand: 'The New Zealand 'Piped Irrigation Systems Design Code of Practice' (Irrigation NZ, October 2012, or updated version).

    b) Irrigation New Zealand: 'The New Zealand Piped Irrigation Systems Design Standards' (Irrigation NZ, October 2012, or updated version).

12. The consent holder shall, within 10 working days of having installation of new or replacement irrigation infrastructure, provide to the Council (Manager Compliance) a statement of design from the irrigation designer or installer that provides a plan of the irrigation system installed and confirms the following:

    a) The design details and specifications of the irrigation system, and a site plan showing the system layout.

    b) A statement from the irrigation system designer confirming that the system has been designed and installed to comply with the requirements of the documents referenced in Condition 12.

    c) Confirmation of commissioning testing of the irrigator to ensure that the irrigator achieves the expected distribution uniformity in accordance with "New Zealand Piped Irrigation System Performance Assessment Code of Practice" (February 2015, or most recent published version).

Well Security

13. Where spray filling and/or fertigation or injection of agrichemicals into the irrigation system (chemigation) is to occur, the consent holder shall ensure that the irrigation system is designed, constructed and maintained in accordance with the Irrigation New Zealand "*New Zealand Guideline for the Safe Management of Irrigation Systems with Effluent, fertiliser and/or Agrichemical Injection*" (February 2014) and to prevent the movement of contaminants into groundwater or surface water. The consent holder shall provide the details and specifications of the back flow prevention device/system at the request of the Council (Manager Compliance).

    Advice Note: *The guideline referred to in the above condition is available from the Irrigation New Zealand website (www.irrigationnz.co.nz). An appropriate backflow prevention mechanism for spray filling might include (but not be limited) the maintenance of an air gap between the inflow pipe and the receiving spray fill tank.*

14. The bore shall be fitted with a suitable backflow prevention device selected, installed and maintained in accordance with Section 3.4 of 'Acceptable Solutions and Verification Methods for New Zealand Building Code Clause G12 Water Supplies – Amendment 12' (updated June 2019). Within one month of drilling being completed, the consent holder shall provide to the Council (Manager Compliance) a statement from the installer certifying that a backflow prevention device has been installed and that it was tested and functioning correctly at the time of installation. The backflow prevention device shall be tested in accordance with the manufacturer's or installer's specifications, and at least annually. Copies of test certificates shall be provided to the Council (Manager Compliance) upon request.

    Advice note: *there may be other requirements under the Water Services Act to ensure that the supply is suitable for human consumption. The consent holder should consult with Taumata Arowhai to determine requirements for registration, testing, treatment or other measures to ensure drinking water safety.*

15. All works and structures relating to this resource consent shall be designed and constructed to conform to best engineering practices and at all times maintained to a safe and serviceable standard.

16. To minimise the risk of contaminants entering groundwater, the consent holder shall:

    a) Ensure that well headworks are constructed and maintained to prevent any leakage and/or movement of water or contaminants between the ground surface and groundwater and shall ensure that there are no openings through which contaminants might enter the well. This shall include (but not be limited to) ensuring that there are no gaps around any pipework and/or cables at the wellhead.

    b) Ensure that the well is maintained and serviced by a suitably qualified and experienced person at a frequency suitable for ensuring that Conditions 15 and 16(a) are met and provide records of this maintenance and servicing to the Council (Manager Compliance) upon request.

    c) In the absence of sufficient records to demonstrate to the satisfaction of the Council (Manager Compliance) that Conditions 15 and 16(a) are met, the consent holder, upon request by the Council (Manager Compliance), shall engage at their cost a suitably qualified and experienced person to inspect and certify that the wells(s) meet the requirements of Conditions 15 and 16(a). The certification shall be provided to the Council (Manager Compliance) within 7 days of its receipt.

    Advice Note: *For the purposes of this condition, an acceptable "suitably qualified and experienced person" is a professional well driller or well engineer (or equivalent), with demonstrable experience in the field of wellhead security, design, construction and maintenance.*

17. The consent holder shall engage a suitably qualified and experienced person at their cost to inspect the well authorised to take water under this consent and to produce a bore security report. This report shall be provided to the Council (Manager Compliance) **within 12 months** of the date of this consent being granted, and at least **every five years** thereafter. The report(s) shall be provided to Council (Manager Compliance) within 12 months of the date of the bore security inspection.

Advice Note: *For the purposes of this condition, an acceptable "suitably qualified and experienced person" is a blue tick accredited provider (i.e. a person who holds New Zealand Qualification Authority (NZQA) Unit Standard 27556: Carry out a full pipe water measurement system verification) or a qualified well driller.*

General Conditions

18. The consent holder shall, upon request by the Council (Manager Compliance), supply details of:

    a) the crop type and areas irrigated under this consent.

    b) details of any membership or contribution to a lowland stream flow or habitat enhancement scheme (See Advice Note VII).

19. No water shall be taken during "no take" periods specified by the Council for the purpose of obtaining accurate hydrological measurements, provided that:

    a) the "no take" period specified by Council is no longer than twenty four (24) hours in duration; and,

    b) the Council gives at least 7 days notice to the consent holder of the start and finish time of the "no take" period; and,

    c) consecutive "no take" periods are separated by an interval of at least 14 days.

20. The consent holder shall undertake all operations in accordance with any drawings, specifications, statements of intent and other information supplied as part of the application for this resource consent. In the event that there is conflict between the information supplied with the application and any consent condition(s), the condition(s) shall prevail.

Review Condition

21. The conditions of this consent may be reviewed by Council during the month of May of any year pursuant to sections 128, 129, 130, 131 and 132 of the RMA. The actual and reasonable costs of any review undertaken will be charged to the consent holder, in accordance with section 36 of the RMA. The consent(s) may be reviewed for any of the following purposes:

    a) To deal with any adverse effect on the environment which may arise from the exercise of this consent, which it is appropriate to deal with at that time or which became evident after the date of issue.

    b) To require that the installation and reading of the water-measuring device or water meter data reporting system is consistent with any policies or rules in a regional plan, a National Environmental Standard.

    c) To modify any monitoring programme, or to require additional monitoring if there is evidence that current monitoring requirements are inappropriate, in accurate or inadequate.

    d) To ensure that the rate and volume of water authorised by the consent is consistent with actual water needs for an efficient take for the consented purpose and is physically able to be taken.

e) To require, if necessary, the installation of a backflow prevention device to ensure that no contaminant can enter the aquifer through the bore.

f) To modify and/or add conditions of consent in order to ensure that it is consistent with the operative provisions of a regional plan. This shall include (but not be limited to) conditions specifying any maximum or minimum levels, minimum flows and associated implementation timeframes, and/or abstraction rates or volumes (including allocation limits).

g) To include conditions that require that lowland stream flow and/or habitat enhancement schemes are contributed to once operational or to apply minimum flow restrictions consistent with POL TANK 36 (See Advice Note VIII and Appendix 1).

REASONS FOR DECISION

The effects of the activity on the environment will not be more than minor. Granting the consent is consistent with the purpose and principles of the RMA, the requirements of any relevant National Policy Statement and National Environmental Standards Regulations, and with all relevant Council plans and policies.

ADVICE NOTES

Water Shortage Direction

I. In accordance with section 329 of the RMA, the Council may issue a water shortage direction at any time if it considers there is a serious temporary shortage of water. This direction may require this take to be apportioned, restricted or suspended for a period of 14 days for each water shortage direction.

Wellhead construction

II. To minimise the risk of contaminants entering groundwater, well headworks are required to be constructed to ensure that there are no openings through which contaminants might enter the well. This would include ensuring that there are no gaps around pipework and cables at the wellhead

Drinking water supply to more than one household.

III. Under the Water Services Act 2021, a person supplying drinking water to more than one household is a drinking water supplier and it is a requirement that the drinking water supply be registered with Taumata Arowhai. The consent holder must ensure that all relevant requirements of the drinking water rules and standards are met to ensure a safe drinking water supply.

Notification of Changes to Details

IV. It is the responsibility of the consent holder to inform the Council (Manager Consents) if any details regarding this consent change, including any sale / purchase of the property and any change to contact details.

Information Returns

V. All information required by the conditions of this consent can be provided to the Council by email to ComplianceReturns@hbrc.govt.nz

Review - TANK

VI. The consent holder is advised that the Council is currently undertaking a plan change for the Tutaekuri, Ngaruroro, Ahuriri and Karamū catchments. This plan change may introduce rules or provisions that will change the minimum flows and/or allocation limits for the Heretaunga Plains aquifer and connected waterways including the Karamū Stream and/or its tributaries. The Council may review the conditions of this consent so as to implement the operative minimum flow(s) and allocation limits of this plan change. More information about the plan change can be found on the Council's website (www.hbrc.govt.nz key word "#TANK").

VII. PC9 also seeks the establishment of flow maintenance or habitat enhancement schemes and that consent holders contribute to these schemes to mitigate stream depletion effects. The estimated potential stream depletion effects of this take are shown in Appendix 1 (as calculated using the HBRC Stream Depletion Calculator). More information about the plan change can be found on the Council's website (www.hbrc.govt.nz key word "#TANK").

VIII. Inefficient irrigation can lead to excessive drainage of water from the soil column. This can in turn have adverse effects on groundwater quality. It is possible that new land use and water use rules will also be included in future changes to the Regional Resource Management Plan (via the TANK or other plan change process) and that these may result in requirements to change irrigation practices to lessen the potential for adverse water quality effects.

Land Use Change - TANK

IX. Land use change that occurs after 2 May 2020 may require a consent under TANK rules. The requirement for a consent should be confirmed prior to any land use change occurring.

MONITORING NOTE

Routine monitoring

Routine monitoring inspections will be undertaken by Council officers at a frequency of no more than once every year to check compliance with the conditions of the consent. The costs of any routine monitoring will be charged to the consent holder in accordance with the Council's Annual Plan of the time.

Non-routine monitoring

"Non routine" monitoring will be undertaken if there is cause to consider (e.g. following a complaint from the public, or routine monitoring) that the consent holder is in breach of the conditions of this consent. The cost of non-routine monitoring will be charged to the consent holder in the event that non-compliance with conditions is determined, or if the consent holder is deemed not to be fulfilling the obligations specified in section 17(1) of the RMA shown below.

Section 17(1) of the RMA states:

> *Every person has a duty to avoid, remedy, or mitigate any adverse effect on the environment arising from an activity carried on by or on behalf of the person, whether or not the activity is carried on in accordance with*
>
> *a) any of sections 10, 10A, 10B, and 20A; or*
>
> *b) a national environmental standard, a rule, a resource consent, or a designation.*

Consent Impact Monitoring

In accordance with section 36 of the RMA (which includes the requirement to consult with the consent holder) the Council will levy additional charges for the cost of monitoring the environmental effects of this consent, either in isolation or in combination with other nearby consents. Any such charge would generally be set through the Council's Annual Plan process.

DEBT RECOVERY

It is agreed by the consent holder that it is a term of the granting of this resource consent that all costs incurred by the Council for, and incidental to, the collection of any debt relating to this resource consent, whether as an individual or as a member of a group, and charged under section 36 of the RMA, shall be borne by the consent holder as a debt due to the Council, and for that purpose the Council reserves the right to produce this document in support of any claim for recovery.

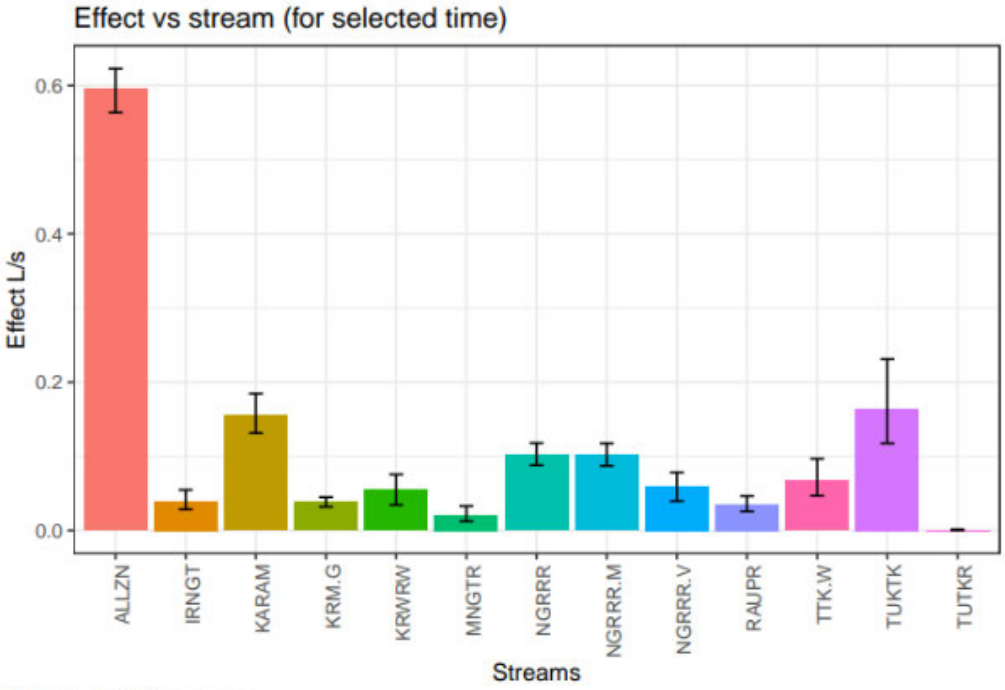
CONSENT HISTORY

Authorisation No.	Date	Event	Relevant Rule	Relevant Plan
AUTH-126396-01	22/09/2025	Consent initially granted	55 & TANK Rule 8	Regional Resource Management Plan

Appendix 1: Stream Depletion Calculation (Effects per zone)

Chart of stream depletion per zone

Depletion by selected puming
for selected time interval



Data for depletion vs zone

zone	river	Q10	Q50	Q90
ALLZN	all zones	0.56	0.60	0.62
IRNGT	Irongate	0.03	0.04	0.05
KARAM	Karamu (incl tributaries)	0.13	0.16	0.18
KRM.G	Karamu gain only	0.03	0.04	0.04
KRWRW	Karewarewa	0.03	0.05	0.08
MNGTR	Mangateretere	0.01	0.02	0.03
NGRRR	Ngaruroro Fernhill (incl tributaries)	0.09	0.10	0.12
NGRRR.M	Ngaruroro major loss	0.09	0.10	0.12
NGRRR.V	Ngaruroro variable loss	0.04	0.06	0.08
RAUPR	Raupare	0.03	0.04	0.05
TTK.W	Tutaekuri-Waimate	0.05	0.07	0.10
TUKTK	Tukituki	0.12	0.16	0.23
TUTKR	Tutaekuri	0.00	0.00	0.00

Hi [redacted]

Thanks again for the copies of the consents relating to the Middle Road site.

Is it possible for you to also provide me with a copy of the existing regional consents relating to the neighbouring church site – 147 Te Aute Road (Lot 2 DEEDS 323, HB58/68)?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Friday, 17 July 2026 3:54 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

Hi [redacted]

Unfortunately I cannot find an active water take consent from any of the wells on site.

There are a few other wells identified on the properties along with expired/surrendered historic takes, but none are current/active.
The most recent water takes expired in May 2021 (AUTH-110813-02/WP000224Ta, AUTH-110875-01/WP000267T & AUTH-110876-01/WP000268T) - attached for your information.

Kind regards,
[redacted]

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
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 Tahi I Tō Tātau Taiao

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 17 July 2026 2:09 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]

<[redacted]woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

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Thanks[redacted]

So, there is nothing on file that has an associated allocation of water take from the property?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Friday, 17 July 2026 12:46 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Request for Existing Bore Consent Documentation – Middle Road Project

Hi[redacted]

Attached are the consent document and s42A report for AUTH-133508-01).
There is no water take consent(s) associated with the bores created by this consent (being Well no. 17752, 17753 & 17754).

I'm having trouble tracking down the original bore permit consent document for AUTH-105666-01(historic reference: LU920223B), this is likely due to its age since it was granted in 1992.
Despite this, there is no water take consent(s) associated with the bore created by this consent (being Well no. 3186) either.

Kind regards,
[redacted]

HAWKE'S BAY REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

[redacted]
Team Leader Consents
06 835 9200 | 027 236 4700
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 Tahi I Tō Tātau Taiao

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 16 July 2026 4:31 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Request for Existing Bore Consent Documentation – Middle Road Project

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Hi [redacted]

I hope you're doing well.

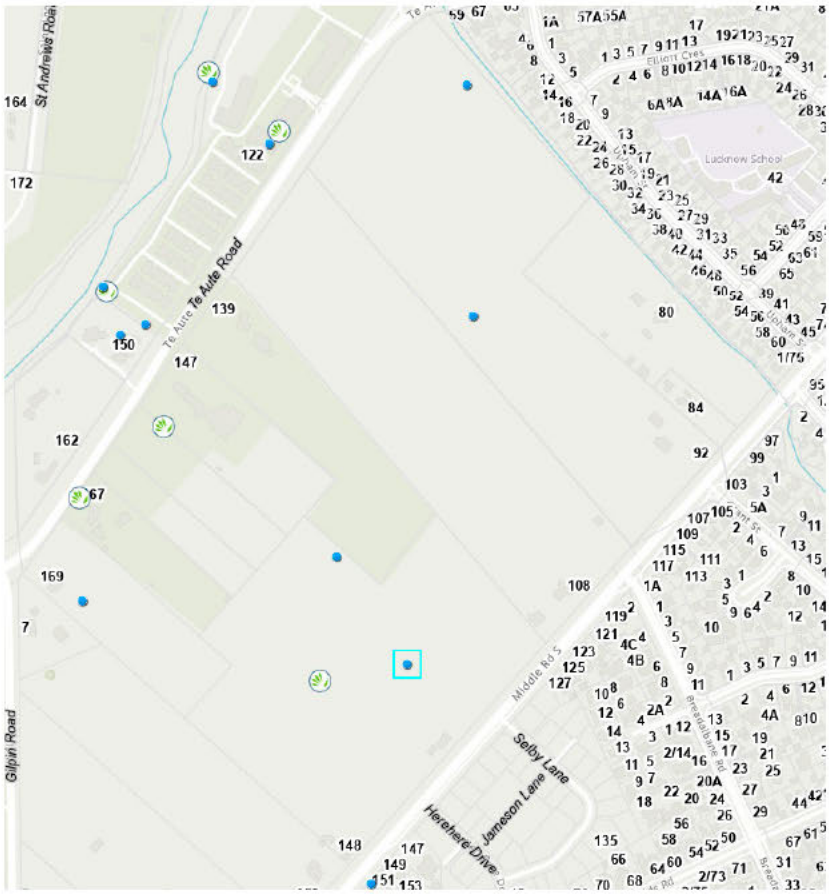
As part of the discussions we are having with Hastings District Council regarding water allocation for the Middle Road Project, we are hoping to obtain copies of the existing bore consents associated with the development site.

Based on the HBRC GIS viewer, we have identified the following consent references relating to bore drilling on the site and any associated water allocations with those bores:

- AUTH-133508-01
- AUTH-133508-01
- AUTH-133508-01
- AUTH-105666-01

Would you be able to send through copies of these consents, along with any associated documentation, as soon as possible?

Thanks in advance, and please let me know if you need any further information from me.



Ngā mihi

[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted]
To: Middle Road
Cc: [redacted]
Subject: FW: Middle Road Water Allocation Discussion - Follow up Actions
Date: Wednesday, 5 August 2026 4:24:21 pm
Attachments: image001.png
ATT00001.png
image629528.png
Consent Document_AUTH-132156-01_v1.pdf
s42A Report - APP-131029_v2.pdf
WP010067Ta.pdf
2025.02 Hastings water amalgamation AEE - FOR LODGEMENT.pdf

Documents that were missed of [redacted] earlier email.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 5 August 2026 4:08 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Water Allocation Discussion - Follow up Actions

Hi [redacted]

Yes there were and here they are attached.

Cheers
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
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 Tahi I Tō Tātau Taiao

Let us know how we're doing, give your feedback here.
This communication, including any attachments, is confidential.

From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 5 August 2026 4:05 pm
To: [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>
Subject: RE: Middle Road Water Allocation Discussion - Follow up Actions

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Thanks [redacted]

Were there any documents that were meant to be attached to your email?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 5 August 2026 8:52 am
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted]@hbrc.govt.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Water Allocation Discussion - Follow up Actions

Hi [redacted]

Thanks for the meeting yesterday.
As requested, the Consents Team have provided a copy of the HDC application, the HBRC s42A report for the HDC supply water take and associated water permit. Please let me know if you want any additional information from the application itself once you've reviewed the s42A report and I will liaise with our supporting team.

The relevant water permits are:

WP000224Ta: to take and use water from well no's 1104 (150 mm diameter), 276 (100 mm diameter), 10552 (unknown diameter) and 10553 (150 mm diameter) for the purpose of irrigating 25.5 hectares of process crops; expired May 2021
WP000267T: to take water from well no. 367 (100 mm diameter) to irrigate 2.5 hectares of horticulture, surrendered June 2024
WP000268T (FROST): to take water from well no. 880 (100 mm diameter) to frost protect 2.5 hectares of orchard; surrendered June 2024

The water use data for these is copied below, and the maximum annual use volume is 16,273 m3/yr, occurring during the 2016/17 water year.

