that's for a tributary into the Karamu.

I've cc'ed the WWLA team in for ease with comms.

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]
To: [redacted] Naz Josephs
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Meeting Request – Middle Road Water Supply
Date: Tuesday, 4 August 2026 10:29:01 am
Attachments: image003.png
image001.png

Hi [redacted]

Appreciate the kind words with regards to Nigel, he was an amazing boss and will be sorely missed.

Hi Naz, can you please set up a meeting with those in the email chain. This week for me is out so sometime towards the end of next week would be great.

Please let us know if the time Naz sets up doesn't work and she can check HDC calendars to make something work.

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: Tuesday, 4 August 2026 10:02 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.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>; [redacted] [redacted]hdc.govt.nz>
Subject: RE: Meeting Request – Middle Road Water Supply
Importance: High

Hi [redacted]

Firstly, I wanted to acknowledge the passing of your CEO. I appreciate this will be a difficult time for everyone at Council, and my thoughts are with you and the wider HDC team.

I just wanted to follow up on my email below regarding the Middle Road water supply discussions. We are keen to arrange a meeting to discuss the matter and work collaboratively with Council on a pathway forward, particularly in light of the email and

letter you sent us on 21 July, which are attached.

We also met with HBRC yesterday to discuss the issue. That was a constructive discussion, and it would now be helpful to meet with HDC to round out the position and work through the available options.

If possible, we would appreciate the opportunity to meet with you in person, ideally sometime over the next week or two. We are happy to come to the Council offices and work around a time that suits you and anyone else from the HDC team you think should be involved.

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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From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 29 July 2026 12:50 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] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Meeting Request – Middle Road Water Supply

Kia ora [redacted]

We would still like to arrange a time to meet with you on this matter.

Can you please advise your availability 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]woods.co.nz>
Sent: Monday, 20 July 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] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[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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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: Middle Road; [redacted]
Subject: RE: Middle Road FT Referral - Point Source Catchment
Date: Friday, 7 August 2026 4:13:48 pm
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
Subcatchment_Woods_2.zip

Hi Team,

Please see attached for the subcatchment polygons.

Regards,

[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, 5 August 2026 2:42 PM
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 FT Referral - Point Source Catchment

Awesome, would we be able to get the catchments from HDC or is it a no go?

[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]hdc.govt.nz>
Sent: Wednesday, 05 August 2026 13:51:52
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>

Subject: RE: Middle Road FT Referral - Point Source Catchment

Hi [redacted]

Yes, that's right.

We have some updates on this model after it's built. But the boundary and subcatchment remain the same.

Cheers,

[redacted]

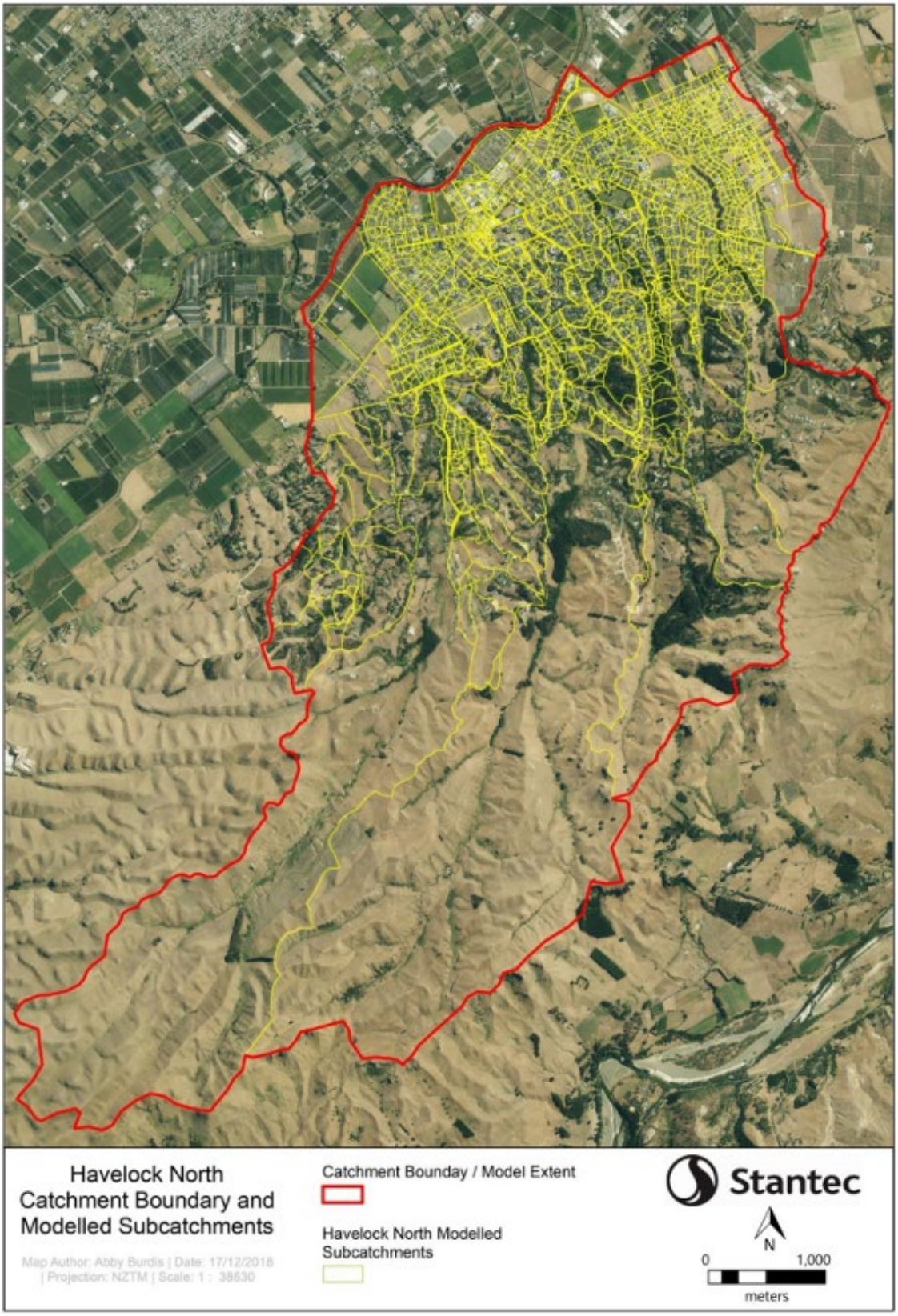
3 Waters Modelling & Data Analyst
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 651 6375

From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 4 August 2026 1:41 PM
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]
[redacted]woods.co.nz>
Subject: RE: Middle Road FT Referral - Point Source Catchment

Hi [redacted]

We'd like to include these in our engineering drawings – the civil team have asked for these.

Noting that you've mentioned those are 2D flows. Is this the same model for which we were provided Stantec's model build report? Screenshot from the report follows, showing delineated subcatchments:



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]hdc.govt.nz>
Sent: Tuesday, 4 August 2026 12:00 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road FT Referral - Point Source Catchment

Hi [redacted]

May I ask what's your intents of this data?

For the catchment you are asking:

1. The flow along these lines are 2D flow. There is no straight forward way of tracing the upstream catchment in ICM. The flow through this 2D elements are overflow from the upstream 1D network.
2. Upstream of 1722532.1 is basically the Herehere Stream catchment.

Do you have a watershed to help you understand the overland component?

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: Tuesday, 4 August 2026 9:51 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road FT Referral - Point Source Catchment

Hi [redacted]

Hope you're having a great start to the week. Thanks for the catchments you sent through previously - they were a great help.

Could I please request the following additional catchments:

1. All catchments contributing to the inflow lines along Middle Road (as shown below) and
2. The catchment contributing to point 1722532.1 (Flow DS of Middle Road Bridge).



Please let me know if there are any issues.

Thank you,
[redacted]

[redacted]
Intermediate Engineer - 3 Waters
BE Civil (Hons), MEngNZ
[redacted]woods.co.nz
woods.co.nz

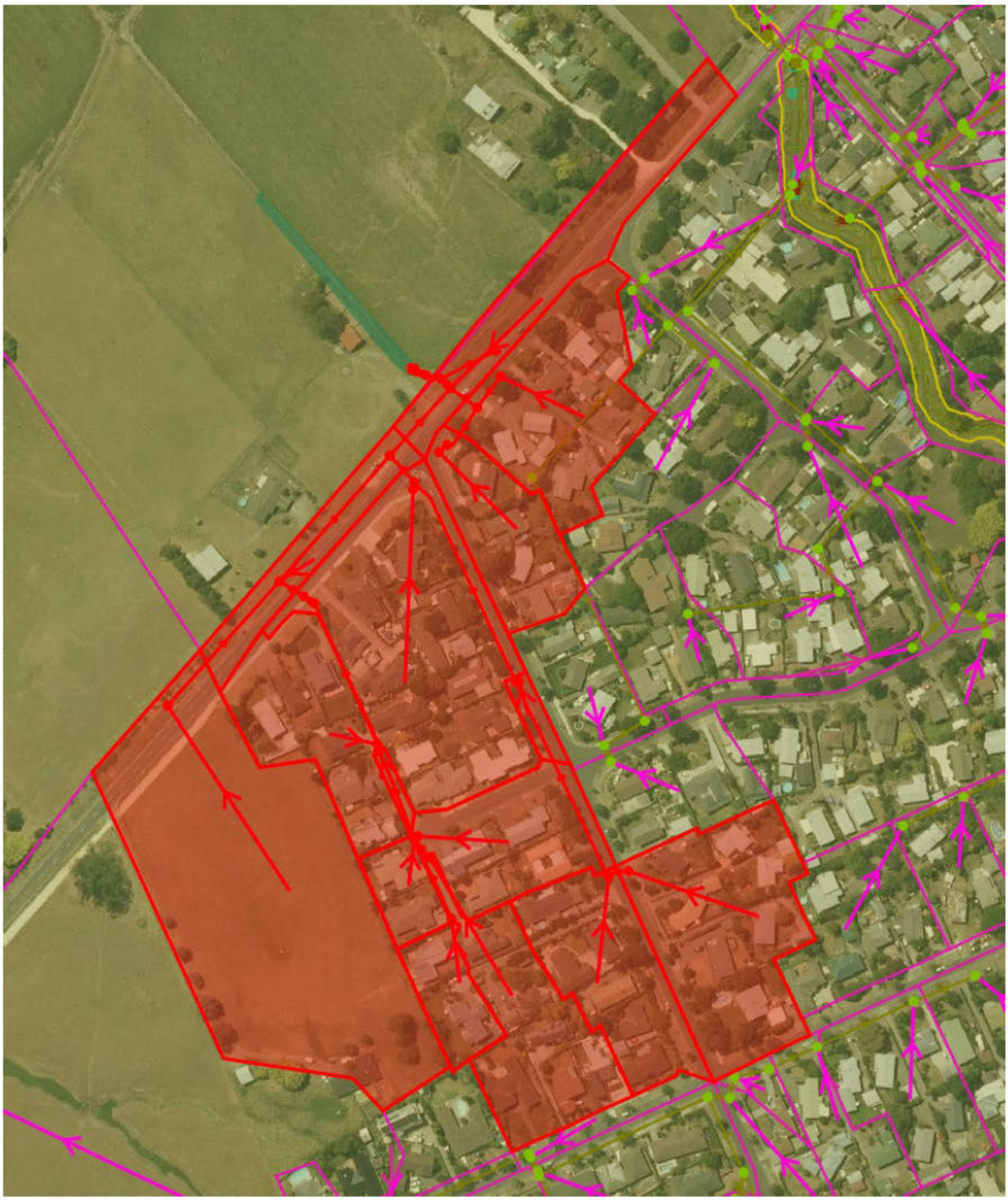
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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Friday, 17 July 2026 9:23 am
To: [redacted] <[redacted]woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>;

[redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road FT Referral - Point Source Catchment

Hi [redacted]

Following is the 1D subcatchments that contribute to this discharge location. I have them in the attached shape file.



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: Thursday, 16 July 2026 2:35 PM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted]
<[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road FT Referral - Point Source Catchment

Hi [redacted]

On 28/01/26, we received inflows at several line and point sources along Middle Road.

Could you please provide the catchment area (as a shapefile) associated with Point Source 1034633.1?
A screenshot showing the location of this node is included below for reference.



Please let me know if you need any further information.

Thanks,
[redacted]

[redacted]
Intermediate 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; [redacted]
Subject: RE: Middle Road Project - Pump Station Consultation
Date: Tuesday, 11 August 2026 2:21:15 pm
Attachments: image001.png
image002.png
image521202.png

Thanks for the reply, [redacted]

If I'm reading this correctly, and please correct me if I'm wrong, the current information is:

- Indications is that Breadalbane PS may not have capacity for the already allocated future flows (Iona Development and future infill/intensification)
- The current available capacity at Breadalbane has not yet been confirmed, which explains the uncertainty above

I realise I might have interpreted Kelly's email incorrectly. I took it as that HDC was currently in the process of assessing the actual/existing remaining capacity at Breadalbane.
If that's the case, is the Breadalbane Wastewater Pump Station Inflow Assessment Report (Stantec, 15 October 2024) the suitable source for current flows and capacity or does HDC have more reliable information?

Based on that report we had already estimated a future residual capacity

	Peak flows		Source
Existing catchment PDWF	**7.6**	**L/s**	
Existing catchment I&I	**19.4**	**L/s**	**Breadalbane Wastewater Pump Station Inflow Assessment**
TOTAL current flow (PWWF)	**27**	**L/s**	**Report, Stantec (section 3.5)**
Iona development	**26.1**	**L/s**	**Civil Engineering Design Report. Iona Residential Subdivision. Middle Road Wastewater Pump Station. Nous Development. Nov 2023_V2.**
Estimated infill growth	**1.9**	**L/s**	**Assumed 25% infill growth (applied to existing catchment PDWF)**
TOTAL current + future flow	**55**	**L/s**	**(current flow + Iona + infill growth)**

The Stantec report obtained a pump station capacity between 54 L/s and 64 L/s, estimating in the end a value of 57 L/s.

Breadalbane PS capacity in report			**Conclusion/Scenario**
Assumed PS capacity (PS capacity of 57 L/s)	**2.1**	**L/s**	**Sufficient capacity for the approved developments, but only partial capacity for Middle Road (6 L/s)**
Low-end of peak flowrate range (flowrate of 54 L/s)	**-1.0**	**L/s**	**Not enough capacity for the already approved developments and infill growth**
High-end of peak flowrate range (flowrate of 64 L/s)	**9.1**	**L/s**	**Sufficient capacity for all the approved developments and the Middle Road development**

Based on the range it's a close call between the 3 scenarios, which is why we were hoping to confirm the current Breadalbane PS capacity/flows.

I appreciate if you can confirm if this is the information to use or if HDC has anything better suited for us to carry out this analysis.

Kind Regards,

[redacted]
3 Waters Engineer
[redacted]woods.co.nz
woods.co.nz

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From: [redacted] <[redacted]vanzyl@hdc.govt.nz>
Sent: Monday, 10 August 2026 8:22 am
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>; [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Good morning, [redacted]

Thank you to yourself and the team for all the information provided and apologies for the time taken to respond. Please see comments below to your items listed.

It is key to note that the proposed solutions may require discussions and workshops to work through all the HDC requirements.

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.* ***Noted. Will need confirmation of the discharge point to gauge capacity requirements, i.e. if discharge is upstream of the pump station into a gravity network.***
- *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.* ***Initial indications are that with all the proposed developments combined, existing flow requirements and potential for future infill, the pumpstation may/will exceed its available capacity. Key is to note Kelly's mail below dated 29/06 in terms of propose next steps.***
- *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.* ***Noted. This option development will require discussions and clarifications with the HDC team to work through all the requirements and risks.***
- *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.

Current indications are that there is no confirmed reserve capacity within the pump station for this project, after adding existing, future infill and the existing Iona development ongoing. The rising main has capacity, and the downstream Trunk mains receiving the flows from Breadalbane pumpstation has capacity for all the proposed and existing flows.

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: Monday, 20 July 2026 1:56 PM
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]vanzyl@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]hdc.govt.nz>
Subject: RE: Middle Road Project - Pump Station Consultation

Hi [redacted]

Thanks for your reply. To expand on [redacted] 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

Andrei

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

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]
Subject: RE: Middle Road - HDC update
Date: Thursday, 13 August 2026 2:59:33 pm
Attachments: image002.png
image003.png

Hi [redacted]

Thanks for your understanding with the delay on this information.

I have followed up with some of the team regarding your questions below. Still waiting to hear back.

With regard to the landscape design plans, is there any chance that you can flick through what you guys have and we can have a look at them before the meeting? Will probably include our landscape architect as well. And then we can sort a meeting time for later next week or the week after if that works with you guys. This suits our team's availability better at the moment unfortunately. So, thought it we get the information prior to having a catch up then the team can provide a bit more of a targeted response?

Thanks heaps
[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, 6 August 2026 10:37 AM
To: [redacted] <[redacted]hdc.govt.nz>; [redacted]
<[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>
Subject: RE: Middle Road - HDC update

Hi [redacted]

Thank you for letting us know. My condolences to you and everyone across the organisation during what must be an extremely difficult time.

I completely understand that there may be delays over the coming days. When available, could you please provide an update on the following outstanding information, or direct me to someone else who may be able to assist with each item?

- Parks meeting to review our landscaping design plans.
- Whether HDC will want the Herehere Stream as a hydro parcel or within the drainage reserve.
- 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 on this.

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]hdc.govt.nz>
Sent: Monday, 3 August 2026 8:31 am
To: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: Middle Road - HDC update

Morena team

Hope you both had a good weekend.

Just wanted to send a quick message from here in case you hadn't seen or heard the news. On Saturday our CE, [redacted], passed away suddenly and unexpectedly. So, as you can imagine the organisation is in a bit of shock at the moment.

I'll do another follow up on any outstanding questions but just keep in mind that there might be a bit of a delay in the next day or so for responses.

Thanks
[redacted]

[redacted]
Public Spaces Policy Planner

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

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted] O"Kane
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC
Date: Friday, 28 August 2026 11:23:11 am
Attachments: image001.png

Hi team
Apologies for not getting back to you [redacted]
Been a week of sickness and only back in the office today.

Haven't heard anything back from anyone about not meeting the timeframes so fingers crossed I will be able to forward information back to you as requested.

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]hdc.govt.nz>
Sent: Thursday, 27 August 2026 3:18 PM
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted]

Sorry for no confirmation of receipt. Yes, we did receive it and [redacted] has passed it on to the wider team for comment last week.

I have not heard anything from people not being able to meet the timeframe, but [redacted] can cover this off once she is back in the morning.

Cheers

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

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 27 August 2026 3:12 PM
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]

<[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted] & [redacted]

Could you please confirm you have received the below documents for the Middle Road Project for comments and feedback?

Please let me know if you have any issues with opening the 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: Friday, 21 August 2026 4:08 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]cdli.co.nz>
Subject: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted] & [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 provided 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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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted] O"Kane
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC
Date: Thursday, 3 September 2026 3:40:38 pm
Attachments: image001.png

Hi [redacted] and Team

Just wanted to touch base with regard to getting the comments back to you guys with regard to the technical reports.

Unfortunately, many of our team are under the pump with other projects, coupled with the tight turn around on the reports and sickness, we won't be able to get comments back to you tomorrow.

Our team will aim to get them to you middle to end of next week, with Thursday or Friday being more likely. I will do my best to get them sooner.

Thanks for your understanding on this.

[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, 2 September 2026 5:28 PM
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted] & [redacted]

Please see below the third and final set of reports for the Middle Road Project.

https://12d.woods.co.nz/12dSynergy/Publishing/bd8e49fe-356c-4093-8d08-60b57e732863

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 appreciate these are quite substantial reports and may take some time to review. If comments on these are likely to take longer, please send through feedback on the other reports first, with these to follow as soon as possible.

I have also included a document register identifying all of the reports sent.

Ref.	Discipline
1	Urban Design Report
2	Landscape Planting Report
3	Landscape / Visual Report
4	Highly Productive Land Report
5	Contamination Report
6	Economics Report
7	Archaeology Report
8	Noise / Acoustics Report
9A	Infrastructure Report
9B	Infrastructure Plans
10	Wastewater Report
11	Water Supply Report
12A	Pump Station Report
12B	Breadalbane PS Upgrade Report
13	Geotech Report
14	Transport Report
15	Ecology Report
16A	Stormwater Report
16B	Stormwater Plans
17	Herehere Stream Erosion Report
18	Groundwater Report

Again, if possible, could you please provide your feedback by **Friday, 4 September,** outstanding the last set of reporting which I understand may take longer. 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] <[redacted]woods.co.nz>
Sent: Friday, 28 August 2026 5:27 pm
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted] & [redacted]

I hope you are both well.

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

https://12d.woods.co.nz/12dSynergy/Publishing/d2d162da-d385-4932-a642-121ea92f6bd4

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 second set. The Stormwater and Groundwater reports will be sent through on Monday.

Ref.	Discipline
9A	Infrastructure Report
9B	Infrastructure Plans
10	Wastewater
11	Water Supply
12A	Pump Station Report
12B	Breadalbane PS Upgrade
13	Geotech

14 Transport

15 Ecology

Again, 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] <[redacted]hdc.govt.nz>
Sent: Friday, 28 August 2026 11:22 am
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi team
Apologies for not getting back to you [redacted]
Been a week of sickness and only back in the office today.

Haven't heard anything back from anyone about not meeting the timeframes so fingers crossed I will be able to forward information back to you as requested.

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]hdc.govt.nz>
Sent: Thursday, 27 August 2026 3:18 PM
To: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted]

Sorry for no confirmation of receipt. Yes, we did receive it and [redacted] has passed it on to the wider team for comment last week.

I have not heard anything from people not being able to meet the timeframe, but [redacted] can cover this off once she is back in the morning.

Cheers

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

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 27 August 2026 3:12 PM
To: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted] & [redacted]

Could you please confirm you have received the below documents for the Middle Road Project for comments and feedback?

Please let me know if you have any issues with opening the 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: Friday, 21 August 2026 4:08 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]cdli.co.nz>
Subject: Middle Road Substantive Application Draft Reports for Feedback - HDC

Hi [redacted] & [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 provided 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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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: HDC Comments for Middle Road Fast Track
Date: Friday, 11 September 2026 4:56:15 pm
Attachments: image001.png
image002.png
HDC Comments for Middle Road Technical Reports Sept 2026.pdf

Hi [redacted] and [redacted]

Please find attached comments from HDC Officers, noting that there are still comments to come.

I am hoping I will receive these early Monday so will get them through to you as soon as possible.

Have a great weekend.

[redacted]

[redacted]
Public Spaces Policy Planner

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: HDC Comments for Middle Road Fast Track
Date: Tuesday, 15 September 2026 8:56:14 am
Attachments: image001.png
image002.png
image003.png

Morning [redacted]
I will follow up with everyone now and hopefully have an estimate shortly for you.
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: Tuesday, 15 September 2026 8:53 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: HDC Comments for Middle Road Fast Track

Hi [redacted]

Hope you are well. I just wanted to confirm whether we will receive the remaining feedback today from the other HDC Officers?

I have sent the initial comments to our Transport and Urban Design specialists who are working through them currently.

Thanks, [redacted]



[redacted]
Senior Intermediate Urban Designer
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From: [redacted] <[redacted]woods.co.nz>

Sent: Monday, 14 September 2026 1:19 pm
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: HDC Comments for Middle Road Fast Track

Hi [redacted]

Thank you for sending through these comments. I will send these to the relevant specialists and provide any questions or comments back.

Please let me know if you have any questions, and if you anticipate any of the feedback potentially coming through later this week.

Thanks, [redacted]

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

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From: [redacted] <[redacted]hdc.govt.nz>
Sent: Friday, 11 September 2026 4:55 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>
Subject: HDC Comments for Middle Road Fast Track

Hi [redacted] and [redacted]

Please find attached comments from HDC Officers, noting that there are still comments to come.

I am hoping I will receive these early Monday so will get them through to you as soon as possible.

Have a great weekend.

[redacted]

[redacted]
Public Spaces Policy Planner

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Please consider the environment before printing this e-mail

From: [redacted]
To:
Subject: Middle Road Update
Date: Wednesday, 16 September 2026 3:52:27 pm
Attachments: image001.png
image002.png

Hi [redacted]

Apologies for missing your call earlier today. The Public Spaces team and area has been a bit manic the last day or two. Finally getting a chance to catch my breath this afternoon.

Quick update from me:

- HDC Technical Report Comments: Have been told by the outstanding officers that this information is coming. As soon as I receive them, I will send through. Was hoping I'd have had them by this morning but am still waiting.

- Section 30 letter: I have looked into this and drafted it up – I just need to get some information from one of the team so I can finish that off. Again, just waiting on that information to get to me and I can then finish and forward on to you.

- Parks and Reserves meeting: I will follow up again with this for you tomorrow – the rest of the team are out of the office at the moment so can't check with them. But will follow up tomorrow and get back to you on that one as well.

Hope that is all.

As mentioned, once I get the information I'm waiting on, I will forward through to you.

Ngā mihi
[redacted]

[redacted]
Public Spaces Policy Planner

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc:
Subject: Middle Road FTAA - Updated HDC Comments
Date: Friday, 18 September 2026 2:15:06 pm
Attachments: image001.png
image002.png
HDC Comments for Middle Road Technical Reports Sept 2026.pdf

Hi [redacted] and Team

Please find attached an updated copy of last week's comments (note: Transportation and Urban Development comments have not changed from what has previously been supplied).

New comments included from:

- Environmental Planning – Consents
- Engineering

Comments still outstanding from:

- Environmental Planning – Policy
- Parks and Reserves

Will send these through hopefully on Monday.

Have a good weekend.

Ngā mihi
[redacted]

[redacted]
Public Spaces Policy Planner

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc:
Subject: Final Middle Road Comments from HDC
Date: Tuesday, 22 September 2026 4:34:48 pm
Attachments: image001.png
HDC Comments for Middle Road Technical Reports Sept 2026.pdf

Hi [redacted] and Team

Please find attached the last of the comments from the HDC team regarding the Middle Road Fast Track technical reports.

Any questions, please contact [redacted] or me and we can direct you to the right place for answers.

Kind regards
[redacted]

[redacted]
Public Spaces Policy Planner

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HDC Comments on Middle Road Substantive Application Draft Reports

The following are comments and feedback provided from HDC officers on the latest technical reports received end of August and early September 2026.

The team at HDC thanks you for the opportunity to provide comment on these various reports.

Feedback has been provided from:

- Transportation ([redacted] Transportation Policy and Planning Manager)
- Urban Development and Design ([redacted] Wood, Principal Advisor: District Development)
- Environmental Planning – Policy ([redacted] Environmental Planning – Policy, Team Leader)
- Environmental Planning – Consents ([redacted], Principal Environmental Planner – Consents)
- Parks and Reserves ([redacted] d, Public Spaces Policy Planner)
- Engineering ([redacted] Development Engineer Consents)

Ngā mihi

[redacted]

Public Spaces Policy Planner

Transportation ([redacted] Transportation Policy and Planning Manager)

Middle Road Fast Track Project – Feedback on Transport and Roading

Integrated Transport Assessment

Overall, no significant issues with the Integrated Transport Assessment (ITA) which is comprehensive. Only issues to be noted are as below.

- With Te Aute Road and Middle Road, the design speed to be used should be 60 km/h
- With the zebra crossings, there should be supporting information that would justify their installation
- With the Middle Road / CR01 intersection, it is recommended that a right turn bay be provided and the crossing point across Middle Road be located midway between CR01 and Breadalbane Road
- Figure 30 of the ITA indicates a pedestrian path between CR01 and the area to the east (Stage 3 / Stage 4). The Proposed Road Typology Plan shows this as an Informal Recreational Path but it would be more appropriate that it be treated as an Accessway to enhance pedestrian accessibility in this area (see attached plan)
- Fully support the proposal for a pedestrian bridge on the northern side of Middle Road over the Herehere Stream as this provides for pedestrian connectivity between the development and the existing urban area

- In the Traffic Assessment section, it would be good to include the Base showing the existing traffic volumes based on the surveyed data
- With the SIDRA analysis, were the Base models for each intersection calibrated to reflect the actual situation as observed during the count periods?

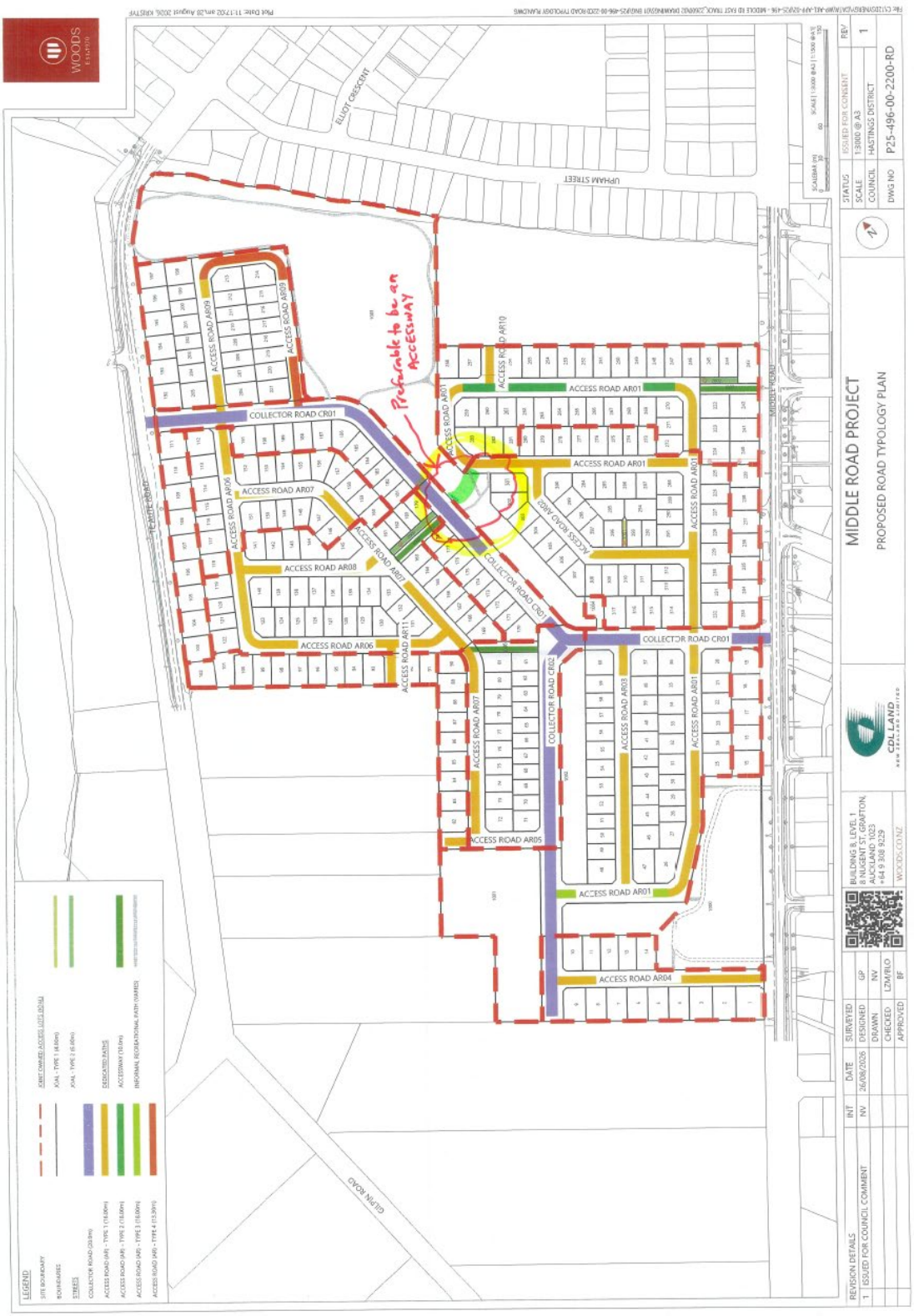
Infrastructure Report – Transport and Roading Infrastructure

The Infrastructure Report – Transport and Roading Infrastructure reflects the findings of the ITA so the relevant comments on the ITA above pertain.

In terms of the Proposed Road Typology, no real concerns with what is proposed. The only recommendation is that Access Road (Type 4) have a 16m wide road reserve as per Access Road (Type 1). In doing so, it provides the flexibility for utility services to be provided even with it fronting the local purpose reserve.

With the Streetlighting, the general premise is fine. Key to note here is that the streetlighting design will dictate the landscaping design to ensure that safety for all users is maximised (road safety and CPTED reasons). While a streetlighting design has been provided, the relevant lighting category for the design has to be confirmed given changes to the lighting design standards since the Engineering Code of Practice 2020 was adopted. Council would confirm the relevant lighting categories for each Road Type in terms of the activity expected – but the basic premise will be that the Collector Road will be V category lighting with P category lighting at the locations that link to Accessways and the crossing points, while the remainder of the Roads and Accessways will be the relevant P category lighting. It is noted that lighting is not proposed on the Informal Recreational Path between CR01 and the area to the east (Stage 3 / Stage 4). This area is not well served with pedestrian links and an accessway, appropriately designed for pedestrians, would be more appropriate to serve this area.

With the Streetlighting design in Appendix B of the Infrastructure Report, the notes on Drawing 2 refer to Auckland Transport, Vector, and Counties Power so will need to be amended as appropriate to reflect the relevant agencies in Hastings District.


MIDDLE ROAD PROJECT
PROPOSED ROAD TYPOLOGY PLAN
P25-496-00-2200-RD
ISSUED FOR CONSENT
HASTINGS DISTRICT
1:3000 @ A3
LEGEND
SITE BOUNDARY
BOUNDARIES
STREETS
COLLECTOR ROAD (20.5m)
ACCESS ROAD (AR) - TYPE 1 (16.00m)
ACCESS ROAD (AR) - TYPE 2 (16.00m)
ACCESS ROAD (AR) - TYPE 3 (16.00m)
ACCESS ROAD (AR) - TYPE 4 (15.50m)
JOINT OWNED ACCESS LOTS (JOAL)
JOAL - TYPE 1 (8.60m)
JOAL - TYPE 2 (6.60m)
DEDICATED PATHS
ACCESSWAY (10.0m)
INFORMAL RECREATIONAL PATH (VARIES)
ELLIOT CRESCENT
UPHAM STREET
MIDDLE ROAD
HEATH ROAD
GLYNN ROAD
COLLECTOR ROAD CR01
COLLECTOR ROAD CR02
ACCESS ROAD AR01
ACCESS ROAD AR02
ACCESS ROAD AR03
ACCESS ROAD AR04
ACCESS ROAD AR05
ACCESS ROAD AR06
ACCESS ROAD AR07
ACCESS ROAD AR08
ACCESS ROAD AR09
ACCESS ROAD AR10
ACCESS ROAD AR11
Preferable to be an Accessway
WOODS
CDL LAND
BUILDING 8, LEVEL 1
8 NUGENT ST, GRAFTON
AUCKLAND 1023
+64 9 308 9229
WOODS.CO.NZ

Urban Development and Design ([redacted] Principal Advisor: District Development)

Please find below a summary of my review of the application material for the Fast Track development proposed for the sites colloquially referred to as Middle Road. My review is based on both my technical urban design experience and my role as Hastings District Council's Principal Advisor: District Development. I am a qualified and registered urban designer with 20+ years of experience.

I have reviewed the Urban Design Assessment report ('the UD assessment report') prepared by Urban Acumen and the Landscape Concept Report prepared by Boffa Miskell.

1. From a growth and development strategy perspective, I note that the proposed development sits outside of the Havelock North urban area as determined in Hastings District Council's ('the Council') Future Development Strategy (FDS). The FDS was developed via a public engagement process and technical hearing and was adopted last year. The subject development scheme proposes extending the urban extent of Havelock North onto land that is not earmarked for growth and which was actively discounted from the FDS.

The application's urban design assessment report notes that the Middle Road area (a greater extent than that involved in the subject fast track application) was included in the draft FDS. It is important to emphasise that while that is correct, the area was then excluded from the final and adopted FDS.

Therefore, residential development on the subject site would contradict the council's growth strategy and all associated investment strategies and programmes. As an extension of this, development on the subject site could be anticipated to take demand for residential land from other nearby locations that are planned for within the FDS and provided for in the council's investment and implementation programmes.

2. I endorse the UD assessment report's site description, site constraints[1] and the site opportunities provided in the assessment report and do not repeat them here.

3. I endorse the fundamental design decisions of the subdivision proposal / development plan, shown below and on page 28 of the UD assessment report, in particular:

- A legible block structure with a range of residential blocks and some variation in street hierarchy
- A primary route between Te Aute and Middle Roads, as the collector roads that the subject site sits between
- Footpaths on both sides of all streets and a high level of commitment to street trees
- A mix of lot sizes providing some housing choice for future residents, with smaller lots dispersed through the site so to provide variety to house types and associated street frontage
- Majority of lots orientated so to achieve a NW, Nth or NE facing backyard, enabling good sunlight levels to primary outdoor and indoor spaces
- Majority of lots positioned to front public streets, with rear boundaries abutting adjacent lot so to benefit from privacy expectations typical to suburban neighbourhoods

[1] With the exception of the indicative stormwater management areas, which are proposed rather than existing.

- Utilising the stormwater detention areas to provide public space and a high contribution of amenity to the proposed neighbourhood, with all proposed lots in close proximity to a green space



Figure 11. development concept

Middle Road - Resource Consent Application - Page 28

4. The primary concern held regarding the proposed subdivision plan / development concept is where private lots bound with public spaces. In such instances, a typical suburban expectation for privacy for the private property and the need to contribute to safety and activation of the public space can conflict. For this reason, such a condition is typically avoided, rather than created as is the case in the proposed development.

This condition exists along the majority of the east / south-east boundary of the main open space and a shorter stretch of the open space connecting the two stormwater reserves at the southern end of the development site. Approximately 25 lots are in this scenario.

The challenge created by rear boundaries meeting public space was discussed with the application team's urban designer and mitigating design decisions were agreed. This is discussed in the UD assessment report, specifically on pages 45-48 (including the plan shown below). Mitigation relies on locating pedestrian paths on the far side of public spaces from the private lots rear boundaries and wide bands of planting on the edge of the public space so to limit the likelihood of people in the public space from coming close to the private lot boundaries; and lifting the private lots outdoor spaces above the level of the public spaces so to break direct site lines into the private spaces. While less concrete, the applicant's urban

designer also tested lot size and widths to ensure the option[2] for site plans to incorporate multiple outdoor spaces so future residents can choose to locate either their primary outdoor space or their service court areas / functions out of site from the adjacent public spaces.

The design moves described above are supported as mitigation to the tension between public and private space created in the proposed development. However, it remains my opinion that this condition could have been avoided, rather than created, and will always carry the potential for future residents to install high solid fences along the edge of the public spaces so to achieve visual privacy to their primary outdoor spaces. In doing so, this would change the conditions of the public space(s) and potentially facilitate anti-social behaviour.

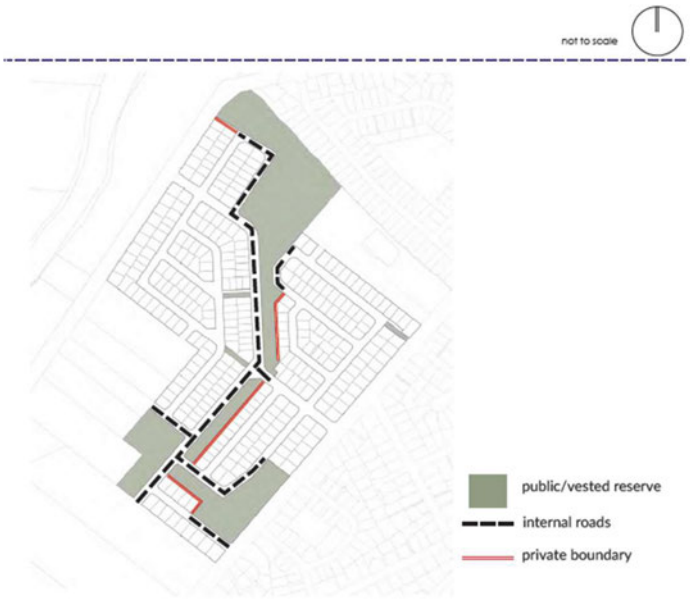


Figure 20. proposed interfaces along the central open space

5. The UD assessment report presents details proposed for managing the interfaces between the subject site and neighbouring land i.e. the external site boundaries. The proposal successfully caters for the different conditions found around the extent of the boundary.

While a small detail, on lots that edge existing stormwater drains the UD assessment report and landscape assessment report appear to propose placing fences several meters in from the rear site boundary(s), as a temporary measure until the drain is resolved (if/when the adjacent land is developed?). If understood correctly, this seems to create a complication for access and maintenance of the strip of land between the fence and the boundary for the multiple landowners who will inherit this condition. This matter may be addressed in the substantive application.

[2] Option only as detailed site plans are not part of the subject fast track application and will likely not require resource consent assessment by council.



Figure 19. Southern interface - proposed fencing and landscaping adjoining proposed Lots 5 to 9 (adjoining 150 Middle Road)

In summary, from an urban design perspective, the primary concern with the proposed development is the tension created where private property backs onto public spaces and the conflict created between the dual objectives of visual privacy and surveillance and activation. The impact of this will be experienced by future residents in the associated lots. From a strategic growth perspective, the significant concern remains that the proposed development is on land actively discounted from the 2025 Napier-Hastings Future Development Strategy and therefore is not aligned with the council's strategy, planning or investment.

Please let me know if you require input on any further items from me at this stage of the process.

[redacted] (*MUrbDes (Hons), MPlan (Hons), BPlan (Hons), UDIA*)

Principal Advisor: District Development

[redacted]@hdc.govt.nz

Environmental Planning – Policy ([redacted] Environmental Planning – Policy Team Leader)

Cultural Values Assessment (CVA)

We note that this has not been included within the package of information sent through. Council would appreciate an understanding on the progress of the CVA and how the Middle Road team are working through any cultural impact with mana whenua. HDC would appreciate details of consultation with mana whenua, particularly how the proposed consent application is being discussed with Tamatea Pōkai Whenua prior to the lodgement of the CVA as part of the substantive application.

Planning Assessment

We also note that no planning assessment has been provided. While we understand that this was an opportunity to assess the completeness of the technical documents, the planning assessment provides opportunity to understand how the development will tie together. Again, we would appreciate the opportunity to view this document once it is available to allow for a complete picture as to how the development should be considered. We will also reiterate that

the application will generally be contrary to the objectives and policies of the Plains zone on which it is located. Given the limited inclusion of the area within the FDS previously discussed in the referral comments, we note that there is limited support within the FDS for urban growth of this area. We anticipate the planning assessment will address these strategic urban growth policy concerns.

Future Development Strategy

While we have previously acknowledged the limitations of the inclusion of the area within the FDS, but given the importance of the distinction, we reiterate the comments provided as part of the referral process:

Of note, the two requiring authorities for Middle Road, HDC and HBRC were not in support of its inclusion in the FDS. 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.

A summary of 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

A summary of 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

HPL Soils Assessment

Council notes the clarifications provided as part of the updated HPL assessment. We note there are still some incorrect assumptions, such as under 10.1.1 with reference to the site being an HPUDs growth area. This should be corrected to noting that part of the land was included within HPUDs as a reserve area. The distinction is important, as reserve areas could not be considered urban land under the NPS-HPL. We also note that there is potential for Council to request a peer review of the soils assessment, particularly around the reclassification of the soil productivity

from 2w1 to 3w1. The reasons we raise this as an issue is due to the reasoning of the Middle Road area being removed from the FDS (by HDC and HBRC). This is largely based on soil productivity, and also due to the fact AgFirst provided assessment as part of the FDS and this consent. This will be considered further as part of the substantive application, but peer audit will help to ensure transparency in the process.

Reverse Sensitivity

Council notes the additional details provided by fencing provision on boundaries adjoining Plains Zone as part of this application. We reiterate our position that while mitigation measures such as fencing provide some buffer against reverse sensitivity our preferred option is greater setbacks where possible. While we acknowledge the horticultural and primary production opportunities on adjoining are limited, we still consider an 8 m setback does not provide sufficient buffer from conflicting land uses. We also note that the fencing on the boundary is designed to be permeable, could the applicant provide greater details of what level of permeability these fences will have and their overall design and look to ensure a full understanding of the potential mitigation they will provide against conflicting activities. Finally, we still raise concern that this development will further restrict productive opportunities on neighbouring sites. It is important to note that these sites are still zoned Plains Zone and have limited inclusion in the FDS for future growth. The future development of the surrounding land is not guaranteed, and this should not be a consideration. Opportunity should be afforded to these sites to undertake primary production if they choose to do so.

Economics Assessment

We are concerned with some of the conclusions drawn as part of the economics assessment, particularly under Section 9.1 which states:

> *The local market is also showing signs of being supply-constrained rather than merely cyclically quiet. For context, Figure 5 shows residential dwelling sales as a percentage of total residential stock for the Hastings-Havelock North General Ward: recent turnover sits at or near the lowest levels observed over the past three decades, consistent with a shortage of suitably located and suitably priced homes coming to market.*

Through Brookvale, Oderings Arataki Extension and Iona Developments we have zoned/consented over 1000 dwellings (see below) to the market in Havelock North alone of which there has been very little uptake (understood to be less than 5%). These numbers do not include intensification opportunities or the current Brookvale Green site also going through the fast track process.

- Brookvale 550 dwellings
- Iona 350 dwellings
- Oderings 35 dwellings
- Arataki Extension 170 dwellings

While we recognise the benefits that providing additional housing to the market helps achieve in providing greater choice and reducing overall cost. We do not see how the amount land having been made available can equate to the market showing levels of being supply-constrained, and question how much of the consent supply has been taken into account as part of the supply aspect of the economics assessment.

Environmental Planning – Consents ([redacted], Principal Environmental Planner – Consents)

Having reviewed the draft substantial application prepared by the applicant, I provide the following comments for your consideration. These comments build on my previous comments on the referral application, dated 7 May 2026.

Future Development Strategy (FDS)

I have previously commented, in the memo dated 7 May 2026, that:

> *Both HDC and HBRC specifically excluded the Middle Road sites (HN3a and HN3b) from the 2025 Future Development Strategy. HDC specifically cited the protection of highly productive land as a reason for the exclusion. While it noted that this decision may be reviewed in three years' time, there is no certainty that this site would be included at that time.*
>
> *I also note 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.*

A number of technical reports, including urban design report and productive capacity still appear to have put considerable weight on the FDS status of the land.

Reverse sensitivity effects

I have previously commented, in the memo dated 7 May 2026, that:

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.

The Productive Capacity Report prepared by AgriFirst does not appear to have taken these factors into account. Section 10.1.5 of the report concluded that the potential reverse sensitivity effects could be largely avoided on the basis that the adjoining titles are generally small rural lots or currently contain non-productive activities (e.g. a church).

A similar issue exists in the StylesGroup's assessment on reverse sensitivity effects associated with potential bird's scaring device and frost fans on the adjoining properties. In the substantive Assessment – Acoustics, the report appears to have brushed off this potential without any further consideration on the likely effects of such devices on the proposed future residential activities.

It is particularly noted that, unlike the McKenna Block, adjoining properties to the west of the site are less likely to be developed in the immediate future.

These factors reinforce the need to provide for a buffer zone at this interface.

McKenna Block

Since the previous comments, it has now been confirmed that the McKenna Block will not form part of this application. In my previous comments, I noted that, regardless of whether the application includes this land, the assessment of environmental effects, particularly in relation to the effects associated with the loss of productive land, needs to take the future development

into account, as the development would effectively urbanise the land and remove all other potential land use opportunities.

This does not appear to have been accounted for in AgFirst's Productive Capacity Assessment, as the report only considers the nature and consequences of undertaking the subdivision on the subject site.

Subject to any further comments from [redacted], the proposed development layout appears to provide an adequate future access link in a reasonable location. It is noted that this road link will need to be constructed and vested in Council as part of the subdivision process if the fast-track application is approved.

Noise effects

The Panel should also be mindful of the potential construction effects on the residents on the adjoining properties. This appears to have been adequately considered in the acoustic assessment undertaken by Styles Group, but a peer review may be necessary given the duration of the construction, potentially sensitive receivers (retirement village) and the fact that there was no expectation that urbanisation would occur at this point in time.

Lot size, layout and future development

Subject to the urban design comments from [redacted] and my previous comment on the need for a buffer zone, I am generally supportive of the proposed subdivision design and layout.

I support the following specific parts of the design in particular:

- having larger 600 m^2+ lots along the main arterial roads and the Plains Production Zone interface would help maintain an open outlook within the development.
- Almost all of the proposed lots have a direct frontage, which is beneficial in terms of both the CPTED principles and design of street frontage. Sufficient linkage has also been provided for potential future development on the adjoining sites.
- Lots intended for medium density are generally located towards the centre of the site, adjoining the proposed open spaces
- The development proposes a mix of one and two storey residential buildings.

The indicative layout for each lot type, provided in the urban design assessment, appears to comply with all bulk and location requirements for the Havelock North General Residential Zone or medium density residential zone. This outcome will, however, need to be secured through conditions managing the finer-grained details of development on these lots.

It is also noted that, under the current version of the transitional provisions of the Planning Bill, controls on outdoor living spaces, the internal layout of residential units, and the size of landscaped areas will soon become out of scope. As the final Bill has not yet been passed at the time of this memo, it is unclear how this interacts with the FTAA, and both the Panel and Council should be conscious of this when assessing the application and formulating conditions of consent.

As landscaping within the front yards is one of the key aspects for ensuring a positive urban design outcome associated with this development, the formal application may need to specifically note that some aspects of the design are offered on an Augier basis.

Performance standards for individual lots

The site is currently zoned Plains Production under the HDP, and the FTAA process does not change the zoning of the land. The applicant anticipates that the performance standards for either the Havelock North General Residential Zone or the Medium Density Residential Zone will apply to the future subdivided lots through the implementation of consent notice conditions.

While I do not object to this approach in principle, it is strongly advised that, rather than having a consent notice for each lot containing the full suite of conditions, a master planning document should be developed, with the consent notices referring to this document.

This approach would clearly record the reasons and rationale for the performance standards, which would assist with the assessment where a standard needs to be varied on an individual site basis. There are also aspects of the proposal that would require variations from the existing District Plan standards, for example, on-site reverse manoeuvring spaces recommended by the transport assessment. The reasons for these potential variations need to be easily accessible to facilitate future administration.

This document is not included in the draft application package.

Please feel free to contact me if you require clarification on any of the matters above.

Parks and Reserves ([redacted], Public Spaces Policy Planner)

We have reviewed the following updated reports included in the package received on 21 August, as these are the documents most relevant to the Public Spaces Team:

- Urban Design Report – Middle Road Fast Track Substantive, August 2026;
- Middle Road Development Landscape Concept Report, 20 August 2026; and
- Middle Road Subdivision Landscape Effects Assessment, 20 August 2026.

These comments follow on from the Public Spaces feedback provided on 18 March 2026 in response to the draft expert reports, and our further comments provided on 19 May 2026 as part of Council's invited comments on the Fast-track referral.

Overall, the updated material responds to a number of the matters previously raised, particularly around reserve interfaces, passive surveillance, fencing and planting, street trees and small-scale play opportunities. Some matters remain where further clarification would be helpful.

Our comments are set out below.

Open-space network and function

The proposal now provides greater clarity about the intended open-space network. Section 2.3.3 and Figure 15 of the Urban Design Report identify drainage reserves, pedestrian and cycle connections, passive recreation areas, informal sports and "play along the way" opportunities. Further detail is provided in the Landscape Concept Report, particularly the reserve and recreation plans on pages 21–31.

This generally addresses our earlier feedback about the function of the open-space network. However, the intended legal purpose or classification of each area is still not clearly identified, particularly where stormwater, recreation and linkage functions overlap. This information is needed to allow internal conversations to be had but also to comment at the substantive stage.

Open-space provision and vesting

Sections 2.3 and 2.3.3 of the Urban Design Report state that public open spaces and drainage reserves will vest in HDC. However, it remains unclear:

- which individual areas are proposed to vest;
- their intended classification or asset purpose;
- which Council activity will manage them; and
- whether the relevant Public Spaces and Three Waters asset managers have agreed to accept them.

Our earlier request for clarification about vesting and Council acceptance therefore remains.

Herehere Stream corridor

The proposed physical treatment of the Herehere Stream corridor is now clearer. Section 2.3.4 and Figure 16 of the Urban Design Report show public access, a recreational pathway, riparian planting and opportunities for passive surveillance. The Landscape Concept Report also identifies a 10-metre-wide native planting reserve and provides planting details on pages 34–43.

Sections 5.1 and 5.4 of the Landscape Effects Assessment identify the stream setback, drainage reserve and riparian planting as contributing to low to beneficial natural-character effects.

Further clarification is still required regarding ownership of the stream land, the area proposed to vest in Council and responsibility for its ongoing management and maintenance. It would also be helpful to outline in the application how the proposal aligns with Council's wider planning for the Havelock North streams environment.

Open-space interfaces and passive surveillance

The proposal now provides a more developed response to our earlier concerns about lots adjoining reserves.

Section 2.3.5, Figures 20 and 21, and Appendix 2 of the Urban Design Report identify measures including low fencing, limits on side-fence height, dwelling orientation, level changes, low planting, buffer planting and the retention of sightlines. The reserve plans and sections on pages 21–26 of the Landscape Concept Report illustrate these treatments.

This responds to our earlier feedback. However, a number of lots will continue to back or side onto reserves, and the outcome will depend on future dwelling design, fencing, planting and ongoing maintenance. It would therefore be appropriate for these outcomes to be secured through the subdivision design and suitable consent conditions, consent notices or other mechanisms.

In particular, the statement in the Landscape Concept Report that adjoining homes are "encouraged" to provide visual connections to reserves does not provide certainty about implementation.

Play and recreation provision

Our earlier suggestions for play and recreation provision within the subdivision have been partially reflected in the revised landscape concept.

The provision of a swing within a central pocket park is supported, which is important particularly for families with pre-schoolers.

However, the earlier suggestion to provide two to three features with a dual fitness/play function distributed throughout the subdivision appears to have shifted towards a greater emphasis on "play along the way" elements.

We recommend reconsidering this approach so that the focus is more strongly weighted towards fitness and recreation opportunities that appeal to a broad range of ages rather than predominantly children's play as there is ample "play" provision in the wider network so it isn't necessary to duplicate it too much within this area.

A particularly positive feature of the landscape plan is the proposed loop path around the northern reserve which seems like a great opportunity to incorporate a small number of fitness/recreation features alongside the route, similar to the examples below. This would appeal to walkers and cyclists as well as the wider community, especially if you incorporated some fitness stations that also appealed to the elderly.

Consideration should also be given to providing additional seating at appropriate locations around the loop path. This would improve usability for older people and others who may benefit from opportunities to rest while using the reserve.

Informal crossings and connections

Some of the proposed informal crossing and connection treatments may become slippery in wet conditions due to the slope and could also present ongoing maintenance challenges.

We suggest if these are required, these are kept to a minimum and provided only at strategic locations, potentially in the form of formalised steps. Further landscape input may be required on the most appropriate treatment.

Given the slope is approximately 1:3, it may also be worth confirming whether all of the proposed connections are necessary.

Play along the way

We do not support the types of elements shown in the bottom-centre and bottom-right images, primarily due to their likely maintenance requirements and the ongoing cost associated with replacement of ropes and similar components.

The other examples may be feasible; however, we recommend reducing the overall emphasis on obvious "play along the way" features and instead incorporating fewer, more purposeful fitness and recreation elements that still include an element of play, but in a more subtle way. This would provide broader appeal across different age groups while retaining opportunities for informal and engaging activity



Image 1: Bike Obstacles



Image 2: Bunny Hop Fitness Station



Image 3: Fitness Station for Elderly



Image 4: Fitness Trail Ideas #1

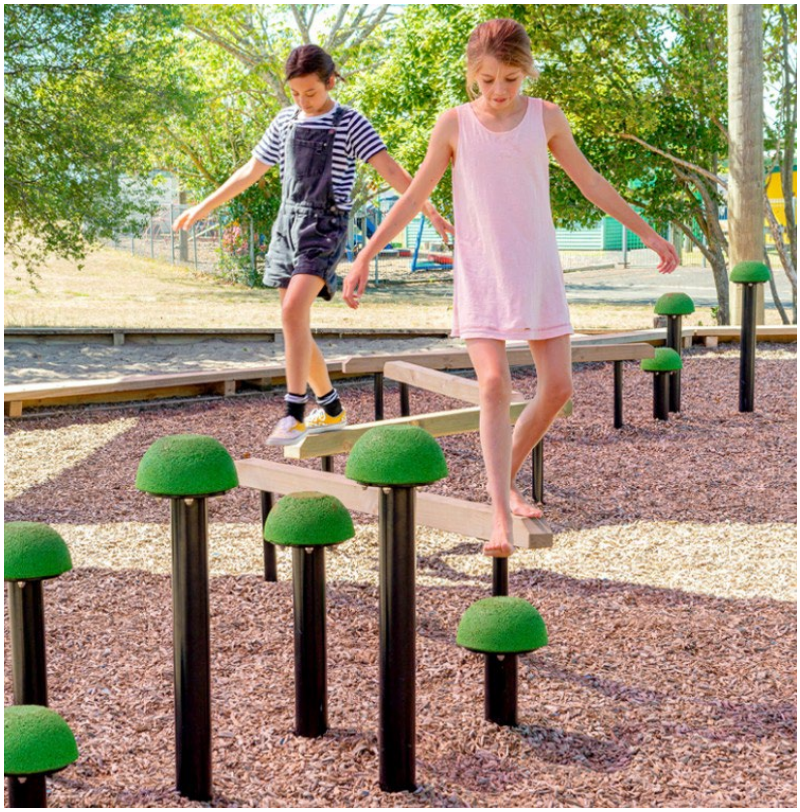


Image 5: Fitness Trail Ideas #32



Image 6: Fitness Trail Ideas #3

Red brick areas

The areas previously shown in red brick appear to have developed into street-threshold treatments. The Materials Palette in the Landscape Concept Report identifies exposed-aggregate paving to distinguish pedestrian and trafficable areas.

This appears to clarify their intended design purpose. It would still be useful for the engineering plans to confirm whether these areas form part of the road reserve and who will be responsible for their ongoing maintenance.

Street trees and gateway planting

The proposal now includes a more detailed tree and planting strategy. Relevant information is provided in the street plans on pages 13–20 and the planting plans and schedules on pages 34–43 of the Landscape Concept Report. Planting treatments are shown for internal streets, reserves, the Herehere Stream, Middle Road and Te Aute Road.

This substantially addresses our earlier request for more detail. Final species, spacing and locations should still be agreed with Council's Transportation and Public Spaces/Landscape teams through an approved detailed landscape plan.

Planting is shown along Te Aute Road, but the intended gateway treatment is less explicit. This could be confirmed through the detailed landscape plan.

Specific comment on the Landscape Masterplan as below:

Landscape Masterplan (Page 6)

- *Please clarify whether the existing stormwater basin and planting area should be identified as Kiwi Basin, within the Iona development. Parks previously agreed to defer planting along the outer edge adjoining the development to allow ground levels to be appropriately contoured, provided the area was not used for additional overland flow without 3 Waters' approval. Please confirm whether 3 Waters has reviewed and commented on this aspect.*
- *Confirmation of the local reserve's purpose (2). Expect that these are all drainage/attenuation basins. It would be good to clarify the boundary between the roading reserve & drainage. Understand that 3W's are not supportive of planted assets.*
- *Is it the developer's intention to construct driveway drop kerbs? If not, can trees be aligned with the legal boundaries to reduce the likelihood of requests for street tree relocation.*
- *Hoggin path (shown as a 2m wide recreational pathway on page 11/23) – does this double as a maintenance track for the stormwater asset? If so, this may need to be wider. Public Spaces preference is for an aggregate path rather than lime. Suggest 20mm Topcourse Blend supplied by Awakeri Drainage Ltd. This is a 20mm crushed river rock blended with silt and some crushed concrete. Compacted it binds together to form a tight raft. Highlighting this now, but note that these details can be addressed through detailed design.*

Page 11

- *The plans show several informal crossings, particularly on the Type 1 streets. Roading may wish to clarify whether these are raised and whether the number proposed is appropriate.*
- *A zebra crossing is also shown within the subdivision. Roading may wish to confirm whether this is appropriate.*

Page 12

- *Please clarify whether the 500 mm planting strip on either side of the JOAL includes the kerb and channel or represents the actual garden width. It would also be helpful to confirm who would be responsible for maintaining these areas.*

Reserve Interface (Page 14)

- *The Public Spaces Team is taking a strategic approach to reducing garden beds across the district, with a greater focus on grass berms and street trees, while concentrating more intensive landscaping in key locations. On this basis, the preference would be for grassed berms and street trees rather than the planted berms proposed. As the slopes also form part of the detention basin, 3 Waters may wish to confirm where responsibility for these areas would sit.*

Green Streets Type 2 & 3 (Page 15/16) & Street Type 4 (Page 18)

- *Consistent with the above, the Public Spaces Team's preference would be for grassed berms and street trees rather than garden beds.*

JOAL (Type 2)

- *Approve specimen trees but not fruit tree adjacent to footpaths.*

Northern Reserve/ Proposed Pocket Park (Page 23)

- *Further detail required prior to approval of community space*
- *Suggest any fruit trees to be set back from footpaths. Detailed planting plan would require approval from Public Spaces Team.*
- *Feedback on the proposed low native planting along the basin edge and specimen trees within the basin should be provided by the 3 Waters Team rather than Public Spaces.*

Local Purpose Reserve (Page 26)

- *Cross Section G – safety of obscured drainage ditch? Clarification needed.*

Pocket Parks

- *Please provide further larger scaled detail (1.100 or 1.200) for the pocket parks shown on pages 30 & 31.*
- *Please delete planted road berms shown on page 31. Hedges to be considered when larger scale detail provided.*

Trees

- *It would be helpful if a key was provided to identify species location on the planting plans provided pages 34 & 35.*
- *Recommend substitution of frost tender species such as Metrosiderous, Alectryon, Myoporum & Melicytus. Although the Metrosiderous & Alectryon can be seen growing in pockets of Havelock North, neighbouring developments have lost many of these in recent frosts.*

Planting (page 37)

- *The Public Spaces Teams preference is for the amenity planting to be removed from the plans.*

Furniture (Page 42)

- *Furniture selection to be confirmed in detailed design. Suggest selection to match neighbouring developments palette.*

Overall comment

The updated reports respond to a number of the matters previously raised by Public Spaces. The earlier interface concerns have been addressed to some extent through the conceptual design, although some outcomes remain dependent on detailed design and implementation, particularly future dwelling orientation, fencing, planting and the maintenance of sightlines.

The main matters where further clarification would be helpful are:

- the classification and purpose of the different open-space areas;
- the land proposed to vest in Council;
- acceptance by the relevant Council Asset Managers;
- ownership and management of the Herehere Stream corridor;
- long-term maintenance responsibilities; and
- how the proposed interface outcomes will be secured and maintained.

Engineering ([redacted] Development Engineer Consents)

Applicant	CDL Land New Zealand Limited
Site	92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North (~30.6 ha) — 317 lots
Stage	Fast-track Approvals Act 2024 — consolidates Rounds 1–4 (referral assessment; substantive close-out; Infrastructure/Wastewater/Water/Geotechnical/Traffic/Ecology reports; full 213-sheet civil drawing set)
Purpose of this document	Single current-state tracker of every open engineering issue, replacing the need to re-read Rounds 1–4 individually. The live log remains the detailed source record behind each line below.

0. Scope of This Document

Consolidates every issue raised across the four review rounds to date (1 Sept referral assessment; 2 Sept substantive close-out; 15 Sept report review; 16 Sept full civil drawing set review) into one current-state list.

The Round 4 civil drawing set (213 sheets) is to a construction-issue standard — a significant piece of work, and gives a much clearer picture of the actual extent of works than the supporting reports alone conveyed.

1. Open Issues

Issue	Status	Comments	Notes
STORMWATER			
1. Dam-break scenario	**OPEN**	Council's 13/11/2025 request unanswered across all four rounds, including in the dedicated Herehere Stream Assessment Memo. SMP only passes through HBRC's Hazard Portal conclusion.	
2. No maintenance-vehicle access / O&M manual	**OPEN**	Infrastructure Report commits to batter gradients/access principles only, detail deferred to EA. SMP's "Appendix 3" O&M manual not supplied. Gilpin Drain: no maintenance access strip from the site on HBRC's own GIS (Appendix A) — corridor runs through neighbouring 84 Middle Road, an HBRC asset, but the site's own basin discharges to it. Dry Basin Layout Plans: no vehicle ramp/access track into any basin floor — batter alone isn't enough.	Require the O&M manual, or condition it before certification. Flag the Gilpin Drain access for HBRC. Confirm ramp/access is captured explicitly at EA stage.
4. Herehere Stream true right bank (TRB)	**OPEN**	Site visit found active TRB instability (informal rubble/tyre retention, dumped debris). Geotech, Ecology and the civil bank-widening drawings are all silent on the TRB — only the near bank is engineered, dimensioned or given access. Re-battering the near bank may narrow future machine access to the TRB.	Slight realignment plus rock toe protection on the TRB now or leave for the future work with access TRB sits on a neighbouring private lot, so this turns on land tenure/legal ability as much as engineering. See Appendix E for site photo (18 Sept 2026).
5. Te Aute Road flood-depth increase	**OPEN**	+200mm increase along the Te Aute Road. I do note that reports mention a pump station in the road berm, but there should be a gravity SW line to the Karamu Stream. Reports mention a pump station in the road berm, but there should be a gravity SW line to the Karamu Stream	

Issue	Status	Comments	Notes
		Confirm effects on the properties along the Te Aute Rd	
8. Groundwater vs basin depth	**OPEN**	MH02 groundwater confirmed as shallow as 0.45m bgl by two independent consultants (WWLA, CMW); 4–5 of 6 basins show 24–49% floor saturation at peak groundwater. Three unreconciled GWT figures appear in the same Geotechnical Report (1.5m fixed for liquefaction, 0.5–2.3m seasonal for basin design, 0.45–1.1m actually measured). At MH02 a 1.5m-deep basin floor would sit ~0.4–1.05m below the water table. Same data also needed for basin trafficability (mowing/maintenance), not just hydraulic performance.	
11. Overland flow path ponding vs. freeboard — Lots 224/225/239/240	**OPEN**	Standard: NZS 4404:2010 cl 4.3.5.2 – min. 0.5m freeboard above the 1% AEP top water level for habitable dwellings, to platform level or underside of floor joists/slab; To assess new lots on the flooding effects	
WASTEWATER			
12. Wastewater downstream capacity (Breadalbane PS)	**PARTIAL**	Rising main/trunk sewer capacity HDC-confirmed adequate (closed). Breadalbane PS's own residual capacity still unconfirmed — headroom –1.0 to +9.0 L/s on the applicant's 20%-uncertain estimate. New WWPS (Lot 1004) throttles to 6 L/s via 165m^3 storage; tank capacity drawing-confirmed, the 6 L/s rate is not.	Could be resolved at the EPA stage
14. WWPS (Lot 1004) wet well depth — confined space / buoyancy basis	**PARTIAL**	Wet well 9.5m deep seem a lot in the high ground scenario	Could be resolved at the EPA stage
15. WWPS emergency overflow to Herehere Stream	**OPEN**	HDC Sewage Pumping Station Design Standard allows for that. Will need HDC and HBRC Consents	HDC WW Manager HBRC approval.
16. LPS vs rear-lot gravity servicing — Te Aute Road lots	**OPEN**	LPS adopted for the 16 lowest, furthest-from-WWPS lots fronting Te Aute Road – reduces PS depth from 7.7m to 5.7m.	Explore Option to discharge to the gravity network through the back lots, avoiding 16 private LPS pump chambers

Issue	Status	Comments	Notes
			and their long-term O&M burden.
WATER			
17. FW3 fire flow at retirement village	**OPEN**	This was asked at the previous comments, to explore	Require explicit FW3 modelling with the combined ~393-property load; clarify the pressure-imbalance/isolation note with HDC's water asset team.
18. Bulk water source/allocation — Middle Road + Iona + Arataki combined	**OPEN**	Exploring a groundwater allocation transfer via HBRC – i.e. the municipal take doesn't currently have confirmed headroom for this combined load. HDC's own letter says the consenting pathway is undecided, and any transfer needs HBRC approval and possibly a variation to HDC's own take consent. The water-efficiency memo (Appendix 2) models ~270 L/p/d (down from the 400 L/p/d baseline) but calls it "a scenario, not a confirmed design outcome" – the network is sized on the full 400 L/p/d, so efficiency measures affect only how much bulk source volume needs securing, not pipe sizing.	Comments from HDC Water manager
OTHER			
20. Geotech	**OPEN**	With 1.5m high banks next to the basins, will a standard 1 m setback from the boundary be sufficient or are specific setbacks required?	
22. Boundary cut/fill depth	**OPEN**	Two boundary conditions identified (Appendix D): (a) reserve "1001" (Stage 1, NW corner) cut up to -2.5m against the external site boundary; (b) Lots 249–258 (Stage 4, Te Aute Road side) is FILL of 1.0m against existing Te Aute Road properties. What is the general cut/fill slope on the properties that are joining neighbouring boundary?	