In summary, we discussed a few options yesterday, including:

- Applying for water under a new consent (for a volume that represents essential human health needs) as a non-complying activity on the basis of this being for a public/community water supply for an area of identified growth.
- Applying for consents on the subject site that seek to reinstate the previous consents that were exercised during the reference period (for irrigation). This allocation would be subject to an assessment of Actual and Reasonable Use under TANK Rule 8 (i.e. existed during the reference period), and then could potentially then be transferred to HDC (with agreement) to support network water supply under their existing consent.
- A combination of the above i.e. seeking new consents and allocation for the volume required above what is provided or by previous consents.

Another option could be to also look transfer other water takes under CDL control either to the development site, or to Hastings DC as allocation to provide for supply under their public water supply consent. For instance, there is also a water permit currently held by CDL further down Middle Rd (WP010067Ta). This consent has had its duration extended, with expiry now 31 Dec 2027. An application (APP-126015) is in place to replace it, but it is unclear what water use if any occurred during the reference period (2010-2020) and at this stage an Actual and Reasonable Use volume under the TANK Plan Change approach has not been estimated. This would need to be discussed with HDC as they would need to be party to the transfer application as 'receiver' of the water. The effects of any proposed transfer would need to be considered through the process, including for well interference and stream depletion effects. We note that you will be liaising with HDC engineers on this matter.

The above comments are given on a without prejudice basis, and do not seek to prejudge the outcome of any subsequent assessment of an application for consent or transfer of allocation.

For your information, Hawke's Bay Water has now been established as a council-controlled organisation by Hastings District, Napier City and Central Hawke's Bay District Councils and will assume responsibility for delivery of drinking water, wastewater and stormwater services from 1 July 2027.

Water use data:

WP000224Ta

~~~~ Hilltop Hydro ~~~~ Version 2605.1.6.130 29-Jul-2026

~~~~ PCAL ~~~~

Source is N:\Hilltop\WaterMeter.hts
Total for Consent (m3) at 000224M1
From 24-Sep-2015 16:15:00 to 30-May-2019 08:15:00

Monthly Minima 2015 to 2019 Total for Consent (m3) at 000224M1

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
2015		0	862	3437	0	5258	3520	0.6	0.9	0.8	0.9	0.8	13081
2016	0.9	0.9	0.8	0.9	0.8	1980.8	6850	4954	0	0	0	0	13789
2017	0	0	0	0	6764	0	5185	1504	0	0	0	0	13453
2018	0	0	0	0	7052								7052
Min	0	0	0	0	0	0	3520	0.6	0	0	0	0	13453
Mean	0.3	0.3	0.3	859.5	2254.9	2412.9	5185	2152.9	0.3	0.3	0.3	0.3	13621
Max	0.9	0.9	0.8	3437	6764	5258	6850	4954	0.9	0.8	0.9	0.8	13789

The Min Mean and Max of Annual values are for complete years only.

~~~~ Hilltop Hydro ~~~~ Version 2605.1.6.130 29-Jul-2026

~~~~ PCAL ~~~~

WP000267T

Source is N:\Hilltop\WaterMeter.hts													
Total for Consent (m3) at 000267M1													
From 8-Apr-2012 12:00:00 to 30-Jun-2023 23:59:00													
Monthly Minima 2012 to 2023 Total for Consent (m3) at 000267M1													
Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
2011										?	0	0	0
2012	0	0	0	0	0	0	0	0	0	0	0	0.1	0.1
2013	3.7	3.7	3.5	3.7	3.5	3.7	3.7	3.3	3.7	3.5	3.7	6.8	46.3
2014	206.4	206.4	199.7	206.4	199.7	206.4	206.4	186.4	206.4	199.7	206.4	196.4	2426.7
2015	0	2.3	5.3	5.9	164.7	508.3	518.9	329.9	3.6	0.6	0.7	0.6	1541
2016	0	0	7	8	7	587	1586	286	0	3	0	0	2484
2017	2.3	2.3	6	10.2	9.8	497.2	6.4	3.4	1.3	1.5	0.4	0	541
2018	0.8	3.8	9.1	1100	12.8	6.1	3.4	2.6	2.5	0.5	0.4	1.1	1143.1
2019	43.3	2.4	6.6	186.7	23.1	5.7	3.5	2.1	0.6	0	0	0	273.9
2020	2.7	1.2	6.6	8.3	5.6	9.1	1192.8	0.9	0.5	0.2	0	0	1228
2021	2.2	4.5	8.8	10.2	10.1	226.4	1519.9	65.4	2.1	1.3	0	0	1851
2022	1.4	4.3	19	13.1	11.2	5.4	5.6	2.1	0	0	0	?	62
Min	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Mean	23.9	21	24.7	141.1	40.7	186.8	458.8	80.2	20	19.1	17.6	18.6	1153.5
Max	206.4	206.4	199.7	1100	199.7	587	1586	329.9	206.4	199.7	206.4	196.4	2484
The Min Mean and Max of Annual values are for complete years only.													

Ngā mihi
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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Let us know how we're doing, give your feedback here.
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From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 4 August 2026 9:55 am
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted]hbrc.govt.nz>; [redacted] <[redacted]hbrc.govt.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Water Allocation Discussion - Follow up Actions

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Hi [redacted]

Thank you for your time yesterday and for coordinating the meeting. It was helpful to meet with you and the wider team and get some clarity on these matters.

As discussed, could you please provide us with:

- the records of actual groundwater take relating to the Middle Road site under water permits **WP000224Ta** and **WP000267T** during the TANK reference period; and
- a copy of HDC's application for the renewal of its municipal water supply take consent - If possible, we would appreciate receiving both the lodged application documentation and the approved consent so we can understand the assumptions made at the time regarding future urban growth areas across the district.

Thanks again for your help on this. If there is any other information you think would be useful for us to consider, it would be appreciated.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220



woods.co.nz

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-----Original Appointment-----
From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 29 July 2026 12:01 pm
To: [redacted] Middle Road; [redacted]
Subject: Middle Road Water Allocation Discussion
When: Monday, 3 August 2026 2:30 pm-3:30 pm (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; * KEA Teams Meeting Room (Station st) *

Hi[redacted]

As requested, setting up an online meeting to discuss water allocation for Middle Road Project.

Kind regards,
[redacted]

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/489871634383371?p=lY3qhhZ6fZ6E7LiJxr
Meeting ID: 489 871 634 383 371
Passcode: Cq3oT2kp

Need help? | System reference

For organizers: Meeting options

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HBRC change of liaison person
Date: Thursday, 27 August 2026 3:13:51 pm
Attachments: image005.png
image006.png
image115696.png

Hi [redacted]

Thank you for your patience on the second set of Middle Road documents. We are now aiming to send through the remaining set of documents on Friday 28 August.

Please let me know if you have any issues with opening the first set of files or have any questions.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 26 August 2026 9:46 am
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HBRC change of liaison person

Hi [redacted]

Apologies for that. Yes I will make sure all future correspondence comes through to you on the project.

Please let me know if you have any questions and will send through the remaining reports as soon as possible.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Wednesday, 26 August 2026 9:44 am
To: [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Substantive Application Draft Reports for Feedback - HBRC change of liaison person

Hi [redacted]

I have now taken over co-ordination of the HBRC response to the Middle Rd Project. Please update you records accordingly. [redacted] is no longer involved.
I look forward to receiving links to the other reports today.

Regards
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
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 Tahi I Tō Tātau Taiao

Let us know how we're doing, give your feedback here.
This communication, including any attachments, is confidential.

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 21 August 2026 4:09 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: Middle Road Substantive Application Draft Reports for Feedback - HBRC

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Hi [redacted]

I hope you are both well.

Please see the link below to the first set of draft specialist reports for the Middle Road Substantive Application:

https://12d.woods.co.nz/12dSynergy/Publishing/85479189-f6fd-4779-8bde-ba87deb142ae

We would appreciate your review and any comments or feedback you may have. This will help us work through the key matters for the Middle Road project collaboratively and ensure the reports and design respond appropriately ahead of lodgement. These reports are still in draft and minor changes are being made in the background; however, these changes will not change what is being proposed.

I have also included a document register identifying the reports included in this first set, along with the remaining reports that will be next week, aiming for Wednesday, 26 August 2026.

Ref. Discipline

1	Urban Design
2	Landscape
3	Landscape / Visual
4	Highly Productive Land
5	Contamination
6	Economics
7	Archaeology
8	Noise / Acoustics

Ref.	Discipline
	Infrastructure Report
	Stormwater
	Erosion and Sediment Control
	Water Supply
	Wastewater
	Hydrogeology
	Geotech
	Transport

If possible, could you please provide your feedback before **Friday, 4 September**. This will give the project team sufficient time to consider any comments and make the necessary updates to the design and specialist reports prior to lodgement.

Please let me know if you have any questions. I look forward to receiving your comments.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted]
To: Middle Road
Subject: FW: P25-496 - Middle Rd Substantive Fast Track - s30 letter request
Date: Tuesday, 1 September 2026 12:03:36 pm
Attachments: image537652.png
image882050.png
FTAA - Middle Road Substantive Project s30 Notice - HBRC.pdf

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 28 August 2026 3:38 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: P25-496 - Middle Rd Substantive Fast Track - s30 letter request

Hi [redacted]

Thank you for getting back to me regarding the draft reports and your patience for the remaining documents. We look forward to receiving your comments and feedback on the Middle Road Project.

Please find attached our formal request for a Section 30 letter to support CDL's Middle Road Fast-Track substantive application. The letter outlines the project, the basis for the request, and the information required to accompany the substantive.

Please let me know if you have any questions on this.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
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woods.co.nz



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[redacted] – Senior Policy Planner
Hawkes Bay Regional Council
Via email: [redacted] *hbrc.govt.nz*

[redacted] – Senior Associate Planner
Woods

W-REF: P25-496
28 August 2026

Middle Road Project – Havelock North

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

Tēna koe [redacted]

As you are aware, the Middle Road Project has now been accepted as a referred project under the Fast-track Approvals Act 2024 (**FTAA**). CDL Land New Zealand (**CDL**) is listed as the authorised person.

The proposal, which is also referred to as the '**Middle Road Project**', will facilitate the development of approximately 317 detached dwellings, which will provide additional housing capacity to Havelock North and the Hawkes Bay region. CDL intend to lodge a Substantive Application (**Application**) with the Environmental Protection Authority | Te Mana Rauhī Taiao (**EPA**) under the FTAA in September 2026.

The Middle Road Project will comprise two phases of development:

- **Phase 1:** The first phase will realise the residential subdivision of the land and will be delivered by CDL. The residential subdivision and bulk earthworks phase will create 317 residential lots, with an average lot size of approximately 497 m², four Local Purpose (drainage) reserves to vest, twelve roads to vest, three accessways to vest, three JOALs, bulk earthworks landform modification, infrastructure provision, buffer planting and external boundary fencing.
- **Phase 2:** The second phase of development will deliver the residential built form in accordance with the planning design framework established for the site. This phase of development will be delivered by CDL's build partners and will involve house construction on individual lots and include vehicle access, parking, landscaping and fencing.

The site is located at 92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North, Hawkes Bay and held under Records of Title (**ROT**) 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, groundwater and surface water take, groundwater diversion, stream works & 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 substantive 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) FTAA[1], 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 resource[2].

- **FTAA Section 30(2)**

  Pursuant to s30(2) of the FTAA, we are writing to notify **Hawkes Bay Regional Council** that we are lodging the substantive application with the EPA in September 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).

  Hawkes Bay Regional 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 September 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



[redacted]
Senior Associate Planner
[redacted]woods.co.nz / +64 22 648 3857

[1] Section 30(1)(a)
[2] Section 30(1)(b)

From: [redacted]
To: [redacted]
Subject: Middle Rd feedback from HBRC
Date: Friday, 4 September 2026 4:34:14 pm
Attachments: ATT00001.png
P25-496 Middle Road EIA Substantive_ecological assessment review_FWQE.docx
Middle Road FT 2026.09.03 - Memo - Middle Road HPL Report Review.pdf

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HI [redacted]

Please find attached feedback from HBRC on some of the Middle Road suite of draft reports:

- Dr Sandy Haidekker (freshwater ecology)
- Dr Kurt Barichievy (highly productive land).

[redacted] our Transport Manager, has requested you also look at:

- The Consideration of Relevant Transport Strategies could include the 2025 Regional Public Transport Plan
- The Vehicle Tracking Plans (Appendix D) should probably consider a 13.50 long x 2.55m wide bus as the longest and widest applicable bus to check.

[redacted] our Senior Design Engineer, has been unable to review this week, but said he will look at everything next week.

[redacted] Consents Manager, will prepare the reply re current consents next week.

We will not be providing feedback on terrestrial ecology, and note that you have been in conversation with local iwi regarding freshwater cultural or spiritual values of importance, including with respect to the outstanding water body, Te Karamū River, which the Herehere Streams flows into.

I'll be back in touch next week once I have further feedback for you.

Regards

[redacted]

[redacted]
Senior Policy Planner
06 835 9200
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 Tahi I Tō Tātau Taiao

Let us know how we're doing, give your feedback here.
This communication, including any attachments, is confidential.



HAWKE'S BAY
REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

ENVIRONMENTAL SCIENCE INTERNAL MEMO

To:	[redacted] (Senior Policy Planner)
From:	[redacted] (Land Scientist)
Date:	03 September 2026
Subject:	**PRODUCTIVE CAPACITY ASSESSMENT: 92, 108, 148 MIDDLE ROAD AND 139 TE AUTE ROAD – REPORT REVIEW**
Cc:	Dr. [redacted]

Purpose

This memo was produced in response to a request for technical review of AGFirst's report entitled *Productive Capacity Assessment: 92, 108, 148 Middle Road and 139 Te Aute Road*. The proposed development area, hereafter referred to as ***the site***, is located on the southwestern edge of Havelock North. The review considers whether the assessment report provides an adequate basis for the proposed subdivision and conversion of approximately 30 hectares of land from primary production to residential development.

Recommendations for Policy and Planning

It is recommended that the Policy and Planning team:

1. **Treat the site as highly productive land** for the purposes of assessing the proposal under the NPS-HPL, based on its NZLRI LUC Class 2w1 classification.
2. **Request additional site-specific soil and drainage investigations**, particularly to establish the nature, extent and permanence of the identified wetness limitation and whether it can reasonably be addressed through drainage or other standard land-management practices.
3. **Request an agricultural economic assessment** that tests the long-term economic viability of realistic primary production options, including the costs and benefits of addressing identified physical limitations. These results should be integrated into the assessment report.
4. **Require further assessment of fragmentation**, including the effect of the proposal on the HPL parcels at 80 and 84 Middle Road and the wider contiguous HPL resource.

Overall, the assessment does not, in my view, provide sufficient site-specific evidence to demonstrate that the site qualifies for an exemption from the NPS-HPL on the basis of permanent or long-term constraints. The site's LUC Class 2 classification, historical productive use, and manageable nature of the identified soil-based limitations indicate that the land retains significant long-term productive potential. Further site-specific investigations would be required to demonstrate otherwise.

HAWKE'S BAY REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

Background

CDL Land New Zealand Ltd has lodged a substantive application under the Fast-track Approvals Act 2024 for the Middle Road Project, which includes 317 residential lots supported by integrated three-waters and transport infrastructure, as well as an open space network. Residential development would permanently change the nature of the site and remove any potential for primary production activity.

Memo structure

This memo comprises three main parts. The first considers whether the site should be classified as highly productive land (HPL) under the National Policy Statement for Highly Productive Land (NPS-HPL). The second considers whether any of the exemptions provided for under the NPS-HPL may apply to the site. The final section addresses additional technical matters identified in the assessment.

Highly productive land

The assessment correctly identifies the site as **Land Use Capability (LUC) Class 2, specifically Class 2w1**, in accordance with the New Zealand Land Resource Inventory (NZLRI). This is the current default mapping used to identify HPL under the NPS-HPL.

The site is also zoned for plains production and forms part of a larger, geographically cohesive area of HPL. In considering the appropriate classification, it is important to recognise the Environment Court's decision in *Blue Grass Limited v Dunedin City Council* (2024), which confirmed that finer-scale LUC mapping cannot be used to override the relevant NZLRI mapping for the purposes of HPL identification.

Accordingly, the statement in **Section 9.1** of the assessment that "*Paddock-scale mapping would likely result in a large portion of the site area being re-classified as 3w1*" does not alter the site's HPL classification under the NPS-HPL.

The site should therefore be treated as HPL under the NPS-HPL.

Exemption for highly productive land subject to permanent or long-term constraints

As the site is HPL, any pathway for residential development would need to demonstrate that the relevant requirements of the NPS-HPL are met. In particular, where reliance is placed on the permanent or long-term constraints pathway, it must be demonstrated that the constraints prevent land-based primary production from being economically viable for at least 30 years.

The following, identified in the NPS-HPL should therefore be considered when assessing whether the exemption applies (NPS-HPL, 2024):

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

(b) the subdivision, use, or development:

  (i) avoids any significant loss (either individually or cumulatively) of productive capacity of highly productive land in the district; and

  (ii) avoids the fragmentation of large and geographically cohesive areas of highly productive land; and

  (iii) avoids if possible, or otherwise mitigates, any potential reverse sensitivity effects on surrounding land-based primary production from the subdivision, use, or development; and

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

For the site to qualify for an exemption under this pathway, the decision-making authority needs to be satisfied that **all relevant criteria are met and adequately supported by evidence**.

- **Soil wetness**

The assessment report identifies soil-related wetness as a permanent or long-term constraint on the site. Soil wetness is also the dominant limitation identified in the LUC classification, Class 2w1. The assessment report relies on visual observations, landowner commentary, flood modelling, groundwater information and soil type as evidence of this limitation.

However, the **LUC Handbook** (Lynn et al., 2009) indicates that soil-related wetness limitations should be assessed primarily through examination of the site and soil profile, including hydromorphic features, accumulated water, water-table depth and/or ponding. Ideally, representative soil profiles or pits would have been examined to directly characterise the nature and extent of the wetness limitation.

The assessment appears to place considerable reliance on desktop information. Further, a 1-in-100-year flood assessment and groundwater information from an off-site well approximately 4.5 km from the site provide limited direct evidence of the site's soil wetness characteristics or the frequency and duration of water-table conditions at the site.

The LUC Handbook defines the **2w limitation** as land having a seasonally high water table at or within 45 cm of the ground surface, with hydromorphic soil features between 45 and 90 cm. The limitation also reflects the potential for floodwater inundation lasting one to two days, occurring no more frequently than once every two years.

The assessment states that:

> "*AgFirst notes while surface drains are present, the contours and extent mean that they do not function adequately and therefore the land has not been sufficiently drained to meet the LUC class 2 parameters.*"

This interpretation requires consideration of an important principle underlying LUC assessment: **rectifiable limitations are assessed on the basis that appropriate management measures, such as drainage, water diversion and land reclamation, have been undertaken**. The relevant question is therefore not necessarily whether the site is currently optimally drained, but whether the wetness limitation represents a permanent or long-term constraint that cannot reasonably be addressed through appropriate land management.

This is supported by *The Land Use Classification of Northern Hawke's Bay*, which describes Class 2w1 land as follows:

> "*Drainage is necessary on these soils to lower the water table and carry away ponding water after rain. Even after drainage, however, there is still a slight wetness limitation*" (Page, 1988).

This indicates that drainage is an established management response for this land unit and that, following appropriate drainage, the residual wetness limitation is sufficiently minor to retain the land within Class 2.

The spatial continuity of the soils underlying the site also provides relevant context. Similar soil patterns extend westward into areas supporting more intensive horticultural production. This demonstrates that, where appropriately managed, land with comparable soil resources and limitations can support high-value primary production.

The historical presence of an orchard on the site for more than 20 years provides further evidence of its productive potential. Drainage is also a common management intervention on the Heretaunga Plains for land with comparable soil and landscape characteristics and would not represent an unusual or exceptional intervention.

On this basis, the wetness limitation identified in the assessment appears more appropriately characterised as a **manageable or rectifiable limitation rather than a permanent or long-term constraint**. Further site-specific soil testing would nevertheless be appropriate to establish the nature, extent and severity of the limitation and the effectiveness of potential drainage measures.

- ### Irrigation and land use

The assessment correctly notes that the site does not currently have consent for irrigation. However, it provides limited consideration of the site's historical land use and the implications of this history for assessing its productive capacity.

Historical imagery indicates that the absence of irrigation is not a recent development. Nevertheless, the site has remained in primary production for decades. This provides evidence that the land can support productive uses even under its existing conditions, non-optimally drained and non-irrigated.

The Land Use Classification of Northern Hawke's Bay describes the major uses of Class 2w1 land as:

> "*cereal cropping (maize) and pastoral farming, although some horticulture, viticulture and orcharding does occur. Drainage and shelter would make this unit suitable for more intensive cropping*" (Page, 1988).

This description is consistent with the characteristics and historical use of the site. The absence of a current irrigation consent does not, in itself, demonstrate that the land is subject to a permanent or long-term constraint on primary production.

The assessment also appears to place significant weight on the current availability of irrigation water. However, the relevant consideration is the viability of primary production over a **30-year timeframe**, rather than solely under current water-allocation conditions. Changes in water availability, allocation arrangements, irrigation infrastructure, land-use practices or water-use efficiency over this period are explored in the report but more detailed analysis is required.