Engineering: Appendix A — Gilpin Drain Off-Site Access (Issue 2)

HBRC GIS map extract near the Te Aute Road end of the Gilpin Drain, reviewed by the Development Engineer alongside the civil drawing set. The solid line is the drain; no maintenance access strip from the subject site is evident along this reach. The drain corridor is confirmed elsewhere as running within the neighbouring 84 Middle Road property on the applicant's own Existing Features Plan [P25-496-00-0020] — an off-site HBRC asset, outside this consent's ability to resolve directly, but flagged here for an early referral to HBRC.



Figure A.1 — Gilpin Drain, HBRC GIS extract (DE annotation, 16 Sept 2026)

Engineering: Appendix B — Overland Flow Path Section O-O (Issue 11)

Extract from Overland Flow Sections Sheet 8 [P25-496-00-3908-DR], Section O-O — the conveyance channel between Lots 225/239 and 224/240. This is the only section in the 3901–3909-DR series that is not a road/carriageway condition, and carries the highest flow depth and velocity of the series (max depth 0.380m, flood level 10.61mRL). No building platform or floor level is shown for any of the four adjoining lots against this flood level.

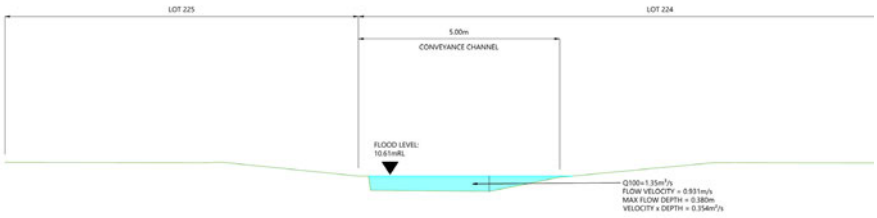


Figure B.1 — Section O-O, Overland Flow Sections Sheet 8 [3908-DR] (extract, 16 Sept 2026)

Engineering: Appendix C — WWPS Wet Well Section (Issue 14)

Extract from the Pump Station Discharge Schematic [P25-496-00-4250-DR], showing the Wet Well section and its Table of Levels — Lid Level RL 10.15 to Sump Invert Level RL 0.80 (9.35m deep), with the Anti-Flotation Mass Concrete detail at the base.

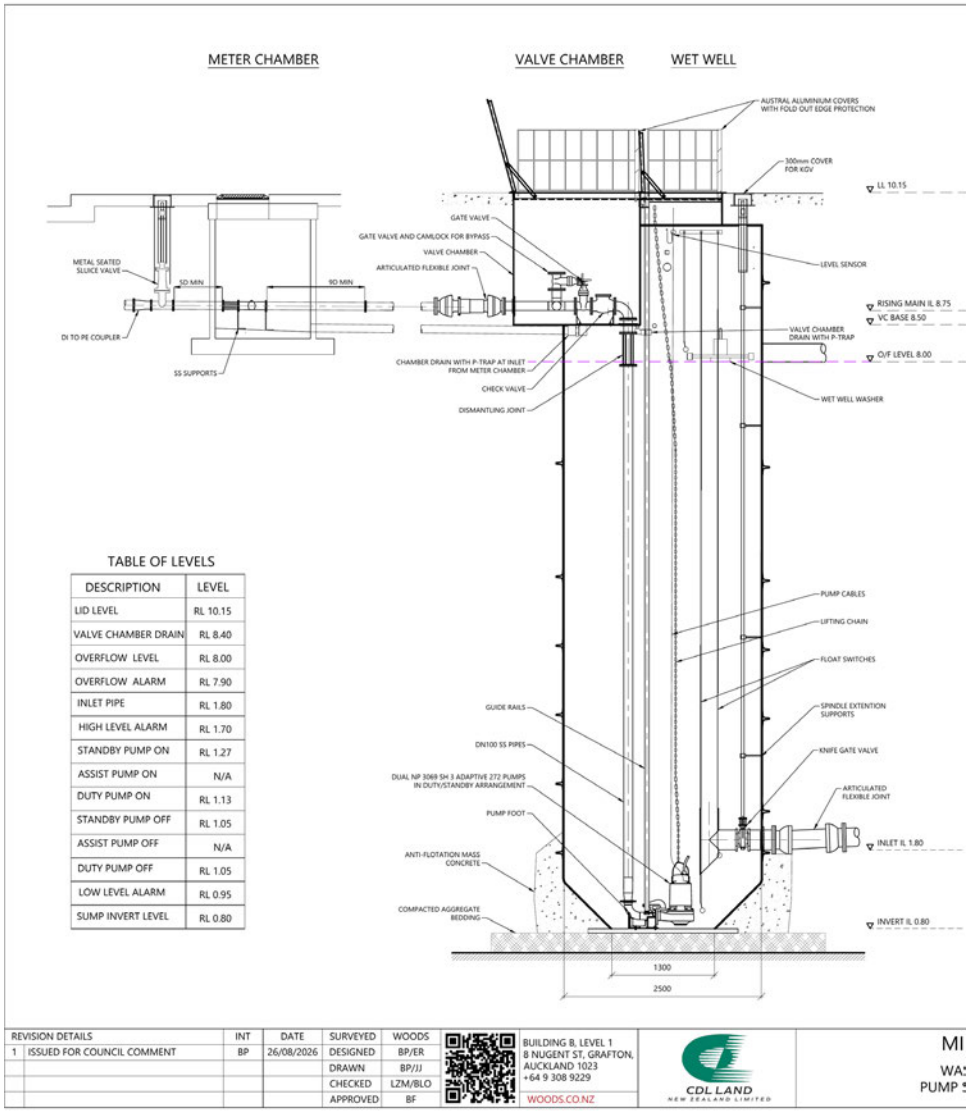


Figure C.1 — Wastewater Pumping Station (Lot 1004), Wet Well section [4250-DR] (extract, 16 Sept 2026)

Engineering: Appendix D — Boundary Cut/Fill Extracts (Issue 22)

Annotated extracts from the Cut/Fill Plan set, marked up by the Development Engineer to show the boundary lengths in question. Red/blue markup is the DE's own annotation, not part of the original Woods drawing.

D.1 — Reserve "1001", Stage 1 (north-west corner of site)

Source: Cut/Fill Plan Sheet 5 [P25-496-00-1205-EW]. Area of cut (yellow), -1.00m to -3.00m through the parcel, running up to -2.50m directly against the external site boundary (top and left edges of this extract) with no batter, retaining wall or setback shown.

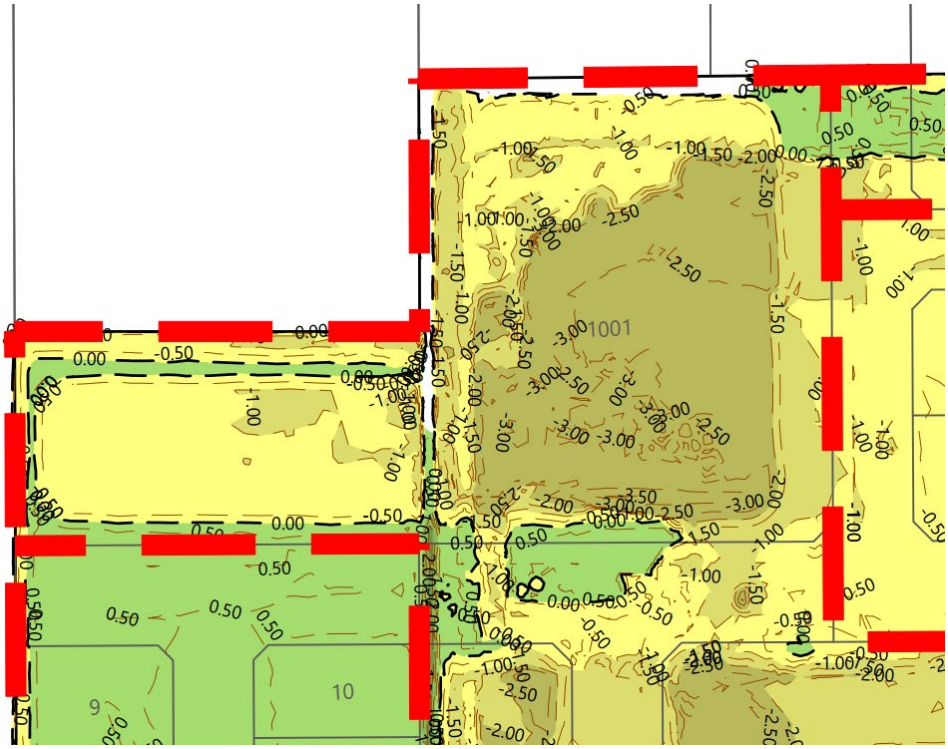


Figure D.1 — Reserve "1001" boundary, Cut/Fill Plan Sheet 5 [1205-EW] (DE annotation, 16 Sept 2026)

D.2 — Lots 249–258, Stage 4 (Te Aute Road side)

Source: Cut/Fill Plan Sheet 3 [P25-496-00-1203-EW]. Area of fill (green) — not cut — up to +2.00m, increasing toward the eastern boundary adjoining existing Te Aute Road-frontage properties outside the site.

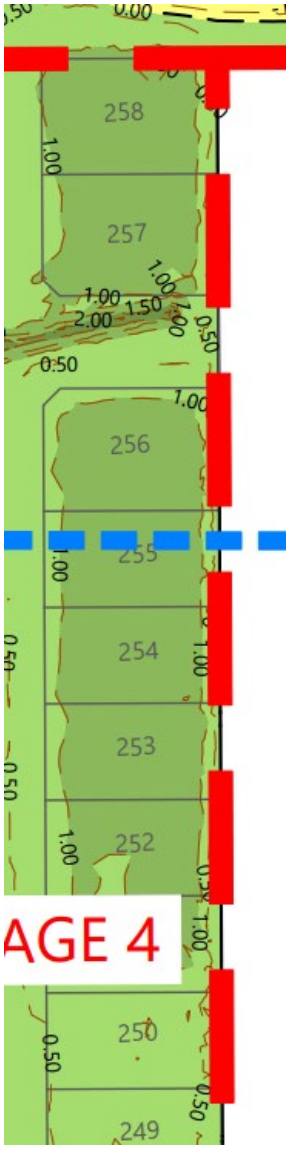


Figure D.2 — Lots 249–258 boundary, Cut/Fill Plan Sheet 3 [1203-EW] (DE annotation, 16 Sept 2026)

Engineering: Appendix E — Herehere Stream True Right Bank (TRB) — Site Photo (Issue 4)

General reach photo (18 Sept 2026, supplied by [redacted] — location along the corridor not yet confirmed against a specific chainage or against the true-left/true-right bank identification used elsewhere in this file (no north/flow arrow available to fix this from the image alone). Shows a vegetated, unlined earth bank with woody debris (a fallen branch) lodged across the low-flow channel, and a downstream transition to a concrete-lined invert/toe, with a road bridge visible in the background. Logged as general condition/debris evidence for this issue pending that location confirmation — not additional proof of the specific tyre/rubble/rockwall conditions already evidenced at this issue's other photos on file (15 and 18 Sept 2026, held in the issue tracker, not yet appended here).



Figure E.1 — Herehere Stream, general reach view — unlined bank, in-channel debris, downstream concrete-lined transition, road bridge in background (site photo, 18 Sept 2026)

From: [redacted]
To: [redacted]
Cc: Middle Road
Subject: RE: Middle Road - Dam Break Flows
Date: Wednesday, 23 September 2026 11:01:47 am
Attachments: image001.png

Hi [redacted] and [redacted]

Thanks for your email.

We have the dam break scenario done in 2024. It included the Herehere dam and the downstream catchment.

Are you able to let me know the purpose of this modelling, what specific results you are looking at, and how the results would assist your work and the decision need to be made?

Once I have this information, I will see if I can provide some snips from the report to support that.

Regards,

[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: Monday, 21 September 2026 9:55 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: Middle Road - Dam Break Flows

Hi [redacted]

Hope you are well.

We have been asked to complete a dam break scenario for the Middle Road Project. To assist us with this work, could I please request the following information from you:

1. Herehere dam break flows along Middle Road and through Herehere Stream.
2. The flow hydrograph for the upstream catchment contributing to the Herehere dam.

Please let me know if you require any further information from our end to provide this data.

Thank you,
[redacted]

[redacted]
Intermediate Engineer - 3 Waters
BE Civil (Hons), MEngNZ
[redacted]woods.co.nz
woods.co.nz

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Middle Road FTAA - s30
Date: Monday, 28 September 2026 4:51:12 pm
Attachments: image001.png
image654064.png

Hi [redacted]

No worries at all, and thank you for sending through the s30 response.

We will be lodging the Middle Road Substantive Application this Friday, 2 October. Once lodged, you and the wider HDC team will have access to the full suite of reporting, including our formal responses to the feedback and comments received through consultation.

If you have any further comments or questions in the meantime, please don't hesitate to get in touch. We appreciate HDC's input to date and look forward to continuing to work collaboratively with the team as the Middle Road Project progresses.

Thanks, [redacted]

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

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From: [redacted]
Sent: Friday, 25 September 2026 11:57 am
To: [redacted]
Cc: [redacted] ; [redacted] ; [redacted]
Subject: RE: Middle Road FTAA - s30

Hi [redacted]

Please find attached. Sorry for the delays in getting this to you.

Regards

[redacted]

Team Leader Environmental Policy
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 871 5000

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 25 September 2026 10:19 AM
To: [redacted] <[redacted]hdc.govt.nz>
Cc: [redacted] <[redacted]hdc.govt.nz>; [redacted]
<[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road FTAA - s30

Hi [redacted]

I am following up on the Middle Road Project S30 letter. I have been in contact with [redacted] and she said this was with you to send through?
Could you please send this through as soon as possible as we near our lodgement date.
Please let me know if you have any questions or require any further information.
Thanks, [redacted]

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

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Please consider the environment before printing this e-mail

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Updated Engineering Comments
Date: Wednesday, 30 September 2026 5:22:44 pm
Attachments: image001.png
image178339.png

Hi [redacted],

Thank you for providing this additional engineering feedback for the Middle Road Project.

I have included this feedback in our Consultation report which will include a full response with comments from the engineering team who are reviewing this now.

Please let me know if you have any further 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]@hdc.govt.nz>
Sent: Wednesday, 30 September 2026 9:16 am
To: [redacted]@woods.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Cc: [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz>
Subject: Updated Engineering Comments

Good morning Woods team

Have received updated engineering comments from [redacted] regarding Middle Road. Please see attached.

Thanks
[redacted]

[redacted]
Public Spaces Policy Planner

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

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HERETAUNGA HASTINGS DISTRICT COUNCIL

MEMORANDUM

File Ref: Record Number

To: [redacted] – Environmental Planner – Consents

From: [redacted], **Development Engineer – Consents**

Copy to:

Date: 29 September 2026

Subject: Fast Track Middle Road – Engineering Comments

Applicant	CDL Land New Zealand Limited
Site	92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North (~30.6 ha) — 317 lots
Stage	Fast-track Approvals Act 2024 — consolidates Rounds 1–4 (referral assessment; substantive close-out; Infrastructure/Wastewater/Water/Geotechnical/Traffic/Ecology reports; full 213-sheet civil drawing set)
Purpose of this document	Single current-state tracker of every open engineering issue, replacing the need to re-read Rounds 1–4 individually. The live log remains the detailed source record behind each line below.

0. Scope of This Document

Consolidates every issue raised across the four review rounds to date (1 Sept referral assessment; 2 Sept substantive close-out; 15 Sept report review; 16 Sept full civil drawing set review) into one current-state list.

The Round 4 civil drawing set (213 sheets) is to a construction-issue standard — a significant piece of work, and gives a much clearer picture of the actual extent of works than the supporting reports alone conveyed.

HDC officer input (D. Paku, Havelock North Middle Road Development Report, September 2026) reviewed and folded into issues 5, 8, 24 and 25 below.

HDC WW asset manager meeting (29 Sept 2026) reviewed and folded into issues 2, 20, 22 and 26 below.

1. Open Issues

Issue	Status	Comments	Notes
STORMWATER			
1. Dam-break scenario	**OPEN**	Council's 13/11/2025 request unanswered across all four rounds, including in the dedicated Herehere Stream Assessment Memo. SMP only passes through HBRC's Hazard Portal conclusion.	
5. No maintenance-vehicle access / O&M manual	**OPEN**	Infrastructure Report commits to batter gradients/access principles only, detail deferred to EA. SMP's "Appendix 3" O&M manual not supplied. Gilpin Drain: no maintenance access strip from the site on HBRC's own GIS	Require the O&M manual, or condition it before certification. Flag the Gilpin Drain access for HBRC. Confirm ramp/access is captured explicitly at EA stage.

Issue	Status	Comments	Notes
		(Appendix A) — corridor runs through neighbouring 84 Middle Road, an HBRC asset, but the site's own basin discharges to it. Dry Basin Layout Plans: no vehicle ramp/access track into any basin floor — batter alone isn't enough. HDC officer input (D. Paku, Sept 2026) raises the same access question independently for the Bake Drain (McKenna-to-Herehere outlet end) and for continual access to both the McKenna boundary drain and the Gilpin Drain during and after construction, not just post-completion. Also asks whether the SW ponds will have safe maintenance-vehicle access for mowers/utility vehicles, and whether the hoggin pathways require annual maintenance — same underlying O&M gap, now raised from HDC's own side as well as the DE's.	Add Bake Drain and construction-phase access to the O&M manual request. See items 24–25 below for the Bake Drain and farm-drain asset-identification points raised in the same input.
8. Herehere Stream true right bank (TRB)	**OPEN**	Site visit found active TRB instability (informal rubble/tyre retention, dumped debris). Geotech, Ecology and the civil bank-widening drawings are all silent on the TRB — only the near bank is engineered, dimensioned or given access. Re-battering the near bank may narrow future machine access to the TRB. HDC officer input (D. Paku, Sept 2026 report) confirms active instability at multiple points along the corridor, not just opposite the site — informal retaining (broken concrete/corrugated iron, tyres on waratah standards) attributed to individual Upham St property owners, now failing. Engineering hypothesis: overhanging TRB trees cause a whirlpool effect in high flows that has gouged the TLB and undermined the TRB (not yet confirmed). Separately notes glyphosate spraying along both banks' batters is killing ground cover and affecting bank stability — a maintenance-practice factor, not a design one. McKenna-side stretch cited as a tidier comparator, but toe-of-batter spraying flagged as a risk there too.	Slight realignment plus rock toe protection on the TRB now or leave for the future work with access TRB sits on a neighbouring private lot, so this turns on land tenure/legal ability as much as engineering. See Appendix B for site photo (18 Sept 2026). Paku also asks directly: should the developer be required to upgrade the stream and surrounds in the first instance, ahead of ordinary HDC maintenance taking over? Should there be a dual (both-bank) access track matching the existing downstream arrangement off Te Aute Rd? Both go to the same TRB-works-now-vs-preserve-access policy question — put to HDC management together with the toe-protection/realignment option already raised.
9. Te Aute Road flood-depth increase	**OPEN**	+200mm increase along the Te Aute Road. I do note that reports mention a pump station in the road berm, but there should be a gravity SW line to the Karamu Stream. Reports mention a pump station in the road berm, but there should be a gravity SW line to the Karamu Stream Confirm effects on the properties along the Te Aute Rd	

Issue	Status	Comments	Notes
12. Groundwater vs basin depth	**OPEN**	MH02 groundwater confirmed as shallow as 0.45m bgl by two independent consultants (WWLA, CMW); 4–5 of 6 basins show 24–49% floor saturation at peak groundwater. Three unreconciled GWT figures appear in the same Geotechnical Report (1.5m fixed for liquefaction, 0.5–2.3m seasonal for basin design, 0.45–1.1m actually measured). At MH02 a 1.5m-deep basin floor would sit ~0.4–1.05m below the water table. Same data also needed for basin trafficability (mowing/maintenance), not just hydraulic performance.	
19. Overland flow path ponding vs. freeboard — Lots 224/225/239/240	**OPEN**	Standard: NZS 4404:2010 cl 4.3.5.2 – min. 0.5m freeboard above the 1% AEP top water level for habitable dwellings, to platform level or underside of floor joists/slab; To assess new lots on the flooding effects	
24. Bake Drain — maintenance access at McKenna–Herehere outlet	**OPEN**	Not previously named in the application material. HDC officer (D. Paku, Sept 2026) asks whether the outlet end of this drain (McKenna to Herehere) will retain a suitable maintenance access track through and after development.	Ask the applicant to confirm the Bake Drain is accounted for in the O&M/maintenance-access detail already sought under item 5.
25. Farm drain corridors — asset identification (Gilpin2 / Bake / Pomeroy)	**OPEN**	Corridors described generically as "farm drains" in the application material are named and mapped by HDC (D. Paku, Sept 2026) as Gilpin, Gilpin2, Bake and Pomeroy — stated as Heretaunga Plains Flood Control Scheme (HBRC) assets, not on-site farm drains. Not yet independently verified against an HBRC asset register.	Confirm ownership/maintenance responsibility with HBRC before relying on the application's "farm drain" framing for any of these corridors; add to the existing HBRC referral.
WASTEWATER			
2. Wastewater downstream capacity (Breadalbane PS)	**PARTIAL**	Rising main/trunk sewer capacity HDC-confirmed adequate (closed). Breadalbane PS's own residual capacity still unconfirmed — headroom –1.0 to +9.0 L/s on the applicant's 20%-uncertain estimate. New WWPS (Lot 1004) throttles to 6 L/s via 165m³ storage; tank capacity drawing-confirmed, the 6 L/s rate is not.	HDC WW asset manager (29 Sept 2026): historical flow data and peak discharges from Iona and Middle Road indicate the Breadalbane PS currently has no available capacity. HDC is awaiting new flow data to compare against the proposed design flow. Recommend resolving at EA stage via a condition requiring confirmed Breadalbane PS capacity (or a confirmed upgrade) before service connection.
20. WWPS (Lot 1004) wet well depth — confined space / buoyancy basis	**PARTIAL**	Wet well 9.5m deep seem a lot in the high ground scenario	HDC WW asset manager (29 Sept 2026): the 9.35m depth seems excessive — worth testing whether a single deep pump station is genuinely more feasible than two shallower ones before accepting the current design.

Issue	Status	Comments	Notes
22. WWPS emergency overflow to Herehere Stream	**OPEN**	HDC Sewage Pumping Station Design Standard allows for that. Will need HDC and HBRC Consents	HDC WW asset manager (29 Sept 2026): discharge to the Herehere Stream as designed is not acceptable — requires increased emergency storage and an alternative overflow provision. Note as supplied is incomplete — confirm the exact wording/requirement with the WW manager before this is relied on or put to the applicant. This reopens the item (was narrowed to a consenting confirmation only on 16 Sept).
23. LPS vs rear-lot gravity servicing — Te Aute Road lots	**OPEN**	LPS adopted for the 16 lowest, furthest-from-WWPS lots fronting Te Aute Road – reduces PS depth from 7.7m to 5.7m.	Explore Option to discharge to the gravity network through the back lots, avoiding 16 private LPS pump chambers and their long-term O&M burden.
26. Wastewater reticulation alignment — zig-zag routing	**OPEN**	HDC WW asset manager (29 Sept 2026): the reticulation alignment zig-zags through the road corridor; shortening some wastewater lines might reduce the WWPS depth, though this isn't confirmed.	Recommend a workshop meeting between HDC engineers and the Woods design team to work through alignment/depth options, rather than a written s92-style request.
WATER			
4. FW3 fire flow at retirement village	**OPEN**	This was asked at the previous comments, to explore	Require explicit FW3 modelling with the combined ~393-property load; clarify the pressure-imbalance/isolation note with HDC's water asset team.
21. Bulk water source/allocation — Middle Road + Iona + Arataki combined	**OPEN**	Exploring a groundwater allocation transfer via HBRC – i.e. the municipal take doesn't currently have confirmed headroom for this combined load. HDC's own letter says the consenting pathway is undecided, and any transfer needs HBRC approval and possibly a variation to HDC's own take consent. The water-efficiency memo (Appendix 2) models ~270 L/p/d (down from the 400 L/p/d baseline) but calls it "a scenario, not a confirmed design outcome" – the network is sized on the full 400 L/p/d, so efficiency measures affect only how much bulk source volume needs securing, not pipe sizing.	Comments from HDC Water manager
OTHER			
15. Geotech	**OPEN**	With 1.5m high banks next to the basins, will a standard 1 m setback from the boundary be sufficient or are specific setbacks required?	
18. Boundary cut/fill depth	**OPEN**	Two boundary conditions identified (Appendix E): (a) reserve "1001" (Stage 1, NW corner) cut up to -2.5m against the external site boundary;	

Issue	Status	Comments	Notes
		(b) Lots 249–258 (Stage 4, Te Aute Road side) is FILL of 1.0m against existing Te Aute Road properties. What is the general cut/fill slope on the properties that are joining neighbouring boundary?	

Appendix A — Gilpin Drain Off-Site Access (Issue 5)

HBRC GIS map extract near the Te Aute Road end of the Gilpin Drain, reviewed by the Development Engineer alongside the civil drawing set. The solid line is the drain; no maintenance access strip from the subject site is evident along this reach. The drain corridor is confirmed elsewhere as running within the neighbouring 84 Middle Road property on the applicant's own Existing Features Plan [P25-496-00-0020] — an off-site HBRC asset, outside this consent's ability to resolve directly, but flagged here for an early referral to HBRC.



Figure A.1 — Gilpin Drain, HBRC GIS extract (DE annotation, 16 Sept 2026)

Appendix B — Herehere Stream True Right Bank (TRB) — Site Photo (Issue 8)

General reach photo (18 Sept 2026, supplied by Andre) — location along the corridor not yet confirmed against a specific chainage or against the true-left/true-right bank identification used elsewhere in this file (no north/flow arrow available to fix this from the image alone). Shows a vegetated, unlined earth bank with woody debris (a fallen branch) lodged across the low-flow channel, and a downstream transition to a concrete-lined invert/toe, with a road bridge visible in the background. Logged as general condition/debris evidence for this issue pending that location confirmation — not additional proof of the specific tyre/rubble/rockwall conditions already evidenced at this issue's other photos on file (15 and 18 Sept 2026, held in the issue tracker, not yet appended here).



Figure B.1 — Herehere Stream, general reach view — unlined bank, in-channel debris, downstream concrete-lined transition, road bridge in background (site photo, 18 Sept 2026)

Appendix C — Overland Flow Path Section O-O (Issue 19)

Extract from Overland Flow Sections Sheet 8 [P25-496-00-3908-DR], Section O-O — the conveyance channel between Lots 225/239 and 224/240. This is the only section in the 3901–3909-DR series that is not a road/carriageway condition, and carries the highest flow depth and velocity of the series (max depth 0.380m, flood level 10.61mRL). No building platform or floor level is shown for any of the four adjoining lots against this flood level.

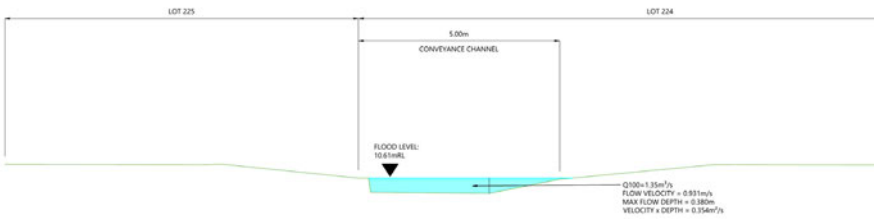


Figure C.1 — Section O-O, Overland Flow Sections Sheet 8 [3908-DR] (extract, 16 Sept 2026)

Appendix D — WWPS Wet Well Section (Issue 20)

Extract from the Pump Station Discharge Schematic [P25-496-00-4250-DR], showing the Wet Well section and its Table of Levels — Lid Level RL 10.15 to Sump Invert Level RL 0.80 (9.35m deep), with the Anti-Flotation Mass Concrete detail at the base.

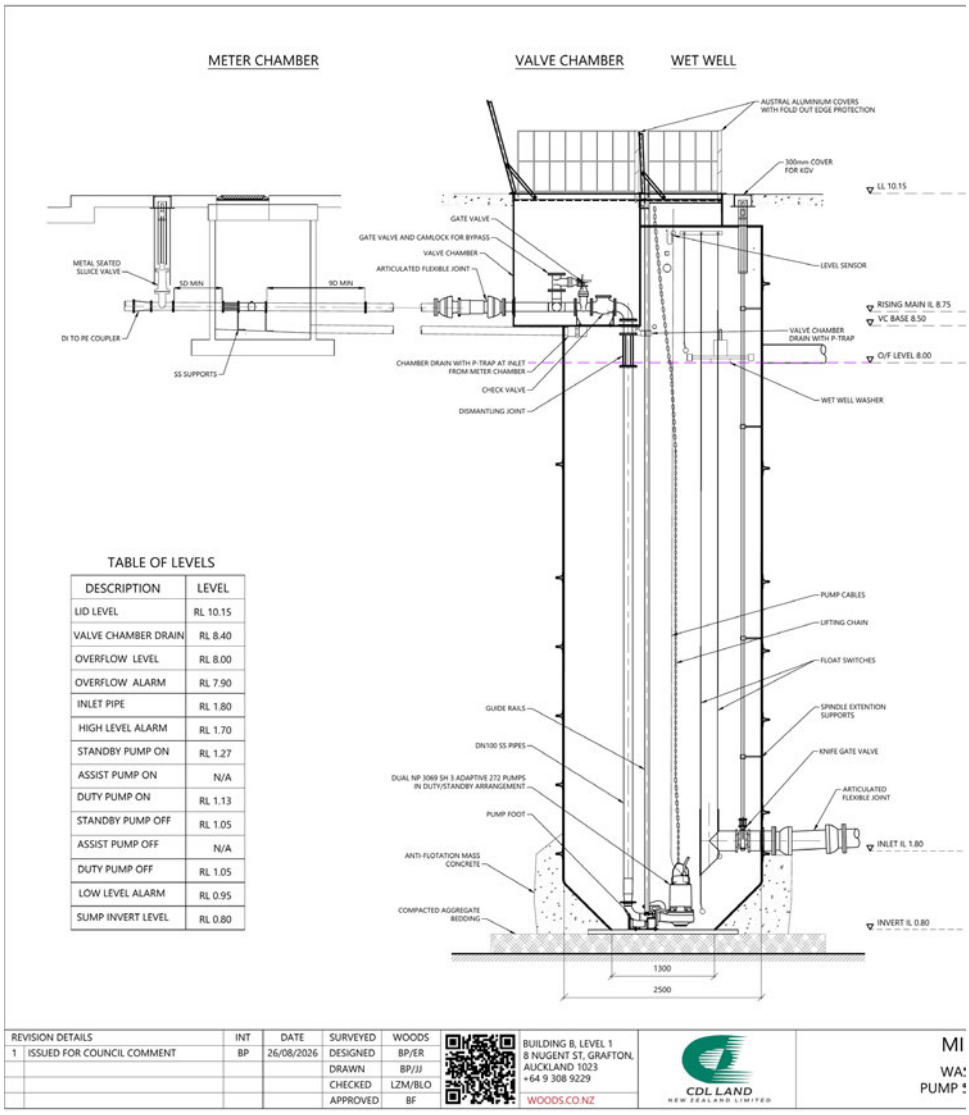


Figure D.1 — Wastewater Pumping Station (Lot 1004), Wet Well section [4250-DR] (extract, 16 Sept 2026)

Appendix E — Boundary Cut/Fill Extracts (Issue 18)

Annotated extracts from the Cut/Fill Plan set, marked up by the Development Engineer to show the boundary lengths in question. Red/blue markup is the DE's own annotation, not part of the original Woods drawing.

E.1 — Reserve "1001", Stage 1 (north-west corner of site)

Source: Cut/Fill Plan Sheet 5 [P25-496-00-1205-EW]. Area of cut (yellow), -1.00m to -3.00m through the parcel, running up to -2.50m directly against the external site boundary (top and left edges of this extract) with no batter, retaining wall or setback shown.