Using the current absence of an irrigation consent as a basis for exempting HPL from the NPS-HPL would also have wider implications for other productive land that is currently unirrigated.

- ### Fragmentation

The assessment concludes that the proposal avoids fragmentation of a large, geographically cohesive area of HPL, consistent with **NPS-HPL clause 3.10(1)(b)(ii)**. However, this conclusion does not appear to account for the effect of the proposal on the adjoining HPL parcels at **80 and 84 Middle Road**. As shown in Figure 1, development of the proposed site would separate these HPL parcels from the larger contiguous HPL area. The proposal would therefore result in a degree of fragmentation of the surrounding productive land resource.

This appears inconsistent with the intent of the NPS-HPL to maintain the availability and productive potential of highly productive land and to avoid its fragmentation where possible.

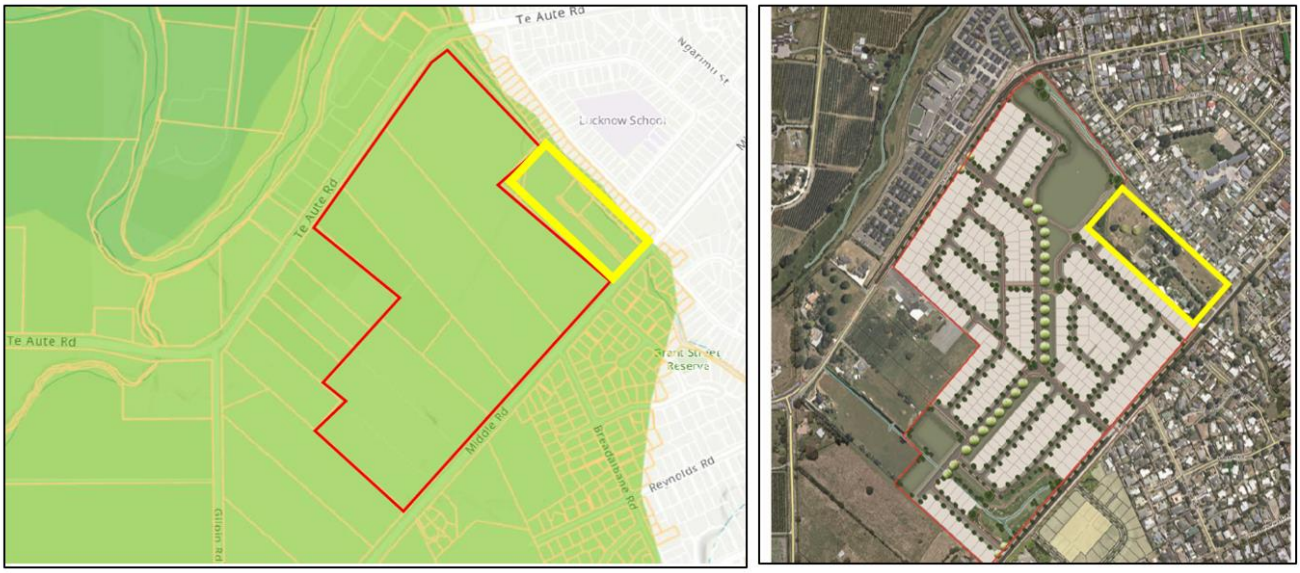


Figure 1: Maps showing the development footprint and the large, cohesive polygon of LUC 1 and 2 (left). The yellow rectangle highlights portions that would be fragmented by the proposed land-use development.

Sundry issues

The assessment and its consideration of the potential exemptions rely substantially on desktop information, supplemented by general site observations. No detailed soil survey or resource assessment appears to have been undertaken. Given the importance of soil characteristics to the assessment of long-term constraints, the absence of detailed site-specific information reduces confidence in some of the assessment's conclusions.

The assessment also appears to understate the significance of the **LUC Class 2** classification by omitting part of the NZLRI description of the land class. The actual definition of Class 2 land also includes this description: “very good multiple-use land, slight limitations, suitable for cropping, viticulture, berry fruit, pastoralism, tree crops and forestry”, which was omitted from the definition used in the report.

A more balanced assessment should also strongly consider the site's favourable productive attributes, including:

- relatively gentle slopes
- low erosion risk
- favourable climatic conditions
- favourable rooting conditions and soil depth
- low drought vulnerability (SMAP Soil Reports).

Finally, **economic viability is a key component of the permanent or long-term constraints pathway**. The economic assessment provided in the report appears to rely substantially on estimates and broad assumptions, with limited supporting information.

Given the significance of the economic viability test, a **specialist agricultural economist's assessment** should be integrated into the productive capacity assessment. This should provide transparent budgets and long-term projections for realistic alternative primary production scenarios, including the costs and benefits of addressing identified physical limitations such as drainage and irrigation.

Key conclusions

Based on the review of the productive capacity assessment, the following conclusions are reached:

1. **The site is highly productive land.**
   The site is mapped as LUC Class 2w1 under the NZLRI and therefore meets the default criteria for HPL under the NPS-HPL. Site-specific observations or finer-scale mapping do not provide a basis for overriding the NZLRI classification.

2. **The soil wetness limitation appears to be a rectifiable limitation rather than an inherent constraint.**
   The LUC classification, historical land use, surrounding horticultural production and published descriptions of the Class 2w1 land unit indicate that drainage can

substantially mitigate the wetness limitation. More detailed site-specific soil and hydrological investigations would be appropriate before concluding that wetness represents a permanent or long-term constraint.

3. **The absence of a current irrigation consent does not demonstrate a complete constraint on productive use.**
   The site has a history of primary production despite the absence of irrigation consent. Over the 30-year period relevant to the NPS-HPL assessment, water availability, allocation, irrigation technology and land-use practices may change. Current irrigation availability should therefore not be treated as the primary determinant of long-term productive capacity.

4. **The proposal would result in fragmentation of surrounding HPL.**
   The proposed development would separate HPL at 80 and 84 Middle Road from the larger contiguous area of HPL. The assessment's conclusion that the proposal avoids fragmentation should therefore be reconsidered.

5. **The assessment does not adequately recognise the site's favourable productive attributes.**
   The site's gentle topography, low erosion risk, favourable climate, low drought vulnerability and proximity to existing intensive horticultural production are important indicators of productive potential but receive comparatively limited consideration in the assessment.

6. **The evidence base is insufficiently site-specific.**
   The assessment relies heavily on desktop datasets and general observations, with limited direct investigation of soil profiles and drainage conditions. This limits confidence in the conclusions regarding the severity and permanence of the identified constraints.

7. **The economic viability assessment requires further substantiation.**
   As economic viability is central to the relevant NPS-HPL exemption pathway, the assessment should be supported by a suitably qualified agricultural economist.

References

Lynn I.H., Manderson A.K., Page M.J., Harmsworth G.R., Eyles G.O., Douglas G.B., Mackay A.D., Newsome P.J.F., 2009. Land use capability survey handbook – a New Zealand handbook for the classification of land. 3rd edition. Hamilton, AgResearch; Lincoln, Landcare Research; Lower Hutt, GNS Science.

New Zealand Ministry for the Environment. (2022). National Policy Statement for Highly Productive Land 2024: Amended 2025. https://environment.govt.nz/acts-and-regulations/national-policy-statements/national-policy-statement-highly-productive-land.

Page M.J., 1998. Land Use Capability Classification of the Northern Hawke's Bay Region: a bulletin to accompany the New Zealand Land Resource Inventory Worksheets Land Resources Group, Soil Conservation Centre, Aokautere, Ministry of Works and Development, Palmerston North Water & Soil Miscellaneous Publication No. 109, 1988, 206 p. ISSN 0110-4705

Reviewed by:

[redacted] – Team Leader Air and Land Science

Approved for release by:

[redacted] Manager Environmental Science

_____

Signature:

[redacted]

HAWKE'S BAY REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

MEMO

To: [redacted]

From: [redacted]

Date: 03/09/2026

Subject: Middle Road Fast Track Substantive Application: Ecological Impact Assessment Review

File Ref: P25-496

CC: [redacted]

Hi [redacted]

Thank you for the opportunity to review the P25-496 Middle Road Fast Track – Substantive Application.

1. Background

CDL Land New Zealand Ltd (CDL) is preparing a substantive application under the Fast-track Approvals Act 2024 (FTAA) for a proposed residential development of approximately 30.6 ha of land at Middle Road, Havelock North. The intended subdivision layout will provide for a conventional and medium density residential development opportunities. The development will be supported by integrated three-waters and transport infrastructure and an open space network.

As part of the Fast Track Application process, I reviewed the Ecology Report prepared by Boffa Miskell Ltd for CDL on 11 March 2026 (Memo 18/03/2026).

The Ecological Impact Assessment (EcIA) presented a methodical and thorough assessment of existing conditions, potential effects, and proposed mitigation measures for the development. I expect the implementation of the recommended measures laid out in the report to effectively avoid and minimise sediment and stormwater impacts on the Herehere Stream and downstream environments. I also agreed that proposed riparian plantings would improve ecosystem health of the Herehere Stream, and contribute positively to the ecological outcome. I had no further recommendations or amendments on the basis of that report.

This review will only refer to amended sections and additional information provided since the Fast Track Application report.

2. Scope

For this review, I've read the following substantive application documents by Boffa Miskell to provide feedback with a focus on water quality and aquatic ecology:

- Middle Road Substantive Application - Ecological Assessment Prepared for CDL, 24 August 2026.

  Including:
  Appendix 3: Streambank Recontouring Methodology, Herehere Stream
  Appendix 4: Stormwater Basin Outlet Structure (Woods, 2026b)
  Appendix 5: Draft Fauna Management Plan
- Middle Road Development - Landscape Concept Report, 20 August 2026.
- Middle Road Subdivision - Landscape Effects Assessment Prepared for CDL Land NZ Ltd, 20 August 2026.
- Middle Road Development - Appendix 3: Graphic Supplement, 20 August 2026.

3. Landscape Effects Assessment and Concept Report

I agree with the report that the proposed Middle Road Development will generate positive landscape and natural character improvements for the Herehere Stream by retiring livestock grazing, establishing native riparian plantings along its margins, and reducing bank steepness.

The extensive areas of existing and proposed drainage reserve across the site, alongside native plantings, will also improve the ecological connectivity, linking riparian, stormwater and landscape planting areas into a more coherent network of green infrastructure. This leads to broader effects that directly and indirectly enhance freshwater values.

Additionally, I would like to commend the lighting design for incorporating a warm white colour temperature (2700 K) with shielded fixtures that minimise glare and light spill—a critical measure that significantly mitigates adverse impacts on local wildlife. Bright, cold-white streetlights ($4000\ \text{K} +$ LEDs) emit blue-rich light that disorients wildlife, and is known to attract insects away from breeding and pollination and to disrupt the flight paths of migratory birds and bats. Heavily researched across Europe and North America, this threat is actively mitigated in regulatory enforcement. Meanwhile, New Zealand initially installed widespread $4000\ \text{K}$ white LEDs, but growing ecological awareness has led to increasing adoption warmer $2200\ \text{K} - 3000\ \text{K}$ shielded fixtures near sensitive habitats. This design is likely to have a positive impact on local wildlife, including the insect life of the Herehere Stream.

4. Ecological Assessment

A comprehensive list was recommended in the Ecology Report as measures to minimise potential ecological effects associated with the development. I agree the matters have largely been addressed in this substantive application.

Because the full Erosion and Sediment Control Plan and Streamworks Plan have not been provided, I cannot fully evaluate the completeness or appropriateness of the proposed ecological mitigation measures, despite the positive steps outlined in the substantive application and Ecology Report.

4.1. Vegetation removal /Landscape Planting Plan

While the substantive application no longer retains existing trees—identified primarily as ornamental species and agricultural shelterbelts—the updated landscape design compensates with a comprehensive Planting Strategy. By incorporating a mix of native and exotic species, targeted clusters of locally appropriate native trees, and a 10-meter-wide native riparian buffer along the Herehere Stream, the proposal delivers a net enhancement to the site's overall ecological condition.

4.2. Erosion and Sediment Control

The potential effects on the freshwater environment include sediment runoff, stormwater contaminants, and increased runoff from impervious surfaces.

Due to its low gradient, the project site presents a low potential for sediment generation compared to steeper terrain. Stormwater discharge effects will be minimised using a treatment train approach, and I agree that implementation of the Erosion and Sediment Control Plan (Woods, 2026), as cited in the Ecological Assessment, should further minimise sediment generation and yield. I have reviewed the cited technical information and the technical plans (Appendix 3 and 4) showing the streambank recontouring methodology and stormwater basin outlet structure, and based on these I am satisfied that the proposed approach is appropriate. However, I have not received the full Erosion and Sediment Control Plan for review, which should be reviewed once available.

4.2. Stream Works

I understand that no structures are proposed to be installed within the bed of the Herehere Stream. Potential sediment loss from stream banks is mitigated by reshaping of the stream bank to a gentler slope and covering them with temporary, natural coconut-fiber matting to prevent soil from washing into the water during the construction phase and planting. The active stream bed itself is planned to remain untouched, and once established, new bank vegetation will permanently stabilize the soil and improve overall stream health. Existing drainage waterways are being replaced with naturalized grass swales to filter water. Native fish like shortfin eels will be captured and relocated into the Karamū Stream before the construction. Based on this information provided in the Ecology Report, the proposed approach appears appropriate and beneficial for the Herehere Stream in the long term, with potential effects expected during the construction phase to be appropriately minimised. However, this assessment is based on the information currently available and has not included a review of a detailed Streamworks Plan.

4.2. Draft Fauna Management Plan

From the report I understand that the Herehere Stream will be retained in its current alignment, with riparian enhancement planting proposed and no structures that would impede fish passage. The artificial watercourses within the site will be modified or lost, with fish relocation managed through the Fauna Management Plan.

The Fauna Management Plan identifies a range of fish species potentially present and to be managed – captured and relocated - in the drainage channels.

The Plan is comprehensive and detailed in all steps along the relocation process, covering also permits, and roles and responsibilities. It includes a combination of capture methods, handling, storing and release methods and handling of pestfish, biosecurity and other considerations. A completion report will be provided to HBRC.

I consider the proposed Native Fish Capture and Relocation Plan as thorough and appropriate.

Conclusion

I have reviewed the Ecological Report and agree that, in the long term, the proposed riparian planting and streambank grading along the Herehere Stream will have positive effects on the freshwater ecosystem. The proposed stormwater treatment approach, together with the lighting design, will appropriately minimise potential effects of the development, with residual effects expected to be low to negligible.

During the construction phase, based on the information provided in the Ecological Report, the proposed approach to in-stream works and sediment management appears appropriate. Fish will be relocated from the artificial drains within the site prior to earthworks, with this process managed through the proposed Fauna Management Plan, which I consider appropriate.

Overall, the proposed development incorporates measures that should minimise potential adverse effects and contribute positively to the long-term ecological condition of the freshwater environment.

[redacted]

Principal Scientist Freshwater Quality and Ecology

From: [redacted]
To:
Cc:
Subject: RE: Middel Road: HBRC Condition examples
Date: Tuesday, 8 September 2026 9:33:55 am
Attachments: image001.png
ATT00001.png

Hi [redacted] and [redacted]

[redacted] our Consents Manager, has supplied the following information with regard to your query about **consent conditions:**

> The only groundwater diversion consent that has been issued was by the EPA for the Maraekakaho Quarry project: 2025 Reconsideration decision | EPA
>
> This is likely because RRMP rules 32 and 33 also covers the diversion and discharge of drainage water (ie water table) for productive land use and stability of structures.
>
> The Arataki decision contains conditions requiring a Water Quality Monitoring Strategy – condition 142 Appendix A – Conditions of consent

He has also asked if there is an **updated planning report**, including if there is anything on groundwater takes and diversions, as these had not been referred to in the 8 April 2026 Planning Overview Report (s3.3.1.2) or when we last produced a s30 letter pre-referral. Are you able to help here?

Regards
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
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159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 7 September 2026 12:46 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>
Subject: Middel Road: HBRC Condition examples
Importance: High

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Do not click links or open attachments unless you are certain the content is safe. If this email claims to be from a HBRC staff member, do not click on any links or attachments and contact the ServiceDesk immediately.

Hi [redacted]

Thank you for sending through the first lot of feedback on the Middle Road documentation.

I was hoping you might also be able to help us with a few examples from HBRC.

Are you able to please send through a copy of the following, so we can get a better understanding of the

types of conditions and requirements that have been applied previously:

- A groundwater diversion consent;
- An example of a Water Quality Monitoring Strategy; and
- An example of a stormwater discharge consent for an individual development/site, rather than the global consent.

They don't need to relate to any particular project. We are just looking for some useful examples to help us understand the types of conditions and monitoring requirements HBRC has used previously.

Thanks very much for your help.

Kind regards
[redacted]

[redacted] [redacted]
Senior Associate Planner
[redacted]woods.co.nz
+64 22 648 3857
woods.co.nz

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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HBRC
Date: Wednesday, 23 September 2026 9:47:38 am
Attachments: image001.png
image002.png
image003.png
ATT00001.png

Hi [redacted]

Thanks for your response, I have forwarded it to our engineers, but have no response from them .

If you need to contact HBRC over the next week, please liaise via [redacted] again, as I am on leave until 5 October.

Regards
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
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 Tahi I Tō Tātau Taiao

Let us know how we're doing, give your feedback here.
This communication, including any attachments, is confidential.

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 18 September 2026 9:57 am
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HBRC

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Do not click links or open attachments unless you are certain the content is safe. If this email claims to be from a HBRC staff member, do not click on any links or attachments and contact the ServiceDesk immediately.

Hi [redacted]

Thank you to you and the wider HBRC team for taking the time to review the Middle Road material and provide your feedback.

We have worked through the comments received across the various disciplines, including drainage and stormwater, HPL, ecology and landscape. Where appropriate, changes have been incorporated into the relevant technical reports, and our responses to the feedback have also been recorded in detail within our Consultation Report.

In response to the more detailed queries raised by [redacted] and [redacted] regarding the existing farm drains, maintenance responsibilities, access and easement arrangements, we have prepared the attached farm drain memo.

The memo brings this information together in one place and sets out, for each relevant drain:

- the existing drainage arrangement;
- how the drain is proposed to be treated as part of the Middle Road development; and
- the intended future maintenance, access, ownership and easement arrangements.

We hope this provides the clarity sought and resolves the remaining questions around the farm drains and associated easements. Please feel free to let me know if you or the wider HBRC team require anything further on these matters.

Thanks again for taking the time to provide your feedback and comments.

To:
Hawkes Bay Regional Council

From:
[redacted] - Senior Associate Planner - Woods

W-REF: P25-496
18 September 2026
Reviewer: [redacted] – Senior Associate Engineer

MIDDLE ROAD PROJECT – FARM DRAIN SCHEDULE

This memorandum provides a consolidated overview of the existing drainage features within and adjoining the Middle Road Project site, how those features are proposed to be treated as part of the development, and the resulting maintenance, access, ownership and easement arrangements.

The site is currently drained by a combination of Hawke's Bay Regional Council land drains, farm drains, roadside drainage and natural receiving environments. These include the Bake, Pomeroy and Gilpin drainage systems, together with a number of smaller boundary and internal drains. While some of these features currently drain the Middle Road site, others also provide an ongoing drainage function for adjoining properties, roads and upstream catchments.

The proposed development will replace much of the existing rural drainage arrangement with a purpose-designed urban stormwater system comprising of pipes, overland flow paths, and dry detention basins with low-flow channels. This water is then controlled and discharged into the Herehere Stream and Gilpin Drain systems. Some existing drains will therefore be removed or modified, while others must remain where they continue to serve land or catchments external to the development.

The schedule included in **Attachment 1** identifies each relevant drain or drainage reach and sets out:

- the existing drainage arrangement;
- the proposed treatment as part of the Middle Road development; and
- the intended future maintenance, access, ownership and easement arrangements.

The schedule is intended to provide a single coordination point between the stormwater and infrastructure design, land ownership and associated legal arrangements. Where a final arrangement has not yet been confirmed, this is identified for resolution rather than assumed.

The Drain Features Plan included as **Figure 1** below identifies each drain section referred to in this memorandum and should be read alongside the schedule for ease of reference. A copy of this Plan is included in **Attachment 2**.

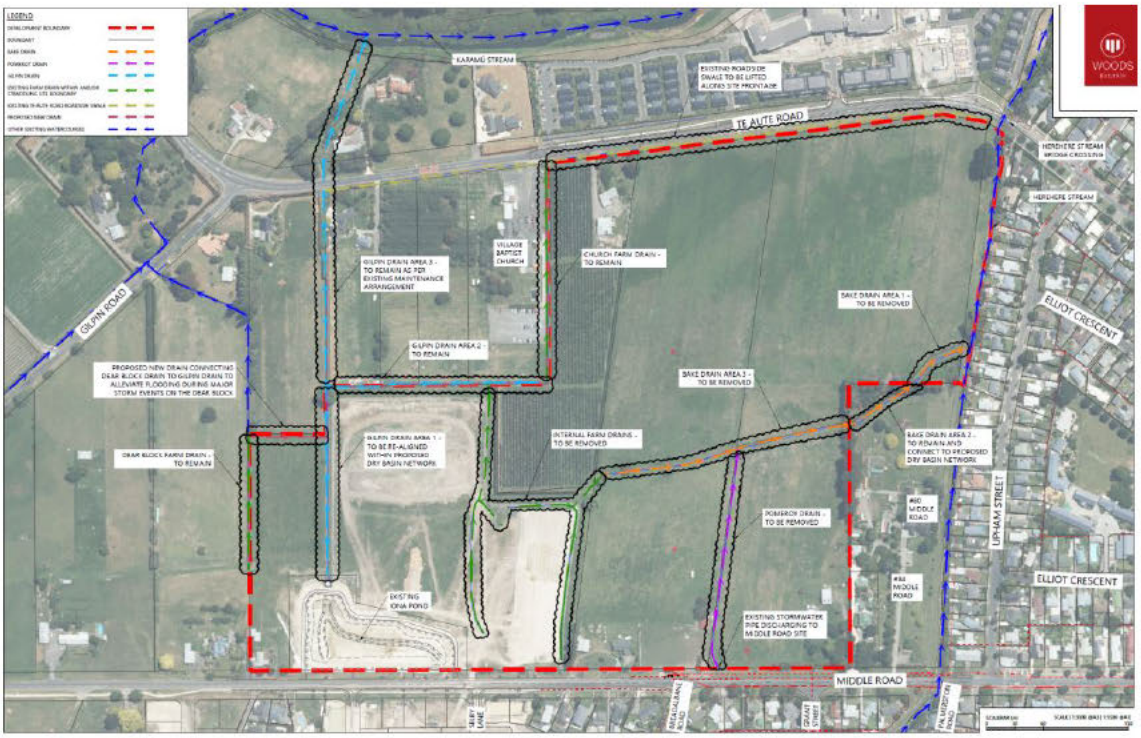


Figure 1: Drain Features Plan

We trust the above provides a clear overview of the drainage arrangements associated with the Middle Road Project. Should you have any questions regarding the information set out in this memorandum, please do not hesitate to contact us.

Ngā mihi nui / Kind regards,

[redacted]

[redacted]

Senior Associate Planner

Woods

ATTACHMENT 1: SCHEDULE OF DRAINS ACROSS MIDDLE ROAD SITE

Drain	Existing Arrangement	Proposed Middle Road Response	Intended Outcome / Maintenance Arrangement
Bake Drain – Area 1 *Northern portion of Bake Drain that re-enters site from #80 Middle Road (McKenna Block) and discharges to Herehere Stream via culvert.*	The Bake Drain is an HBRC-owned and maintained land drain that passes through the northern part of the Middle Road site and the adjoining McKenna Block before discharging to the Herehere Stream. The drain provides an existing drainage function for both the Middle Road land and the McKenna Block. In flood events, water from the Herehere Stream can also cross the McKenna Block and enter the Middle Road Site. The existing drainage corridor is subject to HBRC drainage rights, including a right in gross over part of 80 Middle Road and a right in gross to drain water over 92 Middle Road.	Retain the existing flood conveyance function from the McKenna Block into the Middle Road site. Floodwater crossing the McKenna Block into the Herehere Stream will continue to enter the northern stormwater basin, from where it will be managed through the proposed stormwater system. The northern basin will discharge to the Herehere Stream through a new outlet located closer to the Te Aute Road bridge than the existing Bake Drain outlet. The ability for this portion of the drain to discharge into the Middle Road Site has been retained.	The existing flood pathway from the McKenna Block into the Middle Road site is retained, with floodwater directed into the northern stormwater basin and discharged to the Herehere Stream through the new outlet. **Ongoing Maintenance**: The northern basin associated conveyance infrastructure and outlet will be maintained by HDC following vesting.
Bake Drain – Area 2 *Portion of Bake Drain within #80 Middle Road (McKenna Block).*		Retain the Bake Drain through the McKenna Block to continue servicing stormwater and flood flows associated with that land. The Middle Road development will be hydraulically connected to the downstream end of this reach to allow it to drain into the northern basin, with no stormwater generated by the development directed into the retained drain. No changes to ground levels within the McKenna Block are proposed.	The Bake Drain is retained through the McKenna Block to continue providing drainage for that land, while being hydraulically connected to the Middle Road development to allow the drain to discharge into the northern basin. **Ongoing Maintenance**: The retained Bake Drain will continue to be maintained by HBRC, with the necessary drainage and maintenance access arrangements secured over the McKenna Block.
Bake Drain – Area 3		Remove the existing Bake Drain through the Middle Road development footprint and	The existing Bake Drain through the Middle Road development is removed and its drainage

Drain	Existing Arrangement	Proposed Middle Road Response	Intended Outcome / Maintenance Arrangement
Majority of Bake Drain within site boundaries.		replace its drainage function with the proposed urban stormwater network, including the primary pipe system, overland flow paths and dry detention basins. Stormwater generated within the development will therefore no longer rely on this reach of the Bake Drain and will instead be collected, treated and attenuated through the proposed stormwater system before discharge to the Herehere Stream.	function replaced by the new urban stormwater network. **Ongoing Maintenance**: The replacement stormwater network and associated drainage infrastructure will be maintained by HDC following vesting.
Pomeroy Drain *Pomeroy Drain within site boundaries.*	The Pomeroy Drain is an HBRC-owned and maintained land drain that runs through the northern part of the site and discharges to the Bake Drain and through to Herehere Stream. The drain also receives flows from the existing Middle Road / Breadalbane Road stormwater network via a 750 mm pipe that discharges into the upstream end of the drain.	Remove the Pomeroy Drain within the Middle Road development and replace its drainage function with the proposed urban stormwater network. The existing 750 mm pipe serving the Middle Road / Breadalbane Road catchment will be picked up by the proposed primary stormwater network, with these external flows continuing to be conveyed through the site to the northern dry basins. Following treatment and detention, flows will discharge to the Herehere Stream through the proposed northern stormwater outlet.	The existing open Pomeroy Drain through the development is removed, while the existing external stormwater catchment that currently discharges to it continues to be serviced through the new urban stormwater network. **Ongoing Maintenance**: The replacement stormwater network, dry basins and associated outlet infrastructure will be maintained by HDC following vesting.
Internal Farm Drains *Sections of farm Drain within site boundaries.*	A number of minor farm drains and artificial drainage channels currently extend through the Middle Road site and form part of the existing rural drainage network.	Remove and reclaim the internal farm drains affected by the proposed development and bulk earthworks. Their drainage function will be replaced by the proposed urban stormwater system, including the primary pipe network,	The internal farm drains will no longer be required following development, with their drainage function incorporated into the new urban stormwater network.

Drain	Existing Arrangement	Proposed Middle Road Response	Intended Outcome / Maintenance Arrangement
	These drains primarily provide local drainage for the existing land within the site.	overland flow paths, and dry detention basins with low-flow channels. Retained boundary drains and drainage features that continue to service adjoining or external land are not included within these removal works.	**Ongoing Maintenance**: The replacement stormwater infrastructure will be maintained by HDC following vesting.
Gilpin Drain – Area 1 *Portion of Gilpin Drain that extends from existing Iona Stormwater Pond.*	The Gilpin Drain forms part of the existing HBRC-managed drainage network serving the southern part of the Middle Road site and adjoining land. The system receives stormwater from a number of sources, including service and emergency flows from the existing Iona Pond and runoff from parts of the adjoining Te Aute Road properties that drain through a lateral arm of the Gilpin system. These flows are then carried through the main Gilpin Drain towards the south-western corner of the site. From there, the Gilpin Drain continues beyond the development area and ultimately discharges to the Karamū Stream via the existing Te Aute Road culvert. The Gilpin system therefore performs an important ongoing drainage function for both the Middle Road site and external catchments. As part	Retain the existing Gilpin Drain through the development, with a minor realignment to integrate the drain with the proposed southern stormwater network and dry detention basins. Flows from the existing Iona Pond will continue to be conveyed through this part of the Gilpin system, with the outlet arrangement adjusted to connect into the proposed basin network. Both service and emergency flows from the Iona Pond will continue to discharge through the Gilpin system in accordance with the existing drainage function.	The Gilpin Drain is retained through the development, with a minor realignment to integrate it with the proposed southern stormwater system while maintaining its existing drainage function. **Ongoing Maintenance**: The realigned drain and associated stormwater infrastructure within the development will be maintained by HDC following vesting.
Gilpin Drain – Area 2 *Lateral branch of Gilpin Drain connecting Church Boundary drain to main Gilpin Drain.*		Retain the lateral arm of the Gilpin Drain that connects the Church boundary drain to the main Gilpin Drain. This reach will continue to serve the Village Baptist Church property only, providing an onward drainage connection from the Church boundary drain into the main Gilpin Drain. No stormwater generated by the Middle Road development will discharge to, or be	This lateral arm is retained and will not receive or convey any stormwater generated by the Middle Road development. **Ongoing Maintenance**: This section will be maintained as part of the drainage arrangement serving the Village Baptist Church.

Drain	Existing Arrangement	Proposed Middle Road Response	Intended Outcome / Maintenance Arrangement
	of the development, different sections of the drain will be retained, modified or replaced while maintaining the existing external drainage connections and downstream conveyance function.	conveyed through, this section of the Gilpin Drain. The development will be hydraulically separated from Area 2, with all development-generated stormwater managed through the proposed Middle Road stormwater system.	
Gilpin Drain – Area 3 *Portion of Gilpin Drain beyond the site boundaries.*		Retain the downstream section of the main Gilpin Drain from the development towards the Karamū Stream. The proposed southern stormwater basins will discharge to this retained section of the Gilpin Drain, together with the existing external flows that already use the system. A new outlet structure will be formed at the head of the retained Gilpin Drain within the development, providing a defined transition between the proposed urban stormwater system and the existing downstream land-drain network. No changes are proposed to the Gilpin Drain beyond the development extent.	The downstream Gilpin Drain is retained as the receiving drain for the southern stormwater system and continues to convey both external catchment flows and discharges from the development towards the Karamū Stream. **Ongoing Maintenance**: The retained downstream Gilpin Drain will continue to be maintained by HBRC.
Baptist Church Farm Drain *Section of farm Drain within the Baptist Church property.*	An existing open drain runs along the shared boundary between the Middle Road site and the Village Baptist Church property. At present, the drain receives stormwater from both the Church property and part of the existing Middle Road site. It therefore currently forms part of the wider	Retain the existing boundary drain to continue servicing the Village Baptist Church property. As part of the Middle Road development, the site will be hydraulically separated from this drain. Stormwater generated within the development will be redirected into the proposed Middle Road stormwater system and will no longer discharge to, or be	The drain will transition from a shared rural drainage feature servicing both properties to a private drainage feature servicing the Village Baptist Church property only. No stormwater generated by the Middle Road development will be directed to the drain following development. **Ongoing Maintenance**: The drain will be maintained by the Village Baptist Church, with

Drain	Existing Arrangement	Proposed Middle Road Response	Intended Outcome / Maintenance Arrangement
	rural drainage arrangement servicing both properties.	conveyed through, the Church boundary drain. Following development, the drain will therefore cease to provide any stormwater function for the Middle Road site and will remain solely to service drainage from the Village Baptist Church property. A private easement will be provided over the portion of the drainage corridor located within the Middle Road site in favour of the Village Baptist Church to provide ongoing access for inspection, maintenance and repair. Boundary fencing will be located outside the easement so that access to the drain is maintained until such time that the Church remove the drain.	ongoing access provided through the easement over the portion of the drain located within the Middle Road site.
Dear Block Farm Drain *Section of farm Drain within the Dear property.*	An existing farm drain runs along the southern boundary between the Middle Road site at 148 Middle Road and the adjoining Dear Block at 150 Middle Road. The drain currently forms part of the rural drainage network serving the land along this boundary and provides an onward drainage connection towards the Gilpin Drain.	Retain the existing boundary drainage function, with the drain widened within the Middle Road site to increase its conveyance capacity. The widening works will be undertaken within the Middle Road site so that the existing drainage function associated with the Dear Block is maintained without requiring drainage works within the adjoining property.	The boundary drain will remain as a functioning drainage feature serving the Dear Block interface, with increased capacity. The works will maintain the ongoing drainage function for the adjoining Dear Block. **Ongoing Maintenance**: The drain will be maintained by the owner of the Dear Block. Maintenance access / easement: An easement will be provided over the relevant portion of the drain within the Middle Road site to enable ongoing access for inspection, maintenance and repair.

Drain	Existing Arrangement	Proposed Middle Road Response	Intended Outcome / Maintenance Arrangement
Proposed New Drain *Section of Proposed Drain within the site boundaries.*	The location of Proposed New Drain will be at the southwestern corner of the Middle Road site and is designed to provide an additional outlet location for the Dear Block Farm Drain.	Shaping of a Proposed New Drain will hydraulically connect the Dear Block Farm Drain to the Gilpin Drain. The new drain is planned to be parallel with the existing boundary at the back of #169 Te Aute Road and be fully within the Middle Road site extents and the southern dry basin lot. The new drain will provide an additional outlet for the Dear Block Farm Drain. It has been designed to alleviate flooding on the Dear Block during major storm events due to the area being flat.	The New Proposed New Drain is created through the development, along the outside edge of, and fully within, the proposed southern stormwater basin lot. **Ongoing Maintenance**: The new drain within the development will be maintained by HDC following vesting.

ATTACHMENT 2: DRAIN FEATURES PLAN

LEGEND

- DEVELOPMENT BOUNDARY
- BOUNDARY
- BAKE DRAIN
- POMEROY DRAIN
- GILPIN DRAIN
- EXISTING FARM DRAIN WITHIN AND/OR STRADDLING SITE BOUNDARY
- EXISTING TE AUTE ROAD ROADSIDE SWALE
- PROPOSED NEW DRAIN
- OTHER EXISTING WATERCOURSES

KARAMŪ STREAM

EXISTING ROADSIDE SWALE TO BE LIFTED ALONG SITE FRONTAGE

TE AUTE ROAD

HEREHERE STREAM BRIDGE CROSSING

HEREHERE STREAM

VILLAGE BAPTIST CHURCH

GILPIN DRAIN AREA 3 - TO REMAIN AS PER EXISTING MAINTENANCE ARRANGEMENT

CHURCH FARM DRAIN - TO REMAIN

GILPIN ROAD

BAKE DRAIN AREA 1 - TO BE REMOVED

ELLIOT CRESCENT

GILPIN DRAIN AREA 2 - TO REMAIN

PROPOSED NEW DRAIN CONNECTING DEAR BLOCK DRAIN TO GILPIN DRAIN TO ALLEVIATE FLOODING DURING MAJOR STORM EVENTS ON THE DEAR BLOCK

BAKE DRAIN AREA 3 - TO BE REMOVED

GILPIN DRAIN AREA 1 - TO BE RE-ALIGNED WITHIN PROPOSED DRY BASIN NETWORK

INTERNAL FARM DRAINS - TO BE REMOVED

BAKE DRAIN AREA 2 - TO REMAIN AND CONNECT TO PROPOSED DRY BASIN NETWORK

DEAR BLOCK FARM DRAIN - TO REMAIN

POMEROY DRAIN - TO BE REMOVED

#80 MIDDLE ROAD

UPHAM STREET

#84 MIDDLE ROAD

ELLIOT CRESCENT

EXISTING IONA POND

EXISTING STORMWATER PIPE DISCHARGING TO MIDDLE ROAD SITE

MIDDLE ROAD

SELBY LANE

BREADALBANE ROAD

GRANT STREET

PALMERSTON ROAD

SCALEBAR (m) 0 30 60 150

SCALE | 1:3000 @A3 | 1:1500 @A1|

Plot Date: 5:02:18 pm,17 September 2026, LOUISZS

File: C:\12DSYNERGY\DATA\WP-AXL-APP-02\P25-496 - MIDDLE RD FAST TRACK_22600\02 DRAWINGS\01 ENG\P25-496-00-9600-SK EXISTING DRAINS SKETCH.DWG

REVISION DETAILS		INT	DATE
1	ISSUED FOR INFORMATION	LZM	17/09/2026

SURVEYED	
DESIGNED	LZM
DRAWN	LZM
CHECKED	BLO
APPROVED	BLO

BUILDING B, LEVEL 1
8 NUGENT ST, GRAFTON,
AUCKLAND 1023
+64 9 308 9229

WOODS.CO.NZ

CDL LAND NEW ZEALAND LIMITED

MIDDLE ROAD PROJECT

EXISTING DRAINS SKETCH

STATUS	ISSUED FOR INFORMATION
SCALE	1:3000 @ A3
COUNCIL	HASTINGS DISTRICT
DWG NO	P25-496-00-9600-SK
REV	1

Thanks, [redacted]



[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
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From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 14 September 2026 1:21 pm
To: [redacted] <[redacted]hbrc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HBRC

Hi [redacted]

Thank you for the below comments.

I have sent this to the Engineering and SW team on the project to review and provide any comment.

Do you anticipate any further feedback to be sent through on the project?

Please let me know if you have any questions or further comments in the meantime.

Thanks, [redacted]



[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]hbrc.govt.nz>
Sent: Friday, 11 September 2026 12:50 pm
To: [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Substantive Application Draft Reports for Feedback - HBRC

Hi [redacted]

I have two sets of comments for you, which will require additional work to better develop the Middle Road application:

1. **From [redacted] our Asset Strategic Manager:**



1. The proposal should more clearly detail the management of the Bake Drain revision crossing the lower southern corner of #80 and back into #92. Current plans (P25-496-00-4001-DR) show the Bake drain remnant channel discharge from #80 Middle Road is discharging into the pond without any or if there is any agreement with #80 owners in regard to any relict flow from the channel section of #80. The old bake channel outlet as drawn has a 150mmØ PS overflow pipe below it. Clearly the ponding areas are able to manage the revised flow, and the outlet to the Herehere would be via the pond outlet.
2. The right lateral branch of the Gilpin Drain is very close to the boundary of the final tranche of properties and has elevated earth pad construction immediately adjacent to the existing drain. The SWMP shows all surface flow going to the internal collection. The question is the on-going need for this branch of the Gilpin, and the potential for the exact boundary encroachment on the drain. Maintenance access will be changed (currently the upslope side). The detail of this may need to be revised as details are clearer with survey. Potentially this branch could be no longer required assuming there is no discharge from the development property. This may need to be discussed with the 147 and 167 properties, and maintenance access confirmed if it needs to remain.

2. From [redacted] our Senior Design Engineer:

I have reviewed the information provided and I have the following comments about the design.

1. The proposed development will infill the upstream and downstream of the HBRC's Bake Drain on the development's property. This raises several concerns which are as follows:
    a. The existing maintenance access corridor for the Bake Drain is from the development's property. If the drain is to be continued to be maintained by HBRC, access needs to be agreed with all affected parties. No information has been provided.
    b. If the remaining portion of the Bake Drain is not to be maintained by HBRC, an agreement with all affected parties needs to be all parties. No information has been provided.

    It would be HBRC preference would be to transfer the ownership of the maintenance be transferred to either HDC or landowner.
2. Eastern drainage basin (Herehere Stream side) comments:
    a. The proposed discharge basin outlet is below the level of the Herehere Stream bed. This implies that the basin will be permanently fill and will not perform as designed.
3. Western drainage basin (Gilpin Drain side) comments:

a. From the basin drawings it is unclear what space is available along the bund of the basin to undertake the maintenance along the boundary side of the development. As this basin is proposed to be transferred to HDC, they need to check that what is proposed is acceptable by HDC.

4. Gilpin Drain Extension (on northern development boundary) comments:
   a. The existing maintenance access corridor for the Gilpin Drain Extension (along Church property) is from the development's property. If the drain is to be continued to be maintained by HBRC, access needs to be agreed with all affected parties. No information has been provided.
   b. As the drain may not be required due to the development diverting the runoff from the development to the drainage basins. Either transfer of the maintenance agreement or the decommissioning of the drain needs to be agreed upon. No information has been provided.

   It would be HBRC preference would be to decommission the drain.
5. WWPS overflow outlet is proposed to discharge directly into the Herehere Stream upstream of the Herehere basin. During an overflow event this would be environmentally hard to control and cleaned up. It would be better to discharge into the drainage basin next to the pumpstation where the effects of the overflow could be managed and clean up easier than in a stream.

I hope these comments are useful.

Regards
[redacted]

[redacted]
Senior Policy Planner
06 835 9200
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 Tahi I Tō Tātau Taiao

Let us know how we're doing, give your feedback here.
This communication, including any attachments, is confidential.



Attachment 2: Hastings District Council Correspondence

From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Middle Road Fast-track Substantive Application - Kick Off Workshop
Date: Tuesday, 12 May 2026 5:13:06 pm
Attachments: image001.png
image152492.png

Hi [redacted]

I have sent through a placeholder meeting invite, however I thought it may be easier for you to coordinate the meeting from your end so you can arrange a room and set up the Teams link for those attending online. Would you mind sending the updated invite through to your wider team once confirmed?

At this stage, myself, [redacted] and [redacted] are planning to attend in person. [redacted] will join online.

We will circulate an agenda and updated masterplan ahead of the workshop, along with any other relevant material we have available, to give everyone an opportunity to review the information and come prepared with feedback and discussion points.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted] woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Friday, 8 May 2026 3:41 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Substantive Application - Kick Off Workshop

Hi [redacted]

From responses so far, yes that works, but I havnt heard back from [redacted] yet. Lets just set up a meeting from 1 – 2pm and hopefully [redacted] is available.