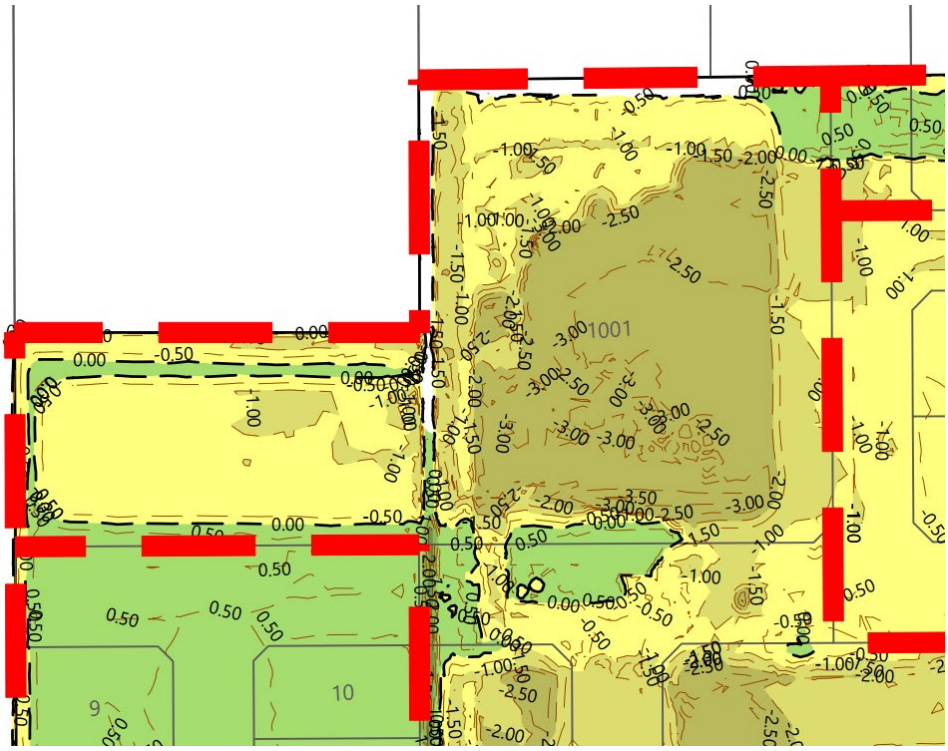


Figure E.1 — Reserve "1001" boundary, Cut/Fill Plan Sheet 5 [1205-EW] (DE annotation, 16 Sept 2026)

E.2 — Lots 249–258, Stage 4 (Te Aute Road side)

Source: Cut/Fill Plan Sheet 3 [P25-496-00-1203-EW]. Area of fill (green) — not cut — up to +2.00m, increasing toward the eastern boundary adjoining existing Te Aute Road-frontage properties outside the site.

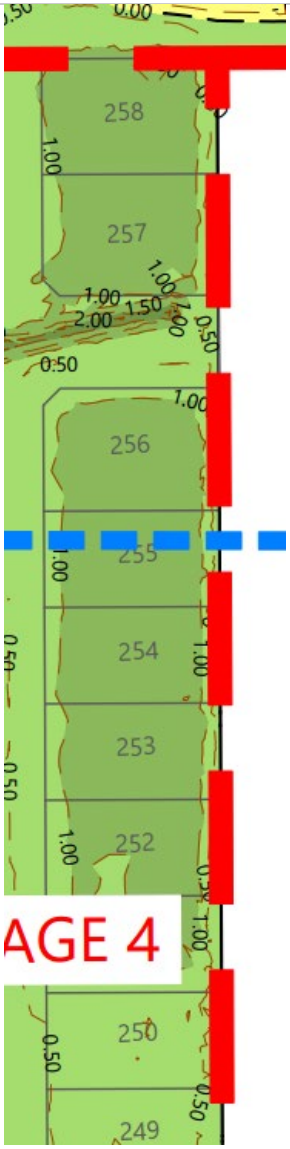


Figure E.2 — Lots 249–258 boundary, Cut/Fill Plan Sheet 3 [1203-EW] (DE annotation, 16 Sept 2026)

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Updated Engineering Comments
Date: Thursday, 1 October 2026 11:34:46 am
Attachments: image001.png
image002.png
image467068.png

Hi [redacted],

Thank you for getting in touch, I think that would be a useful approach and agree that a workshop between the engineering teams would be the most efficient way to work through the design, and the additional engineering feedback sent through to us yesterday.

We are lodging the Middle Road substantive application this week, so we will not be able to arrange a workshop prior to our lodgement. However, we are very happy 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.

Once your team is aligned, please send through your preferred dates and times and we can coordinate availability with our engineering team.

Thanks, [redacted]

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

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From: [redacted]@hdc.govt.nz>
Sent: Thursday, 1 October 2026 9:11 am
To: [redacted]@woods.co.nz>; [redacted]@hdc.govt.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Cc: [redacted]@hdc.govt.nz>
Subject: RE: Updated Engineering Comments

Hi [redacted],

I wonder if it would be a good idea for your engineering team to hold a workshop with the

HDC engineering team so we can better understand the design and the principles that led you to the design you proposed.
This might save us time backwards and forth with emails and plans.

I will probably need a week or two just to align my team on a date.

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, 30 September 2026 5:23 PM
To: [redacted]@hdc.govt.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Cc: [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz>
Subject: RE: Updated Engineering Comments

Hi [redacted],

Thank you for providing this additional engineering feedback for the Middle Road Project.

I have included this feedback in our Consultation report which will include a full response with comments from the engineering team who are reviewing this now.

Please let me know if you have any further 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]@hdc.govt.nz>
Sent: Wednesday, 30 September 2026 9:16 am
To: [redacted]@woods.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>

Cc: [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz>
Subject: Updated Engineering Comments

Good morning Woods team

Have received updated engineering comments from Andre regarding Middle Road. Please see attached.

Thanks
[redacted]

[redacted]
Public Spaces Policy Planner

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

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RESPONSE MEMORANDUM

Applicant	CDL Land New Zealand Limited
Site	92, 108, 148 Middle Road and 139 Te Aute Road, Havelock North
HDC source document	Fast Track Middle Road - Engineering Comments, dated 18 September, and 29 September 2026
Stage	Fast-track Approvals Act 2024 - substantive application / engineering review
Purpose of this response	To provide the Applicant's response to the Version 2 engineering comments and notes identified by HDC in the memoranda dated 18 September 2026 and 30 September 2026. This response has been prepared for inclusion with the substantive application and will inform ongoing consultation with HDC, including further discussion through a post-lodgement engineering workshop.

1.1 Scope of This Response

This memorandum responds to Version 2 of the engineering feedback provided by HDC, dated 30 September 2026. The initial engineering feedback was received from HDC on 18 September 2026, with Version 2 incorporating subsequent comments and updates following further review.

The response table reproduces the HDC issues, status, comments and notes and provides a dedicated Applicant Response column setting out the Applicant's response to each matter raised. Supporting reports, drawings and commitments are referenced where relevant.

The responses provided in this memorandum will also inform ongoing consultation with HDC following lodgement, including further discussion through a post-lodgement engineering workshop. This ongoing engagement will provide an opportunity for the Applicant and HDC to discuss the responses and continue working through any outstanding engineering matters.

1.2 Response to HDC Engineering Comments

Issue	Status	HDC Comments	HDC Notes	Applicant Response
STORMWATER				
1. Dam-break scenario	OPEN	Council's 13/11/2025 request unanswered across all four rounds, including in the dedicated Herehere Stream Assessment Memo. SMP only passes through HBRC's Hazard Portal conclusion.		A dam break scenario hasn't been modelled as this scenario is considered to be an infrastructure-related failure risk rather than a natural hazard risk. Further, there is published modelling on the HBRC hazards portal that already assesses this. As an added precaution, in the absence of dam break inflows along the Herehere, a scenario has been run with inflows increased by a factor of 1.5, which demonstrates the following: Flooding is contained within the basins; Proposed new lots are outside of the flood plain extents/not inundated; There are minor increases in flooding on the internal roads. Increased floodplain extent/depths outside of the development because of the increased flows. The development does not exacerbate the existing risk profile outside of the development extent. A dam break assessment would require further detailed modeling, which can be addressed prior to engineering approval.
5. No maintenance-vehicle access / O&M manual	OPEN	Infrastructure Report commits to batter gradients/access principles only, detail deferred to EA. SMP's "Appendix 3" O&M manual not supplied. Gilpin Drain: no maintenance access strip from the	Require the O&M manual, or condition it before certification. Flag the Gilpin Drain access for HBRC. Confirm ramp/access is captured explicitly at EA stage.	Have adjusted pond layout by Gilpin outlet to provide 2m staff access along site boundary and noted this on plan. As per HBRC feedback. Ramp

Issue	Status	HDC Comments	HDC Notes	Applicant Response
		site on HBRC's own GIS (Appendix A) — corridor runs through neighbouring 84 Middle Road, an HBRC asset, but the site's own basin discharges to it. Dry Basin Layout Plans: no vehicle ramp/access track into any basin floor — batter alone isn't enough. HDC officer input (D. Paku, Sept 2026) raises the same access question independently for the Bake Drain (McKenna-to-Herehere outlet end) and for continual access to both the McKenna boundary drain and the Gilpin Drain during and after construction, not just post-completion. Also asks whether the SW ponds will have safe maintenance-vehicle access for mowers/utility vehicles, and whether the hoggin pathways require annual maintenance — same underlying O&M gap, now raised from HDC's own side as well as the DE's.	Add Bake Drain and construction-phase access to the O&M manual request. See items 24–25 below for the Bake Drain and farm-drain asset-identification points raised in the same input.	access details to all ponds to be confirmed at EA Stage. Maintenance access requirements for the Bake Drain, McKenna boundary drain and Gilpin Drain, including access during construction and following completion, will be confirmed through the detailed O&M requirements at EA stage. Safe maintenance-vehicle access to the stormwater basins for mowers/utility vehicles will also be confirmed at EA stage, together with any ongoing maintenance requirements for the hoggin pathways.
8. Herehere Stream true right bank (TRB)	OPEN	Site visit found active TRB instability (informal rubble/tyre retention, dumped debris). Geotech, Ecology and the civil bank-widening drawings are all silent on the TRB — only the near bank is engineered, dimensioned or given access. Re-battering the near bank may narrow future machine access to the TRB. HDC officer input (D. Paku, Sept 2026 report)	Slight realignment plus rock toe protection on the TRB now or leave for the future work with access TRB sits on a neighbouring private lot, so this turns on land tenure/legal ability as much as engineering. See Appendix B for site photo (18 Sept 2026). Paku also asks directly: should the developer be	The TRB sits within the neighbouring private property and outside the extents of the Site works. The TRB is outside the Site and the Applicant's landholding, and works to this bank are therefore not currently proposed. The design of the works within the Site provide for future maintenance access to the stream corridor via the hoggin path. Any requirement for wider stream upgrades or a dual-bank access track would need to be agreed

Issue	Status	HDC Comments	HDC Notes	Applicant Response
		confirms active instability at multiple points along the corridor, not just opposite the site — informal retaining (broken concrete/corrugated iron, tyres on waratah standards) attributed to individual Upham St property owners, now failing. Engineering hypothesis: overhanging TRB trees cause a whirlpool effect in high flows that has gouged the TLB and undermined the TRB (not yet confirmed). Separately notes glyphosate spraying along both banks' batters is killing ground cover and affecting bank stability — a maintenance-practice factor, not a design one. McKenna-side stretch cited as a tidier comparator, but toe-of-batter spraying flagged as a risk there too.	required to upgrade the stream and surrounds in the first instance, ahead of ordinary HDC maintenance taking over? Should there be a dual (both-bank) access track matching the existing downstream arrangement off Te Aute Rd? Both go to the same TRB-works-now-vs-preserve-access policy question — put to HDC management together with the toe-protection/realignment option already raised.	with HDC and the relevant landowners, having regard to land tenure and ongoing maintenance responsibilities.
9. Te Aute Road flood-depth increase	OPEN	+200mm increase along the Te Aute Road. I do note that reports mention a pump station in the road berm, but there should be a gravity SW line to the Karamu Stream. Reports mention a pump station in the road berm, but there should be a gravity SW line to the Karamu Stream Confirm effects on the properties along the Te Aute Rd		The assessment mentioned an existing scruffy dome located alongside Te Aute Road, near the James Wattie Retirement Village. This has now been revised as documentation from Ryman Property As-Built Plans show a 1050mm scruffy connected to an upflow filter, ultimately discharging to the Karamu River, by gravity. Although, this has not modelled, and conservative flood depths are observed along Te Aute Road. The pre and post development model representation in this area is the same. A 40mm increase in flood depth has been identified at a small section within the James Wattie Retirement Village within the existing floodplain extent in the village. This is the only adverse effect observed along Te Aute Road

Issue	Status	HDC Comments	HDC Notes	Applicant Response
				to properties. The remaining properties along Te Aute Road are unaffected or show a decrease/improvement in flooding. Representing the drainage structures on Te Aute Road may change these levels, however as the pre and post development model representation are the same, we consider the effects assessment to hold.
12. Groundwater vs basin depth	OPEN	MH02 groundwater confirmed as shallow as 0.45m bgl by two independent consultants (WWLA, CMW); 4–5 of 6 basins show 24–49% floor saturation at peak groundwater. Three unreconciled GWT figures appear in the same Geotechnical Report (1.5m fixed for liquefaction, 0.5–2.3m seasonal for basin design, 0.45–1.1m actually measured). At MH02 a 1.5m-deep basin floor would sit ~0.4–1.05m below the water table. Same data also needed for basin trafficability (mowing/maintenance), not just hydraulic performance.		Groundwater depth measured in Test Pits and in standpipe piezometers varies across the site and are considered accurate for the time they were taken. A groundwater level of 1.5m below ground level was adopted for the liquefaction assessment across the site. Soils below this depth were assumed to be saturated and soil above are assumed to be seasonal fluctuations (unlikely to liquefy) Groundwater levels measured at MH02 varied between 1.1m below ground level (2/6/2026) and 0.45m below ground level in (14/7/2026) and is natural variation at this location across this time period. Reported groundwater minimum of 0.5m and maximum 2.3m was measured across the northern pond (MH01), Central Pond (MH02) and Southern Pond (MH03). The development proposes shallow subsoils to keep the locations modeled as saturated dry enough to support mowing operations. This will be detailed at EA stage.

Issue	Status	HDC Comments	HDC Notes	Applicant Response
19. Overland flow path ponding vs. freeboard — Lots 224/225/239/240	OPEN	Standard: NZS 4404:2010 cl 4.3.5.2 – min. 0.5m freeboard above the 1% AEP top water level for habitable dwellings, to platform level or underside of floor joists/slab; To assess new lots on the flooding effects		1% flow is contained within the channel provided through these lots, and the max water level is shown on the 3900-DR drawing series. Building platforms and floor levels will be dictated by the residential lot developer and thus it will be the responsibility of the future lot developer to ensure minimum freeboard requirements in accordance with Building Code E1 are met. The earth shaping over these lots has been set such that final floor levels complying with Building Code E1 can easily be met.
24. Bake Drain — maintenance access at McKenna–Herehere outlet	OPEN	Not previously named in the application material. HDC officer (D. Paku, Sept 2026) asks whether the outlet end of this drain (McKenna to Herehere) will retain a suitable maintenance access track through and after development.	Ask the applicant to confirm the Bake Drain is accounted for in the O&M/maintenance-access detail already sought under item 5.	The Bake Drain will be included in the detailed O&M and maintenance-access design. Suitable access to the McKenna-to-Herehere outlet will be confirmed at EA stage, including access during construction and following completion.
25. Farm drain corridors — asset identification (Gilpin2 / Bake / Pomeroy)	OPEN	Corridors described generically as “farm drains” in the application material are named and mapped by HDC (D. Paku, Sept 2026) as Gilpin, Gilpin2, Bake and Pomeroy — stated as Heretaunga Plains Flood Control Scheme (HBRC) assets, not on-site farm drains. Not yet independently verified against an HBRC asset register.	Confirm ownership/maintenance responsibility with HBRC before relying on the application's “farm drain” framing for any of these corridors; add to the existing HBRC referral.	Farm drains and HBRC drain assets ownership, removal and retention have been discussed with HBRC. See Middle Road Project – Farm Drain Schedule.
WASTEWATER				

Issue	Status	HDC Comments	HDC Notes	Applicant Response
2. Wastewater downstream capacity (Breadalbane PS)	PARTIAL	Rising main/trunk sewer capacity HDC-confirmed adequate (closed). Breadalbane PS's own residual capacity still unconfirmed — headroom –1.0 to +9.0 L/s on the applicant's 20%-uncertain estimate. New WWPS (Lot 1004) throttles to 6 L/s via 165m³ storage; tank capacity drawing-confirmed, the 6 L/s rate is not.	HDC WW asset manager (29 Sept 2026): historical flow data and peak discharges from Iona and Middle Road indicate the Breadalbane PS currently has no available capacity. HDC is awaiting new flow data to compare against the proposed design flow. Recommend resolving at EA stage via a condition requiring confirmed Breadalbane PS capacity (or a confirmed upgrade) before service connection.	HDC need time to confirm capacity at Breadalbane WWPS. When that is confirmed, the design can be adjusted to either change the flow rate or undertake upgrades at Breadalbane WWPS. That can be resolved at EA stage. Following the 29 September discussion with HDC's wastewater asset manager, it is understood that the historical flow information currently indicates no available capacity at Breadalbane WWPS, with updated flow data still being reviewed by HDC. The final servicing arrangement will therefore be confirmed at EA stage, including any required adjustment to the discharge rate and/or upgrade to Breadalbane WWPS, prior to connection of the development to the network.
20. WWPS (Lot 1004) wet well depth — confined space / buoyancy basis	PARTIAL	Wet well 9.5m deep seem a lot in the high ground scenario	HDC WW asset manager (29 Sept 2026): the 9.35m depth seems excessive — worth testing whether a single deep pump station is genuinely more feasible than two shallower ones before accepting the current design.	Detailed design of the incoming network may reduce the depth at the WWPS. Specific allowances can be made at EA stage to address concerns. Two shallow pumpstations were considered early in the project. However, introducing two new pumpstations in close proximity to an already existing pumpstation (Breadalbane) was determined to be an unnecessary excess of large infrastructure and thus a single pumpstation design was carried forth into the design. The single pumpstation is deep, however this is largely a

Issue	Status	HDC Comments	HDC Notes	Applicant Response
				concern for construction installation where the cost sits with the developer. Pumpstations of this depth (or deeper) are not unprecedented and there are appropriate construction methodology and safety measures that will be in place during construction. Detailed design of the incoming network may reduce the depth at the WWPS and this will be investigated further at EA stage.
22. WWPS emergency overflow to Herehere Stream	OPEN	HDC Sewage Pumping Station Design Standard allows for that. Will need HDC and HBRC Consents	HDC WW asset manager (29 Sept 2026): discharge to the Herehere Stream as designed is not acceptable — requires increased emergency storage and an alternative overflow provision. Note as supplied is incomplete — confirm the exact wording/requirement with the WW manager before this is relied on or put to the applicant. This reopens the item (was narrowed to a consenting confirmation only on 16 Sept).	Overflow location has been adjusted to discharge to dry basin adjacent to the WWPS as per previous Council feedback. Design has been revised to meet HBRC's preference for discharge into adjacent SW basin. The current design has been revised so the pumpstation overflow discharges to the adjacent stormwater dry basin rather than directly to the Herehere Stream. Woods will confirm with HDC that the 29 September wastewater manager comments have considered this revised arrangement. Any requirement for increased emergency storage or further changes to the overflow provision will be addressed with HDC and HBRC at EA stage.

Issue	Status	HDC Comments	HDC Notes	Applicant Response
23. LPS vs rear-lot gravity servicing — Te Aute Road lots	OPEN	LPS adopted for the 16 lowest, furthest-from-WWPS lots fronting Te Aute Road – reduces PS depth from 7.7m to 5.7m.	Explore Option to discharge to the gravity network through the back lots, avoiding 16 private LPS pump chambers and their long-term O&M burden.	WW Line N already reaches 4m depth. Servicing these lots via gravity will increase this depth by 2.50m. There is retaining on the upper lot which prevents WW sitting adjacent the boundary due to angle of influence issues. Further alternatives will be explored at EA stage to improve the situation.
26. Wastewater reticulation alignment — zig-zag routing	OPEN	HDC WW asset manager (29 Sept 2026): the reticulation alignment zig-zags through the road corridor; shortening some wastewater lines might reduce the WWPS depth, though this isn't confirmed.	Recommend a workshop meeting between HDC engineers and the Woods design team to work through alignment/depth options, rather than a written s92-style request.	Noted. Woods will work through the wastewater reticulation alignment and WWPS depth with HDC at EA stage. A workshop with HDC engineering staff is supported to test whether the alignment can be simplified and whether shorter wastewater runs could reduce the required WWPS depth.
WATER				
4. FW3 fire flow at retirement village	OPEN	This was asked at the previous comments, to explore	Require explicit FW3 modelling with the combined ~393-property load; clarify the pressure-imbalance/isolation note with HDC's water asset team.	FW3 requirement implies a demand of (50+(2/3x19.2)) = 63 l/s at the retirement village for fireflow. Extrapolation of the hydrant testing using the Walski formula yields an available flow of 88 l/s at 100 kPa. As the extrapolated available flow is greater than the required flow, it is expected there should be sufficient fireflow at the retirement village. This extrapolation could be checked using Council modelling results.

Issue	Status	HDC Comments	HDC Notes	Applicant Response
21. Bulk water source/allocation — Middle Road + Iona + Arataki combined	OPEN	Exploring a groundwater allocation transfer via HBRC – i.e. the municipal take doesn't currently have confirmed headroom for this combined load. HDC's own letter says the consenting pathway is undecided, and any transfer needs HBRC approval and possibly a variation to HDC's own take consent. The water-efficiency memo (Appendix 2) models ~270 L/p/d (down from the 400 L/p/d baseline) but calls it "a scenario, not a confirmed design outcome" – the network is sized on the full 400 L/p/d, so efficiency measures affect only how much bulk source volume needs securing, not pipe sizing.	Comments from HDC Water manager	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.
OTHER				
15. Geotech	OPEN	With 1.5m high banks next to the basins, will a standard 1 m setback from the boundary be sufficient or are specific setbacks required?		The current analysis shows the proposed 1in3 slope basin walls to be stable, and no specific geotechnical setbacks are required.
18. Boundary cut/fill depth	OPEN	Two boundary conditions identified (Appendix E): (a) reserve "1001" (Stage 1, NW corner) cut up to -2.5m against the external site boundary; (b) Lots 249–258 (Stage 4, Te Aute Road side) is FILL of 1.0m against existing Te Aute Road properties.		General cut/fill slopes on properties that join neighboring boundaries vary from 1in5 to 1in3 max. This includes slopes within reserve/basin areas. The cut and fill levels in the locations identified are located away from the boundaries such that the above noted slopes can be formed.

Issue	Status	HDC Comments	HDC Notes	Applicant Response
		What is the general cut/fill slope on the properties that are joining neighbouring boundary?		

Attachment 3: Ngāti Kahungunu Iwi Incorporated Correspondence

From: [redacted]
To: [redacted]@kahungunu.iwi.nz; [redacted]@kahungunu.iwi.nz
Cc: [redacted] Middle Road; [redacted]; [redacted]
Subject: Middle Road Project – Substantive Application Engagement
Date: Tuesday, 19 May 2026 4:42:32 pm
Attachments: Ngāti Kahungunu Correspondence for Middle Rd Referral.pdf

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Kia ora [redacted] and [redacted],

I hope you have been well. I am getting in touch regarding the Middle Road project in Havelock North which is being progressed by CLD Land New Zealand (CDL). You may recall previous correspondence from [redacted] regarding the referral application for the project under the Fast-track Approvals Act 2024. For ease of reference, I have **attached** a copy of that correspondence, which summarises the project and the information we have previously shared with Ngāti Kahungunu.

The referral application was lodged with the Ministry for the Environment in April 2026. While we wait for the referral outcome, the project team is continuing to progress the design and technical work for the substantive application, which we plan to lodge on 4 September 2026.

At this stage, the information included in the attached correspondence remains largely unchanged. However, the project team is now progressing through further iterations and refinement of the masterplan as the supporting technical work and engagement continue.

We are also engaging with Tamatea Pōkai Whenua (TPW) regarding the project. TPW is currently appointing an author to prepare a Cultural Values Assessment for the development, and we plan to continue working with TPW throughout both the development of the CVA and the ongoing refinement of the masterplan.

We welcome Ngāti Kahungunu to provide any feedback on the project that you may have. In the first instance, I wanted to provide an update on the project status and to reshare the information previously provided by [redacted] However, I would also be very happy to discuss the project further by phone or arrange any onsite hui that may be useful to work through the proposal and any matters of interest in more detail.

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

Ngā mihi
[redacted]

From: [redacted]
To: [redacted]@kahungunu.iwi.nz; [redacted]@kahungunu.iwi.nz
Cc: [redacted]
Subject: FW: P25-496 - Middle Rd Fast Track CDL - Project Introduction
Date: Tuesday, 27 January 2026 11:52:13 am
Attachments: image326439.png
a532d932-e7e0-431b-badc-de1afef058fa.png
image031628.png
Middle Road_Site Plan.pdf
Middle Road Concept for Iwi consultation v3.pdf

Kia ora [redacted] & [redacted],

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

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

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

Ngā mihi,
[redacted]

[redacted]
Senior Associate Planner
BPlan (Hons)
[redacted]woods.co.nz
+64 29 412 5420
woods.co.nz

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From: [redacted]@woods.co.nz>
Sent: Friday, 19 December 2025 10:01 am
To: [redacted]@kahungunu.iwi.nz; [redacted]@kahungunu.iwi.nz
Cc: [redacted]@woods.co.nz>; [redacted]
[redacted]@woods.co.nz>; [redacted]@cdli.co.nz>
Subject: P25-496 - Middle Rd Fast Track CDL - Project Introduction

Kia ora [redacted] and [redacted],

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

Recently we have kicked off another CDL project on the western side of Havelock North at Middle Road which Ngāti Kahungunu may have an interest in – '**Middle Road Project**'. Through engagement with TPW we met on site with representatives with Korongatā Marae and Mihiroa Marae to discuss the project concept on 4 December 2025. Koreene and Serene recommended that we get in contact with you both.

Site Details and Background

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

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

Middle Road FT Project

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

Referral Application Information:

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

(who is advised by the MfE) to decide whether a project should enter the Fast-track pathway. While this stage does not require the full technical reporting that would support a future Substantive Application, the information provided needs to give confidence that the project is suitable, feasible, and consistent with the purpose of the FTAA.
The Referral must include sufficient information about the site, the Project and its potential effects, identify the approvals likely to be required, and provide **evidence of consultation**. The MfE reviews the application and provides advice to the Minister, who then decides whether to accept or decline the Referral.

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

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

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

Ngā mihi nui,

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

[redacted]
Senior Associate Planner

BPlan (Hons)
[redacted]@woods.co.nz
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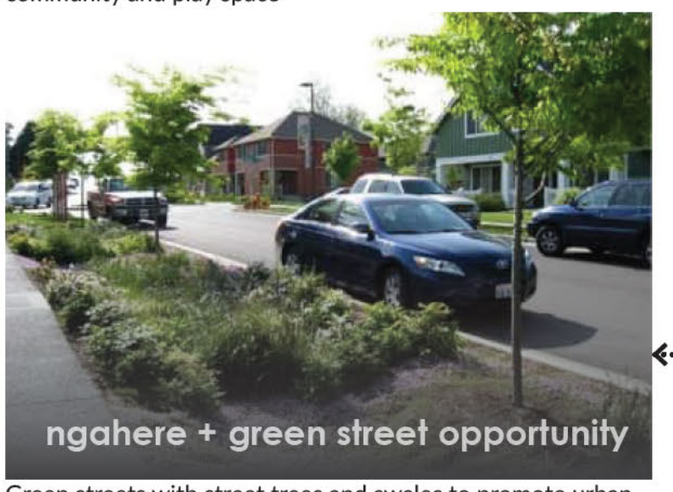




Healthy people and ecology through shared walking and cycle paths that connect streams and open spaces



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



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





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



active frontage and public access along Herehere Stream



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

urban acumen | CDL LAND NEW ZEALAND LIMITED

Client:	CDL	**Scale:**	NTS
Project No:	23-059	**Date:**	15 Dec 2025

Middle Road Referral Concept -Water Management Opportunities

Disclaimer: This is a preliminary design only; engineering, traffic and planning advice and mana whenua consultation is required to confirm strategy and detail.

[redacted]

From: [redacted]
Sent: Friday, 19 December 2025 10:01 am
To: [redacted]@kahungunu.iwi.nz; [redacted]@kahungunu.iwi.nz
Cc: [redacted]
Subject: P25-496 - Middle Rd Fast Track CDL - Project Introduction
Attachments: Middle Road_Site Plan.pdf; Middle Road Concept for Iwi consultation v3.pdf

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Ngā mihi nui,
[redacted]
(Holiday leave: 22 December 2025 – 9 January 2026)

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Senior Associate Planner
BPlan (Hons)
[redacted]@woods.co.nz
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SITE PLAN

Middle Road

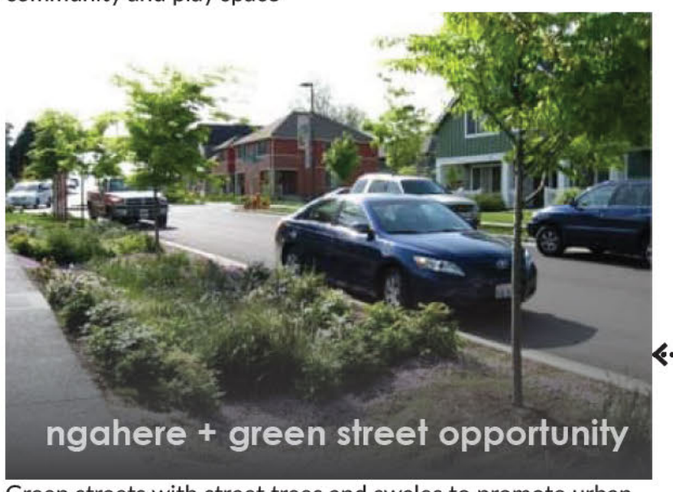




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Green streets with street trees and swales to promote urban ngahere to create habitat and reduce heat





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



active frontage and public access along Herehere Stream



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

urban acumen | CDL LAND NEW ZEALAND LIMITED

Client:	CDL	**Scale:**	NTS
Project No:	23-059	**Date:**	15 Dec 2025

Middle Road Referral Concept -Water Management Opportunities

Disclaimer: This is a preliminary design only; engineering, traffic and planning advice and mana whenua consultation is required to confirm strategy and detail.

Attachment 4: Tamatea Pōkai Whenua Correspondence

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: Re: Middle Road Fast Track Referral Project - Process Update
Date: Friday, 1 May 2026 1:04:38 pm
Attachments: image002.png
image003.png
image286337.png
image001.png

Kia ora [redacted]

Yes, I received a notification about the application. I'm having trouble viewing it on the fast track portal, but I have rung the help desk so hopefully I'll be able to view it soon.

I now realise I didn't get back to your last email, but just an update that I had sent the video out to our relevant members and I did hear back from one expressing their interest in writing the CIA. I will aim to get an official EOI out on Monday so we can start that process and hopefully get that ball rolling.

Have a great weekend!

[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West, Hastings
Tamatea Pōkai Whenua
Te Mātai Ao

From: [redacted] <[redacted]woods.co.nz>
Date: Thursday, 30 April 2026 at 4:47 PM
To: [redacted] <[redacted]B@tpw.iwi.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Middle Road Fast Track Referral Project - Process Update

Kia ora [redacted]

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).

I will try and give you a call tomorrow to touch base on the CVA, and confirm next steps for arranging a site visit.

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]woods.co.nz>
Sent: Monday, 13 April 2026 3:02 pm
To: [redacted] <[redacted]B@tpw.iwi.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Fast Track Referral Project - Application Lodged

Kia ora [redacted]

I just tried to give you a call to talk this through – with me heading away today, I am happy for you to continue this conversation with [redacted] or Hannah (Senior Planner, who is now working on the Middle Road project).

[redacted] hadn't set any specific dates for completing the CVA. From our side, we are really keen to get early engagement underway so the CVA can genuinely help shape the project as it develops.

We are currently working towards lodging the substantive application in September, so it would be really helpful to get your view on how long you think is needed to progress the CVA. That will help us line things up at our end.

In general, the earlier we can have the CVA completed, the more value it will add in informing the design and wider application.

If there is anything we can do to support you with getting this underway – whether that is providing information, meeting with potential authors, or talking through the project in more detail – just let us know.

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]B@tpw.iwi.nz>
Sent: Monday, 13 April 2026 12:02 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: Re: Middle Road Fast Track Referral Project - Application Lodged

Kia ora [redacted]

Thank you for the update. The video created was sent out to Mana Whenua. We have yet to get any feedback or questions.

A May site visit sounds good; [redacted] and I can arrange specific dates closer to the time. However, regarding the CVA, did we ever discuss specific dates? As in when that would need to be finalised etc? We have yet to start engaging a report writer, but this info will help us shape what that engagement timeline may look like.

Ngā mihi,

Tamatea Pōkai Whenua
[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West, Hastings
Te Mātai Ao

From: [redacted] <[redacted]woods.co.nz>
Date: Monday, 13 April 2026 at 11:14 AM
To: [redacted] <[redacted]B@tpw.iwi.nz>

Cc: [redacted]@tpw.iwi.nz>, [redacted]
<[redacted]woods.co.nz>, [redacted] <[redacted]cdli.co.nz>
Subject: Middle Road Fast Track Referral Project - Application Lodged

Kia ora [redacted]

I hope you are well. We have now lodged the Middle Road Project referral application with MfE. A link to the application documentation can be found here: **Click here**

A big thank you for the engagement that TPW has fostered with mana whenua for this project over the last few months. The next steps in the referral process involves:

- MfE will do an application completeness check and then forward through to the Minister. This takes approximately 2 weeks.
- The Minister may seek further information from the applicant, councils, mana whenua, 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.
- Referral decision typically takes approx. 3 – 4 months

In parallel to this process, CDL will continue progressing the substantive application and development design. This provides an opportunity to maintain engagement with TPW and mana whenua while the referral application is under consideration with the Minister. CDL remains supportive of progressing a Cultural Values Assessment (CVA) for this Project. Dianne noted that two parties may be interested in preparing a CVA. We are happy for the material we have shared with you to date, be shared with them as an introduction to the project.