Do you want me to set up invite, or you?

Attendees:

Myself/[redacted] – Policy
[redacted] – Consents ([redacted] has been seconded back to consents, so not sure if her or [redacted] will attend)
[redacted]

Cheers

[redacted]
Team Leader Environmental Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone [redacted]

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 8 May 2026 3:28 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Substantive Application - Kick Off Workshop

Hi [redacted]

HBRC has come back with a preference of Wednesday 3 June from 10 – 11. Would the afternoon of that day work for you and your team? Say 1 – 3pm?

Ngā mihi
[redacted]



[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Thursday, 7 May 2026 12:31 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Fast-track Substantive Application - Kick Off Workshop

Thanks [redacted]

The 3rd is looking more promising at this stage, but I will check with the team and get back to you.

Regards

[redacted]
Team Leader Environmental Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone [redacted]

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 7 May 2026 10:30 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Fast-track Substantive Application - Kick Off Workshop

Hi [redacted]

Thanks for the call yesterday. HBRC wants to wait until they have provided feedback on the Referral Application before meeting with us. I understand that your response deadline is 22 May.

HBRC floated meeting dates of 3 or 4 June.

Would either of these work for you and your wider team?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Wednesday, 6 May 2026 9:18 am
To: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Fast-track Substantive Application - Kick Off Workshop

Hi [redacted]

Ill give you a ring later this morning to discuss.

Cheers

[redacted]
Team Leader Environmental Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone [redacted]

From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 5 May 2026 4:40 PM
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] Aroa <nelliea@hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Fast-track Substantive Application - Kick Off Workshop

Kia ora [redacted] and HDC team,

As you know, we are now moving into the next stage of work to prepare the substantive application for the Middle Road project.

I tried to give you a call earlier to touch base. If you are free, please feel free to call me back. Otherwise, it would be good to lock in a time to get together in person for a kick-off workshop.

We think it would be valuable to sit down together to work through the key matters that came out of the referral stage and align on approach ahead of progressing the application. We are looking to hold the workshop as in-person session, and are currently aiming for mid to late May so we can reflect any feedback in updates to the masterplan.

If you could please send through a few suitable dates that work for you and your team, that would be appreciated. We are trying to coordinate both councils on the same day so I can attend in person, so having a couple of options would be helpful. We are thinking around two hours for the workshop would allow us to cover an overview of the proposal and work through some of the more detailed design matters.

Separately, we are also keen to set up a focused discussion on the Herehere Stream interface, given the level of discussion in this through the referral process. The intent would be to bring HDC, HBRC and iwi together, along with Boffa as the landscape lead, to work through the design approach and reach a well-aligned outcome. I anticipate this would be held on a separate date.

Let me know what your and the wider HDC team's availability looks like, and once I have coordinated calendars, I will send through a meeting invite.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 30 April 2026 4:45 pm
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted]@hdc.govt.nz>; [redacted]hbrc.govt.nz; [redacted]@hbrc.govt.nz
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Fast-track Referral – Process Update

Kia ora,

I just wanted to provide a quick update on the Middle Road Fast-track referral application.

We have now heard back from the Ministry for the Environment, who have confirmed the application is complete and has moved into the next stage of the process. The Minister for Infrastructure is now seeking comments and reports from relevant parties under the Fast-track Approvals Act 2024.

This stage is expected to take around two months.

MfE will be in touch directly (if they haven't already) to seek your feedback on the referral application. We wanted to give you an early heads up so you can plan for this in your workload in the coming week(s).

If it would be helpful to run through anything in the referral material, or if you have any early questions, please feel free to get in touch.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 9 April 2026 4:44 pm
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted]@hdc.govt.nz>; [redacted]hbrc.govt.nz; [redacted]@hbrc.govt.nz
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Project - Referral Application Submitted

Good afternoon all,

We have now lodged the Middle Road Project referral application this afternoon. A link to the application documentation can be found here: **Click here**

A big thank you for the collaborative approach you have taken on this project for the last few months. Your input, knowledge and feedback has been valuable in shaping the proposal and establishing a solid foundation ahead of the substantive application.

Next steps:

- MfE will do an application completeness check and then forward it to the Minister. This takes approximately 2 weeks.
- The Minister may seek further information from the applicant, councils, and other invited parties. This is a new process through the Amendment Act, and we are unsure what level of information may be sought with new referral applications. Watch this space.
- Referral decision typically takes approx. 3 – 4 months

Our team is looking to progress the substantive design parallel to the referral application still processing. We will reconvene as a project team towards the end of the month and work out next steps from there. There remains further work to do, including incorporation of the detailed feedback provided by the various council officers with respect to urban design, open space function, engineering, roading and stream works. We intend to re-engage with relevant Council officers again next month to refine this design and work together on a solution for the final concept plan. This will also involve further engagement with other stakeholders such as mana whenua

and neighbours.

I will be in touch with you all in early May to set up a series of design workshops.

Please note that I will be away in Japan on leave 13 – 29 April. If you have any questions in the meantime, please contact [redacted] (cc'd) for assistance.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road
Subject: Middle Road Project – Meeting Material and Agenda for Tomorrow
Date: Tuesday, 2 June 2026 2:48:25 pm
Attachments: Middle Road Fast Track - Development Concept Substantive v2 (002).pdf
Middle Road - Draft Scheme Plan 20260602 1.pdf

Kia ora,

We are looking forward to meeting with you tomorrow to discuss the Middle Road Project. Please feel free to circulate this email to other Council attendees as appropriate.

Ahead of the meeting, please find attached the draft masterplan and draft scheme plan for reference.

Ahead of our meetings tomorrow, please find attached the draft masterplan and draft scheme plan for reference.

The purpose of these meetings is to provide an update on the Middle Road Project, present the current draft design, and work through the key technical matters that will inform the substantive application. The matters we are looking to cover tomorrow are set out below, noting this is just a rough agenda, and we are happy to keep the meeting fluid and conversational as questions arise.

Agenda

1. **Project background and referral status**
    - Overview of the Middle Road Project.
    - Update on the Fast-track referral process.
    - Anticipated next steps toward the substantive application.
2. **Site constraints and design drivers**
    - Existing site constraints.
    - Stormwater and flooding considerations.
    - Transport, servicing, urban design and interface matters informing the design.
3. **Draft masterplan presentation**
    - Overview of the current draft masterplan and scheme plan.
    - Key design moves and changes from earlier concept material.
4. **Engineering and infrastructure servicing**
    - Proposed servicing approach, including water supply and wastewater.
    - Proposed wastewater pump stations.
    - Local network capacity and ability to service the proposed development.
    - Stormwater management areas and integration with the wider site design.
5. **Transport and movement network**
    - Proposed vehicle, pedestrian and cycling connections.
    - Site access points and internal road structure.
    - Connectivity to Havelock North town centre via Te Aute Road and Middle

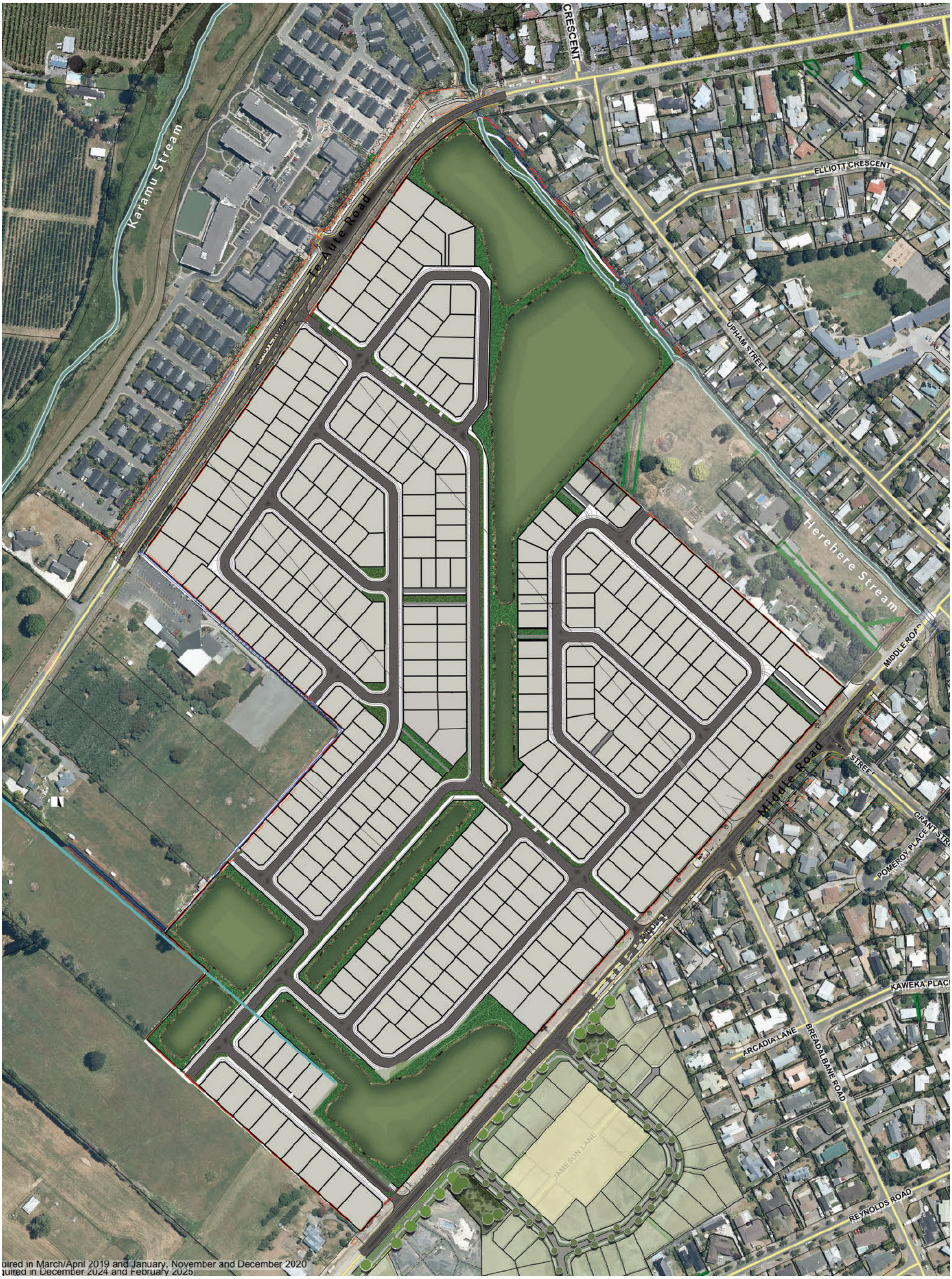
Road.

6. **Urban design, parks and open space**
    - Overall vision for the site.
    - Key connections and movement through the neighbourhood.
    - Function, activation and accessibility of stormwater areas and the wider green network.
    - Potential park/play provision, including a “play along the way” approach.
7. **Herehere Stream treatment and design**
    - Proposed approach to the stream corridor.
    - Planting, access and maintenance considerations.
    - Opportunities for ecological, cultural, landscape and amenity outcomes.
8. **Planning Considerations**
    - Use of the General Residential zone and MDRS zone rules across the development.
    - Conditions of consent.
    - Feedback on Planning Report layout and content (any feedback on how we prepared the Arataki Application).
9. **Consultation and engagement**
    - Proposed ongoing engagement through the substantive application process.

Please let us know if there are any additional items you would like to discuss.

Ngā mihi

[redacted]



Subdivision Plan - DRAFT

urban acumen

Client:	CDL	**Scale:**	NTS @ A3
Project No:	UA-23-059	**Date:**	3 June 26

Middle Road Fast Track Substantive
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.



WOODS
EST.1970

LEGEND

- EXISTING BOUNDARIES
- PROPOSED BOUNDARIES
- LOCAL PURPOSE DRAINAGE RESERVES
- PEDESTRIAN ACCESSWAYS
- LANDSCAPE AREA
- JOAL

TOTAL NUMBER OF LOTS: 330

REVISION DETAILS		BY	DATE
1	ISSUE FOR FT REFERRAL	SW	03/12/2025
2	ISSUE FOR FT SUBSTANTIVE	SW	2/06/2026

DESIGNED	LW	HAVELOCK NORTH
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

CDL LAND
NEW ZEALAND LIMITED

MIDDLE ROAD SUBSTANTIVE APPLICATION

PROPOSED SCHEME PLAN

STATUS	ISSUE FOR FT SUBSTANTIVE	REV
SCALE	1:4000 @A3	2
COUNCIL	HASTINGS DISTRICT COUNCIL	
DWG NO	P25-496-00-UD101	



WOODS
EST.1970

LEGEND

- EXISTING BOUNDARIES
- PROPOSED BOUNDARIES
- LOCAL PURPOSE DRAINAGE RESERVES
- PEDESTRIAN ACCESSWAYS
- LANDSCAPE AREA
- JOAL

LOT TYPE

37	LOTS <400m²
293	LOTS >400m²
330	**TOTAL NUMBER OF LOTS**

REVISION DETAILS		BY	DATE
1	ISSUE FOR FT REFERRAL	SW	03/12/2025
2	ISSUE FOR FT SUBSTANTIVE	SW	2/06/2026

DESIGNED	LW	HAVELOCK NORTH
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

CDL LAND
NEW ZEALAND LIMITED

MIDDLE ROAD SUBSTANTIVE APPLICATION

LOT SIZE PLAN

STATUS	ISSUE FOR FT SUBSTANTIVE	REV
SCALE	1:4000 @A3	2
COUNCIL	HASTINGS DISTRICT COUNCIL	
DWG NO	P25-496-00-UD102	



LOT TYPE

37	LOTS <400m²
293	LOTS >400m²
330	**TOTAL NUMBER OF LOTS**

REVISION DETAILS		BY	DATE	SURVEYED	WOODS	HAVELOCK NORTH
1	ISSUE FOR FT REFERRAL	SW	03/12/2025	DESIGNED	LW	
2	ISSUE FOR FT SUBSTANTIVE	SW	2/06/2026	DRAWN	SW	
				CHECKED	SW	
				APPROVED		WOODS.CO.NZ

CLIENT: CDL LAND NEW ZEALAND LIMITED

MIDDLE ROAD SUBSTANTIVE APPLICATION

PROPOSED SCHEME PLAN

N

STATUS	ISSUE FOR FT SUBSTANTIVE	REV
SCALE	1:1500 @A3	2
COUNCIL	HAVELOCK NORTH COUNCIL	
DWG NO	P25-496-00-UD103	

LOT TYPE

37	LOTS <400m²
293	LOTS >400m²
330	TOTAL NUMBER OF LOTS

WOODS
EST.1970

MIDDLE ROAD

REVISION DETAILS		BY	DATE
1	ISSUE FOR FT REFERRAL	SW	03/12/2025
2	ISSUE FOR FT SUBSTANTIVE	SW	2/06/2026

SURVEYED	WOODS	HAVELOCK NORTH
DESIGNED	LW	
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

CLIENT
CDL LAND
NEW ZEALAND LIMITED

MIDDLE ROAD SUBSTANTIVE APPLICATION

PROPOSED SCHEME PLAN

N

STATUS	ISSUE FOR FT SUBSTANTIVE	REV
SCALE	1:1500 @A3	2
COUNCIL	HAVELOCK NORTH COUNCIL	
DWG NO	P25-496-00-UD104	



REVISION DETAILS		BY	DATE	SURVEYED	WOODS	HAVELOCK NORTH
1	ISSUE FOR FT REFERRAL	SW	03/12/2025	DESIGNED	LW	
2	ISSUE FOR FT SUBSTANTIVE	SW	2/06/2026	DRAWN	SW	
				CHECKED	SW	
				APPROVED		WOODS.CO.NZ

CLIENT

CDL LAND
NEW ZEALAND LIMITED

MIDDLE ROAD SUBSTANTIVE APPLICATION

PROPOSED SCHEME PLAN

N

STATUS	ISSUE FOR FT SUBSTANTIVE	REV
SCALE	1:1500 @A3	2
COUNCIL	HAVELOCK NORTH COUNCIL	
DWG NO	P25-496-00-UD105	

From: [redacted]
To: [redacted]
Cc: Middle Road; [redacted]
Subject: RE: Future Fast Track Application
Date: Thursday, 4 June 2026 11:37:35 am
Attachments: image001.png
image366485.png
DECISION - Subdivision GREENFIELD Template.docx

Hi [redacted]

It was great to meet you and the team in person yesterday. Thanks again for making the time to meet with us and for the constructive discussion.

Thankfully, the trip home was much smoother than the journey down! Home by 7.30pm.

Thank you for sending through Nellie's email. We'll have a read through it and come back to you if we have any questions.

We really appreciated the input from yourself and the wider team yesterday. It was a very useful discussion and has given us plenty to take away and work through as we continue refining the proposal.

We are drafting the meeting minutes today and hope to have them through to you early next week.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Wednesday, 3 June 2026 3:51 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: FW: Future Fast Track Application

Hi [redacted] and [redacted]

Lovely to meet you and the team today (in person!).

Hope the flight home is a bit smoother than the one down.

Attached is the email [redacted] had sent to [redacted] back in March.

Happy to answer any questions you might have.

[redacted]

[redacted]
Environmental Planner - Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]@hdc.govt.nz>
Sent: Monday, 9 March 2026 10:40 AM
To: [redacted]@woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>
Subject: FW: Future Fast Track Application

With an attachment this time – sorry

[redacted] **Aroa**
Environmental Planner - Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] Aroa
Sent: Monday, 9 March 2026 10:38 AM
To: [redacted]@woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>
Subject: Future Fast Track Application

Hi [redacted]

Hope all is going well. Congratulations on the Arataki Project Approval.

I'm sending through a copy of our Greenfield subdivision template, which contains a much more streamlined set of standard conditions we use for greenfield subdivisions. You may find it useful as a reference for shaping any future fast track applications, and it should help avoid some of the complexity and the burdensome extent of conditions that often arise with these applications.

Kindly

[redacted] **Aroa**
Environmental Planner - Policy

Wāea/Phone +64 6 871 5000

Īmēra/Email Nelliea@hdc.govt.nz | **Pae Tukutuku/Web** www.hastingsdc.govt.nz

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Private Bag 9002, Hastings 4156, New Zealand

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From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road
Subject: RE: Middle Road Project - Pump Station Consultation
Date: Monday, 8 June 2026 4:03:07 pm
Attachments: image001.png
image002.png
5310_WW_2011.dwg

Hi Gents,

Please see attached as built for the Breadalbane WWPS.

Cheers,

[redacted]
Programme Delivery Manager - Wastewater / Stormwater
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 5438

From: [redacted] hdc.govt.nz>
Sent: Monday, 8 June 2026 11:26 AM
To: [redacted] woods.co.nz>; [redacted] hdc.govt.nz>
Cc: [redacted] hdc.govt.nz>; [redacted] woods.co.nz>; [redacted] woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

Not sure if you can help [redacted] with the request on the as-built drawings, as I do have limited access to the project files

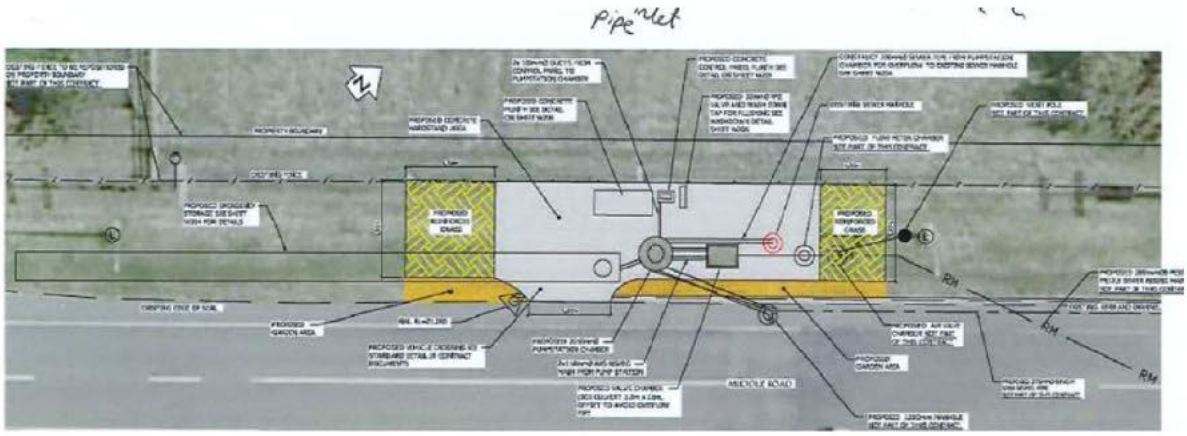
Let me know if I can help you in any way.

Regards
[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted] woods.co.nz>
Sent: Wednesday, 27 May 2026 4:26 PM
To: [redacted] hdc.govt.nz>
Cc: [redacted] hdc.govt.nz>; [redacted] woods.co.nz>; [redacted] woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

The report from Stantec on the Breadbane PS doesn't have any as-built or design plans for the pump station, there is only this image:



The text is too unclear to make out details accurately.

Can you please send through as-built plans or design plans for this pump station.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted] woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] hdc.govt.nz>
Sent: Friday, 22 May 2026 1:16 pm
To: [redacted] woods.co.nz>
Cc: [redacted] hdc.govt.nz>; [redacted] woods.co.nz>; [redacted] woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

I have received a Stantec report detailing the current pump station.
Please find this information without prejudice.

Still waiting on the remainder of the documents you have requested.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted]
Sent: Friday, 22 May 2026 8:30 AM
To: [redacted] <[redacted]woods.co.nz>; [redacted] <garryr@hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

I still have not received this information from the team
The relevant people would be:
@[redacted] all WW electrical
@[redacted] Bredalbane WWPS report

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 21 May 2026 2:29 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

Just following up on this one, can you provide the information below.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 8 May 2026 10:08 am
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

Thanks for that document, I will digest it further and come back with any questions I have. Initially, can you provide the following documents referenced:

- HDC's 3 Water Standards Electrical Specification
- Electrical and Telemetry drawing templates
- Any other templates that you require to be used for design submissions

I would like to ask if the operations team have any specific requirements/preferences for pump stations. Generally for pump station design, we find the standards don't normally 100% line up with what the operations team want and there ends up being changes requested at the commissioning phase, so we like to get it covered at this stage. That could be specific suppliers,

Also can you provide me with documentation for the existing Breadalbane pump station (operations & maintenance manual, design info, as-built drawings) so we can begin looking at how these pump stations will link in.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Thursday, 7 May 2026 3:11 pm

To: [redacted] <[redacted].woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted].woods.co.nz>; [redacted] <[redacted].woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

I wonder if this document answers most of the questions we have, so we can focus the meeting on the specific questions you have.

As the meeting would involve quite a bit of senior staff, with busy calendars, it might be easier if you have specific questions we can work through via email?
And if there are any hard technical questions, we will get those managers in the meeting.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted]
Sent: Thursday, 7 May 2026 9:58 AM
To: [redacted] <[redacted].woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted].woods.co.nz>; [redacted] <[redacted].woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Morning [redacted]

Yes, that is correct, I will be development engineer allocated for this project.
Let me find out who the relevant people would be from HDC and will get back to you.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted] <[redacted].woods.co.nz>
Sent: Wednesday, 6 May 2026 12:17 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted].woods.co.nz>; [redacted] <[redacted].woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: Middle Road Project - Pump Station Consultation

[redacted]

I understand from [redacted] that you are the development engineer we should be talking to for this project. I am looking at the wastewater pump station/s for the project and wanted to have an initial consultation with yourself and your operations reps who are responsible for maintaining wastewater pump stations (and anyone else that is needed) to understand any specific requirements that are needed for the design of the pump stations which cannot be gleamed just by reading the HDC ECOP.

Please let me know when you are available for a MS Teams/Zoom meeting.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted].woods.co.nz
+64 21 161 0390
woods.co.nz

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: Middle Road
Subject: RE: FYI Copy of Invited Comments from HDC
Date: Tuesday, 9 June 2026 8:27:12 am
Attachments: image001.png
image502520.png
Hastings District Council - Invited Comments for Middle Road FTAA.pdf

---

Hi [redacted]

Thanks for sending this through. We appreciate you sharing a copy with us.

We haven't received the invited comments through the Fast-track process yet, so it is helpful to have visibility of the points raised. We will review the comments alongside the other feedback received and consider them as we continue refining the proposal and progressing the substantive application.

Thanks again for the constructive engagement to date. It was great to meet with everyone last week, and we look forward to continuing to work through the project with you and the wider team.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Monday, 8 June 2026 11:50 am
To: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: FYI Copy of Invited Comments from HDC

Hi [redacted] and [redacted]

Just sending through a copy of what we sent through to the EPA in terms of invited comments on the Middle Road project for your information. Not sure at what point you guys get this information so just thought we'd flick through a copy.

Ngā mihi
[redacted]

[redacted]
Environmental Planner - Policy

HERETAUNGA HASTINGS DISTRICT COUNCIL

Wāea/Phone +64 6 871 5000
Īmēra/Email [redacted]hdc.govt.nz | **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

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Invitation to provide written comments on a project under the Fast Track Approvals Act 2024

You have been invited to provide written comments to the Minister for Infrastructure (the Minister) on an application to refer a project under the Fast-track Approvals Act 2024 (the Act) to the fast-track process.

Please upload comments directly via the portal by completing this template.

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

Written comments must be received by MfE, on behalf of the Minister for Infrastructure, no later than the due date.

Important information

Your personal information will be held by MfE and be used in relation to the project application and process. You have the right to access and correct personal information held by MfE.

A copy of your comments, including all personal information, will be provided to the Minister and the applicant.

If you are a corporate entity making comments on this application, your full contact details will be publicly available.

For individuals, your name will be publicly available, but your contact details (phone number, address, and email) will not be publicly available.

A copy of your comments will also be published on the Fast-track website. If you believe any of the information you have provided is confidential or sensitive and should be withheld from publication, please highlight the information concerned and provide an explanation to support your request for withholding it. Your comment and explanation will be decided by the Ministry on whether to withhold the information from publication.

Please do not use copyright material without the permission of the copyright holder.

All information held by MfE is subject to the Official Information Act 1982.

More information on the fast-track approvals process and providing comments can be found at Process overview | Fast-track website

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Middle Road

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	Hastings District Council		
***First name**	[redacted]		
***Last name**	[redacted]		
Postal address	PO Box 9002, Hastings		
***Contact phone number**	06 871 5000	**Alternative**	
***Email**	[redacted]hdc.govt.nz		

2. Please provide your comments on this application

If you need more space, please attach additional pages. Please include your name, page numbers and the project name on the additional pages.

Thank you for the invitation to provide written comments on the application for referral of the Middle Road Project under the Fast Track Approvals Act 2024. The application and its documentation have been reviewed by a range of Council departments. The following comments have been provided as a result of that assessment by these officers. The following comments are in response to the specific matters requested under delegation of the minister:

Query 1: Lodged and/or potential applications

Any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please provide written confirmation.

Hastings District Council has not received any competing application or applications for the subject sites.

Query 2: Ineligible Activity

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Whether you consider the project may involve an ineligible activity, and if so, why (as defined in section 5 of the Act):

Based on section 5 of the Act, Hastings District Council believes there is no activity involved in this application that would be considered an ineligible activity.

Query 3: Any reasons to decline

Whether you consider any of the reasons to decline a referral application may be applicable to this application, and if so why (under section 21(5) of Act)

Based on section 21(5) of the Act, Hastings District Council can see no reason for the decline of this application referral.

Other matters:

The following sections highlight issues and concerns raised by the various departments within Hastings District Council relating to this referral application.

Environmental Planning – Policy

From the outset, one of the major concerns of the Environmental Planning – Policy team has been that of reverse sensitivity and how it has been addressed through this application.

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. Concerns have been previously raised to Council by residents about the conflicts between the incompatible land uses and there appears to be no justification as to why there should not be a setback along this boundary.

Taken from submitted Concept Plan, highlighting (in yellow), those sites most likely to be impacted by reverse sensitivity.



A 30-metre setback has been applied in past developments for new urban development, where residential development adjoins plains production land. Horticulture NZ has been a consistent advocate 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 Council acknowledges the fragmented nature and smaller sites of the adjoining land, we do not consider this sufficient reason to remove or reduce the proposed buffer entirely. Concerns from landowners within this area regarding their inability to utilise their land productively due to urban encroachment has already been raised with Council. It is considered that this proposal will only exacerbate these issues, severely limiting the ability to undertake primary production activities.

Council also does 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, a buffer would still be required between opposing zones, as the nature of the growth strategy is that future development of these sites is not a certainty, nor can Council 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 support by Napier City Council – who do not have jurisdiction over this area of land. 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 term. As such, it would be anticipated that reverse sensitivity effects should be used to mitigate effects for the foreseeable future.

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Council notes that the concept plan provided with this referral application does differ slightly to that which was provided to HDC previously. However, the sites indicated as potentially impacted by the primary production activities of the neighbouring sites have not changed from what was previously provided to Council, indicating that no measures have been taken to create buffers or the like for these properties.

Council also notes the applicant's Planning Overview Report highlights that a number of the site interfaces meet activities that are likely to have less than minor impacts on the residential activity proposed. Council supports the argument presented regarding the Village Baptist Church that the nature of the activity on this site is generally intermittent and scheduled for church related activities.

The Dear Block (150 Middle Road) is one that still raises concern as no buffer or mitigation measures have been indicated for this site. The applicant explains, with support from the landowner's FDS submission, that this site is not economically viable for primary production, resulting in the site being used as a rural lifestyle block. While this is the current activity for this site, there is still the potential that in time, this site could revert back to primary production purposes.

Council note that the concept plan provided with the application has a road running in a northwest-southeast direction, parallel to the Dear Block (see figure below). One suggestion Council proposes is to shift this road to the southern side of this row of properties. This would create a road buffer between the edge of the Dear Block and the CDL development.



Further to this, an additional option could be to provide larger sites along the Plains zone boundaries to provide some buffer within the sites. Council believes there should be ongoing discussions regarding this issue.

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.

It is also noted that while there is disagreement among the partner councils on whether to include this site in the FDS, as HDC is the territorial authority for the site, its decision should be considered to carry more weight.

For the above reasons, Council considers that reduced weight should be placed on the inclusion of this site within the FDS when assessing this application. This will have a flow-on effect on how a number of matters in this application should be assessed.

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Environmental Planning – Consents

The scope of these comments is limited to those matters identified in section 17(3)(b) and section 21 of the Fast-Track Approvals Act 2024, particularly in relation to matters that may result in significant environmental effects and may result in the application being refused.

Protection of highly productive land

Due to the limited weight of the FDS, Council considers that the National Policy Statement on Highly Productive Land (NPS-HPL) still applies in this case, as the proposed development is not excluded by clause 3.5(7)(b) of the NPS-HPL.

Having reviewed the applicant's planning assessment and the soil report, the Council has identified a number of concerns that are considered relevant for the Minister in reaching a decision.

LUC 2 land, by definition, means that the soil may be subject to some limitations but still remains productive. LUC subclasses specifically include wetness as one of these limitations. The AgFirst Report has identified amelioration works as one potential solution but has not identified their financial and physical viability.

The AgFirst Report has also identified water allocation as another limitation of the land, while acknowledging that the NPS-HPL has a 30-year horizon and that this situation may change. No further information was provided on the cost of alternative solutions.

The NPS-HPL also specifically excludes considering existing land use and size of the land parcels as factors for determining whether a piece of land is highly productive. The AgFirst report appears to have relied on these factors as part of the basis for the conclusion.

It is also noted that the land is currently used for land-based primary activities, including grazing and orchards. This has been acknowledged by the AgFirst Report, but it has not delved into these existing activities in detail.

Sustainable use of highly productive land is a key issue for the Hastings District. At this stage, Council is not satisfied that the application has demonstrated that the site has reduced productive capacity in line with the requirements of the NPS-HPL.

Reverse sensitivity effects

Given the limited weight of the FDS, there is no expectation that the site would essentially be urbanised. While acknowledging that the surrounding area has a mix of land uses, in the Plains Production Zone there is a general expectation that the "right to farm" takes precedence over residential development. National-level directions such as the NPS-HPL also require that, when considering productive capacity and potential, lot sizes and current land uses should not be considered long-term constraints.

There is a particular concern along the north-western/western interface with the Plains Production Zone, where the proposed lots directly adjoin the adjacent larger rural blocks that would remain Plains Production Zone. It should not be assumed that rural production activities, as provided for under the District Plan, would not occur in the future.

The application does not appear to have adequately addressed this concern. It would be recommended that either written approvals from the owners of these adjoining properties be obtained, or that a buffer zone be provided to minimise any potential reverse sensitivity effects.

Integrity of the District Plan

From a consenting perspective, given the limited weight of the FDS, the objectives and policies of the Plains Production Zone will be a key consideration for this application. As the proposed development is seeking to effectively urbanise Plains Production land, it is highly likely that it will be contrary to these objectives, particularly Objective PPO1.

The Minister should be satisfied that the proposal would not result in a significant adverse effect by setting an adverse precedent. In this respect, the application has outlined matters that make this site unique. While Council does not disagree with the reasons outlined, the application has not analysed whether similar circumstances exist elsewhere within the district.

Flooding risks

A full assessment against the NPS-NH is expected be undertaken at the formal application stage. This assessment should also consider alternative solutions

McKenna Block – 80 Middle Road

The usual RMA process does not prevent applicants from lodging applications on land they do not currently own. However, it should not be assumed that the applicant will eventually own the land, and the Minister should be satisfied that section 21 of the Fast-Track Approvals Act can be satisfied without the McKenna Block.

Council is generally satisfied that, subject to the comments above and further substantive assessment of the proposal, the proposed development would not result in significant environmental effects on the environment.

However, it is noted that if the applicant fails to acquire the block and obtains approval for the current fast-track application, the approval will effectively also urbanise the McKenna Block, as it will be surrounded by residential development on all sides. This consequence has not been adequately considered in the applicant's planning overview and needs to be considered in any substantive decision for this development.

Urban Design

The key issue is the number of lots that back onto the stormwater reserves and how / whether their rear boundaries are carefully designed so to provide surveillance over the reserve. This will be determined during future design stages. Therefore, at this point in the process there are no urban design elements that might lead to the application being declined.

Transportation

The Transport Overview report provided only considers the site itself without consideration of the wider network impacts. This results in a major weakness. 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.

While Council's Transportation Policy and Planning Manager supports Section 6 (Opportunities), especially in terms of providing accessibility network accessibility for all road users, the detailed design will be critical. The intention to create an urbanised environment is clearly signalled with 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.

Development Engineering

From an engineering perspective, HDC have not identified any fundamental issues that would justify declining the referral at this stage. However, there are several significant matters that should be flagged to the Minister as requiring detailed resolution in the substantive application. The stormwater, flooding and wastewater assessment is the most critical of these. Comments on these are as follows.

Stormwater and Flood Management

The stormwater and flood management aspects of this proposal are the most technically complex matter and present the greatest risk if not adequately resolved.

The site is located on low-lying land with a significant upstream contributing catchment. The area bounded by Middle Road, Te Aute Road, and Gilpin Road functions as flood storage in the 100-year event (RCP6). The Herehere Stream runs along the northern boundary.

Key matters requiring resolution in the substantive application:

- **Flood modelling adequacy:** The initial stormwater model submitted with the draft reports did not include Herehere Stream flows in the boundary conditions. This has since been identified and the model updated with a revised masterplan incorporating a larger greenspace for floodplain storage. However, the updated modelling has not been fully verified by Council.
- **Post-development flood effects:** Comparison of the pre- and post-development flood mapping (Figures 21 and 22 of the stormwater report) suggests a potential increase in flood depth of 100–200 mm in the vicinity of 147 Te Aute Road, Havelock North 4130. The applicant will need to confirm whether this is correct, explain the cause, and demonstrate appropriate mitigation. Council's expectation is that post-development peak flows at the downstream boundary are no greater than pre-development flows for the 10-year and 100-year events.
- **Floodplain storage balance:** The substantive application will need to demonstrate how the modelling accounts for existing on-site floodplain storage, how pre- and post-development storage volumes compare, and how the proposed basins compensate for any loss of distributed storage.

- **Karamu Stream boundary condition:** The boundary condition values used in the model appear to be sourced from the HB Hazard Portal 50-year event data, which may be outdated. HBRC is undertaking a catchment revision and may have updated data. The applicant should confirm the currency of this data.
- **Stormwater discharge consenting:** The Herehere Stream is not classified as an HBRC drain, and the site may already fall within the HDC stormwater catchment under the existing global consent with HBRC. It is unclear whether a new discharge consent is required for discharges to the Herehere, or whether this is covered by the global consent. This is a planning/engineering crossover that needs to be resolved.

Referral position: *These matters are not considered fatal to the referral proceeding, but the stormwater and flooding assessment is the area of greatest technical risk. The substantive application must provide comprehensive flood modelling demonstrating no adverse effects on existing properties and infrastructure within the wider catchment*

Wastewater

The HDC Infrastructure Constraints Report identifies that there is currently no available capacity in the wastewater network for this area, and no upgrade is provisioned in the current Long Term Plan. The Anderson Park pump station is at capacity.

The applicant proposes redirecting flows to the Breadalbane pump station, which will require upgrading. Council has confirmed this approach is acceptable in principle. However:

- The extent of upgrades required to the Breadalbane pump station and the funding mechanism have not been finalised.
- The applicant proposes two wastewater pump stations. Council's preference is a single pump station designed to serve the entire block, including areas not developing as part of this application, to avoid proliferation of pump station assets.
- Detailed pump station design consultation with Council has been initiated (Woods, 6 May 2026) but has not yet progressed to substantive discussion.

Referral position: *The lack of wastewater capacity is a known constraint, but a feasible servicing solution via the Breadalbane pump station appears achievable. This is not considered a fundamental obstacle to the referral, provided the substantive application adequately addresses the servicing solution, upgrade requirements, and cost allocation.*

Water Supply

HDC holds groundwater consent which allows 18 million m^3 per year to be abstracted from the Heretaunga Plains Aquifer to supply the Hastings urban area (currently approximately 65,026 residents).

Given the fully allocated nature of the Aquifer, and the current regional planning settings, there is a low likelihood of additional water being allocated to HDC in the foreseeable future.

Developers should be aware that HDC is operating with a constrained resource and will be carefully considering all development proposals, and their water needs, whether within the FDS identified growth area or outside it, within that constrained context.

Insert Fast-track logo

Developers are encouraged to proactively identify options to minimise increased demand for water and to discuss these with HDC at the earliest possible stage. Such options should include transferring any privately held water allocation for the subject site to HDC.

Referral position: *Water supply capacity is limited. Addressing this projected shortfall will require much more efficient use of existing water sources, demand management, new ways of securing water supplies*

Earthworks

The proposal involves approximately 145,000 m³ of earthworks and 40,000 m³ of imported fill. Two matters require resolution:

- 148 Middle Road is currently a stockpile location with soils contaminated by needle grass. The applicant needs to confirm management of existing stockpiles and how earthworks will be undertaken without spreading contaminated material.
- The scale of earthworks is substantial. The substantive application should address effects on surrounding properties (level changes, drainage, runoff, sediment control, construction impacts).

Referral position: *Addressable in the substantive application. Not a fundamental obstacle.*

Herehere Stream and Geotechnical Constraints

HDC is currently undertaking erosion protection design work along the Herehere Stream in this reach. The development introduces lots along the stream edge and will need to demonstrate:

- Avoidance of exacerbating existing bank erosion or instability;
- Appropriate setbacks from the stream edge for structures, earthworks, and private assets;
- Maintenance of access for ongoing stream maintenance and erosion protection works;
- Consistency with the HDC Stream Bank Remediation Guide;
- Addressing geotechnical constraints including groundwater, liquefaction susceptibility, and lateral spread risk near the stream (as identified in the preliminary geotechnical assessment).

Referral position: *Addressable in the substantive application through detailed design. Not a fundamental obstacle, but the relationship between the development and HDC's ongoing stream works needs coordination.*

Overall Engineering Assessment

From a development engineering perspective, no single issue identified would justify declining the referral at this stage. The proposal is conceptually feasible, and the applicant has demonstrated a willingness to engage with Council on the technical matters.

The key risk area is the stormwater and flood management, which requires comprehensive modelling in the substantive application to demonstrate no adverse effects on existing

properties and infrastructure. The wastewater servicing approach via Breadalbane is workable in principle but needs to be fully resolved.

Council should seek assurance that these matters will be comprehensively addressed in the substantive application, and that the workshop being arranged with the Woods team (late May 2026) is used to progress resolution of the stormwater modelling, wastewater pump station configuration, and global consent matters.

Open Spaces

Council has reviewed the relevant documents and confirm there are no fundamental public/open space issues that could result in declining the referral. At this stage, comments are limited to matters that would make the proposal unworkable and unable to be addressed through the substantive application process.

The key concern remains the interface between residential lots and adjoining streets and open space areas — particularly the number of lots backing onto the stormwater reserves, and whether rear boundaries and interfaces are designed to provide appropriate surveillance of the reserve.

Council also notes the increased open space areas shown in the latest concept plan (May layout shown below in comparison to the previous iterations). This is a positive change, particularly where wider connections have replaced narrower links.



Revised Layout | Previous Layout | May Layout – Invited Comment

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Managers signoff

Insert Fast-track logo

[redacted]

[redacted]

Team Leader Environmental Planning – Policy

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

21 May 2026

[Manager Name] Date

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)
Date: Tuesday, 9 June 2026 2:22:38 pm
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
2D zone Middle Road flow 5yr.csv
3yr point flow.csv

HI Team,

Please find attached model results for the 5 yr rainfall.

Please let me know if you have any questions.

Regards,

[redacted]
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5375

From: [redacted]
Sent: Monday, 8 June 2026 2:35 PM
To: [redacted] woods.co.nz>; [redacted] woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

HI Team,

Please see attached model results for the 2 yr event.

I also have the rainfall attached.

I will work on the 5yr model this week.

Cheers,

[redacted]
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5375

From: [redacted] woods.co.nz>
Sent: Monday, 8 June 2026 9:08 AM
To [redacted] hdc.govt.nz>; [redacted] woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

That's fine. The 5 year run informs our network assessment, but we will need the 2 year pretty quickly to start assessing stream erosion along the Herehere.