I also recommend that we arrange a site visit or meeting in mid-May with the CVA author(s), mana whenua representatives, and [redacted] (CDL) so we can ensure meaningful input into the Project at this early stage through the advancement of the CVA.

I will be away overseas on leave 14 – 29 April. If you have any questions in the meantime, please contact [redacted] (cc'd) for assistance.

@[redacted] would be happy to arrange a site visit / meeting date with you in my absence so we can resume promptly on my return and maintain momentum on the project.

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 Rd. CIA
Date: Thursday, 14 May 2026 8:29:00 am
Attachments: image001.png
image622562.png
image103361.png

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]B@tpw.iwi.nz>
Sent: Wednesday, 13 May 2026 2:35 pm
To: [redacted] <[redacted]woods.co.nz>
Subject: Re: Middle Rd. CIA

Ka pai~

Thank you for clarifying - I will send those through to them. I'll keep you updated~

Ngā mihi,

Tamatea Pōkai Whenua
[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West, Hastings
Te Mātai Ao

From: [redacted] <[redacted]woods.co.nz>
Date: Wednesday, 13 May 2026 at 11:41 AM
To: [redacted] <[redacted]B@tpw.iwi.nz>

Subject: RE: Middle Rd. CIA

Great news,

We don't have anything newer than what was submitted as part of the referral application. We are only getting experts underway now with their updated reporting for the Substantive. So sending the author a link to the referral along with [redacted]'s video will be the best information to share.

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]B@tpw.iwi.nz>
Sent: Wednesday, 13 May 2026 11:19 am
To: [redacted] <[redacted]woods.co.nz>
Subject: Middle Rd. CIA

Mōrena [redacted]

I've spoken to the potential CIA author this morning, and they think the staged info approach is doable, they are just going away to make a little game plan and update their scope of works etc. So, I should have something more solid to give you soon.

In the meantime, can I please get from you all other plans/reports that they would need to inform the CIA? I'm unsure which ones I have are the most up to date / relevant.

Ngā mihi,

[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]@tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West,
Hastings

Tamatea Pōkai Whenua

Te Mātai Ao

From: [redacted]
To: [redacted]
Cc: [redacted]; Middle Road
Subject: RE: FW: Herehere Stream Design for Middle Road Project - Meeting Request
Date: Friday, 29 May 2026 12:45:09 pm
Attachments: image001.png
image002.png
image134495.png

Kia ora [redacted]

Just tried to give you a call to introduce myself. Absolutely happy to have you attend the meeting on the Herehere Stream, so will include you and Aramanu in the invite once we have a date locked in.

Look forward to meeting with you next week.

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]gmail.com>
Sent: Friday, 29 May 2026 10:58 am
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted]@xtra.co.nz>
Subject: Re: FW: Herehere Stream Design for Middle Road Project - Meeting Request

Kia ora [redacted]

[redacted] has kindly shared your email to discuss the Herehere Stream alignment.

BOth [redacted] and I are looking forward to catching up next week, and I'm certainly keen to be involved in the discussions regarding the Herehere Stream alignment.

So please include myself and [redacted] in that scheduled hui.

ka pai

[redacted]
Middle Rd development - CIA co-author

0272816980

On Fri, May 29, 2026 at 10:54 AM [redacted] <[redacted]B@tpw.iwi.nz> wrote:

> Kia ora kōrua,
>
> Please see the email below from CDL - I have passed on both of your email addresses to be added to hui invite if you are interested in joining.
>
> Ngā mihi,
>
> [redacted]
> *Te Mātai Ao Coordinator*
> 06 876 6506
> [redacted]@tpw.iwi.nz
> www.tpw.iwi.nz
> L1/117 Heretaunga St West, Hastings
> Tamatea Pōkai Whenua
> Te Mātai Ao
>
> ---
>
> **From:** [redacted] <[redacted]woods.co.nz>
> **Date:** Friday, 29 May 2026 at 9:54 AM
> **To:** [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz>; [redacted]@hbrc.govt.nz>; [redacted] <[redacted]@tpw.iwi.nz>
> **Cc:** [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
> **Subject:** Herehere Stream Design for Middle Road Project - Meeting Request
>
> 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]
To: [redacted]
Cc: [redacted]; Middle Road; [redacted]
Subject: Re: Herehere Stream - cultural monitoring
Date: Tuesday, 9 June 2026 8:47:59 am
Attachments: image952298.png
image001.png

Thanks [redacted]

On Mon, 8 Jun 2026 at 15:28, [redacted] <[redacted]woods.co.nz> wrote:

> Kia ora [redacted]
>
> Hope you had a great weekend, further to the below, no issues from CDL with you getting out on site to carry out mahinga kai monitoring of the Herehere Stream.
>
> 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]woods.co.nz>
> **Sent:** Friday, 5 June 2026 2:02 pm
> **To:** [redacted] <[redacted]gmail.com>
> **Cc:** [redacted] <[redacted]B@tpw.iwi.nz>; [redacted]@xtra.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
> **Subject:** RE: Herehere Stream - cultural monitoring
>
> Kia ora [redacted]
>
> Thanks for the heads up.

It shouldn't be a problem. I have forwarded your email on to Jackson just in case there are any issues from the landowner's perspective, but for now please assume all is fine for access.

Following our meeting earlier this week, we are currently working with the ecologist and landscape architect at Boffa Miskell to pin down some potential dates and times for a discussion around the planting design and stream corridor treatment across the site. We will be in touch with you next week once we have some options available.

Good luck with the monitoring, and it is great to hear you have some budding scientists from Mangateretere School involved.

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]gmail.com>
Sent: Friday, 5 June 2026 1:15 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]B@tpw.iwi.nz>; [redacted]@xtra.co.nz>
Subject: Herehere Stream - cultural monitoring

Kia ora [redacted]

Just a heads up that we're aiming to go back onside to the development site to carry out mahinga kai monitoring of the Herehere Stream and its branches within the site.

We're aiming to undertake monitoring on Monday and Tuesday the 14th-16th of June to deploy our various fish traps, and there'll be 5-6 people onsite on both the Monday and Tuesday from 10am-12:30pm doing the monitoring which includes [redacted] and myself,

and some budding scientists from Mangateretere School.

[redacted] - it would be great to have you come down if available,

Mauri ora,

[redacted]

0272816980

From: [redacted]
To: Middle Road
Subject: FW: Middle Road Project Herehere Stream Follow Up Meeting
Date: Thursday, 23 July 2026 4:11:08 pm
Attachments: image248390.png
image501967.png
BM250987_Middle_Road_Landscape_Herehere_DRAFT_20260721_lr.pdf
Middle Road_Herehere Stream_Meeting.pdf

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]woods.co.nz>
Sent: Thursday, 23 July 2026 3:46 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]@woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; [redacted]todd@boffamiskell.co.nz>; [redacted]@boffamiskell.co.nz>; [redacted]@boffamiskell.co.nz>; [redacted] <[redacted]gmail.com>; [redacted]B@tpw.iwi.nz; [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz>; [redacted]@hdc.govt.nz; [redacted]@hdc.govt.nz; [redacted]@hdc.govt.nz; [redacted]@hdc.govt.nz; [redacted]@hbrc.govt.nz>; [redacted]@hbrc.govt.nz; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>; [redacted].co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Project Herehere Stream Follow Up Meeting

Hi Everyone,

Thank you for taking the time to join the Herehere Stream follow-up meeting yesterday. It was great to share the updated design for the Herehere Stream environment and the outcomes achieved.

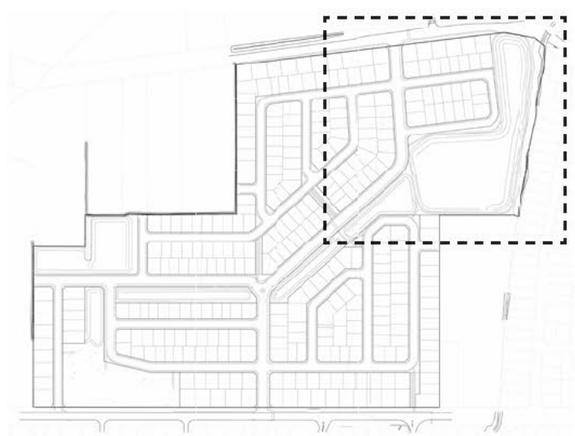
Attached is the material presented during the meeting, which outlines the updated design approach for the Herehere Stream corridor and surrounding environment.

DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING

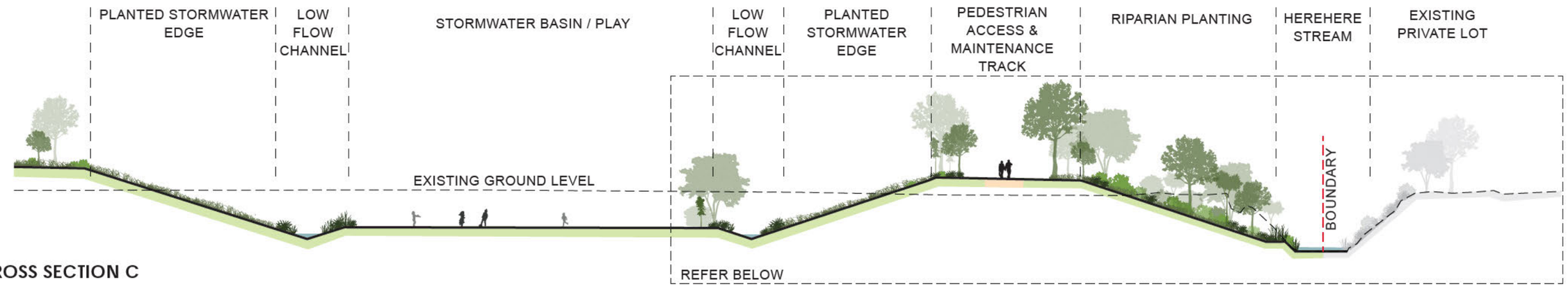




DETAIL PLANS

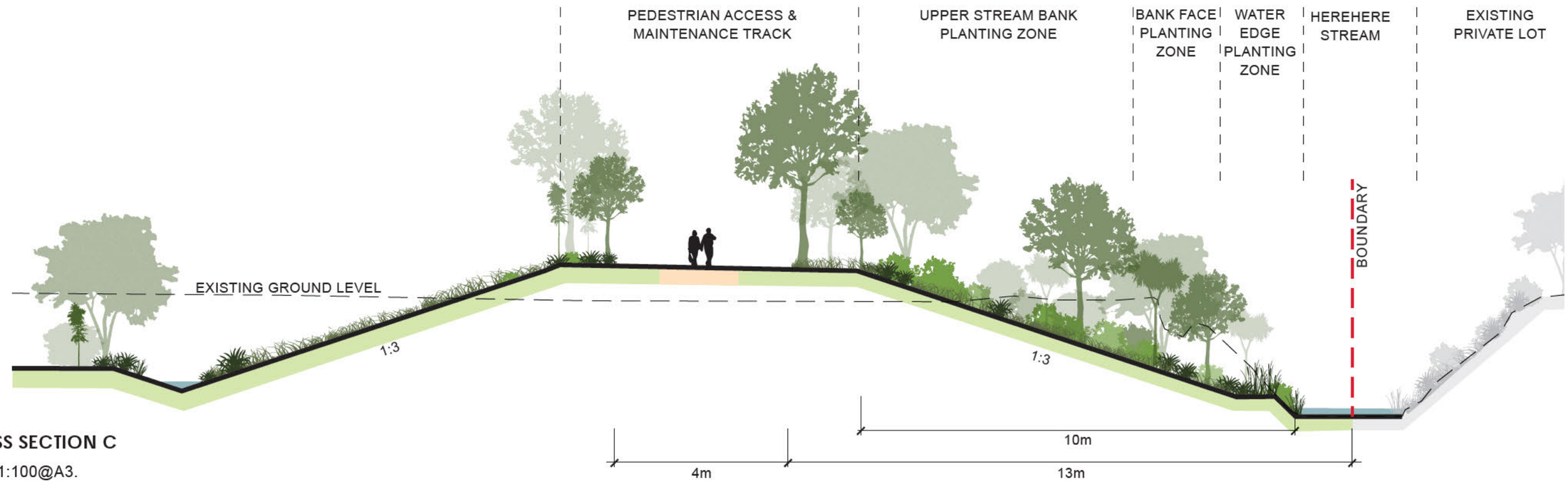
STORMWATER RESERVE SECTION





CROSS SECTION C

Scale 1:200@A3.



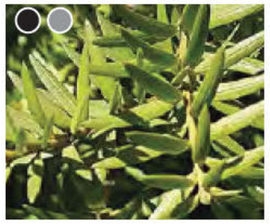
CROSS SECTION C

Scale 1:100@A3.

PLANTING PALETTE

HEREHERE STREAM NATIVE PLANTING

UPPER STREAM BANK MIX



TŌTARA

Podocarpus totara



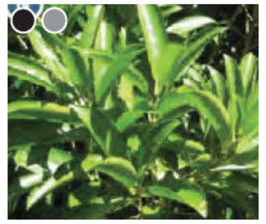
TI KOUKA

Cordyline australis



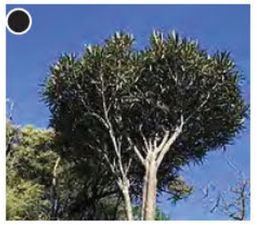
KŌWHAI

Sophora sp



MAHOE

Melicytus ramiflorus



LANCEWOOD

Pseudopanax crassifolius



POHUEHUE

Muehlenbeckia axillaris



SCRAMBLING FUCHSIA

Fuchsia perscandens



RIGID MIKIMIKI

Coprosma rigida



TOETOE

Austroderia fulvida



KAHAKAHA

Astelia nervosa

BANK FACE MIX



HOUHERE

Hoheria sexstylosa



MAHOE

Melicytus ramiflorus



KĀNUKA

Kunzea ericoides



KOHUHU

Pittosporum sp



NGAIO

Myoporum laetum



TOETOE

Austroderia fulvida



KOROMIKO

Hebe stricta



KAHAKAHA

Astelia nervosa



POHUEHUE

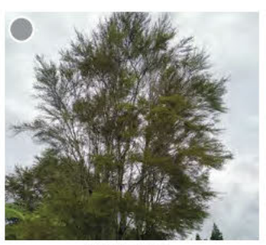
Muehlenbeckia axillaris

BANK EDGE MIX



KŌWHAI

Sophora sp



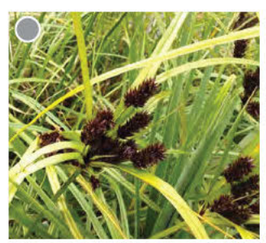
KĀNUKA

Kunzea ericoides



TI KOUKA

Cordyline australis



UPOKO TANGATA

Cyperus ustulatus



PUKIO

Carex virgata



WĪWĪ

Juncus sp

● *From the Hastings Residential Intensification Design Guide 2020.*

● *From the Karanema Havelock North Streams Planting Guide 2025.*

DRAFT









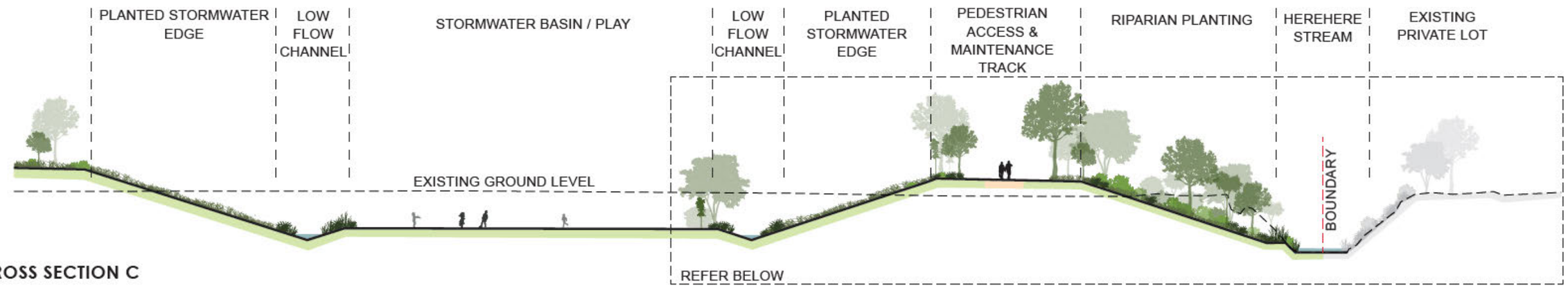


1:1,500 @ A3

DETAIL PLANS

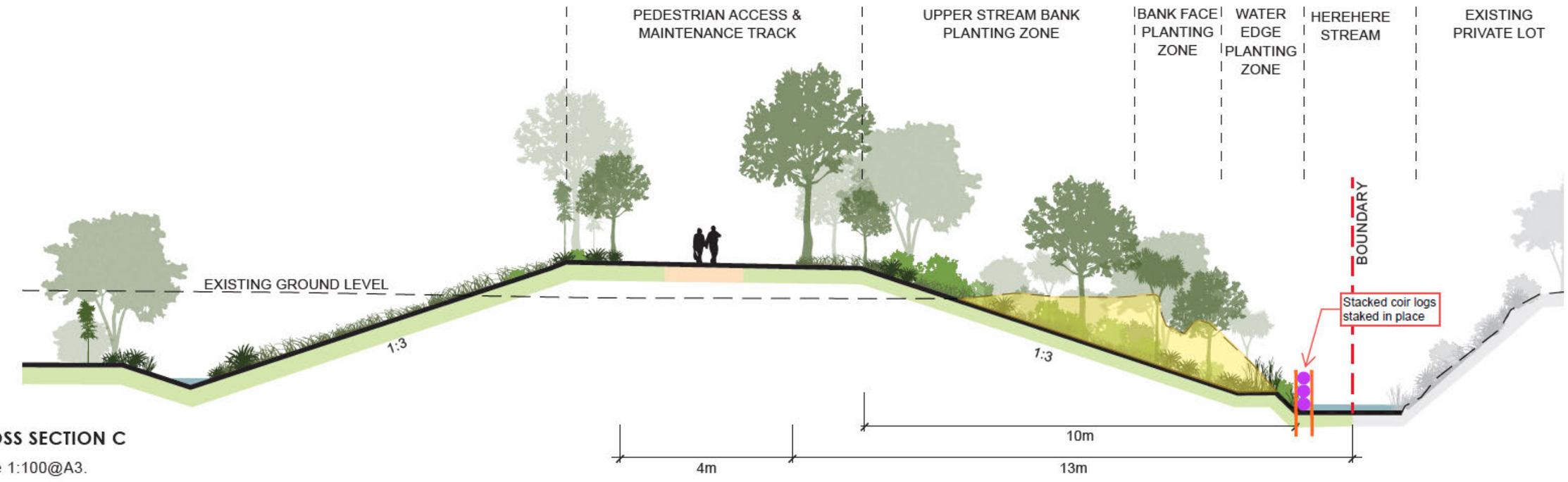
STORMWATER RESERVE SECTION





CROSS SECTION C

Scale 1:200@A3.



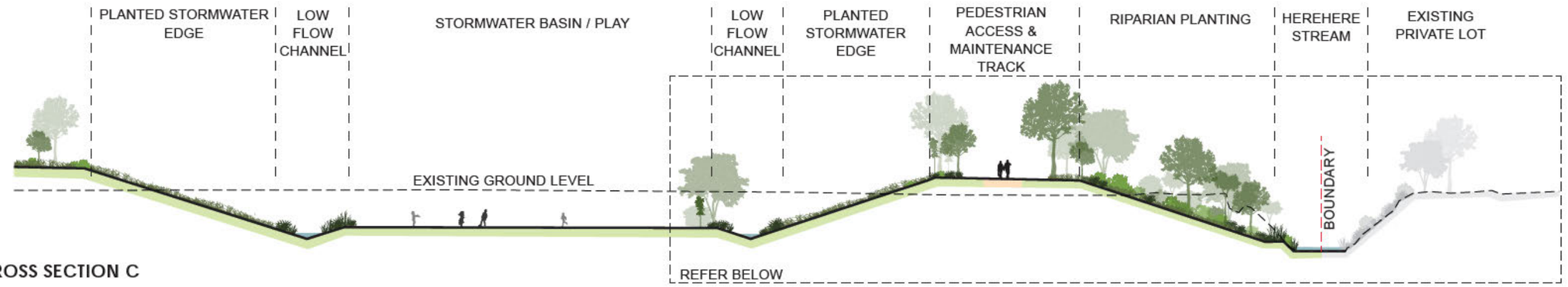
CROSS SECTION C

Scale 1:100@A3.

DETAIL PLANS

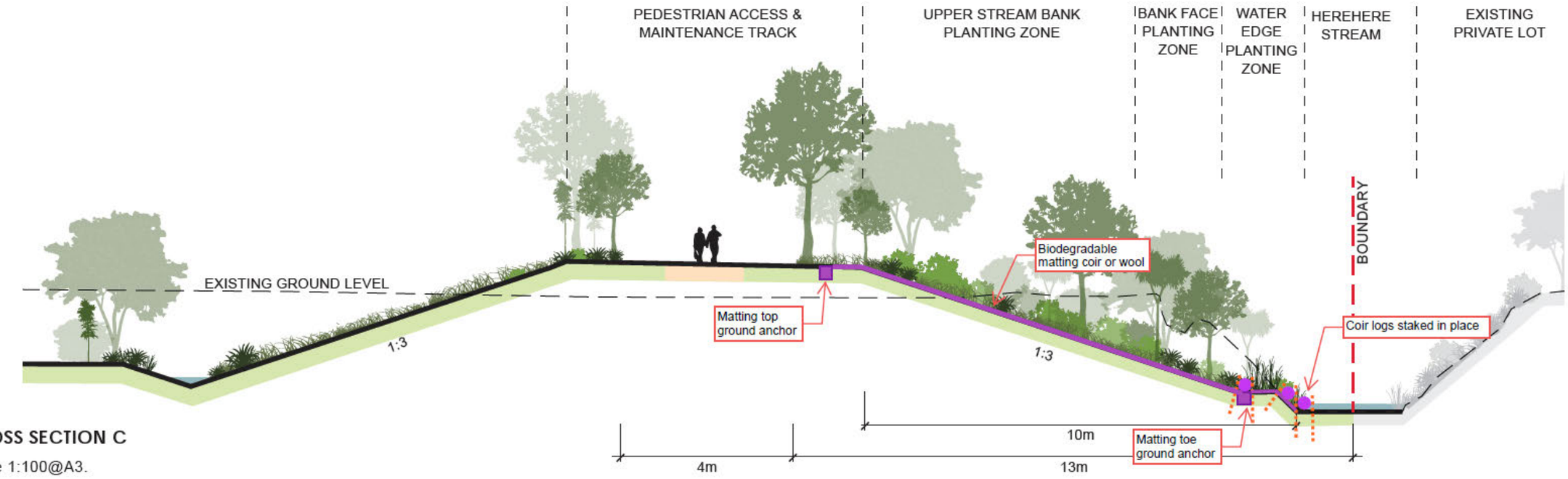
STORMWATER RESERVE SECTION





CROSS SECTION C

Scale 1:200@A3.



CROSS SECTION C

Scale 1:100@A3.

We appreciate the feedback provided to date and welcome any further comments or questions on the updated design. Please feel free to send these through as we continue to refine the proposal.

I will also circulate the meeting minutes soon once they are available.

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: [redacted]
Cc: [redacted] Middle Road
Subject: Re: Final CIA - CDL Middle Road
Date: Thursday, 24 September 2026 1:59:09 pm
Attachments: image001.png
image714471.png
image001.png
CDL Middle Road CIA V_2.pdf

Kia ora [redacted]

Please see attached the amended CIA with the edits made to accurately reflect the Fast-Track Application.

Ngā mihi,

[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]@tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West, Hastings
Tamatea Pōkai Whenua
Te Mātai Ao

From: [redacted] <[redacted]B@tpw.iwi.nz>
Date: Thursday, 10 September 2026 at 3:15 PM
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: Re: Final CIA - CDL Middle Road

Kia ora [redacted]

Hope you are enjoying your conference! I have spoken with the CIA authors and have responded to the points in the table below.

We also discussed the changes requested regarding references to the FTA within the CIA. He is happy to make those changes and will try to get in touch with you directly, just to make sure he has a clear understanding of where the edits need to be made.

In terms of the publication of the CIA, TPW's preference is for the CIA to be provided as a redacted document that is available to the Fast-track decision-makers, but is not publicly viewable on the Fast-track website.

Ngā mihi,

[redacted]

Matter raised through CIA	CDL Response	TPW Response
Cultural induction and monitoring	CDL is supportive of cultural induction facilitated by TPW and cultural monitoring during relevant earthworks. The scope, timing and practical arrangements can be agreed with TPW prior to the relevant works commencing.	Ka pai/Great!
Archaeology and accidental discovery	CDL is seeking an archaeological authority for the whole site. This will provide the framework for archaeological and accidental discovery protocols, alongside appropriate engagement with mana whenua.	Ka pai/Great!
Karakia	CDL is supportive of working with TPW to facilitate appropriate karakia in connection with commencement and completion of the development works.	Ka pai/Great!
Ongoing engagement	CDL is supportive of continuing its engagement with TPW through consenting and construction. For construction, we suggest agreeing a practical engagement framework covering the period CDL is undertaking the development works, including an appropriate point of contact and frequency of updates.	Ka pai/Great! Agree.
Procurement and participation	CDL is supportive of working with TPW to identify appropriate opportunities for businesses and individuals with whakapapa connections to the Trust to participate in delivery of the Project. This would be about identifying opportunities to work together as procurement packages develop, rather than establishing a requirement to prioritise particular contractors.	Ka pai/Great!

Herehere Stream, landscape and cultural recognition

We think this is an area where the collaborative process with TPW has already resulted in some particularly positive Project outcomes.

Matter raised through CIA	CDL Response	TPW Response
Stream bank and corridor design	The updated design incorporates recontouring of the Herehere Stream bank and reflects the discussions held with TPW and the wider project team.	Ka pai/Great! We appreciate the efforts made to significantly enhance the Herehere Stream bank in a collaborative manner.

Riparian and wider planting	Approximately **2.7 ha of planting** is proposed across the development, including approximately **2,950 m^2 of riparian planting along the Herehere Stream**. The stream response has been developed with input from TPW, the project ecologist and landscape architect.	Ka pai/Great!
Naming and cultural recognition	CDL is supportive of continuing to work with TPW on naming and opportunities for cultural recognition within the stream corridor, reserves, streets and other public spaces as the Project progresses through detailed design.	Ka pai/Great!
Fauna recovery and relocation	CDL is supportive of appropriate fauna recovery and relocation where required before works within the affected drains. Draft Ecological Management Plans have been prepared, with the final methodology to be confirmed with the project ecologist and TPW prior to the relevant works.	Ka pai/Great!

Stormwater, freshwater and aquatic habitat

We appreciate the outcomes TPW is seeking through these recommendations. These matters have been considered in detail through the substantive design, although in some instances the technical work has resulted in a different response to the specific approach recommended in the CIA. We are happy to talk through the technical reasoning behind these aspects of the design if that would be helpful.

Matter raised through CIA	CDL Response	TPW Response
Stormwater treatment	The stormwater treatment approach has been developed in response to the site conditions and receiving environment. Treatment performance and the relevant potential contaminants are addressed in the updated Stormwater Report.	Ka pai/Great!
Wetland treatment	We acknowledge TPW's preference for further consideration of wetland treatment. Wetlands were considered through the design process; however, the technical assessment identified that dry basins provide a more appropriate response for this site. While this differs from the specific approach recommended in the CIA, the Stormwater Report sets out how the proposed system responds to the relevant stormwater outcomes.	Ok. Understood.
	We acknowledge TPW's recommendation for aquatic offsetting. The ecological assessment identifies the Bake and Pomeroy Drains as artificial farm drainage features rather	Ok. Understood. We appreciate CDL's efforts made to significantly enhance the Herehere Stream bank. TPW is committed to

Bake and Pomeroy Drains / aquatic offset	than freshwater habitat of ecological value and, on that basis, the requirement for aquatic offsetting is not considered to be triggered. Notwithstanding this, the Project recognises the importance of protecting and enhancing ecological and freshwater values more broadly. The design therefore provides a substantial landscape and riparian response, including approximately **2.7 ha of planting** across the development, riparian planting along the Herehere Stream and the proposed low-flow channel through the development. These measures form part of the wider approach to improving habitat, ecological function and the quality of the stream environment.	enhancing the mauri of the Karamu Awa and while we understand aquatic offsetting isn't explicitly required by legislation/policy required by this planning process, we'd still like CDL to consider some degree of aquatic offsetting even in an informal sense outside this planning process. As a suggestion this could be in the form of supporting a community/marae planting day through the contribution of native trees. We don't foresee this being overly costly but would make a big contribution socially and culturally to our aspirations for enhancing the mauri of our freshwater systems.
Fish passage	We have considered the recommendation for fish passage from the Herehere Stream into the proposed stormwater network. The local purpose drainage reserves are dry basins that will generally only contain water for short periods during rainfall events and will not provide permanent aquatic habitat. On that basis, the Project team does not consider that specific fish passage into this part of the stormwater network is necessary.	Ok. Understood, given that the stormwater networks in the absence of rainfall are proposed to be dry basins.

Water quality and cultural monitoring

CDL is generally supportive of appropriate monitoring during development. We think there is an opportunity to work with TPW on a framework that provides useful monitoring while remaining proportionate to the activities and potential effects being managed.

Matter raised through CIA	CDL Response	TPW Response
Water-quality monitoring	We consider technical monitoring could be addressed through a **Water Quality Monitoring Strategy (WQMS)** prepared by a suitably qualified person prior to relevant works commencing. The WQMS would establish the appropriate monitoring parameters, locations and frequency having regard to the activities being undertaken and potential effects on the receiving environment, including the Herehere Stream.	Agree with the development of the WQMS. TPW would seek to have input into the draft plan.
	Relevant notification requirements can be incorporated into the construction-phase procedures, with follow-up	Agree. Our focus is on being notified during the construction phase regarding

Unplanned or emergency discharges	sampling undertaken through the WQMS framework where required. Longer-term arrangements following completion and occupation would need to reflect that the wider urban stormwater network will no longer be within CDL's control and any arrangements would need to be agreed between HDC and TPW.	unplanned and emergency discharges. Beyond the project notification will defer to our existing notification protocols with HDC and/or HBRC.
Cultural monitoring	CDL is supportive in principle of a cultural monitoring programme focused on mātauranga Māori, mahinga kai and cultural health outcomes.	Great. TPW would be keen to meet in the near future regarding the actioning and development of this cultural monitoring plan.
Scope and duration	We think there would be value in discussing the cultural monitoring programme further with TPW. In particular, the scope, timing, responsibilities and any associated resourcing would need to be agreed between CDL and TPW before the programme is established. We suggest that monitoring is focused on the period of works with the potential to affect the Herehere Stream, rather than extending across the full duration of development irrespective of the activities occurring.	Yes agree. Herehere Stream is the focus site given it's ecological and cultural value. Happy to discuss further regarding cultural monitoring scope and project timelines.
Relationship between monitoring programmes	The appropriate monitoring methods, frequency, reporting arrangements and duration can be agreed as part of developing the programme. We would also like to ensure that the cultural monitoring programme and technical WQMS are complementary and avoid unnecessary duplication. This is something we think would be useful to work through further with TPW.	Agree.

[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]@tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West, Hastings
Tamatea Pōkai Whenua
Te Mātai Ao

From: [redacted] <[redacted]woods.co.nz>
Date: Tuesday, 8 September 2026 at 11:19 AM
To: [redacted] <[redacted]B@tpw.iwi.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted]

<[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Final CIA - CDL Middle Road

Kia ora [redacted]

Thank you again for providing the final CIA for the Middle Road Project, and please also pass on our thanks to [redacted] for the work that has gone into pulling it together.

We have really appreciated the collaborative engagement with Tamatea Pōkai Whenua (TPW) throughout the development of the Middle Road Project. That input has helped shape some really positive outcomes, particularly around the Herehere Stream corridor and the works proposed adjacent to it. We think the Project is stronger as a result.

We have now had the opportunity to work through the CIA recommendations with CDL and the wider project team.

A couple of matters ahead of lodgement

The Middle Road Project was accepted for referral under the Fast-track Approvals Act 2024 on 20 June 2026. Our programme has shifted slightly while we complete and coordinate the technical reporting, and we are now targeting end September 2026 for lodgement of the Substantive Application.

As the CIA will form part of the substantive application material, it may be useful to update the more general references to the referral application so that they reflect the current stage of the Project. Where the CIA is specifically discussing the referral-stage proposal, those references can of course remain.

Could you also please confirm how TPW would prefer the CIA to be included with the application:

- as a redacted document available to the Fast-track decision-makers but not publicly viewable on the Fast-track website; or
- as a publicly available attachment to our Consultation Report.

We are comfortable with either approach and are happy to follow TPW's preference.

Response to the CIA recommendations

Overall, there is a high level of alignment with the outcomes sought through the CIA. A number of the recommendations have already been incorporated into the Project. In some areas the technical work has resulted in a different response to the specific approach recommended by TPW, while still seeking to respond to the underlying outcome.

We have grouped responses into the key themes below.

Cultural protocols, archaeology and partnership

Matter raised through CIA	CDL Response
Cultural induction and monitoring	CDL is supportive of cultural induction facilitated by TPW and cultural monitoring during relevant earthworks. The scope, timing and practical arrangements can be agreed with TPW prior to the relevant works commencing.
Archaeology and accidental discovery	CDL is seeking an archaeological authority for the whole site. This will provide the framework for archaeological and accidental discovery protocols, alongside appropriate engagement with mana whenua.
Karakia	CDL is supportive of working with TPW to facilitate appropriate karakia in connection with commencement and completion of the development works.
Ongoing engagement	CDL is supportive of continuing its engagement with TPW through consenting and construction. For construction, we suggest agreeing a practical engagement framework covering the period CDL is undertaking the development works, including an appropriate point of contact and frequency of updates.
Procurement and participation	CDL is supportive of working with TPW to identify appropriate opportunities for businesses and individuals with whakapapa connections to the Trust to participate in delivery of the Project. This would be about identifying opportunities to work together as procurement packages develop, rather than establishing a requirement to prioritise particular contractors.