Are you able to review the 2 year results prior to issue?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
[redacted] woods.co.nz
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From [redacted] hdc.govt.nz>
Sent: Monday, 8 June 2026 8:30 am
To [redacted] woods.co.nz>; [redacted] woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted] and [redacted]

The 2yr run finished but 5yr run clashed (Run for 655.32 min - Requested simulation time 1440.00 min).

I can try to fix it but it will require additional time. It doesn't looks like a major one but the uncertainty is pretty high.

I may be able to get it done by the end of the week.

What's your throughs?

Cheers,

[redacted]
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5375

From: [redacted] woods.co.nz>
Sent: Friday, 5 June 2026 9:20 AM
To [redacted] hdc.govt.nz>; [redacted] woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

Thank you, that would be great. Attached is a folder which includes the depth-duration-frequency tables and coordinates from HIRDS for all three bands.

Please let me know if there is anything else you require.

Thank you,
[redacted]

[redacted]
Intermediate Engineer - 3 Waters
BE Civil (Hons), MEngNZ
[redacted] woods.co.nz
woods.co.nz

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From [redacted] hdc.govt.nz>
Sent: Friday, 5 June 2026 8:51 am
To [redacted] woods.co.nz>; [redacted] woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

I can set it up today and we can have the results next Monday.

Do you have the exact coordinate you used to generate these rainfall in HIRDS V4? Or do you have the depth-duration-frequency table?

Cheers,

[redacted]
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5375

From: [redacted] woods.co.nz>
Sent: Wednesday, 3 June 2026 4:40 PM

To [redacted] <[redacted]@woods.co.nz>; [redacted] <[redacted]@hdc.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]@woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

Could you please run the 2- and 5-year events using the Hastings triangulated rainfall profile, consistent with the 10, 50, and 100-year events already completed? The rainfall depths remain the same - only the rainfall profile needs updating from the Auckland TP108 I originally provided.

Thanks,
[redacted]

[redacted]
Intermediate Engineer - 3 Waters
BE Civil (Hons), *MEngNZ*
[redacted]@woods.co.nz
woods.co.nz

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From [redacted] <[redacted]@woods.co.nz>
Sent: Wednesday, 3 June 2026 11:31 am
To [redacted] <[redacted]@hdc.govt.nz>; [redacted] <[redacted]@woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]@woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

Yes, it would be good to have a discussion around this. I noted in the modelling report that a 24 hour nested profile was used – are we able to get more info on the profile. We might have to update our own modelling for this so that everything is aligned.

I wonder whether the difference between the 5 and the 10 year is because we didn't provide you with spatially varied rainfall depths. I think it's worth running the referral events (10, 50, 100) with multiple rainfall depths too see whether this affects the flow hydrographs.

[redacted] are you able to send these through to [redacted]

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, *CMEngNZ*
[redacted]@woods.co.nz
+64 [redacted]
woods.co.nz

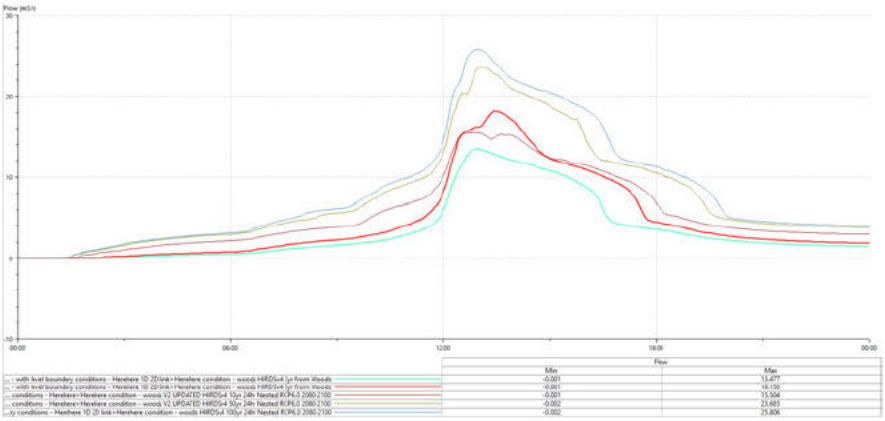
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From [redacted] <[redacted]@hdc.govt.nz>
Sent: Tuesday, 2 June 2026 2:33 pm
To [redacted] <[redacted]@woods.co.nz>; [redacted] <[redacted]@woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted] and [redacted]

I ran the model with your rainfall. I compare the results in one graph for the Herehere flow at Middle Road bridge. I found the 5yr results (the red line) outperform 10yr results at peak. I had a check on the rainfall you sent and I noticed it's a TP108 rainfall – which is more peaky than what we used in our own model.

I attached what we normally use I our model for your reference. I think, the total rainfall depth of the event are the same, but distribution of the depth is a bit different. Shall we have a discussion of this?



Cheers,

[redacted]
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6375

From: [redacted] <[redacted]@woods.co.nz>
Sent: Wednesday, 27 May 2026 10:02 AM
To [redacted] <[redacted]@hdc.govt.nz>; [redacted] <[redacted]@woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

The rainfall profiles for the 2-year and 5-year events have been included for Bands 1 and 2. Please see the attached spreadsheet.



Please let me know if there is anything else you need.

Thanks,
[redacted]

[redacted]
Intermediate Engineer - 3 Waters
BE Civil (Hons), MEngNZ
[redacted]@woods.co.nz
woods.co.nz

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---

From: [redacted] <[redacted]@hdc.govt.nz>
Sent: Tuesday, 26 May 2026 4:40 pm
To: [redacted] <[redacted]@woods.co.nz>; [redacted] <[redacted]@woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

HI Team,

Please see attach shape file for the rainfall bands.

I will set though the model built report and model update report in next couple of days.

Cheers,

[redacted]
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5375

From: [redacted] <[redacted]@woods.co.nz>
Sent: Wednesday, 20 May 2026 4:48 PM
To: [redacted] <[redacted]@hdc.govt.nz>; [redacted] <[redacted]@woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: Middle Road Fast Track Referral - additional BCs (2 and 5yr)

H[redacted]

I hope you are well.

As you may recall, we previously requested your support providing inflows along Middle Road (received 28 January 2026). These were provided for the 10-, 50-, and 100-year RCP6 storm events - thank you for that.

Could you please also provide the equivalent inflows for the 2- and 5-year events? I have attached a spreadsheet containing the relevant rainfall profiles for your reference.

In addition, further to the flows downstream of the Middle Road Bridge (received 13 March 2026) for the 10-, 50-, and 100-year events, could you please also provide these for the 2- and 5-year events?

Finally, could you advise whether any further information is available regarding the Iona Development Wetland, such as consent documentation? We remain interested in understanding the flows discharging from that wetland onto our site.






Please let me know if you have any questions or require further information.

Thanks,
[redacted]

[redacted]
Graduate Engineer - 3 Waters
BE Civil (Hons), MEngNZ
[redacted]@woods.co.nz
woods.co.nz

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From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road
Subject: RE: Middle Road Fast Track
Date: Tuesday, 9 June 2026 10:38:23 pm
Attachments: image002.png
image003.png
image004.png
image005.png
image006.png

[redacted]

Thanks for that and my apologies for not replying sooner.

Regards.
[redacted] C.

[redacted]
Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]flownz.com>
Sent: Wednesday, 3 June 2026 8:19 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; MiddleRoad@woods.co.nz
Subject: Re: Middle Road Fast Track

Thanks [redacted]

Happy to include that intersection too. I will arrange the counts accordingly.

See you later!

Get Outlook for iOS

From: [redacted] <[redacted]hdc.govt.nz>
Sent: Wednesday, June 3, 2026 8:11:35 AM
To: [redacted] <[redacted]flownz.com>
Cc: [redacted] <[redacted]woods.co.nz>; MiddleRoad@woods.co.nz <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast Track

[redacted]

Thanks for that and my apologies for not getting back to you sooner.

The key intersections that would be assessed would be the two below that you have identified as well as the Porter Drive / Havelock Road intersection given that it will pick

up that traffic heading into Hastings.

Can chat further at the meeting here today.

Regards.
[redacted] C.

[redacted]
Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]flownz.com>
Sent: Friday, 29 May 2026 9:15 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; MiddleRoad@woods.co.nz
Subject: Middle Road Fast Track

Hi [redacted]
I hope you've been keeping well.
As we progress the substantive application for Middle Road, we are preparing to undertake traffic counts and further consider the external traffic effects raised through the referral process.
Before finalising the survey scope, it would be useful to align on which intersections are likely to be the key focus areas from Council's perspective. At this stage, my initial thinking is that the following intersections are likely to warrant particular attention, given this is where traffic distribution would begin to occur:

- Te Aute Road / Porter Drive; and
- Middle Road / Porter Drive.

We will also undertake 7 day tube counts on both Te Aute Rd and Middle Rd.
I'll be down for a site visit next Wednesday (3 June 2026), and I understand we also have a meeting with Council scheduled. I'm looking forward to meeting you in person.
Regards,

[redacted]
Principal Transportation Engineer
M +64 21 191 7923 | E [redacted]flownz.com

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From: [redacted]
To: [redacted]
Cc: [redacted] O"Kane; [redacted]
Subject: Re: HDC Meeting Minutes DRAFT
Date: Wednesday, 17 June 2026 5:40:29 pm
Attachments: image217093.png
Hastings District Water Allocation Letter.pdf

Hi [redacted]

Yes it is and apologies for not sending it last week. Hopefully not anything new from what was already discussed.

Cheers

[redacted]
Team Leader Environmental Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

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From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 17 June 2026 16:06:37
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: RE: HDC Meeting Minutes DRAFT

Hi [redacted] and [redacted]

I hope you are well.

I am just following up to see whether the Letter confirming Water Supply you mentioned during this meeting has been signed off on yet, and whether you have a rough estimate on when we might receive this?

Please let me know if you have any questions.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 9 June 2026 4:55 pm
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: HDC Meeting Minutes DRAFT

Hi [redacted] and [redacted]

See attached the Draft HDC Meeting minutes for the Middle Road Project meeting we had last Wednesday, the 3rd of June at 1 pm.

Could you please circulate to your team and provide any comments back on the minutes if required.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
woods.co.nz

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If calling ask for [redacted]

File Ref: **WTR-12-11-26-2**

To whom it may concern

Purpose

The purpose of this letter is to outline Hastings District's water supply context to support discussions on how large-scale development can be serviced for water. It summarises the regional water allocation setting with reference to the Napier Hastings Future Development Strategy as acknowledging the constraints on water and encourages the early consideration of options for water supply when development is proposed.

Context

The Napier Hastings Future Development Strategy 2025-2054 acknowledges that the availability of drinking water is constrained within the Heretaunga Plains Groundwater Quantity Area (at p 82):

Drinking water in Napier and Hastings is largely sourced from the Heretaunga Plains Groundwater Quantity Area, parts of which are identified as Hastings and Napier Source Protection Zones. This area is fully allocated, and the water management regime proposed by the Hawke's Bay Regional Council under changes to the Regional Plan is currently subject to appeal.

According to the Regional Water Assessment, the region could experience freshwater demand shortfall of nearly 25 million cubic metres, increasing to 33 million cubic metres by 2060.

Addressing this projected shortfall will require much more efficient use of existing water sources, demand management, new ways of securing water supplies, and consideration of the needs of all water users, including for municipal supplies, mana whenua, industry and primary production, such as horticulture, viticulture and agriculture.

HDC holds groundwater consent which allows 18 million m³ per year to be abstracted from the Heretaunga Plains Aquifer to supply the Hastings urban area (currently approximately 65,026 residents).

Given the fully allocated nature of the Aquifer, and the current regional planning settings, the ability to secure additional water allocation is limited.

Implications

HDC has a number of demand management strategies in place and planned that will progressively reduce demand pressure on water supply. However, these measures will take time to deliver, and significant constraints on the availability of water within the district remains.

HDC does not currently have a policy in terms of water supply to developments based on whether they are within or outside the FDS, or within a particular area within the FDS. However, developers should be aware that HDC is operating with a constrained resource and will be carefully considering all development proposals, and their water needs, whether within the FDS identified growth area or outside it, within that constrained context.

TE KAUNIHERA Ā-ROHE O HERETAUNGA
HASTINGS DISTRICT COUNCIL
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156
06 871 5000 | customerservice@hdc.govt.nz | hastingsdc.govt.nz

Developers are encouraged to proactively identify options to minimise increased demand for water and to discuss these with HDC at the earliest possible stage. Such options should include transferring any privately held water allocation for the subject site to HDC.

Yours sincerely



[redacted] Thew
Chief Infrastructure Officer
craigt@hdc.govt.nz

From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]

Subject: P25-496 - Middle Rd Fast Track
Date: Monday, 29 June 2026 9:30:44 am
Attachments: ba8947bc-3073-4dc9-8875-90346cf7b4f4.png
image631222.png
FW #P25-496 Middle Rd Development Fast Track referral - Water and wastewater capacity queries.msg

---

Good afternoon [redacted] and [redacted]

Thank you for providing us with the Hastings District Water Allocation Letter. [redacted] has previously confirmed water supply allocation for this development (see attached email chain).
Could you please reconfirm that there is adequate water supply capacity allocated to the Middle Road development.

The final masterplan is nearing completion we are currently looking at an allocation of 164,542 m^3 yearly of total demand.
Calculation for yearly demand below as per HDC Engineering CoP version 7a:

- 322 total lots,
- 3.5 equivalent persons per lot,
- 400 litres per person per day water demand,
- 164,542 m^3 total yearly demand (164.542 million litres per year).

We note that this is 0.914% of the current HDC groundwater consent allowance of 18 million m^3 per year.

In order to better address the projected shortfall indicated in the letter CDL have reduced the number of lots it is seeking to develop, from 350 to 322. Additionally, as part of the project two currently consented wells will be surrendered:

- Well # 2,772, Consent ID: HKB900054, Allocation: -no data-
- Well # 3,186, Consent ID: LU920223B: Allocation - no data -

Note that we have been unable to find any allocation allowance or data on allocation for these wells.

We trust that this update is inline with Hastings District Council expectation for the Middle Road development.

Kind regards

[redacted]
Senior Associate Engineer
BEngTech, CPEng, CMEngNZ
[redacted]woods.co.nz



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From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Middle Road Fast Track Substantive Application Workshop
Date: Thursday, 9 July 2026 12:04:09 pm
Attachments: image002.png
image003.png
image004.png
image005.png
image006.png
image007.png

Hi [redacted]

I'll pencil in a meeting for Tuesday next week (I know you're on leave this week). We'd be keen to discuss the bridge further and how it fits into the wider long-term planning for the area.

We can also run through where we are with the design details. I'll aim to circulate some draft plans beforehand. While the details are still evolving, they're generally consistent with what we've discussed previously.

I'm also unsure whether we should involve HBRC at this stage. One option is to bring them into the meeting to show how we've provided for future bus stops. Alternatively, we could simply send them the plans demonstrating how a future bus route can be accommodated and ask for their feedback. From our perspective, this aspect is relatively straightforward, as we've demonstrated that buses can safely access and exit the development through vehicle tracking, and we've identified future bus stop locations in accordance with NZTA guidance.

Regards,

[redacted]
Principal Transportation Engineer
M +64 21 191 7923 | E [redacted] flownz.com

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Monday, 22 June 2026 2:27 pm
To: [redacted] <[redacted]flownz.com>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <middleroad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Fast Track Substantive Application Workshop

[redacted]

Thanks for that.

Having looked at the site, there is merit for a footbridge on the western side of Middle Road along with a footpath to Upham Street. There would be some specific considerations around the design of any footbridge to ensure that any design does not compromise the Herehere Stream.

Possibly something that can be flagged in the HDC Long Term Plan development related to growth and development.

Happy to catch up in in the next few weeks – note that I will be on leave for the 6-10 July period however.

Regards.
[redacted] C.

[redacted]
Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]flownz.com>
Sent: Wednesday, 17 June 2026 4:58 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <middleroad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Fast Track Substantive Application Workshop

Hi[redacted]

It was great meeting you in person, and thanks for the input you provided during our meeting.

I'd like to follow up on the conversation we had around a footpath bridge and Council's appetite to maintain this. Have you put some further thought into it?

Also, it would be good to pencil in a meeting in, say, a couple of weeks' time to run through where we are with the details. Let me know when you are free.

Regards,

[redacted]
Principal Transportation Engineer
M +64 21 191 7923 | E [redacted]flownz.com

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-----Original Appointment-----
From: [redacted] <[redacted]hdc.govt.nz>
Sent: Thursday, 14 May 2026 12:45 pm
To: [redacted]
Cc: [redacted]
Subject: FW: Middle Road Fast Track Substantive Application Workshop
When: Wednesday, 3 June 2026 1:00 pm-3:00 pm (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; Room - Civic Admin - Floor 2 - Tōtara

-----Original Appointment-----
From: [redacted] <[redacted]hdc.govt.nz>
Sent: Wednesday, 13 May 2026 10:10 am
To: [redacted]
Cc: [redacted]
Subject: Middle Road Fast Track Substantive Application Workshop

When: Wednesday, 3 June 2026 1:00 pm-3:00 pm (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting; Room - Civic Admin - Floor 2 - Tōtara

Hi all

CDL and Woods are looking to work through the key matters that came out of the referral stage and align on approach ahead of progressing the application. They are looking to reflect any feedback in updates to the masterplan.

Woods will circulate an agenda and updated masterplan ahead of the workshop, along with any other relevant material we have available, to give everyone an opportunity to review the information and come prepared with feedback and discussion points.

I will also work on booking a larger room, but they are surprisingly limited for this time.

Cheers

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/44805311937416?p=WAjqRFnoNVSMWYMrTZ

Meeting ID: 448 053 119 374 16

Passcode: nN6T3X5U

Need help? | System reference

For organisers: Meeting options

HERETAUNGA HASTINGS DISTRICT COUNCIL

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From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Middle Road Project - Pump Station Consultation
Date: Monday, 20 July 2026 1:56:57 pm
Attachments: image001.png
image002.png
Breadalbane PS-Inflow Assessment Report-Rev2.pdf
image028182.png

Hi [redacted]

Thanks for your reply. To expand on Ben's email:

- The proposed Middle Road Development would have a pump station discharging into the existing Breadalbane pump station.
- The information received from HDC earlier in the year was that most (if not all) of the available capacity at that pump station was already allocated to the Iona development and future catchment infill growth.
- The plan is to attenuate peak flows within the Middle Road Development so we can limit our pump flowrate to Breadalbane to either avoid or minimise upgrades to the latter.
- Therefore, the objective is to understand the current capacity at Breadalbane and what future flows have already been allocated to it (e.g. Iona development and infill growth).

The only information on the Breadalbane PS we have is the attached Stantec report from 2024 which might be a bit outdated. It leads to believe there is plenty of capacity even after adding the current Iona design flows and some consideration for infill growth.

We can have a meeting. I am available Tuesday and Wednesday all day . Let me know when it suits you and I'll send and invite (or send one and we'll accept it).

Kind regards,

[redacted]
3 Waters Engineer
[redacted]woods.co.nz
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 16 July 2026 5:41 pm
To: [redacted] <[redacted]vanzyl@hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>

Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

The design flows being used for the pump station on the Middle Road development site are:

ADWF	**4.0 L/s**	**-**
PDWF	**9.9 L/s**	**2.5 x ADWF**
PWWF	**19.9 L/s**	**2 x PDWF**

Engineering drawings and design reports wont be ready for another couple of weeks as we are working towards a deadline for the Fast Track consent lodgement.

Regards

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]vanzyl@hdc.govt.nz>
Sent: Thursday, 16 July 2026 3:29 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted] & Team,

Trust you are all well. Just sending a mail to acknowledge receipt of your requests and questions. May I suggest a meeting (teams will suffice) to gauge the information you have in your possession and assess your requirements for the development.

In the interim please provide a link to the engineering drawing set and design report if available.

Kind Regards

[redacted]
Asset Manager - Stormwater & Wastewater
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6390

From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 15 July 2026 12:06 PM
To: [redacted] <[redacted]vanzyl@hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

Could you provide the information from the email below if it is available? In particular the actual remaining capacity at Breadalbane PS.
The only information we have for that PS is from a Stantec report (Breadalbane Wastewater Pump Station Inflow Assessment inflow assessment. Stantec. 15 October 2024), which I presume does not paint the current picture well. It leads to believe a decent amount of capacity would be available even after including infill growth and the Iona development flows*, which is inconsistent with the information we've received so far.

We appreciate any updates you can provide on this matter.

Kind Regards,
[redacted]

*Iona flows obtained from: Iona subdivision Middle Road upgrades report, Development Nous, Feb 2024_V5

[redacted]
3 Waters Engineer
[redacted]woods.co.nz
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Monday, 29 June 2026 4:12 pm

To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

The current planning assumption is that the available capacity will primarily service the Iona Structure Plan development area plus a small allocation for infill development within the PS catchment.

Confirmation of actual flows is currently being worked through to confirm residual capacity and [redacted] (cc'd) is leading that and will be able to provide what is happening in that space.

From my perspective, the process is as follows:

- Confirm the actual remaining capacity of the PS with [redacted] leading this work. Middle Road has been the catalyst for this as there was an acceptable level of confidence when Iona was the only development in the picture.
- Confirm the servicing demand for the Iona Structure Plan area and reserve the required capacity as the first priority. This can be quantified with a high degree of confidence given the development is well progressed and the anticipated discharge is understood, and initial estimates demonstrated there was enough capacity to service Iona with no issues.
- Reserve a small allowance for future infill and intensification within the existing pump station catchment.
- Confirm the residual capacity remaining following these allocations and allocate that capacity to service the Middle Road development.
- If Middle Road's servicing demand exceeds the residual available capacity, any additional capacity required would need to be provided through developer-funded pump station upgrades.

Please let me know if you have any further questions and reach out to [redacted] for an update on capacity confirmation and when that will be finalised.

Regards,

[redacted]
3 Waters Strategic Asset Manager

HERETAUNGA HASTINGS DISTRICT COUNCIL

Wāea/Phone +64 6 651 6380 | **Wāea Pūkoro/Mobile** +64 272 578412

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 29 June 2026 2:48 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

Just following up on these questions below

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 8 June 2026 11:40 am
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

We have reviewed the Stantec report (Breadalbane Wastewater Pump Station Inflow Assessment, Oct 2024) and have the following questions:

- Have the calculated flows been accepted by HDC and reviewed against telemetry data? (PWWF = 27 l/s)
- Based on the calculated PWWF and pump flows, there is approximately 30 l/s capacity indicated. Has any of this been already allocated – ie to other developments or growth within existing catchment?

As per other email, we need as-builts in order to confirm specific pump station information

including emergency storage volume.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Friday, 22 May 2026 1:16 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

I have received a Stantec report detailing the current pump station.
Please find this information without prejudice.

Still waiting on the remainder of the documents you have requested.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted]
Sent: Friday, 22 May 2026 8:30 AM
To: [redacted] <[redacted]woods.co.nz>; [redacted] <garryr@hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

I still have not received this information from the team
The relevant people would be:

@[redacted] all WW electrical
@[redacted] Bredalbane WWPS report

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 21 May 2026 2:29 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

Just following up on this one, can you provide the information below.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 8 May 2026 10:08 am
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

[redacted]

Thanks for that document, I will digest it further and come back with any questions I have. Initially, can you provide the following documents referenced:

- HDC's 3 Water Standards Electrical Specification
- Electrical and Telemetry drawing templates

- Any other templates that you require to be used for design submissions

I would like to ask if the operations team have any specific requirements/preferences for pump stations. Generally for pump station design, we find the standards don't normally 100% line up with what the operations team want and there ends up being changes requested at the commissioning phase, so we like to get it covered at this stage. That could be specific suppliers,

Also can you provide me with documentation for the existing Breadalbane pump station (operations & maintenance manual, design info, as-built drawings) so we can begin looking at how these pump stations will link in.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Thursday, 7 May 2026 3:11 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

I wonder if this document answers most of the questions we have, so we can focus the meeting on the specific questions you have.

As the meeting would involve quite a bit of senior staff, with busy calendars, it might be easier if you have specific questions we can work through via email?
And if there are any hard technical questions, we will get those managers in the meeting.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted]
Sent: Thursday, 7 May 2026 9:58 AM
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Morning [redacted]

Yes, that is correct, I will be development engineer allocated for this project.
Let me find out who the relevant people would be from HDC and will get back to you.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 6 May 2026 12:17 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: Middle Road Project - Pump Station Consultation

[redacted]

I understand from [redacted] that you are the development engineer we should be talking to for this project. I am looking at the wastewater pump station/s for the project and wanted to have an initial consultation with yourself and your operations reps who are responsible for maintaining wastewater pump stations (and anyone else that is needed) to understand any specific requirements that are needed for the design of the pump stations which cannot be gleamed just by reading the HDC ECOP.

Please let me know when you are available for a MS Teams/Zoom meeting.

Cheers

[redacted]
Principal Engineer
BE Civil, CPEng, IntPE, CMEngNZ
[redacted]woods.co.nz
+64 21 161 0390
woods.co.nz

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From: [redacted]
To: [redacted]
Cc: [redacted] O"Kane; Middle Road
Subject: RE: Guidance on Relevant Iwi Planning Documents – Middle Road Project
Date: Monday, 20 July 2026 4:14:21 pm
Attachments: image001.png

That's correct [redacted] just the two highlighted.

[redacted]

[redacted]
Pou Ahurea - Advisor Relationships, Responsiveness & Heritage
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6496

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 20 July 2026 4:07 PM
To: [redacted] <[redacted]@hdc.govt.nz>; [redacted]
<[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Guidance on Relevant Iwi Planning Documents – Middle Road Project

Thanks [redacted],

So we don't need to assess the other two?

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted] <[redacted]@hdc.govt.nz>
Sent: Monday, 20 July 2026 4:04 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Guidance on Relevant Iwi Planning Documents – Middle Road Project

Kia ora [redacted]

I have highlighted for you the two relevant plans to take into consideration.

Ngā mihi
[redacted]

[redacted]
Pou Ahurea - Advisor Relationships, Responsiveness & Heritage
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6496

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 20 July 2026 3:54 PM
To: [redacted] <[redacted]@hdc.govt.nz>; [redacted]
<[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: Guidance on Relevant Iwi Planning Documents – Middle Road Project

Kia ora [redacted] and [redacted]

I hope you're both doing well.

I'm currently preparing the planning assessment for the Middle Road substantive application and am seeking your advice regarding the relevant iwi planning documents that should be considered.

Clause 5(1)(i) of Schedule 5 of the Fast-track Approvals Act 2024 requires an application to include an assessment of the activity against the relevant provisions of any planning document recognised by a relevant iwi authority and lodged with a local authority.

Using HDC's GIS, I've identified the following planning documents as applying to the Middle Road site:

- **Ngāti Kahungunu Iwi Incorporated** – *Kahungunu ki Uta, Kahungunu ki Tai: Iwi Management Plan – Marine and Freshwater Fisheries Strategic Plan*
- **Te Taiwhenua o Heretaunga** – *Mana Ake: Hapū Management Plan*
- **Ngāti Hori** – *Ngāti Hori Freshwater Resources Management Plan – Karamū Stream Management Plan*
- **Ngā Hapū o Tūtaekurī** – *Tūtaekurī Awa Management and Enhancement Plan*

I was wondering if you could provide some guidance on whether these are the documents you would expect us to assess against for the purposes of Clause 5(1)(i) of Schedule 5, or whether there are any additional planning documents recognised by a relevant iwi authority

that we should also consider.

Any guidance you can provide would be greatly appreciated.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Meeting Request – Middle Road Water Supply
Date: Tuesday, 21 July 2026 10:57:05 am
Attachments: image002.png
image001.png
HDC 3 Waters Middle Road Letter of support.pdf

Hi All,

Please find attached the Three Waters letter of support regarding the proposed potable water servicing approach for the Middle Road development.

Firstly, thank you to you and the wider team for your willingness to work collaboratively with us to explore a long-term potable water servicing solution for this development. We appreciate the constructive and pragmatic approach that has been taken throughout these discussions.

I also appreciate your understanding that the context has evolved since our correspondence in December. Since that time, Council has made significant progress with the development of its Water Conservation and Demand Management Strategy and associated Implementation Plan. This has shaped the way Three Waters is now approaching potable water servicing for major developments and has provided greater confidence in exploring opportunities such as the potential transfer of an existing groundwater allocation to municipal water supply.

The attached letter reflects Three Waters' support for exploring that pathway and our intention to work collaboratively with both CDL and Hawke's Bay Regional Council to investigate the opportunity. It also outlines the importance we place on incorporating water-efficient design principles and good engineering practice into the development to support the sustainable use of potable water resources.

One point worth noting is the consenting pathway. We have not specifically considered whether any potential groundwater allocation transfer would be best progressed as part of the Fast-track application or through a separate consenting process.

Regardless of the pathway ultimately adopted, the transfer of any existing groundwater allocation rights would still need to be progressed through the appropriate HBRC approval process, including any necessary amendment or variation to HDC's existing municipal water supply consent, where required.

Please let me know if you have any questions or if there are any refinements you would like us to consider.

Thanks again, and we look forward to continuing to work with you as the project progresses.

Regards,

[redacted]
3 Waters Strategic Asset Manager

HERETAUNGA HASTINGS DISTRICT COUNCIL

Wāea/Phone +64 6 651 6380 | **Wāea Pūkoro/Mobile** +64 272 578412

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, July 20, 2026 3:36 PM
To: [redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted]woods.co.nz>
Subject: Meeting Request – Middle Road Water Supply

Hi [redacted]

I hope you're doing well.

[redacted] suggested I get in touch with you regarding the water supply discussions for the Middle Road project. The Middle Road project is a proposed comprehensively planned residential development of approximately 317 lots across land at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North, which is being progressed through the Fast-track process.

As we're progressing the substantive Fast-track application, we'd appreciate the opportunity to meet with you to better understand HDC's current position on water supply and discuss the options that may be available to progress the project.

Our objective is to work collaboratively with Council to understand the constraints, explore potential pathways forward, and identify a practical solution that works for both HDC and CDL. We appreciate that this is a complex issue and are keen to work through it together rather than make assumptions about the best way forward.

If you're available, we'd welcome the opportunity to meet with you over the next week. We're happy to work around your availability, and if there are other members of the HDC team you think should be involved, we'd be pleased to include them as well.

Thanks for your time, and I look forward to hearing from you.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
[redacted]
woods.co.nz

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If calling ask for [redacted]

20 July 2026

Woods NZ
Building B, Level 1
8 Nugent St
Grafton, Auckland 1023

Middle Road Development - Water Supply Approach and Water Efficiency Measures

Hastings District Council's (HDC) Three Waters recognises the importance of identifying a sustainable long-term potable water servicing solution for the proposed Middle Road development.

This letter is provided by HDC's Three Waters to formally express its intention to actively explore, alongside the applicant and HBRC, the opportunity to transfer any existing groundwater allocation to municipal water supply should a suitable allocation be identified.

Should an existing groundwater allocation be identified, allocation transfer remains subject to HBRC's regulatory decision-making process, however Three Waters considers allocation transfer to be a sustainable long-term approach that supports the efficient management of water resources and the ongoing supply of potable water through the municipal network.

This letter relates specifically to the potential exploration of a groundwater allocation transfer to municipal water supply. Other aspects of the proposal, including any remaining Three Waters servicing matters and any planning, regulatory and statutory considerations, will continue to be worked through by the relevant parties as the project progresses.

Water efficiency and good engineering design measures

Recognising the importance of sustainable water use and the increasing pressure on water resources across the Heretaunga Plains, HDC expects the development to demonstrate best-practice water efficiency through subdivision design, network construction, and ongoing operation.

Council supports the incorporation of a suite of water demand management and good engineering design measures, including:

- Design and construction of the water reticulation network in accordance with HDC's Engineering Code of Practice, approved engineering standards, and all relevant Council requirements.
- Application of good water network design practice, including appropriate pipe sizing, network looping, and minimisation of dead-end mains where practicable to maintain water quality, improve resilience, and reduce operational flushing requirements.
- Incorporation of a development bulk water meter to support monitoring of overall water consumption and inform future water demand management.
- Incorporation of pressure management measures such as Pressure Reducing Valves (PRVs), to optimise network performance and promote efficient water use.

- Use of industry best practice pipe materials, fittings, and construction methodologies to reduce future leakage risk and whole-of-life maintenance requirements.
- Commissioning, pressure testing, disinfection, and water quality testing of the reticulation network prior to vesting, in accordance with Council requirements.
- Drought-tolerant and low water demand landscaping, smart irrigation controls for communal areas where required, and rainwater harvesting for appropriate non-potable uses where practical.

HDC Three Waters considers that pursuing the allocation transfer pathway, in conjunction with water efficiency and engineering design measures, represents a responsible and sustainable approach to servicing the development while supporting efficient use of the region's finite groundwater resources.

Yours sincerely

[redacted]

[redacted]

Strategic Asset Manager - Three Waters

[redacted]hdc.govt.nz

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Middle Road Meeting with Parks and Wastewater Pump station question
Date: Thursday, 30 July 2026 9:07:22 am
Attachments: image001.png
image002.png

Morning [redacted]

I have sent an email around about both of the matters. Will follow up today.

[redacted] Sanders has been off sick the last couple of days so might not be able to fully lock in a time for a parks catch up until she is back on board. But I'll do my best in the meantime.

I'll follow up on the other questions now as well.

Thanks
[redacted]

[redacted]
Public Spaces Policy Planner
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 29 July 2026 4:48 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Meeting with Parks and Wastewater Pump station question

Hi [redacted]

Hope you are well.

I am just checking to see whether you have been able to organise a time with the parks team. We are keen to present some of the landscape plans and get any comments and feedback on them for the final reporting!

Also, if you, or the wider team are able to assist with those additional questions that would be great.

Please let me know if you have any questions or require any further information from me.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz

[redacted]
Senior Intermediate Urban Designer
[redacted]woods.co.nz
+64 21 261 6757
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From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 23 July 2026 1:42 pm
To: [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Meeting with Parks and Wastewater Pump station question

Hi [redacted]

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Friday, 24 July 2026 3:51 pm
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] (Guest) <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Meeting with Parks and Wastewater Pump station question

Hi [redacted]

Thank you for organising that.

Another question following the Herehere Stream Meeting. In terms of how the land is subdivided for asset transfer would you be able to follow up on whether HDC will want the Herehere Stream as a hydro parcel or within the drainage reserve.

Also, another request. Can you please send through HDC network discharge consent for pump stations in Havelock North. We need to understand if our proposed pump station is covered within your net discharge consent area. A copy of this on file would be really helpful.

Please let me know if you have any questions or comments.

Thanks, [redacted]

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Will talk with [redacted] and [redacted] and get back to you with a proposed date/time.

Will also find out about the fencing for you as well.

Thanks
[redacted]

[redacted]
Public Spaces Policy Planner
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 23 July 2026 1:18 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]@boffamiskell.co.nz>; [redacted] <[redacted]urbanacumen.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]@boffamiskell.co.nz>
Subject: Middle Road Meeting with Parks and Wastewater Pump station question

Hi [redacted]

Thank you for your time yesterday to discuss the Herehere Stream environment.

I was looking to set up a meeting with the design team and the HDC parks team to discuss some of the landscape details with you and the team.

Could you please let me know your available times for this meeting.

Also, could you please let us know whether HDC has fencing requirements for Wastewater Pump Stations – we understand the one along Middle Road does not have fencing.

Here is a diagram of the proposed pump station design. The Blue line shows 1.8m close timber boarded boundary fencing to residential lots. The Red line is what we are wanting direction on. Currently we have assumed 1.8m high pool fencing.



Please let me know if you have any questions on this.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
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From: [redacted]
To: [redacted]
Subject: Fw: [#Woods P25-496] P25-496 - Middle Rd Fast Track
Date: Wednesday, 30 September 2026 2:39:09 pm
Attachments: image001.png
image003.png
image209363.png
image538869.png

[redacted]



[redacted]
Senior Associate Engineer
BEngTech, CPEng, CMEngNZ
[redacted]@woods.co.nz
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From: [redacted]@woods.co.nz>
Sent: Wednesday, 30 September 2026 14:31:55
To: [redacted]@woods.co.nz>
Subject: FW: [#Woods P25-496] P25-496 - Middle Rd Fast Track



[redacted]
Senior Associate Engineer
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From: [redacted]@hdc.govt.nz>
Sent: Monday, 10 August 2026 3:27 pm
To: [redacted]@woods.co.nz>
Subject: FW: P25-496 - Middle Rd Fast Track

[redacted],

Below are comments from [redacted] that summarise the HDC expectations for the infrastructure.

Hope it helps with your design.

Regards

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted]@hdc.govt.nz>
Sent: Monday, 10 August 2026 8:46 AM
To: [redacted]@hdc.govt.nz>
Cc: [redacted]@hdc.govt.nz>
Subject: RE: P25-496 - Middle Rd Fast Track

Hi [redacted],

I can understand the rationale for investigating a low-pressure sewer (LPS) solution, given the reported groundwater levels and the extent of the deep excavations currently required. Any reduction in sewer depth is beneficial from both a construction safety

and constructability perspective.

However, I would be cautious about supporting an LPS solution without first reviewing a formal options assessment. The proposal appears to reduce sewer depths by approximately 1.2 m; however, some lengths of sewer are reportedly still anticipated to remain in the order of 5-6 m deep. As such, the fundamental constructability and groundwater-related risks may only be partially mitigated.

My preference would generally be for a gravity system supported by a public wastewater pump station, where practicable, rather than the introduction of a low-pressure system that creates additional pumping assets, increased operational complexity, reliance on private infrastructure, and potential long-term maintenance issues.

Before supporting the concept, I would like to see:

1. An options assessment demonstrating why gravity-based solutions are not reasonably practicable.
2. Confirmation of ownership and maintenance responsibilities for the proposed LPS assets.
3. An assessment of whole-of-life costs and operational risks.
4. Confirmation of groundwater conditions and the constructability assumptions adopted.
5. Confirmation that the revised single pump station arrangement does not adversely affect network performance, storage requirements, system resilience, or downstream capacity.

The key cost may not be the capital outlay at the start, but the O&M costs and lifecycle costs in the long term. If I am correct, we are looking at three options;

- Two main pump stations and gravity network
- One main pump station and gravity network
- One main pump station, gravity network and 16 smaller LPS pumps and rising mains to service 16 properties.

Happy to discuss if needed,

Kind Regards

[redacted]
Asset Manager - Stormwater & Wastewater
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6390

From: [redacted]@hdc.govt.nz>
Sent: Thursday, 30 July 2026 11:34 AM
To: [redacted]@hdc.govt.nz>
Cc: [redacted]@hdc.govt.nz>
Subject: FW: P25-496 - Middle Rd Fast Track

Hi [redacted],

I've received the enquiry below from [redacted] regarding the proposed wastewater servicing for the Middle Road development.
Woods is exploring options to reduce the extent of these deep excavations and is seeking tentative approval to install a low-pressure system (LPS) for the 16 properties fronting Te Aute Road.

Please note they are going to the path of a single WW Pump station for the whole site rather than two as initially proposed.

The LPS would reduce the gravity sewer depths by around 1.2 m, although this would still leave sections of the network at depths of approximately 5 to 6 m.

From my perspective, the wastewater infrastructure remains relatively deep given the reported groundwater levels, which I understand are generally less than 2 m below ground level, although they fluctuate seasonally. To mitigate deep lines, Wood is designing a single deep collector line and all the other WW lines shallow.

Any reduction in excavation depth would be beneficial, particularly from a constructability and safety perspective, but I would appreciate your thoughts on the proposal and whether you would have any concerns with the use of an LPS?

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6389

From: [redacted]@woods.co.nz>
Sent: Thursday, 30 July 2026 9:28 AM
To: [redacted]@hdc.govt.nz>

Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: P25-496 - Middle Rd Fast Track

Good morning [redacted],

Thanks for the chat yesterday, as discussed we have recently received information from our hydrogeologist regarding a much higher groundwater level onsite than expected. Due to a few reasons our WW gravity system has ended up being very deep (5.5 mto 7m deep) for far more of the WW network than I am happy with. This depth and the amount of the deep WW pipelines is a safety concern for the construction.

We are working our way through alternate options to restrict the length of deeps lines and to install these deeper lines with alternate methods (e.g. drilling) but one of the issues we keep running into is the lots fronting Te Aute Road. These lots are lower than the rest of the site.

We are seeking a tentative approval to use LPS on an isolated section of the Milldale Road Project (being the lots fronting Te Aute Road). This will save a depth of 1.2m on much of the WW network. Details of any LPS will need to be done at in the future detailed design phase, sketch of what we are considering is below:



Kind regards

[redacted]
Senior Associate Engineer
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From: [redacted]
To: [redacted] hdc.govt.nz; [redacted] (Guest)
Cc: [redacted] Middle Road; [redacted] @wwla.kiwi; [redacted] @wwla.kiwi; [redacted] @wwla.kiwi; [redacted]
Subject: RE: Middle Road Development: Herehere Stream Levels
Date: Friday, 31 July 2026 8:57:45 am
Attachments: image001.png
image808232.png

Hi [redacted] and [redacted]

I am just following up on the request for information from [redacted] sent on Monday.

Could you please send this information through as soon as you can. We are trying to resolve some groundwater modelling and require these water levels to complete this.

Please let me know if you have any questions on this.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer
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From: [redacted] <[redacted] woods.co.nz>
Sent: Monday, 27 July 2026 1:54 pm
To: [redacted] hdc.govt.nz; [redacted] (Guest) <[redacted] hdc.govt.nz>
Cc: [redacted] <[redacted] woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] @wwla.kiwi>; [redacted] @wwla.kiwi; [redacted] @wwla.kiwi; [redacted]
Subject: Middle Road Development: Herehere Stream Levels

Hi [redacted] and [redacted]

I understand that HDC have some stream level monitoring stations along the Herehere Stream from our meeting last Wednesday. We were wondering whether we could give the team at WWLA some stream levels to inform groundwater modelling for our site at Middle Road.

We've managed to find the dashboard (Havelock North Dams & Stream Levels Monitoring Dashboard), however can't see water levels going back in time – just what is currently being gauged.

We would also be interested in any information that you may have on water levels in the Karamu Stream that might help with the groundwater modelling. I can only see the Pakipaki gauge on the HBRC portal, and