Herehere Stream, landscape and cultural recognition

We think this is an area where the collaborative process with TPW has already resulted in some particularly positive Project outcomes.

Matter raised through CIA	CDL Response
Stream bank and corridor design	The updated design incorporates recontouring of the Herehere Stream bank and reflects the discussions held with TPW and the wider project team.
	Approximately **2.7 ha of planting** is proposed across

Riparian and wider planting	the development, including approximately **2,950 m^2 of riparian planting along the Herehere Stream**. The stream response has been developed with input from TPW, the project ecologist and landscape architect.
Naming and cultural recognition	CDL is supportive of continuing to work with TPW on naming and opportunities for cultural recognition within the stream corridor, reserves, streets and other public spaces as the Project progresses through detailed design.
Fauna recovery and relocation	CDL is supportive of appropriate fauna recovery and relocation where required before works within the affected drains. Draft Ecological Management Plans have been prepared, with the final methodology to be confirmed with the project ecologist and TPW prior to the relevant works.

Stormwater, freshwater and aquatic habitat

We appreciate the outcomes TPW is seeking through these recommendations. These matters have been considered in detail through the substantive design, although in some instances the technical work has resulted in a different response to the specific approach recommended in the CIA. We are happy to talk through the technical reasoning behind these aspects of the design if that would be helpful.

Matter raised through CIA	CDL Response
Stormwater treatment	The stormwater treatment approach has been developed in response to the site conditions and receiving environment. Treatment performance and the relevant potential contaminants are addressed in the updated Stormwater Report.
Wetland treatment	We acknowledge TPW's preference for further consideration of wetland treatment. Wetlands were considered through the design process; however, the technical assessment identified that dry basins provide a more appropriate response for this site. While this differs from the specific approach recommended in the CIA, the Stormwater Report sets out how the proposed system responds to the relevant stormwater outcomes.
	We acknowledge TPW's recommendation for aquatic offsetting. The ecological assessment identifies the Bake and Pomeroy Drains as artificial farm drainage features rather than freshwater habitat of ecological value and, on

	that basis, the requirement for aquatic offsetting is not considered to be triggered. Notwithstanding this, the Project recognises the importance of protecting and enhancing ecological and freshwater values more broadly. The design therefore provides a substantial landscape and riparian response, including approximately **2.7 ha of planting** across the development, riparian planting along the Herehere Stream and the proposed low-flow channel through the development. These measures form part of the wider approach to improving habitat, ecological function and the quality of the stream environment.
Bake and Pomeroy Drains / aquatic offset	
Fish passage	We have considered the recommendation for fish passage from the Herehere Stream into the proposed stormwater network. The local purpose drainage reserves are dry basins that will generally only contain water for short periods during rainfall events and will not provide permanent aquatic habitat. On that basis, the Project team does not consider that specific fish passage into this part of the stormwater network is necessary.

Water quality and cultural monitoring

CDL is generally supportive of appropriate monitoring during development. We think there is an opportunity to work with TPW on a framework that provides useful monitoring while remaining proportionate to the activities and potential effects being managed.

Matter raised through CIA	CDL Response
Water-quality monitoring	We consider technical monitoring could be addressed through a **Water Quality Monitoring Strategy (WQMS)** prepared by a suitably qualified person prior to relevant works commencing. The WQMS would establish the appropriate monitoring parameters, locations and frequency having regard to the activities being undertaken and potential effects on the receiving environment, including the Herehere Stream.
Unplanned or emergency	Relevant notification requirements can be incorporated into the construction-phase procedures, with follow-up sampling undertaken through the WQMS framework where required. Longer-term arrangements following

discharges	completion and occupation would need to reflect that the wider urban stormwater network will no longer be within CDL's control and any arrangements would need to be agreed between HDC and TPW.
Cultural monitoring	CDL is supportive in principle of a cultural monitoring programme focused on mātauranga Māori, mahinga kai and cultural health outcomes.
Scope and duration	We think there would be value in discussing the cultural monitoring programme further with TPW. In particular, the scope, timing, responsibilities and any associated resourcing would need to be agreed between CDL and TPW before the programme is established. We suggest that monitoring is focused on the period of works with the potential to affect the Herehere Stream, rather than extending across the full duration of development irrespective of the activities occurring.
Relationship between monitoring programmes	The appropriate monitoring methods, frequency, reporting arrangements and duration can be agreed as part of developing the programme. We would also like to ensure that the cultural monitoring programme and technical WQMS are complementary and avoid unnecessary duplication. This is something we think would be useful to work through further with TPW.

Overall, we consider there is good alignment between the CIA recommendations and the current Project approach. We really appreciate the time and input TPW has provided, and we think that engagement has materially improved the Project, particularly the outcomes around the Herehere Stream corridor.

There are a small number of matters where further discussion would be useful, particularly around the monitoring arrangements. We would be very happy to arrange a further hui to work through these and continue the collaborative approach we have taken to date.

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

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]B@tpw.iwi.nz>
Sent: Monday, 3 August 2026 10:38 am
To: [redacted] <[redacted]woods.co.nz>; [redacted]
<[redacted]woods.co.nz>
Subject: Final CIA - CDL Middle Road

Kia ora kōrua,

Please see attached the final version of the CIA for the CDL Middle Road Project. Please note that given the timeframes and whānau availability, the author was unable to hold a wānanga with marae before the report was due but intends to do this as soon as practically possible. Once this wānanga has taken place, they will submit an addendum to the report with feedback from the hui.

Please let me know if you have any questions

Ngā mihi,

Tamatea Pōkai Whenua

[redacted]
Te Mātai Ao Coordinator
06 876 6506
[redacted]@tpw.iwi.nz
www.tpw.iwi.nz
L1/117 Heretaunga St West, Hastings

Te Mātai Ao

Attachment 5: Environmental Protection Agency Correspondence

From: [redacted]
To: [redacted]; [redacted]
Cc: [redacted]; [redacted] Middle Road; [redacted]
Subject: RE: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access
Date: Tuesday, 29 September 2026 6:59:10 pm
Attachments: image001.png
image004.png
image005.png
image006.png

Thanks [redacted],

I'll leave it to [redacted] to access the portal from Ellis Gould.

Regards,
[redacted]

[redacted] | PARTNER
phone +64 9 307 2172 **mobile** +64 21 680 562

ellisgould LAWYERS

Level 31 Vero Centre, 48 Shortland Street, Auckland 1010

www.ellisgould.co.nz

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From: [redacted]@epa.govt.nz>
Sent: Tuesday, 29 September 2026 2:21 pm
To: [redacted]woods.co.nz
Cc: [redacted]woods.co.nz; [redacted]woods.co.nz; MiddleRoad@woods.co.nz; [redacted]ellisgould.co.nz>
Subject: Re: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

> You don't often get email from [redacted]@epa.govt.nz. Learn why this is important

Kia ora [redacted]

I have now granted Hannah, [redacted], and [redacted] access to the draft application FTAA-2608-1285 - Middle Road Project.

I noticed that [redacted] has not yet completed the Portal registration. I have sent a new invitation to register. Please follow the link in the email and complete the registration process. Registration instructions are available in the guide on our website: Portal-Registration-and-Password-Reset-31-March-2026.pdf

Please remember that while multiple users can access and draft the application, there is a risk of one user's changes overwriting another's if more than one person is editing the application at the same time. To avoid any loss of information, we recommend that only one person works on the application at a time.

Let me know if you need any assistance.

Ngā mihi

[redacted]
Product Owner

Fast-track

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From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, September 29, 2026 9:52 AM
To: Fast-Track Info <info@fasttrack.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

Hi [redacted],

Thank you for organising that.

We are looking to lodge the Middle Road Substantive Application this week so I would like to have the following people added to the draft application.

Please add the following emails to this project: FTAA-2608-1285 Middle Road Project

[redacted]woods.co.nz

[redacted]woods.co.nz

[redacted]ellisgould.co.nz

[redacted]ellisgould.co.nz

[redacted]cdli.co.nz

Please let me know if there are any issues with this or if the users above have not fully set up their registration.

Thanks, [redacted]

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

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From: Fast-Track Info <info@fasttrack.govt.nz>
Sent: Friday, 24 July 2026 1:07 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: Re: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

Kia ora [redacted]

We have forwarded a meeting invite to you now, let us know if you don't receive it.

Your, [redacted] and [redacted] already appear to have access to the Fast-track Application Portal. Please let me know if this is not the case, or if you have any trouble signing in.

I have just sent [redacted], [redacted], and [redacted] invitations to the Portal. Please follow the link in the email and complete the registration process using the instructions provided. If you do not receive the invitation email, or if you have any trouble signing in or using the Portal, please let me know and I will be happy to help.

Once one person has completed and saved Part 1 of the substantive application form, please let us know and we can grant the additional Portal users access to the draft application.

Please note that while multiple users can access and draft the application, there is a risk of one user's changes overwriting another's if more than one person is editing the application at the same time. To avoid any loss of information, we recommend that only

one person works on the application at a time.

Ngā mihi

[redacted]

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, July 24, 2026 9:57 AM
To: Fast-Track Info <info@fasttrack.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Subject: RE: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

Hi [redacted],

Yes if you could please invite everyone on that list to the Teams meeting that would be great.

Great thank you. I will set up our application and save it as we do not plan to lodge until early September.

Please let me know if you require any further information and thank you again for your assistance.

Thanks, [redacted]

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

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From: Fast-Track Info <info@fasttrack.govt.nz>
Sent: Thursday, 23 July 2026 2:25 pm
To: [redacted] <[redacted]woods.co.nz>
Subject: Re: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

Hi [redacted]

Thanks for your response. Just wanted to confirm for pre-lodgement meeting do you want me to sent teams invite to all the emails mentioned?

We will soon arrange application invite to all of the emails you have provided. Also, I can see that you are already in the portal system so you can start the new application whenever you want.

Ngā mihi,

[redacted]

Application Administrator

+64 4 4745458

Fast-track

Fast-track is administered by the Environmental Protection Authority. The EPA's New Zealand Business Number is 9429041901977.

This email message and any attachment(s) are intended for the addressee(s) only. If you receive this message in error, please notify the sender and delete the message and any attachments.

From: [redacted] <[redacted]woods.co.nz>
Sent: 23 July 2026 13:02
To: Fast-Track Info <info@fasttrack.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]ellisgould.co.nz>; [redacted] <[redacted]ellisgould.co.nz>
Subject: RE: Middle Road Substantive Project – Substantive Application Lodgement and Portal

Access

Hi [redacted],

Thank you for your response.

Please send application invitations to the following people:

- [redacted] – [redacted] woods.co.nz
- [redacted] – [redacted] woods.co.nz
- [redacted] – [redacted] woods.co.nz
- [redacted] – [redacted] cdli.co.nz
- [redacted] – [redacted] ellisgould.co.nz
- [redacted] – [redacted] ellisgould.co.nz

Our preferred time for the pre-lodgement meeting is **Thursday 6 August, from 1.00 pm to 2.00 pm**.

Please let me know if you require any further information.

Thanks, [redacted]

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

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

From: Fast-Track Info <info@fasttrack.govt.nz>
Sent: Tuesday, 21 July 2026 3:59 pm

To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; Fast-Track Info <info@fasttrack.govt.nz>
Subject: Fw: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

Kia ora [redacted]

Thank you for contacting the fast track team.

We can send invitations to make an application, please confirm the full names and email addresses of people you would like to send the invite. The link has a 72-hour expiry. If they have missed the 72-hour timeframe, they will need to let us know, so we can send them another link.

Our pre-lodgement meetings are designed to provide an overview of the fast-track process and to answer any general questions you may have. This meeting is an opportunity for applicants to understand the steps involved and to clarify any procedural aspects. Please note that we may be unable to discuss specific details relevant to your application before it is officially lodged.

Please let us know your suitable time and day for the pre-application meeting with our team leaders from the slots available below and I will send you the invite through Microsoft teams.

Tuesday 4 August 9.00am-9:30am

Thursday 6 August 1.00pm-2.00pm

Monday 10 August 11.00am- 12.00 pm

Please feel free to contact me for any further queries.

Ngā mihi,

[redacted]

Application Administrator

Fast-track

Fast-track is administered by the Environmental Protection Authority. The EPA's New Zealand Business Number is 9429041901977.

This email message and any attachment(s) are intended for the addressee(s) only. If you receive this message in error, please notify the sender and delete the message and any attachments.

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 20 July 2026 1:50 pm
To: Fast-Track Info <info@fasttrack.govt.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; ContactFastTrack <contact@fasttrack.govt.nz>
Subject: Middle Road Substantive Project – Substantive Application Lodgement and Portal Access

Kia ora,

I'm writing on behalf of CDL Land New Zealand Limited to advise that we are preparing to lodge a Substantive Application for the Middle Road Project under the Fast-track Approvals Act 2024.

The Middle Road Project has been referred into the Fast-track approvals process. The Project details are as follows:

- Authorised Person: CDL Land New Zealand Limited.
- Project Name: Middle Road.
- Project Description: The project is to establish a master-planned residential development over 33. 7 hectares to deliver approximately 300 to 350 residential lots for future housing construction. The project includes supporting infrastructure (roading, three waters services, stormwater management) and riparian enhancement.
- Approximate Geographical Location: Approximately 30.6 hectares of land at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North, Hastings, Hawke's Bay.

CDL has engaged Woods to lead the preparation of the Substantive Application, which we are currently aiming to lodge in early September 2026.

We would like to arrange access to the EPA's online application portal to support the lodgement process. We would also welcome the opportunity to meet with you before

lodgement. The purpose of the meeting would be to provide the EPA with an overview of the application and to discuss any questions we have regarding the lodgement process.

Please let us know your availability and whether you require any further information at this stage.

Thanks,

[redacted]

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

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Attachment 6: Department of Conservation Correspondence

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: Re: Middle Road Consultation Feedback
Date: Wednesday, 30 September 2026 1:29:49 pm
Attachments: image001.png
image847136.png

Thanks [redacted]

I'll pass it on to the local office and let you know if they want more info.

Cheers

[redacted]
0274553355
Consultant Planner Fast Track Applications (Enspire)
Te Papa Atawhai | Department of Conservation

From: [redacted]@woods.co.nz>
Date: Wednesday, 30 September 2026 at 1:23 PM
To: [redacted]doc.govt.nz>
Cc: [redacted]@boffamiskell.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Consultation Feedback

Hi [redacted],

I am touching base to let you know that CDL Land New Zealand Limited will be lodging the substantive application for the Middle Road Project under the Fast-track Approvals Act this Friday, 2 October.

Attached is the final masterplan for your information, which reflects the proposal being lodged.

Thank you again for your engagement and feedback on the Project to date. Following lodgement, there will be an opportunity to provide any further comments through the formal EPA Fast-track process.

If useful, we would also be happy to send you the full application package next week, once lodgement has been completed.

Please let me know if you would like us to send this through.

Thanks, [redacted]



Subdivision Plan

Client:	CDL	**Scale:**	NTS @ A3
Project No:	UA-23-059	**Date:**	August 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.

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

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From: [redacted]@woods.co.nz>
Sent: Wednesday, 22 July 2026 5:15 pm
To: [redacted]@doc.govt.nz>
Cc: [redacted]@boffamiskell.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Consultation Feedback

Hi [redacted],

Thanks for the update and for discussing the proposed changes with the DOC team.

It is good to know that DOC is comfortable with the changes and generally agrees that a Wildlife Act approval is unlikely to be required.

We will continue to keep DOC involved as the Herehere Stream corridor design progresses. I have attached a cross section of the proposed Herehere Stream Environment. We will also ensure that any proposed works within the stream are assessed against the freshwater fisheries regulations and that any necessary approvals are identified. This design has been completed in collaboration with HDC, HBRC and Iwi through ongoing design workshop meetings.

Thanks again for your assistance.

Thanks, [redacted]

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

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From: [redacted]@doc.govt.nz>
Sent: Thursday, 16 July 2026 4:00 pm
To: [redacted]@woods.co.nz>
Cc: [redacted]@boffamiskell.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: Re: Middle Road Consultation Feedback

Hi [redacted]

Thanks for touching base. I've had a chat to the DOC team about the proposed changes. They are comfortable with the changes and generally agree with your conclusion that a Wildlife Act approval is unlikely to be needed. They still have a keen interest in the Herehere Stream so would be keen to stay involved with the development of the Project. Not if there are any works in the stream there may be the need for approvals under the freshwater fisheries regulations.

Keep us in the loop and we will help out where we can.

Cheers

[redacted]
0274553355
Consultant Planner Fast Track Applications
Te Papa Atawhai | Department of Conservation

From: [redacted]@woods.co.nz>
Date: Tuesday, 14 July 2026 at 4:40 PM
To: [redacted]@doc.govt.nz>
Cc: [redacted]@boffamiskell.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Consultation Feedback

Hi [redacted],

Since we last spoke, the Middle Road Project Referral Application has been accepted, and Woods has been engaged by CDL Land New Zealand Ltd (CDL) to prepare the Substantive Application under the Fast-track Approvals Act 2024 (FTAA) for residential development at Middle Road,

Havelock North.

Middle Road Project
CDL proposes to develop land at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North for residential use through the FTAA pathway. The project is now progressing through the Substantive Application phase with the EPA and seeks to enable approximately 317 new houses on approximately 30.3 hectares of land.

The site sits immediately south of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the south and west. A site plan is attached for reference.The project aims to deliver a high-quality, well-connected residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks. Technical input is being provided across a range of disciplines, including urban design, engineering, stormwater, traffic, ecology, geotechnical, archaeology, and economics.

Project Update and Key Information for DOC
As part of the preparation of the Substantive Application, CDL is undertaking targeted follow-up consultation with relevant government agencies. The purpose of this engagement with DOC is to provide an update on how the Project has evolved since the referral phase and to confirm whether there are any additional matters DOC considers should be addressed within the Substantive Application documentation.
Since our previous engagement, the project has evolved and the application site has been refined. In particular:

- the McKenna Block has been removed from the application site and vegetation within that area is no longer proposed to be removed;
- CDL is continuing to engage with HDC, HBRC and iwi in relation to the treatment of the Herehere Stream corridor. This has informed the current design approach, which includes forming a planted batter along the bank of the Herehere Stream, following the stream's natural alignment and shape. The purpose of this treatment is to improve amenity and ecological value while also reducing erosion risk;
- as noted in the Referral Application, no Wildlife Act approvals are being sought for the Project; and

We would welcome any comments DOC may have on these updates, including whether there are any remaining DOC interests or matters that should be addressed within the Substantive Application documentation.

Timeframes
CDL is aiming to lodge the Substantive Application in September 2026. The final masterplan and draft technical inputs are currently being refined. I have attached the draft masterplan for your reference.

Please don't hesitate to contact me if you have any questions or would like further information.

Thanks, [redacted]

From: [redacted]@woods.co.nz>
Sent: Tuesday, 10 March 2026 4:49 pm
To: [redacted]@doc.govt.nz>
Cc: [redacted]@woods.co.nz>; [redacted]@boffamiskell.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Consultation Feedback

Hi [redacted],

Following this, here is an update on the Middle Road Fast-track referral project. We have recently updated the masterplan to reflect the various technical inputs received over the past several weeks and respond to stakeholder consultation feedback. The updated masterplan is attached.

There are three principal changes to note:

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

- **Reduced yield:** The anticipated yield for the CDL landholdings is now approximately 320–370 dwellings (from the previous 350–400 dwelling range).

- **Expanded stormwater dry basin / reserve areas:** The flood modelling has resulted in an increase in basin size to accommodate flood storage requirements. This has led to a corresponding increase in open space across the site, including adjacent to the Herehere Stream corridor.

The masterplan is now effectively locked in (subject to any major final feedback from councils and mana whenua), and we are aiming to lodge the referral application at the end of March 2026.

In response to DOC's initial feedback points raised in your 10/02/2026 email:

Land / mature trees:

The McKenna Block remains an optional inclusion in the project, should those landowners choose to participate in the future. A number of the larger mature native trees identified on site are located on this landholding. If the McKenna Block were to be incorporated at a later

stage, the trees located toward the southern part of that site are associated with the existing villa, which is likely to be retained. As a result, those trees (includes Totara) are expected to be retained as part of that setting. Should the project extend into the McKenna Block in the future, the treatment of these trees and their integration into the development layout would be worked through in more detail during the substantive Fast-Track application stage.

Herehere Stream:
We had a productive meeting with Council yesterday to discuss the approach to the Herehere Stream interface. There was general alignment on adopting a naturalised response consistent with Council's latest guidance for stream bank enhancement and riparian planting. The approach addresses flood storage and stream edge erosion (including managing velocities, avoiding increased flows and retaining stormwater on site), while providing enhanced riparian planting with canopy and understorey species, establishing riparian habitat, and maintaining a naturalised stream edge. I provide links to Council's relevant guidance documents that will inform the detailed design at the substantive phase of the project.

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

I trust the above provides a helpful update on the current status of the project. Overall, the proposed approach responds well to DOC's earlier feedback regarding stream health and habitat enhancement, and provides confidence that several of the larger mature trees are likely to be retained. Should you have any queries regarding these updates, please feel free to contact me.

Thanks, [redacted]

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

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From: [redacted]@woods.co.nz>
Sent: Tuesday, 10 March 2026 4:44 pm
To: [redacted]@doc.govt.nz>
Cc: [redacted]@woods.co.nz>; [redacted]boffamiskell.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Consultation Feedback

Hi [redacted],

I hope you are well. I have received the following update from [redacted] on the Middle Road site.

They reviewed the tracking tunnel cards last week and got a second opinion on a few of the marks.

He can now confirm that no lizards were recorded.

They put out 35 tunnels for two, one-week periods for a total of 70 cards. The total effort was 490 tunnel-nights (i.e. 35 traps x 14 nights). No lizards were recorded, and a low number of other fauna. This indicated low animal pest numbers on the site.

Table 1: Total number of records for fauna types, from 70 ink cards deployed at Middle Road.

Hedgehog	Rat	Mouse	Insect	Lizard
4	1	24	13	0

His report will confirm that no lizard management or permits will be required.

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

Thanks, [redacted]

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

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From: [redacted]@woods.co.nz>
Sent: Tuesday, 10 February 2026 2:24 pm

To: [redacted]@doc.govt.nz>
Cc: [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Consultation Feedback

Hi [redacted],

I'm doing good thanks. I hope you are well too.

Thank you for sending through that summary and the pdf. We appreciate the clear communication and recommendations you have provided. I have forwarded this on to [redacted] and the rest of the team to see if they have any further comments or questions.

I look forward to staying in contact as the project progresses. Please let me know if you require any further information or questions.

Thanks, [redacted]

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

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From: [redacted]s@doc.govt.nz>
Sent: Tuesday, 10 February 2026 1:25 pm
To: [redacted]@woods.co.nz>
Subject: Middle Road Consultation Feedback

Hi [redacted], I hope you are well. Sorry for the delay in getting this back to you.

Attached is a summary of feedback from DOC. In addition, Kev sent through some additional comments following the site visit. In particular:

Land
We do not believe the large, flat paddocks have high conservation value in themselves. However, the existing long grass provides positive environmental benefits, primarily through improved soil health, increased biodiversity, and carbon sequestration. Taller pastures support deeper root systems, which enhance soil structure and water retention.
A small number of large, mature trees are present and provide significant conservation

value. These trees offer diverse habitats, including hollows, cavities, and bark niches, supporting a wide range of species such as birds, bats, insects, and fungi. They may also function as ecological stepping stones, helping birds and bats move safely between fragmented habitats.

We recommend that these mature trees be retained and incorporated into the development design.

Stream (Herehere Stream)
The stream exhibits good conservation values. Recent eDNA Batching Reports indicate that the Herehere Stream is in good health and currently supports several native species, including īnanga (Galaxias maculatus) and hikumutu/shortfin eel (Anguilla australis). During our visit, the water quality appeared clear with good flow.

Upstream near Middle Road, the stream banks remain largely natural, with good riparian vegetation providing shade and habitat. In contrast, downstream near Te Aute Road, previous development has removed much of the natural environment and replaced it with rock and concrete, likely contributing to increased water temperatures and reduced ecological function.

We recommend that the stream continues to be monitored and that additional riparian planting is undertaken to enhance shading and improve the long-term health of the waterway.

Let me know if you need anything further.

Cheers

[redacted]

0274553355
Consultant Planner Fast Track Applications
Te Papa Atawhai | Department of Conservation

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Attachment 7: Heritage New Zealand Pouhere Taonga Correspondence

From: [redacted]
To: [redacted] Fast Track
Cc: [redacted]
Subject: RE: Middle Road Fast Track Heritage NZ engagement
Date: Wednesday, 30 September 2026 1:20:21 pm
Attachments: image001.png
image957686.png
Middle Road Fast Track - Final rendered plan.pdf

Hi [redacted]

I am touching base to let you know that CDL Land New Zealand Limited will be lodging the substantive application for the Middle Road Project under the Fast-track Approvals Act this Friday, 2 October.

Attached is the final masterplan for your information, which reflects the proposal being lodged.

Thank you again for your engagement and feedback on the Project to date. Following lodgement, there will be an opportunity to provide any further comments through the formal EPA Fast-track process.

If useful, we would also be happy to send you the full application package next week, once lodgement has been completed.

Please let me know if you would like us to send this through.

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]heritage.org.nz>
Sent: Wednesday, 15 July 2026 1:17 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cfgheritage.com>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>; Fast Track <fasttrack@heritage.org.nz>



Subdivision Plan

Client:	CDL	**Scale:**	NTS @ A3
Project No:	UA-23-059	**Date:**	August 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.

Subject: RE: Middle Road Fast Track Heritage NZ engagement

Thank you all for these emails.

Can I request that you use the email fasttrack@heritage.org.nz for future communications. This email is always monitored by our dedicated fast track team, who make sure the emails are distributed to the relevant people.

Thank you!

[redacted]

From: [redacted] <[redacted]woods.co.nz>
Sent: Wednesday, 15 July 2026 8:02 am
To: [redacted] <[redacted]cfgheritage.com>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]heritage.org.nz>
Cc: [redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast Track Heritage NZ engagement

Thanks [redacted]

@[redacted] to confirm, we will be including an Authority within the scope of our Fast-Track Application.

If you would like to meet to discuss this at all, please let myself or [redacted] know.

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]cfgheritage.com>
Sent: Tuesday, 14 July 2026 8:40 pm
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]heritage.org.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; Middle Road <MiddleRoad@woods.co.nz>

Subject: Re: Middle Road Fast Track Heritage NZ engagement

Thank you [redacted]
To clarify, since we don't know the age of the villa at 80 Middle Road, and I can't tell just looking at it from the road, I am not expert, I think we should have an authority to cover off any finds of wells, rubbish pits, etc. We are quite likely to find them I think, and if we have an authority we can look at them closely and try and figure out what we are dealing with. Without an authority, if we find something we have to stop work for 2 or 3 months and go through the authority process.

Ngā mihi

CFG HERITAGE

[redacted]
Principal Archaeologist
021 437 555

Note: I work part time and may not reply to your email today

From: [redacted] <[redacted]woods.co.nz>
Sent: 14 July 2026 5:53 PM
To: [redacted] <[redacted]heritage.org.nz>
Cc: [redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cfgheritage.com>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast Track Heritage NZ engagement

Hi [redacted]

Apologies just a quick update. [redacted] is still recommending an authority for the project, there is just a low change it will be needed.

Thanks, [redacted]

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

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From: [redacted]
Sent: Tuesday, 14 July 2026 4:32 pm

To: [redacted] <[redacted]heritage.org.nz>
Cc: [redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cfgheritage.com>
Subject: RE: Middle Road Fast Track Heritage NZ engagement

Hi[redacted]

Since we last spoke, the Middle Road Project Referral Application has been accepted, and Woods has been engaged by CDL Land New Zealand Ltd (CDL) to prepare the Substantive Application under the Fast-track Approvals Act 2024 (FTAA) for residential development at Middle Road, Havelock North.

Middle Road Project
CDL proposes to develop land at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North for residential use through the FTAA pathway. The project is now progressing through the Substantive Application phase with the EPA and seeks to enable approximately 317 new houses on approximately 30.3 hectares of land.

The site sits immediately south of the established Havelock North residential area, with suburban housing to the north and east and rural-residential properties to the south and west. A site plan is attached for reference. The project aims to deliver a high-quality, well-connected residential neighbourhood supported by integrated infrastructure, stormwater management, and open space networks. Technical input is being provided across a range of disciplines, including urban design, engineering, stormwater, traffic, ecology, geotechnical, archaeology, and economics.

Project Update and Key Information for HNZPT
As part of the preparation of the Substantive Application, CDL is undertaking follow-up engagement with agencies consulted during the referral phase to provide an update on the Project and confirm whether any additional matters should be considered as the application progresses.

Since our previous engagement, the project has evolved and the application site has been refined. In particular:

- the McKenna Block has been removed from the application site;
- there are no scheduled heritage buildings within the application site requiring assessment; and
- following completion of the archaeological assessment and site investigations, it is not anticipated that an Archaeological Authority will be required for the Project.

We would welcome any comments you may have on these updates and whether there are any remaining heritage matters that you consider should be addressed within the substantive application documentation.

Timeframes
CDL is aiming to lodge the Substantive Application in September 2026. The final masterplan and draft technical inputs are currently being refined. I have **attached** the draft masterplan for your reference.

Please don't hesitate to contact me if you have any questions or would like to arrange a time to meet.

Thanks, [redacted]

From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 10 March 2026 4:55 pm
To: [redacted] <[redacted]heritage.org.nz>
Cc: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]cfgheritage.com>
Subject: RE: Middle Road Fast Track Heritage NZ engagement

Hi [redacted]

I am writing to provide a brief update on the Middle Road Fast-track Referral project. We have recently updated the masterplan to reflect the various technical inputs received over the past several weeks and stakeholder consultation. The updated masterplan and archaeological assessment are attached. There are three principal changes to note:

- **McKenna Block as an optional component:** The eastern McKenna Block is not owned by CDL and is now shown as an optional future extension. The masterplan illustrates how this land could integrate with the wider landholdings should those owners pursue urbanisation in due course. For completeness, the technical reporting, including the archaeology report, continues to assess the McKenna Block landholdings so that integration can occur seamlessly should those landowners choose to urbanise at a later stage. This is important in respect of archaeology given that the buildings of interest are located on the McKenna landholdings
- **Reduced yield:** The anticipated yield for the CDL landholdings is now approximately 320–370 dwellings (previous 350–400 dwelling range).
- **Expanded stormwater dry basin / reserve areas:** The flood modelling has resulted in an increase in basin size to accommodate flood storage requirements. This has led to a corresponding increase in open space across the site.

In relation to archaeological matters, the McKenna Block remains covered within the archaeological assessment and recommendations. While the block is now an optional component of the project, the reporting has retained consideration of the existing dwelling and associated heritage context on that site. If the McKenna Block were to be incorporated at a later stage, we would follow the appropriate archaeological authority processes and work through those matters in more detail as part of the substantive Fast-Track application stage. At this stage, the expectation is that the existing house on the site would likely be retained as part of any future development scenario involving the McKenna block.

The archaeology report has been updated to reflect this revised approach and is attached for your information. The masterplan is now effectively locked in (subject to any final feedback from councils and mana whenua), and we are aiming to lodge the referral application at the end of March 2026.

I trust the above provides a helpful update on the current status of the project. Should you have any queries regarding these updates, please feel free to contact me.

Ngā mihi,

[redacted]

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

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From: [redacted] <[redacted]heritage.org.nz>
Sent: Friday, 19 December 2025 4:36 pm
To: [redacted] <[redacted]woods.co.nz>
Subject: Re: Middle Road Fast Track Heritage NZ engagement - meeting minutes

Thanks [redacted]
I am happy with those minor changes.

[redacted]

Get Outlook for Android

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, December 18, 2025 1:24:41 PM
To: [redacted] <[redacted]heritage.org.nz>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]cfgheritage.com>; [redacted]
[redacted]@heritage.org.nz>; [redacted]@heritage.org.nz>; [redacted]
[redacted]@heritage.org.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]
[redacted]cdli.co.nz>
Subject: RE: Middle Road Fast Track Heritage NZ engagement - meeting minutes

Hi [redacted]

Thank you for the opportunity to meet with you yesterday. I have attached our presentation, which includes the current concept plan. There are some minor amendments I have noted in the minutes, included in red below:

- "FM mentioned that there were two buildings (villas) that ~~will be~~ are looking to be retained in the north-east side of the development."
- "MC's recommendation is that an archaeological authority is applied for as part of the substantive fast-track application, on a precautionary basis."
- "RB asked if the CDL owns all the land – EH replied yes, or if not owned, it's under contract. ~~in the affirmative.~~ "

Let me know if you have any comments on the above amendments.

Regarding the Iona development, Jackson has noted there was no Archaeology report for Iona, as there were no old structures on the property when we brought it, and this was addressed as part of the HDC rezoning, etc.

Please let me know if you have any questions about the above. I look forward to further engagement in the new year. Hope you have a great holiday and new year.

Thanks, [redacted]

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

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From: [redacted] <[redacted]heritage.org.nz>
Sent: Thursday, 18 December 2025 11:55 am
To: [redacted] <[redacted]woods.co.nz>; [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]cfgheritage.com>; [redacted]@heritage.org.nz>; [redacted]@heritage.org.nz>; [redacted]@heritage.org.nz>
Subject: RE: Middle Road Fast Track Heritage NZ engagement - meeting minutes

Kia ora team

Thejas and I have prepared some meeting minutes to capture the main points of yesterday's hui.

Please let me know if you want to add or amend any of these comments.

Ngā mihi

[redacted]

Attachment 8: Ministry of Education Correspondence

From: [redacted]
To: [redacted]
Cc: [redacted] Middle Road; [redacted]
Subject: RE: Middle Road Fast-track Project – Early Engagement
Date: Wednesday, 30 September 2026 1:20:03 pm
Attachments: Middle Road Fast Track - Final rendered plan.pdf
image001.png
image002.png
image997481.png

Hi [redacted]

I am touching base to let you know that CDL Land New Zealand Limited will be lodging the substantive application for the Middle Road Project under the Fast-track Approvals Act this Friday, 2 October.

Attached is the final masterplan for your information, which reflects the proposal being lodged.

Thank you again for your engagement and feedback on the Project to date. Following lodgement, there will be an opportunity to provide any further comments through the formal EPA Fast-track process.

If useful, we would also be happy to send you the full application package next week, once lodgement has been completed.

Please let me know if you would like us to send this through.

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]education.govt.nz>
Sent: Friday, 28 August 2026 12:21 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]education.govt.nz>; [redacted] <[redacted]education.govt.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

[UNCLASSIFIED]

Kia ora [redacted]



Subdivision Plan

Client:	CDL	**Scale:**	NTS @ A3
Project No:	UA-23-059	**Date:**	August 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.

Thank you for taking the time to send us the updated masterplan. It is good to see that our earlier feedback has been taken into account. We have no further comments at this stage.
Ngā mihi,
[redacted]

[redacted] | Lead Advisor - Spatial Planning
School Property

DDI +6478373175 | Mobile +64272133694

From: [redacted] <[redacted]woods.co.nz>
Sent: Thursday, 27 August 2026 11:20 am
To: [redacted] <[redacted]education.govt.nz>
Cc: [redacted] <[redacted]education.govt.nz>; [redacted] <[redacted]education.govt.nz>; Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

Kia ora[redacted]

Further to our correspondence below, please find attached a copy of the updated masterplan for the Middle Road Project.

As noted previously, we have continued to work through the pedestrian and cycle connections as the design has developed. The masterplan now provides further detail on the proposed movement network through the site and connections to Middle Road and Te Aute Road.

In particular, the Project includes an extension of the footpath along the development frontage on Middle Road, connecting back into the existing urban footpath network. This will provide a continuous pedestrian connection between the development and the existing Havelock North urban area.

Thank you again for the Ministry's earlier feedback, particularly regarding active transport and pedestrian and cyclist safety. We have taken this into account as the design has progressed and wanted to provide you with the updated masterplan for your information.

Please let me know if you have any further comments or questions. We are currently targeting lodgement of the Substantive Application at the end of September.

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]education.govt.nz>
Sent: Monday, 15 June 2026 3:07 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]education.govt.nz>; [redacted] <[redacted]education.govt.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

[UNCLASSIFIED]

Thank you [redacted] we have appreciated the opportunity for early engagement.

Ngā mihi maioha,
[redacted]

[redacted] | Lead Advisor - Spatial Planning
School Property

DDI +6478373175 | Mobile +64272133694

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 15 June 2026 3:04 pm
To: [redacted] <[redacted]education.govt.nz>
Cc: [redacted] <[redacted]education.govt.nz>; [redacted] <[redacted]education.govt.nz>; Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

Kia ora [redacted]

Thank you for taking the time to review the proposal and provide feedback.

It is great to hear that there is capacity within the schooling network to accommodate the level of growth anticipated by the development. We also appreciate your comments regarding active transport, pedestrian and cyclist safety, and the importance of providing safe connections to nearby schools.

We will take this feedback on board as the design continues to develop. Pedestrian connectivity is a key consideration for the project team, and we are currently working through the detail of the transport and movement network.

Once the masterplan has been finalised, I will be back in touch and can provide more detailed information on the proposed pedestrian and cycle connections, including how the development will connect to nearby schools and the surrounding transport network.

Thank you again for your feedback and 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] <[redacted]education.govt.nz>
Sent: Monday, 15 June 2026 9:32 am
To: [redacted] <[redacted]woods.co.nz>
Cc: [redacted] <[redacted]education.govt.nz>; [redacted] <[redacted]education.govt.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

[UNCLASSIFIED]

Kia ora [redacted]

Thank for the opportunity to review the Middle Road Fast Track Consent proposal for development of approximately 300-350 residential dwellings located at 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North.

The Ministry has reviewed the application plan and information provided, which shows the master plan for the subdivision and development of the residential dwellings. We can advise that the Ministry of Education is neutral in relation to this application. The Ministry has no particular issues to raise with the application at this stage. At this stage there is capacity in the schooling network to accommodate the level of growth anticipated by this development.

We note that the project team is considering pedestrian connectivity and access to surrounding schools. Well-integrated transport options will be important to the future successful functioning of the community. Ensuring the safety of vulnerable road users such as students making their way to school should be a minimum requirement in the design of the transport network. We would support the provision of safe active transport linkages through to nearby schools. This would include provision of safe footpaths along Te Aute Road and Middle Road. We do request that particular consideration is given to pedestrian and cyclist safety in the design of the proposed linkages. We anticipate that the consent application will address these matters.

Depending on school transport eligibility and the availability of public transport options, students may travel to school by bus and therefore consideration should be given to incorporating safe bus stops into the design of the development.

We note that the nearby Iona College and Woodford House are state-integrated schools and as such you may wish to contact them separately to understand their views.

Ngā mihi,
[redacted]

[redacted] | Lead Advisor - Spatial Planning
School Property

DDI +6478373175 | Mobile +64272133694

From: [redacted] <[redacted]woods.co.nz>
Sent: Monday, 25 May 2026 11:11 am
To: [redacted] <[redacted]education.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

Kia ora [redacted]

Thanks for your email.

At this stage, the masterplan is still being refined, so we do not yet have a confirmed housing mix or detailed breakdown of typologies. However, the current intent is to provide a range of housing types and lot sizes across the development, including a mix of conventional residential lots alongside some medium-density typologies.

The current planning approach is to generally adopt General Residential Zone style standards across the majority of the development, with some identified pockets of land intended to accommodate Medium Density Residential style standards. At this stage, we anticipate these differing development controls would be secured through consent notices registered on the individual property titles.

We are not currently anticipating a terraced housing product as part of the development. Rather, the majority of dwellings are expected to comprise standalone residential homes, predominantly single-storey in form.

Given the scale and location of the project, we anticipate the development will cater to a broad range of households, including families, downsizers and first-home buyers. The project is being planned as a comprehensively designed residential neighbourhood, rather than a single housing product or typology.

We are continuing to work through the detail of the masterplan and anticipated yield mix as part of the substantive application process, so I am happy to keep you updated as that work progresses and provide further information once it becomes more defined.

Please let me know if there is any other information that would assist your Network team at this stage.

Ngā mihi
[redacted]

[redacted]
General Manager - Planning & Urban Design
[redacted]woods.co.nz
+64 27 572 2220
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From: [redacted] <[redacted]education.govt.nz>
Sent: Friday, 22 May 2026 4:34 pm
To: [redacted] <[redacted]woods.co.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

[UNCLASSIFIED]

Kia ora [redacted]
Just to help our Network team understand the proposal further in terms of impact on the schooling network, we were wondering if there is there any information available about the proposed housing typologies – e.g mix of housing types, sizes, price points etc?
Ngā mihi,
[redacted]

[redacted] | Lead Advisor - Spatial Planning
School Property

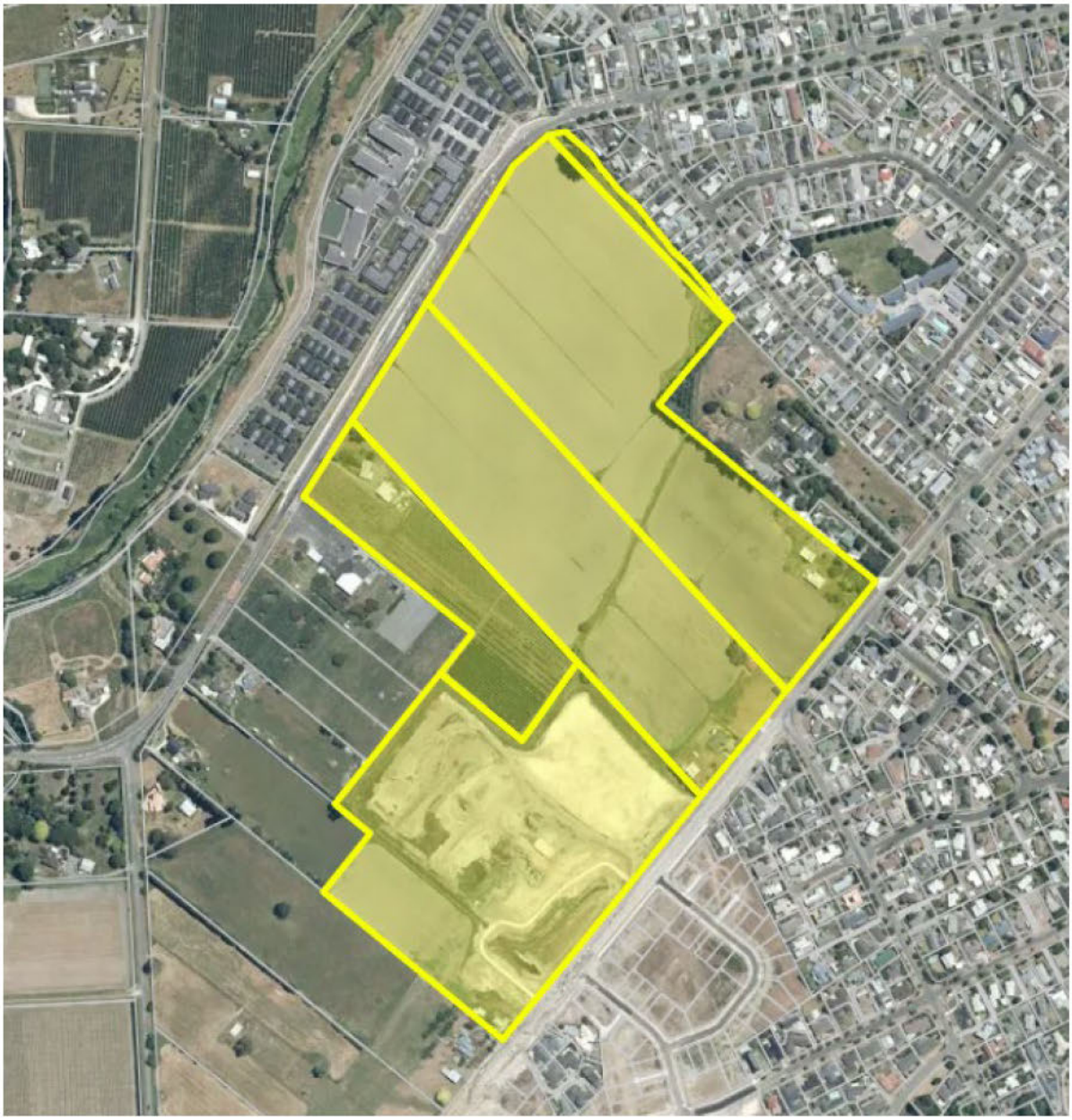
DDI +6478373175 | Mobile +64272133694

From: [redacted] <[redacted]woods.co.nz>
Sent: Tuesday, 19 May 2026 9:37 am
To: [redacted] <[redacted]education.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement

Appreciated, thanks [redacted]

The below map are the sites that the project covers.

I have also attached a high-level concept plan that was submitted as part of the referral Application. Although some tweaks are currently being made to it, we can share a more up to date version of it once it has been locked in. The lot numbers will generally remain the same, the tweaks are primarily to the layout in the southern part of the development to accommodate stormwater.



Ngā mihi
[redacted]

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

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From: [redacted] <[redacted]education.govt.nz>
Sent: Tuesday, 19 May 2026 9:14 am
To: [redacted] <[redacted]woods.co.nz>

Subject: RE: Middle Road Fast-track Project – Early Engagement

[UNCLASSIFIED]

Kia ora [redacted]
Thank you for reaching out and for the opportunity for early engagement. Just letting you know I am looking at this and will reach out to our regional team and come back to you with any initial feedback or matters for consideration.
Is there an early master plan available at this stage?
Ngā mihi,
[redacted]

[redacted] | Lead Advisor - Spatial Planning
School Property

DDI +6478373175 | Mobile +64272133694

From: [redacted] <[redacted]woods.co.nz>
Sent: Friday, 15 May 2026 10:11 am
To: [redacted] <[redacted]education.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted] <[redacted]woods.co.nz>; [redacted]woods.co.nz>; [redacted] <[redacted]cdli.co.nz>
Subject: Middle Road Fast-track Project – Early Engagement

Kia ora [redacted]

I hope you are having a great week. I'm getting in touch to provide an early heads-up on a Fast-track project we are progressing in Havelock North. We lodged a referral application for the Middle Road project with the Ministry for the Environment in February this year and are currently in the early stages of preparing the substantive application while we await confirmation on the referral outcome. We are acting on behalf of the landowner, CDL Land New Zealand Limited (CDL).

The site is located at 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North, and comprises approximately 30.6 hectares on the southwestern edge of the existing urban area. The proposal seeks to deliver a comprehensively planned residential neighbourhood of approximately 300–350 dwellings, supported by integrated transport, three waters infrastructure, stormwater management and open space networks.

As part of the early design process, the project team has been considering pedestrian connectivity and access to surrounding schools and community facilities. The two schools in proximity to the site are Lucknow School, approximately a 10-minute walk from the development, and Iona College, approximately a 17-minute walk away.

The design team is currently exploring opportunities to facilitate a safe walking route through to Lucknow School from the development site, along with pedestrian connections along Middle Road that integrate with the surrounding road network, where footpath infrastructure is already established or planned providing a safe walking route through to Iona College.

At this stage, we are targeting lodgement of the substantive application in early September, so there is still

plenty of opportunity for further engagement as the proposal develops. However, we wanted to take the opportunity to get in touch early and invite any initial feedback or matters you think we should be considering as part of the design and assessment process.

Please do not hesitate to get in touch if you would like to discuss the project further or arrange a meeting.

Ngā mihi
[redacted]

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

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Attachment 9: Health NZ Correspondence

From: [redacted]
To: [redacted]
Cc: Middle Road; [redacted]
Subject: RE: Middle Road Fast-track Project – Early Engagement with Health New Zealand
Date: Wednesday, 30 September 2026 1:29:43 pm
Attachments: image001.png
image002.png

Hi [redacted]

Thank you for this. Yes, I would be interested in receiving an application package.

Ngā mihi
[redacted] she/her)
Clinical Advisor
Planning, Funding and Outcomes
Central Region | Te Ikaroa
[redacted] | [redacted]@tewhatuora.govt.nz
2nd Floor, Corporate Administration Building, Cnr McLeod St & Omahu Road | Private Bag 9014, Hastings 4156

Health New Zealand
Te Whatu Ora

Health New Zealand | Te Whatu Ora

From: [redacted]@woods.co.nz>
Sent: Wednesday, 30 September 2026 1:20 pm
To: [redacted]@TeWhatuOra.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted]@cdli.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement with Health New Zealand

> You don't often get email from [redacted]@woods.co.nz. Learn why this is important

Hi [redacted],

I am touching base to let you know that CDL Land New Zealand Limited will be lodging the substantive application for the Middle Road Project under the Fast-track Approvals Act this Friday, 2 October.

Attached is the final masterplan for your information, which reflects the proposal being lodged.



Subdivision Plan

urban acumen

Client:	CDL	**Scale:**	NTS @ A3
Project No:	UA-23-059	**Date:**	August 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.

Thank you again for your engagement and feedback on the Project to date. Following lodgement, there will be an opportunity to provide any further comments through the formal EPA Fast-track process.

If useful, we would also be happy to send you the full application package next week, once lodgement has been completed.

Please let me know if you would like us to send this through.

Thanks, [redacted]

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

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From: [redacted]@woods.co.nz>
Sent: Monday, 29 June 2026 5:01 pm
To: [redacted]@TeWhatuOra.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted]@cdli.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement with Health New Zealand

Kia ora,

Thank you for taking the time to review the project and provide your feedback.

We appreciate the insights regarding existing pressures on primary healthcare services and the wider challenges associated with accommodating ongoing population growth across Havelock North and Hastings.

Your comments regarding accessibility, transport connections, and the importance of community-based service provision are particularly helpful as we continue to refine the proposal.

As the project progresses, we will continue to consider opportunities to support good connectivity and access to services through the design of the development and its integration with the surrounding urban area.

We appreciate your offer to remain involved and will keep you updated as the proposal develops. We will also be happy to share further information as the masterplan and supporting assessments are finalised.

Thank you again for your time and 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]@TeWhatuOra.govt.nz>
Sent: Monday, 22 June 2026 8:43 am
To: [redacted]@woods.co.nz>
Subject: FW: Middle Road Fast-track Project – Early Engagement with Health New Zealand

Kia ora [redacted]

Thank you for the opportunity to provide early input on the proposed Middle Road development. Based on the outlined scale (approximately 300–350 dwellings), the proposal is likely to result in an increase of around 750–1,050 additional residents over time, contributing to incremental demand across local health services.

In particular, primary care capacity in Havelock North and wider Hastings is already experiencing workforce and enrolment pressures, and this level of growth is likely to further constrain access unless additional capacity or alternative delivery models are considered.

While the development is unlikely to create immediate material impacts for hospital-level services, cumulative growth across the area will continue to

place pressure on acute, outpatient, and maternity services over time.

Developments of this nature also typically generate a family-weighted population, which will increase demand for early years, youth health, and mental health services.

Given the semi-peripheral location, accessibility and transport connections will be important to ensure equitable access to care. We recommend early engagement with primary care and community providers, alongside consideration of flexible and community-based service models, to support ongoing growth.

We would welcome continued engagement as the proposal develops.

Ngā mihi

[redacted] (she/her)
Clinical Advisor
Planning, Funding and Outcomes
Central Region | Te Ikaroa
[redacted] | [redacted]@tewhatuora.govt.nz
2nd Floor, Corporate Administration Building, Cnr McLeod St & Omahu Road | Private Bag 9014, Hastings 4156

Health New Zealand
Te Whatu Ora

Health New Zealand | Te Whatu Ora

From: [redacted]@tewhatuora.govt.nz>
Sent: Tuesday, 16 June 2026 11:30 am
To: [redacted]@TeWhatuOra.govt.nz>
Subject: FW: Middle Road Fast-track Project – Early Engagement with Health New Zealand

Hi [redacted] – hope you're going well. Can you get this to the right person in PFO for me? It is unfortunately not something public health can comment on but it is an important issue.

Ngā mihi,

[redacted]
Senior Health Promotion Advisor - Kaitohu Matua Whakatairanga Hauora

Te Matau a Māui Hawke's Bay, National Public Health Service – Te Ikaroa (Central Region)

īmēra: [redacted]@tewhatuora.govt.nz
Private Bag 9014, Hastings 4156 New Zealand
Health New Zealand | Te Whatu Ora

From: [redacted]@woods.co.nz>
Sent: Tuesday, 16 June 2026 11:26 am
To: [redacted]@tewhatuora.govt.nz>
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted]@cdli.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: RE: Middle Road Fast-track Project – Early Engagement with Health New Zealand

> You don't often get email from [redacted]@woods.co.nz. Learn why this is important

Kia ora,

I hope you are well.

I am following up on my email below regarding the proposed Middle Road Fast-track project in Havelock North.

We are continuing to progress the substantive application and are currently targeting lodgement on 4 September 2026. As part of this process, we are seeking feedback from Health New Zealand on any matters relevant to health infrastructure and service capacity that should be considered as part of the Project.

Since my previous email, the project has continued to evolve through the masterplanning process, however the overall scale of development remains broadly unchanged at approximately 300–350 residential dwellings.

We would welcome any feedback you may have regarding the ability of existing health services, including primary healthcare and hospital facilities, to accommodate the anticipated population growth associated with the development. Equally, if there are any specific matters that you consider should be addressed within the substantive application, we would appreciate the opportunity to discuss these with you.

If it would be helpful, I would be happy to arrange a meeting to provide an overview of the Project and answer any questions you may have. Alternatively, we would be grateful to receive any comments via email.

Thank you for your time, and I look forward to hearing from you.

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]
Sent: Friday, 15 May 2026 10:14 am
To: [redacted]@tewhatuora.govt.nz
Cc: Middle Road <MiddleRoad@woods.co.nz>; [redacted]@cdli.co.nz>; [redacted]@woods.co.nz>; [redacted]@woods.co.nz>
Subject: Middle Road Fast-track Project – Early Engagement with Te Whata Ora

Kia ora,

I'm getting in touch regarding a Fast-track project we are progressing in Havelock North. We lodged a referral application for the Middle Road project with the Ministry for the Environment in February this year and are currently in the early stages of preparing the substantive application while we await confirmation on the referral outcome. We are acting on behalf of the landowner, CDL Land New Zealand Limited (CDL).

The proposal involves a comprehensively planned residential development of approximately 300–350 dwellings across a 30.6-hectare site at 92, 108 and 148 Middle Road, and 139 Te Aute Road, Havelock North. The site is located on the southwestern edge of the existing urban area, approximately 900 metres from the Havelock North Village Centre. The development is being designed with a strong focus on walkability, integrated open space, and connected transport infrastructure.

As part of the Fast-track process, we are seeking feedback from the Te Whata Ora on the proposal, particularly in relation to local health infrastructure and whether existing healthcare services, including GP access and proximity to hospital facilities, are likely to be able to accommodate the projected increase in population associated with the development.

At this stage, we are targeting lodgement of the substantive application around September, so there is still plenty of opportunity for further engagement as the proposal develops. However, we wanted to take the opportunity to engage early and invite any feedback on social infrastructure capacity for health services.

We would welcome any feedback you are able to provide ahead of lodgement. I am happy to arrange a time to meet, or alternatively, we would be grateful to receive any comments via 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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Statement of confidentiality: This email message and any accompanying attachments may contain information that is IN-CONFIDENCE and subject to legal privilege. If you are not the intended recipient, do not read, use, disseminate, distribute or copy this message or attachments. If you have received this message in error, please notify the sender immediately and delete this message

Attachment 10a: Adjacent Urban Interface Landowners Correspondence

From: Middle Road
To: [redacted]
Subject: RE: Feedback
Date: Thursday, 30 July 2026 2:30:34 pm

Kia ora,

Thank you for providing your feedback on the Middle Road Project. We appreciate you taking the time to consider the proposal and share your comments with us.

Your feedback has been received and will be carefully reviewed alongside comments from other neighbouring properties. We will consider all feedback as part of the ongoing development of the proposal and will be in touch with a response once this process is complete.

If you have any further questions or wish to provide any additional information in the meantime, please do not hesitate to get in touch.

Thank you again for your input.

Ngā mihi,
The Middle Road Project Team

From: [redacted]@gmail.com>
Sent: Monday, 27 July 2026 9:48 am
To: Middle Road <MiddleRoad@woods.co.nz>
Subject: Feedback

Mōrena,

Please find attached feedback. Meke.

He noho whakaiti,
[redacted]

MIDDLE ROAD PROJECT - FEEDBACK FORM

If you wish to provide feedback on the proposed Middle Road Project, please use this form to share your comments with us and send them via email to MiddleRoad@woods.co.nz **Friday, 31 July 2026.**

CDL Land New Zealand Limited welcomes feedback from neighbouring landowners and occupiers. All feedback received will be considered as the Project progresses. Where contact details are provided, a member of the Project team may get in touch to discuss your comments or answer any questions.

You are also welcome to provide feedback directly by email if you prefer not to complete this form.

Your Details

Name: [redacted]

Are you the owner or occupier? ☑ Owner ☐ Occupier

Postal Address: 6 Upham Street

Email: [redacted]@gmail.com

Phone: [redacted]

Do you consent to your name and contact details being provided to the Environmental Protection Authority as part of the consultation record for the project?

☑ Yes ☐ No

Your personal information will only be used for the purposes of consultation on the Middle Road Project and preparing the substantive application. It will not be used for any unrelated purposes.

Your Feedback

Please provide any comments, questions or feedback you would like us to consider.

Thank you for the opportunity to provide feedback. Please can you consider putting in some play equipment or a playground for the Otamariki

Would you like us to contact you about your feedback?

☑ Yes ☐ No

Preferred method of contact:

☐ Phone ☑ Email

Signature (optional):	
Date:	26.07.26

SIMPLY DONE WELL

From: [redacted]
To: Middle Road
Subject: Re: Feedback
Date: Tuesday, 25 August 2026 10:35:35 am

You're a bloody legend [redacted]

On Mon, 24 Aug 2026 at 16:51, Middle Road <MiddleRoad@woods.co.nz> wrote:

> Hi [redacted],
>
> Thank you for taking the time to review the Middle Road Project information and provide your feedback. We appreciate your suggestion to include play equipment or a playground within the development.
>
> This is something the Project team has considered as part of the landscape and open space design. The current draft landscape concept includes a dedicated play space within the northern reserve, together with smaller "play along the way" opportunities throughout the wider open space network.
>
> The landscape design is still being refined, including further coordination with Hastings District Council, but we agree that creating places for children and families to play and spend time within the open spaces is an important part of creating a new neighbourhood. Your feedback will be included in the consultation record and considered as the design progresses.
>
> Thank you again for taking the time to provide your comments. **There will also be a further opportunity to provide feedback once the substantive application has been lodged, when the independent Fast-track panel will write to neighbouring owners and occupiers inviting further comments on the application.**
>
> Kind regards,
>
> [redacted]
>
> ---
>
> **From:** [redacted]@gmail.com>
> **Sent:** Monday, 27 July 2026 9:48 am
> **To:** Middle Road <MiddleRoad@woods.co.nz>
> **Subject:** Feedback

Mōrena,

Please find attached feedback. Meke.

He noho whakaiti,

[redacted]

From: Middle Road
To: Reading, Clan
Subject: RE: Feedback
Date: Thursday, 30 July 2026 3:50:49 pm

Kia ora,

Thank you for providing your feedback on the Middle Road Project. We appreciate you taking the time to consider the proposal and share your comments with us.

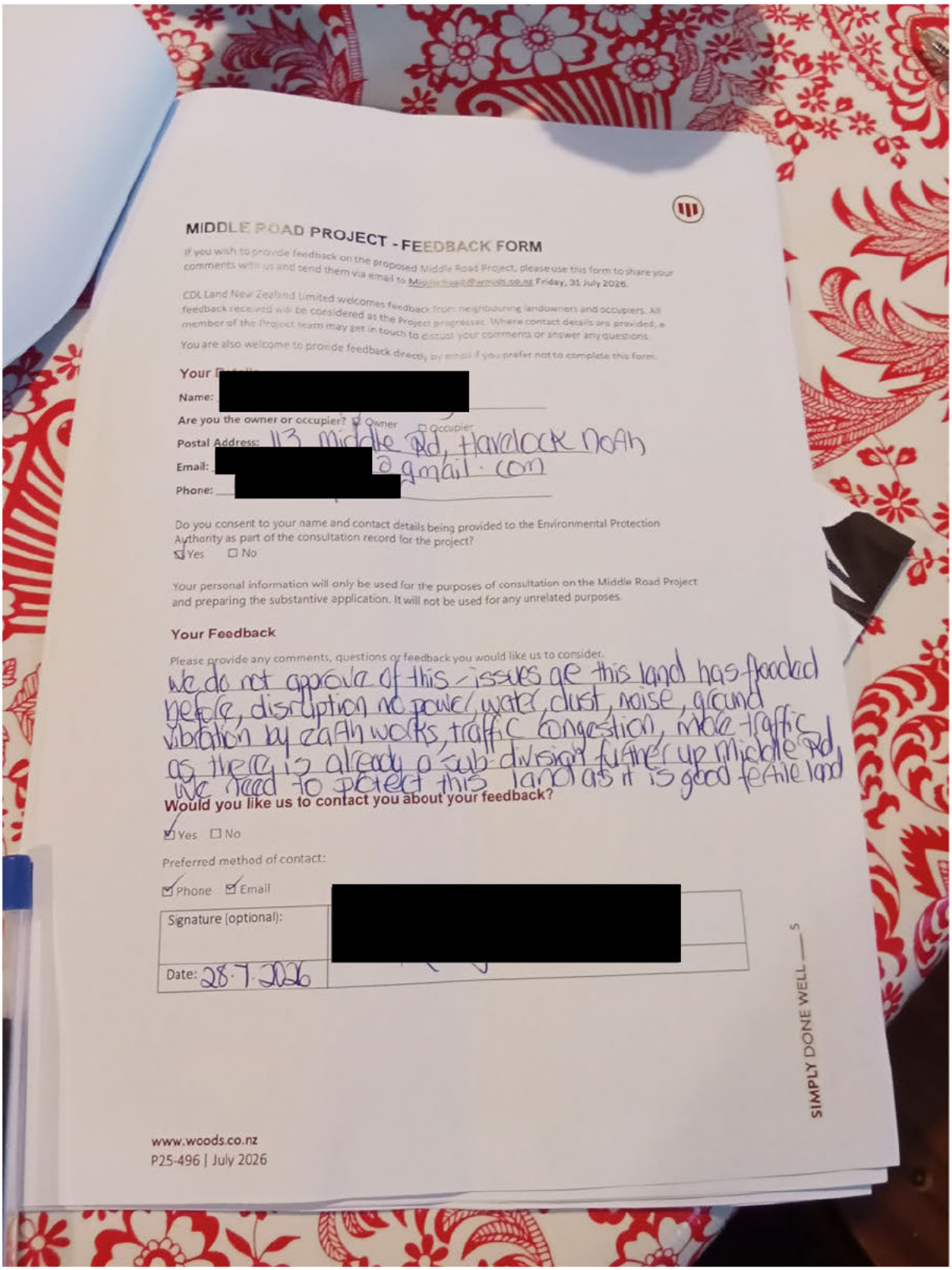
Your feedback has been received and will be carefully reviewed alongside comments from other neighbouring properties. We will consider all feedback as part of the ongoing development of the proposal and will be in touch with a response once this process is complete.

If you have any further questions or wish to provide any additional information in the meantime, please do not hesitate to get in touch.

Thank you again for your input.

Ngā mihi,
The Middle Road Project Team

From: Reading Clan <readingclan@gmail.com>
Sent: Wednesday, 29 July 2026 7:35 am
To: Middle Road <middleroad@woods.co.nz>
Subject: Feedback



MIDDLE ROAD PROJECT - FEEDBACK FORM

If you wish to provide feedback on the proposed Middle Road Project, please use this form to share your comments with us and send them via email to Middleroad@woods.co.nz Friday, 31 July 2026.

CDL Land New Zealand Limited welcomes feedback from neighbouring landowners and occupiers. All feedback received will be considered as the Project progresses. Where contact details are provided, a member of the Project team may get in touch to discuss your comments or answer any questions.

You are also welcome to provide feedback directly by email if you prefer not to complete this form.

Your Details

Name: [redacted]

Are you the owner or occupier? ☑ Owner ☐ Occupier

Postal Address: 113 Middle Rd, Havelock North

Email: [redacted]@gmail.com

Phone: [redacted]

Do you consent to your name and contact details being provided to the Environmental Protection Authority as part of the consultation record for the project?

☑ Yes ☐ No

Your personal information will only be used for the purposes of consultation on the Middle Road Project and preparing the substantive application. It will not be used for any unrelated purposes.

Your Feedback

Please provide any comments, questions or feedback you would like us to consider.

We do not approve of this - issues ge this land has flooded before, disruption no power, water, dust, noise, ground vibration by earth works, traffic congestion, more traffic as there is already a sub-division further up Middle Rd. We need to protect this land as it is good fertile land

Would you like us to contact you about your feedback?

☑ Yes ☐ No

Preferred method of contact:

☑ Phone ☑ Email

Signature (optional):

Date: 28.7.2026

SIMPLY DONE WELL — 5

www.woods.co.nz
P25-496 | July 2026

From: Middle Road
To: [redacted]
Subject: [redacted]
Date: Monday, 24 August 2026 4:03:36 pm

Hi [redacted] and [redacted]

Thank you for taking the time to review the Middle Road Project information and provide your feedback. We appreciate you outlining your concerns regarding flooding, the productive value of the land, construction effects and additional traffic on Middle Road.

We have considered the matters you have raised and wanted to provide some further information below on how these have been addressed through the design and assessment of the Project.
Flooding and drainage have been important considerations in the design of the Project. A detailed stormwater assessment has been undertaken, with the proposed system including stormwater detention dry basins, swales, overland flow paths and associated infrastructure to manage stormwater and avoid or mitigate upstream and downstream flooding effects.

We acknowledge your comments regarding the productive value of the land. A specialist Productive Capacity and Highly Productive Land Assessment has been completed and will form part of the substantive Fast-track application.

We recognise your concerns regarding the additional traffic generated by the development. A detailed transport assessment has been undertaken, including modelling of the surrounding road network and the additional traffic generated by both the Middle Road and Iona developments. The current assessment indicates that the surrounding road network can accommodate the forecast traffic. The Project also includes upgrades to the Middle Road and Te Aute Road frontages, together with improved walking and cycling connections.

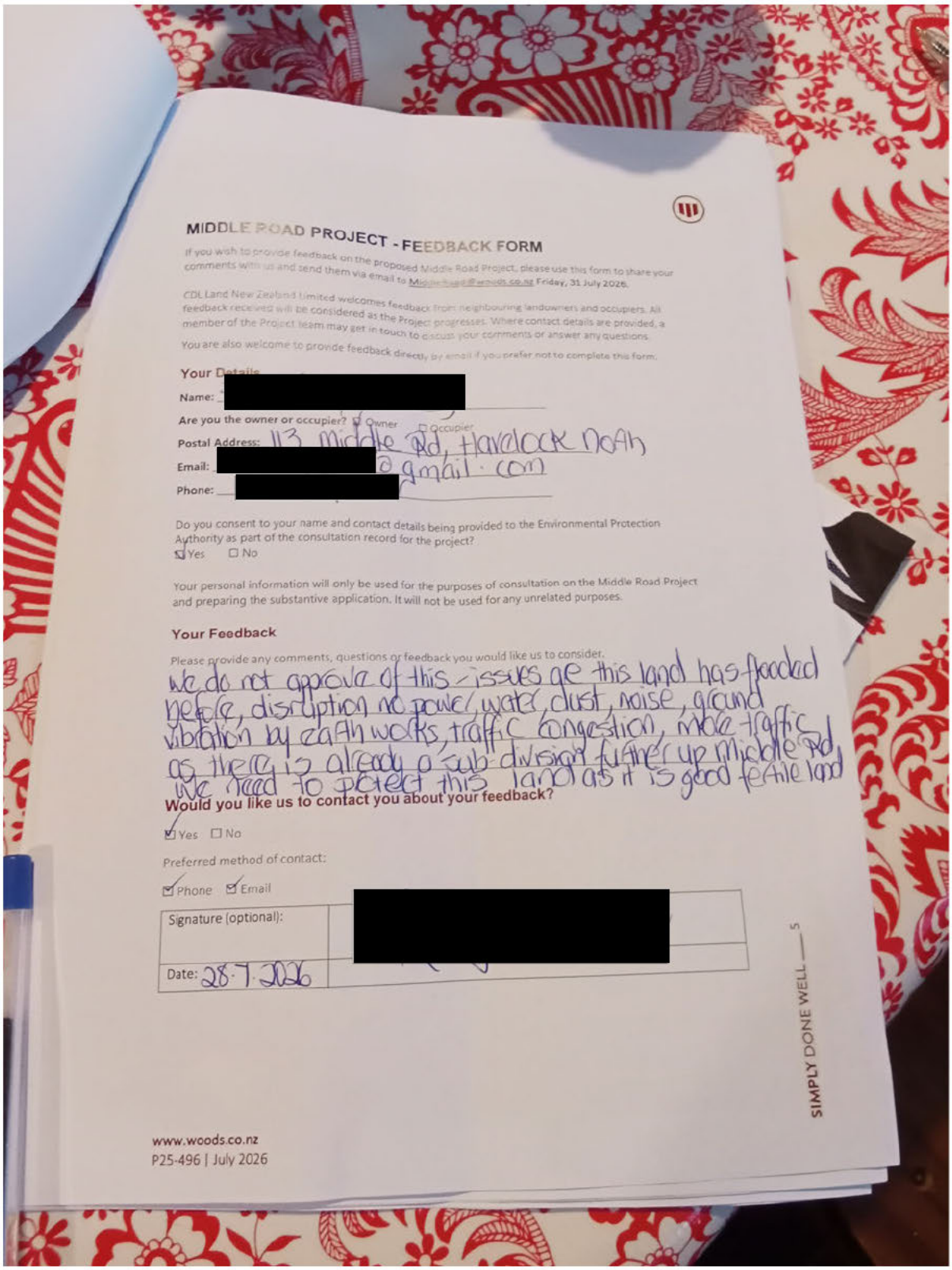
We recognise your concerns regarding dust, noise, vibration and construction traffic. The Middle Road Project will have its own project-specific construction management plans covering these matters, including contractor communication and a process for neighbours to raise concerns during construction.

Your feedback will be included in the consultation record and considered as the substantive application is finalised.

Thank you again for taking the time to provide your comments. There will also be a further opportunity to provide feedback once the substantive application has been lodged, when the independent Fast-track panel will write to neighbouring owners and occupiers inviting further comments on the application.

Kind regards,
[redacted]

From: [redacted]@gmail.com>
Sent: Tuesday, 28 July 2026 7:25 am
To: Middle Road <MiddleRoad@woods.co.nz>
Subject: Feedback



MIDDLE ROAD PROJECT - FEEDBACK FORM

If you wish to provide feedback on the proposed Middle Road Project, please use this form to share your comments with us and send them via email to MiddleRoad@woods.co.nz Friday, 31 July 2026.

CDL Land New Zealand Limited welcomes feedback from neighbouring landowners and occupiers. All feedback received will be considered as the Project progresses. Where contact details are provided, a member of the Project team may get in touch to discuss your comments or answer any questions.

You are also welcome to provide feedback directly by email if you prefer not to complete this form.

Your Details

Name: [redacted]

Are you the owner or occupier? ☐ Owner ☐ Occupier

Postal Address: 113 Middle Rd, Havelock North

Email: [redacted]@gmail.com

Phone: [redacted]

Do you consent to your name and contact details being provided to the Environmental Protection Authority as part of the consultation record for the project?

☑ Yes ☐ No

Your personal information will only be used for the purposes of consultation on the Middle Road Project and preparing the substantive application. It will not be used for any unrelated purposes.

Your Feedback

Please provide any comments, questions or feedback you would like us to consider.

We do not approve of this - issues ge this land has flooded before, disruption no power, water, dust, noise, ground vibration by earth works, traffic congestion, more traffic as there is already a sub-division further up Middle Rd we need to protect this land as it is good fertile land

Would you like us to contact you about your feedback?

☑ Yes ☐ No

Preferred method of contact:

☑ Phone ☑ Email

Signature (optional): [redacted]

Date: 28.7.2026

SIMPLY DONE WELL — 5

www.woods.co.nz
P25-496 | July 2026

From: Middle Road
To: [redacted]
Subject: RE: MIDDLE ROAD PROJECT
Date: Thursday, 30 July 2026 2:31:00 pm

Kia ora,

Thank you for providing your feedback on the Middle Road Project. We appreciate you taking the time to consider the proposal and share your comments with us.

Your feedback has been received and will be carefully reviewed alongside comments from other neighbouring properties. We will consider all feedback as part of the ongoing development of the proposal and will be in touch with a response once this process is complete.

If you have any further questions or wish to provide any additional information in the meantime, please do not hesitate to get in touch.

Thank you again for your input.

Ngā mihi,
The Middle Road Project Team

From: [redacted]@gmail.com>
Sent: Thursday, 30 July 2026 1:52 pm
To: Middle Road <MiddleRoad@woods.co.nz>
Subject: MIDDLE ROAD PROJECT

Good afternoon.

Please find attached our feedback in relation to the above-named project.

Please feel free to contact either of us by email or cell phone if you would like any further feedback.

Regards
Concerned residents, [redacted]
125 Middle Road

FEEDBACK FOR MIDDLE ROAD PROJECT – HAVELOCK NORTH

WWW.WOODS.CO.NZ

Your Details;

[redacted] & [redacted]

Owner

125 Middle Road, Havelock North

[redacted]@gmail.com / [redacted]@gmail.com

[redacted]

We consent to our name and contact details being provided to the Environmental Protection Authority

Feedback;

Thank you for the information posted in our letterbox regarding the Middle Road Project. We are extremely disappointed that CDL Developments has persued this project alongside the Iona Road Development. We note that the councils have clashed over the Future Development Strategy of this land. As outlined in the HB Today article of July, 4, 2025 this land is protected fertile growing soil.

Over the past 2 years during the development of the Iona Road Project we have had constant issues with dust, noisy and speeding trucks, speeding contractor's vehicle, noise and vibration and a 14-month road closure. We have also had a problem with mice infestation with the development of the land. We have had minimal if any communication from the contractors and we have had to email them on a number of occasions regarding issues of dust, vibration and dangerous driving of large vehicles.

We note in the information provided that there is a Dust Management Plan and Construction Noise and Vibration Management Plan. Not sure what these plans contain but past experience would indicate that they are insufficient and do not remedy the problem of dust and vibration satisfactorily creating health and safety issues.

We also note that there are house plans included in the documentation for the road frontage of Middle Road, 15 in total. Are these homes all going to be the same plan as the 4 bed, 2 bath plan included in the documentation and are they going to be social housing (Kainga Ora houses)?

Also included in the documentation is a Middle Road Masterplan (Fig 1) showing the layout of the 30.3 hectares which would indicate that the main road into this new project will be approximately opposite our home. We would expect that we would be provided with a front fence that would be high enough and solid enough to protect our home from noise and headlights from this intersection.

In summary, the past two years living with the Iona Road Development has been very frustrating, dusty, noisy and continues as homes are being built with contractors coming and going and constant building noise. We have real concerns about the Middle Road Project being fast tracked and how this is going to impact on our community, environment and the value of our home.

From: Middle Road
To: [redacted]
Subject: RE: MIDDLE ROAD PROJECT
Date: Monday, 24 August 2026 4:54:15 pm

Hi [redacted],

Thank you for taking the time to review the Middle Road Project information and provide your feedback. We appreciate you outlining your concerns, particularly given your experience of construction associated with the Iona development.

We have considered the matters you have raised and wanted to provide some further information below on how these have been addressed through the design and assessment of the Project.

We acknowledge your comments regarding the productive value of the land. A specialist Productive Capacity and Highly Productive Land Assessment has been completed for the Project and will form part of the substantive Fast-track application.

We also recognise your concerns regarding dust, noise, vibration and construction traffic. The Middle Road Project will have its own project-specific construction management plans covering these matters, including contractor communication and processes for neighbours to raise concerns during the works. Your experience of construction associated with the Iona development is useful context and will be considered as these plans are finalised.

In relation to the house plans included in the consultation material, these are lot-testing examples used to demonstrate how dwellings can be accommodated on the proposed lots. They are not fixed house designs for the Middle Road frontage lots. The application material does not identify any lots as Kāinga Ora or social housing, and it is not being proposed by CDL.

We have noted your specific concern regarding the proposed road connection onto Middle Road and the potential for vehicle headlights and noise to affect your property. Your request for fencing or other screening at this location will be considered as part of the ongoing design and assessment of the interface.

Your feedback will be included in the consultation record and considered as the substantive application is finalised.

Thank you again for taking the time to provide your comments. **There will be a further opportunity to provide feedback once the substantive application has**

been lodged, when the independent Fast-track panel will write to neighbouring owners and occupiers inviting further comments on the application.

Kind regards,
[redacted]

From: [redacted]@gmail.com>
Sent: Thursday, 30 July 2026 1:52 pm
To: Middle Road <MiddleRoad@woods.co.nz>
Subject: MIDDLE ROAD PROJECT

Good afternoon.

Please find attached our feedback in relation to the above-named project.

Please feel free to contact either of us by email or cell phone if you would like any further feedback.

Regards
Concerned residents, [redacted] & [redacted]
125 Middle Road

From: Middle Road
To: [redacted]
Subject: RE: Middle Road Project Feedback
Date: Friday, 31 July 2026 8:39:13 am

Kia ora,

Thank you for providing your feedback on the Middle Road Project. We appreciate you taking the time to consider the proposal and share your comments with us.

Your feedback has been received and will be carefully reviewed alongside comments from other neighbouring properties. We will consider all feedback as part of the ongoing development of the proposal and will be in touch with a response once this process is complete.

If you have any further questions or wish to provide any additional information in the meantime, please do not hesitate to get in touch.

Thank you again for your input.

Ngā mihi,
The Middle Road Project Team

-----Original Message-----
From: [redacted]@gmail.com>
Sent: Thursday, 30 July 2026 7:23 pm
To: Middle Road <MiddleRoad@woods.co.nz>
Subject: Middle Road Project Feedback

Thank you for the opportunity to provide feedback on this project. As a close neighbour and occupier I have three main concerns.

1. Noise from construction project
2. Increased traffic past my residence 3. Loss of "village" feel, traffic congestion and ability to access services such as schools, doctors and supermarket.

1. While noting there will be a Noise and Vibration Management Plan, my close proximity to this development causes me concern as this is much closer to me than the Iona Road development and my residence is open to Middle Road. During an earlier stage of Iona construction there were days when heavy trucks rumbled past my house continuously.

2. Already there is increased traffic on Middle Road with potentially 600 more traffic movements daily with the addition of Iona and this new project will increase this further.

3. The village is already at grid lock at 3pm. How is the increased traffic planned to be managed? Schools and doctors are currently at full capacity, how will this be managed?

I understand we need more housing in NZ but has thought been given to how the village will cope and provide the services that the new residents will need while still providing for existing residents?

I consent to my details being provided to the EPA as part of the consultation record.
Please contact me about this feedback.

Regards
[redacted]
101 Middle Road

Sent from my iPad

From: Middle Road
To: [redacted]
Subject: RE: Middle Road Project Feedback
Date: Monday, 24 August 2026 4:55:56 pm

Hi [redacted],

Thank you for taking the time to review the Middle Road Project information and provide your feedback. We appreciate you outlining your concerns regarding construction effects, increased traffic and the wider impacts of growth on Havelock North.

We have considered the matters you have raised and wanted to provide some further information below on how these have been addressed through the design and assessment of the Project.
We recognise your concerns regarding dust, noise, vibration and construction traffic. The Middle Road Project will have its own project-specific construction management plans covering these matters, including contractor communication and processes for neighbours to raise concerns during the works.

Traffic associated with both the Iona development and the Middle Road Project has been specifically considered in the Project's Integrated Transport Assessment. The assessment considers the operation of key intersections and the wider road network and concludes that the additional traffic generated by the Project can be accommodated. The Project will include upgrades to the Middle Road and Te Aute Road frontages and new walking and cycling connections.

We also acknowledge your concerns regarding the changing character of Havelock North and pressure on services such as schools, healthcare and retail. The Project has been designed as an extension of the existing Havelock North urban area, with consideration given to access to the town centre, surrounding services and transport connections. As part of the Project, we have consulted with the Ministry of Education and Health NZ regarding the potential effects of the additional population on local education and health services. Your comments regarding the wider pressures associated with growth in Havelock North have been noted and will form part of the consultation record.

Thank you again for taking the time to provide your comments. Your feedback will be considered as the substantive application is finalised. There will be a further opportunity to provide feedback once the substantive application has been lodged, when the independent Fast-track panel will write to neighbouring owners and occupiers inviting further comments on the application.

Kind regards,
[redacted]

-----Original Message-----
From: [redacted]@gmail.com>
Sent: Thursday, 30 July 2026 7:23 pm
To: Middle Road <MiddleRoad@woods.co.nz>
Subject: Middle Road Project Feedback

Thank you for the opportunity to provide feedback on this project. As a close neighbour and occupier I have three main concerns.

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2. Increased traffic past my residence 3. Loss of "village" feel, traffic congestion and ability to access services such as schools, doctors and supermarket.

1. While noting there will be a Noise and Vibration Management Plan, my close proximity to this development causes me concern as this is much closer to me than the Iona Road development and my residence is open to Middle Road. During an earlier stage of Iona construction there were days when heavy trucks rumbled past my house continuously.

2. Already there is increased traffic on Middle Road with potentially 600 more traffic movements daily with the addition of Iona and this new project will increase this further.

3. The village is already at grid lock at 3pm. How is the increased traffic planned to be managed? Schools and doctors are currently at full capacity, how will this be managed?

I understand we need more housing in NZ but has thought been given to how the village will cope and provide the services that the new residents will need while still providing for existing residents?

I consent to my details being provided to the EPA as part of the consultation record.
Please contact me about this feedback.

Regards
[redacted]
101 Middle Road

Sent from my iPad

To:
Owners and Occupiers of land adjoining Middle Road Project
Havelock North 4130

From:
[redacted]
General Manager - Planning & Urban Design, Woods

W-REF: P25-496
July 2026

MIDDLE ROAD PROJECT – HAVELOCK NORTH

We are writing on behalf of CDL Land New Zealand Limited (**CDL**) in relation to the proposed Middle Road Project at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North (refer to **Figure 1**).

On 23 June 2026, the Minister for Infrastructure accepted the Middle Road Project for referral under the Fast-track Approvals Act 2024. This enables CDL to progress the Project through the Fast-track approvals process.

CDL is currently preparing a substantive application under the Fast-track Approvals Act 2024 to subdivide the land and enable approximately 318 new homes to be developed across approximately 30.3 hectares (the '**Middle Road Project**').

As a neighbouring property owner or occupier, we wanted to provide you with information about the Project and how it has been designed. Throughout the design process, careful thought has been given to how the new neighbourhood integrates with the surrounding area, including existing homes, rural properties, transport connections, open spaces and community facilities.

We welcome any feedback you may have on the proposal as we continue to refine the design ahead of lodging the substantive application.



Figure 1: 92, 108 and 148 Middle Road and 139 Te Aute Road - Middle Road Project Location

SIMPLY DONE WELL

Middle Road Project Details

The plan included with this letter shows the current draft subdivision layout for the Middle Road Project. The key features and characteristics of the proposed development are described below.

Lot Sizes and Housing Types

The proposal will provide a range of lot sizes and housing opportunities. The majority of the development comprises conventional residential lots of 400 m² or greater, with many lots exceeding 600 m². A small number of lots will be developed to Medium Density Residential standards and are less than 400 m² in area. These lots are generally located in small clusters within the centre of the development and adjacent to key open space and reserve areas.

New homes are expected to be generally consistent with the scale and character of surrounding residential development in Havelock North, with development controls based on the General Residential Zone and Medium Density Residential Zone standards.

Traffic and Access

A new internal road network will be constructed to provide access to the proposed residential lots and to connect the development with Middle Road and Te Aute Road. The road network is expected to include a main east-west spine road, local roads and upgraded road frontages. The design will be progressed in accordance with Hastings District Council engineering requirements.

A transportation engineer is assisting with the design of the road layout, intersections, walking and cycling connections, and public transport opportunities. The proposal includes pedestrian and cycling links through the development, connections to open space areas, and upgrades to the site frontages on Middle Road and Te Aute Road to help integrate the development with the wider Havelock North transport network.

Temporary Construction Works

The construction period will require earthmoving equipment, truck movements and other heavy machinery. Construction effects will be managed through appropriate management plans, including a Construction Environmental Management Plan, Construction Traffic Management Plan, Erosion and Sediment Control Plan, Dust Management Plan, and Construction Noise and Vibration Management Plan.

These management plans will identify measures to manage temporary construction effects such as construction traffic, erosion and sediment control, dust, noise and vibration, and contractor communication. Neighbours will be provided with contact details for the site contractor should they have any queries or concerns during site works.

Landscaping and Open Space

A landscape and open space network is being developed for the subdivision. This will include street trees, planting within open space areas, stormwater dry basins, pedestrian and cycling links, and enhancement planting associated with the Herehere Stream corridor. The intention is to integrate the development with the surrounding area and provide a high-quality residential neighbourhood environment.

The design will also consider interfaces with adjoining properties. This may include fencing, planting and other interface treatments where appropriate to manage privacy, outlook, screening and reverse sensitivity effects.

Stormwater and Infrastructure Services

Stormwater management is a key part of the Middle Road Project. The site currently contains low-lying land and open drainage systems, and the design is being developed to manage flood risk, stormwater quantity and stormwater quality. The proposed stormwater approach includes pipes, swales, overland flow paths and dry detention basins integrated with open space areas.

Stormwater from the development is proposed to be managed on site before being discharged to the Herehere Stream and Gilpin Drain / Karamū Stream catchment, subject to detailed design and regional consent requirements. The stormwater system will be designed to manage runoff from the new urban development, provide water quality treatment, and avoid or mitigate upstream and downstream flooding effects.

The new homes will be serviced by the existing water and wastewater services with supporting new infrastructure proposed to tie in to the existing network.

The Fast-track Application Process

The Middle Road Project will be lodged with the Environmental Protection Agency (**EPA**) and will be processed under the Fast-track approvals process. The Fast-track process assists with the delivery of infrastructure and development projects that can have significant regional (and national) benefits – such as the Middle Road Project.

The Panel will consider the effects of the Project and may find it helpful to understand any comments or concerns from neighbouring landowners and occupiers. When the application is lodged, the independent panel assessing the application will invite further comments from the owners and occupiers of land that they consider to be potentially affected by the proposal.

For more information on Fast-Track Approvals Act please refer to www.fasttrack.govt.nz.

Next Steps

The Project team will continue refining the design and completing the technical assessments required to support the substantive application. Feedback received during this consultation process will be considered alongside the technical assessments and, where appropriate, incorporated into the Project or addressed through proposed conditions of consent.

When the design is completed and has been assessed by all the technical experts, the application will be lodged with the EPA. We intend to lodge the substantive application for the Middle Road in early **September 2026**.

Feedback and Contact Details for Further Information

If you would like to provide feedback on the Middle Road Project, please complete the enclosed feedback form or send your comments directly by email to MiddleRoad@woods.co.nz . We would appreciate receiving any feedback by **Friday, 31 July 2026**, to allow sufficient time for the Project team to consider the matters raised before lodging the substantive application.

The enclosed feedback form also provides an opportunity for you to indicate whether you consent to your name and contact details being provided to the Environmental Protection Authority as part of the consultation record.

If you have any questions or would like further information about the Project, please contact the Project team at MiddleRoad@woods.co.nz

Thank you for your time reviewing the Middle Road Project information. We look forward to hearing from you.

Ngā mihi nui / Kind regards,

[redacted]

[redacted]

General Manager - Planning & Urban Design

Woods

MIDDLE ROAD PROJECT - FEEDBACK FORM

If you wish to provide feedback on the proposed Middle Road Project, please use this form to share your comments with us and send them via email to MiddleRoad@woods.co.nz **Friday, 31 July 2026.**

CDL Land New Zealand Limited welcomes feedback from neighbouring landowners and occupiers. All feedback received will be considered as the Project progresses. Where contact details are provided, a member of the Project team may get in touch to discuss your comments or answer any questions.

You are also welcome to provide feedback directly by email if you prefer not to complete this form.

Your Details

Name: _____

Are you the owner or occupier? ☐ Owner ☐ Occupier

Postal Address: _____

Email: _____

Phone: _____

Do you consent to your name and contact details being provided to the Environmental Protection Authority as part of the consultation record for the project?
☐ Yes ☐ No

Your personal information will only be used for the purposes of consultation on the Middle Road Project and preparing the substantive application. It will not be used for any unrelated purposes.

Your Feedback

Please provide any comments, questions or feedback you would like us to consider.

_____

_____

_____

_____

Would you like us to contact you about your feedback?

☐ Yes ☐ No

Preferred method of contact:

☐ Phone ☐ Email

Signature (optional):	
Date:	



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

WOODS.CO.NZ

MIDDLE ROAD SUBSTANTIVE APPLICATION

MIDDLE ROAD MASTERPLAN

N

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



1
-
LOCATION PLAN
1:10000



2
-
MIDDLE ROAD LOT TESTING
1:200

WOODS
EST.1970

N



1 - LOCATION PLAN
1:10000



2 - MDRZ LOT TESTING
1:200

DETAIL PLANS

SOUTHERN STORMWATER RESERVE

The overall stormwater network as depicted on the following pages comprises a series of interconnected detention basins and rainwater management systems that provide both stormwater attenuation and valuable open space for the community. The existing pond on Middle Road continues into a proposed basin, forming part of an integrated stormwater treatment and conveyance system. Additional stormwater runoff from surrounding streets is collected within the detention basins before being discharged at controlled rates to the Herehere Stream.

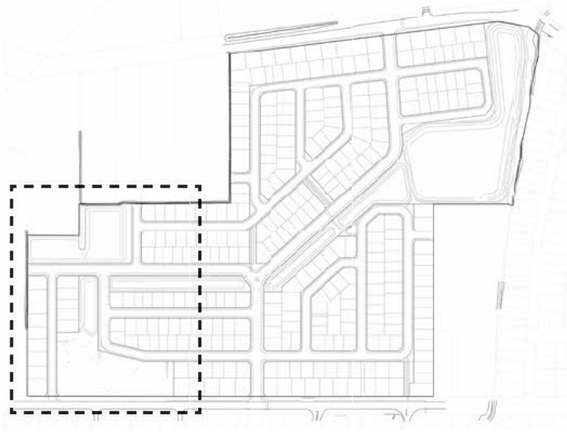
All ponds are designed as detention basins, with no permanent retention water bodies proposed. Basin batters are formed at a maximum slope of 1:3, creating safe, accessible open spaces that can accommodate informal recreation such as walking, dog exercise, and casual sports when dry.

The reserves are predominantly grassed, with low-growing native grasses and carefully positioned specimen trees along lot boundaries and key edges. This planting approach maintains open views, supports passive surveillance, and contributes to a sense of safety while providing visual amenity and habitat value.

Homes adjoining the basins are encouraged to provide visual connection to these open spaces through low, visually permeable fencing and landscape planting, supporting natural surveillance of the reserves.

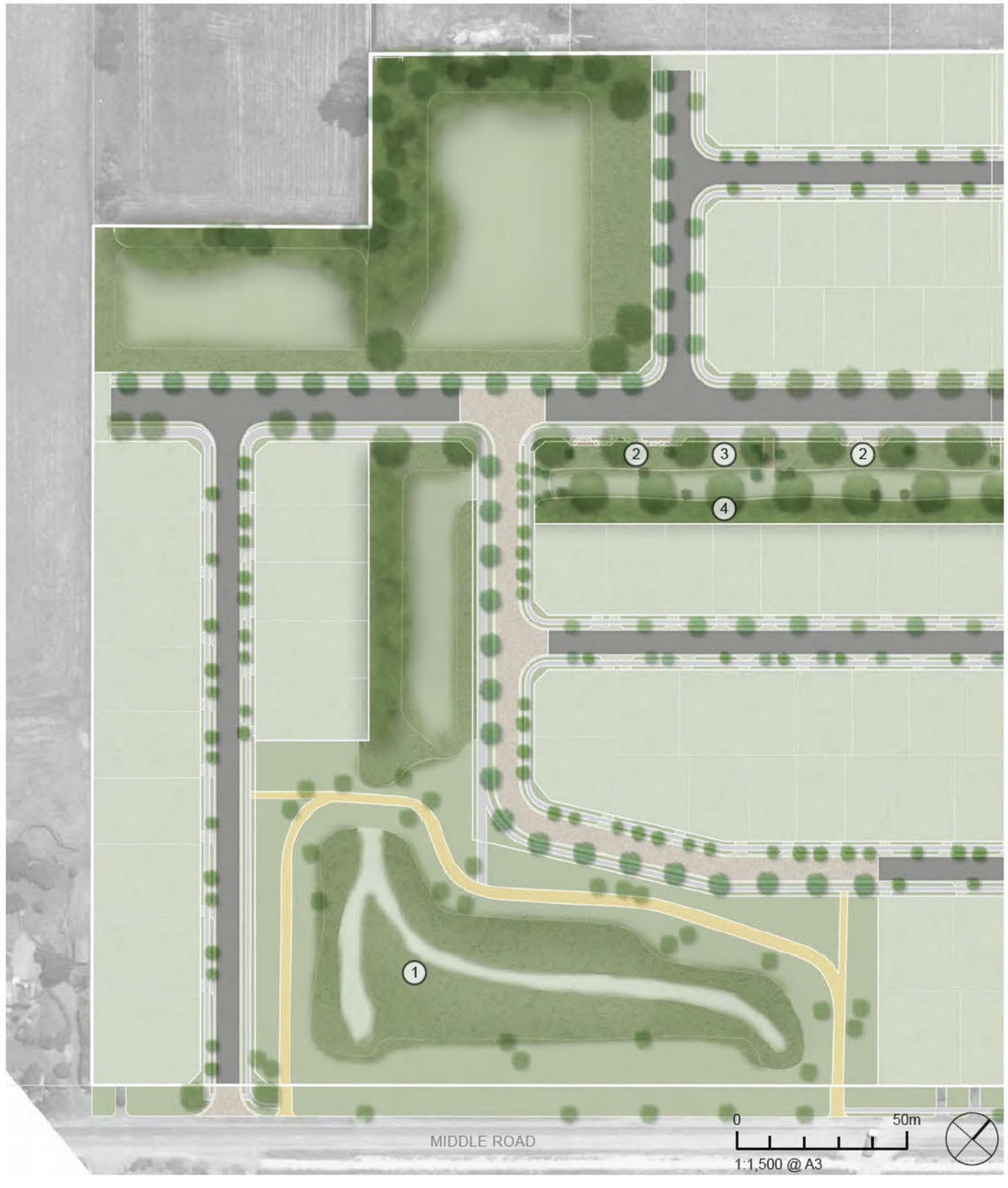
Shared paths and mown grass routes provide opportunities for walking and recreation within the stormwater reserves and link to the wider neighbourhood open space network. The reserves are intended to function as attractive, multi-purpose community spaces while continuing to perform their primary stormwater detention role.

To maintain the rural character of the area and minimise light pollution, the stormwater reserves are not proposed to be lit at night.



KEY FEATURES

1. EXISTING DETENTION BASIN
2. PLAY ALONG THE WAY
3. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
4. 1-3M HIGH NATIVE PLANTING



DETAIL PLANS

CENTRAL STORMWATER RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. MULTISPORT SPACE
3. PLAY ALONG THE WAY
4. PLAY SPACE
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. 1-3M HIGH NATIVE PLANTING



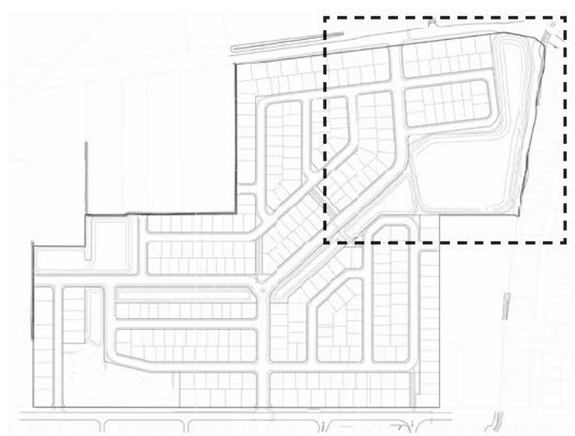


DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING





Attachment 10b: Adjacent Mixed Rural Interface Landowners Correspondence

From: [redacted]
To: [redacted]
Cc: Middle Road
Subject: CDL Fast Track Application - Middle Road
Date: Thursday, 16 July 2026 3:22:17 pm
Attachments: Middle Road Project_Consultation Package July 2026 - Mixed Rural Interfaces - Baptist Church.pdf

---

Good Aftenoon [redacted]

Please find attached a letter outlining the current details of the Middle Road Project and how the development has been designed to interface with your property. As discussed previously we are committed to working with the Baptist church to get a good outcome for both parties long term.

Are you free at all next week to discuss the attached and any questions you may have? At this stage I am planning on being down **Thursday the 23 July** and would be happy to meet at a time that suits you.

In the meantime, please don't hesitate to get in touch if there is anything you would like to discuss in advance.

Thanks,

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] **cdli.co.nz**

Confidentiality caution & disclaimer

The information contained in this message is confidential and may also be privileged. It is intended only for the addressee(s) named above. The unauthorised use, disclosure, copying or alteration of this message is strictly prohibited. If you are not the addressee (or responsible for delivery of the message to the addressee), please notify the originator immediately by return message and destroy the original message. This message and any attachments have been scanned for viruses prior to leaving the originator's network. The originator does not guarantee the security of this message and will not be held responsible for any damages arising from any alteration of this message by a third party or as a result of any virus being passed on.

To:
The Baptist Union of New Zealand
147 Te Aute Road, Havelock North 4130

From:
[redacted]
General Manager / Senior Development Manager

W-REF: P25-496
July 2026

MIDDLE ROAD PROJECT – HAVELOCK NORTH

I am writing to provide you with an update on the proposed Middle Road Project at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North (refer to **Figure 1**).

On 23 June 2026, the Minister for Infrastructure accepted the Middle Road Project for referral under the Fast-track Approvals Act 2024. This enables CDL to progress the Project through the Fast-track approvals process.

CDL is currently preparing a substantive application under the Fast-track Approvals Act 2024 to subdivide the land and enable approximately 318 new homes to be developed across approximately 30.3 hectares (the '**Middle Road Project**').

As an adjoining landowner to the Middle Road Project, we wanted to provide you with information about the Project, as well as specific information relating to the interface between the proposed development and your property. The Project team has given careful consideration to how the development responds to adjoining properties, including matters such as privacy, outlook, landscaping, access, and the transition between urban and rural environments.

This letter therefore includes both an overview of the proposed development and a summary of the design measures proposed along your property boundary. We would welcome the opportunity to discuss these with you, answer any questions you may have, and ensure you are comfortable with the proposed interface. If, having considered the information provided, you are supportive of the Project, we would also appreciate your written support for the substantive application.



Figure 1: 92, 108 and 148 Middle Road and 139 Te Aute Road - Middle Road Project Location

Middle Road Project Details

The plan included with this letter shows the current draft subdivision layout for the Middle Road Project. The key features and characteristics of the proposed development are described below.

Lot Sizes and Housing Types

The proposal will provide a range of lot sizes and housing opportunities. The majority of the development comprises conventional residential lots of 400 m² or greater, with many lots exceeding 600 m². A small number of lots will be developed to Medium Density Residential standards and are less than 400 m² in area. These lots are generally located in small clusters within the centre of the development and adjacent to key open space and reserve areas.

New homes are expected to be generally consistent with the scale and character of surrounding residential development in Havelock North, with development controls based on the General Residential Zone and Medium Density Residential Zone standards.

Traffic and Access

A new internal road network will be constructed to provide access to the proposed residential lots and to connect the development with Middle Road and Te Aute Road. The road network is expected to include a main east-west spine road, local roads and upgraded road frontages. The design will be progressed in accordance with Hastings District Council engineering requirements.

A transportation engineer is assisting with the design of the road layout, intersections, walking and cycling connections, and public transport opportunities. The proposal includes pedestrian and cycling links through the development, connections to open space areas, and upgrades to the site frontages on Middle Road and Te Aute Road to help integrate the development with the wider Havelock North transport network.

Temporary Construction Works

The construction period will require earthmoving equipment, truck movements and other heavy machinery. Construction effects will be managed through appropriate management plans, including a Construction Environmental Management Plan, Construction Traffic Management Plan, Erosion and Sediment Control Plan, Dust Management Plan, and Construction Noise and Vibration Management Plan.

These management plans will identify measures to manage temporary construction effects such as construction traffic, erosion and sediment control, dust, noise and vibration, and contractor communication. Neighbours will be provided with contact details for the site contractor should they have any queries or concerns during site works.

Landscaping and Open Space

A landscape and open space network is being developed for the subdivision. This will include street trees, planting within open space areas, stormwater dry basins, pedestrian and cycling links, and enhancement planting associated with the Herehere Stream corridor. The intention is to integrate the development with the surrounding area and provide a high-quality residential neighbourhood environment.

The design will also consider interfaces with adjoining properties. This may include fencing, planting and other interface treatments where appropriate to manage privacy, outlook, screening and reverse sensitivity effects.

Stormwater and Infrastructure Services

Stormwater management is a key part of the Middle Road Project. The site currently contains low-lying land and open drainage systems, and the design is being developed to manage flood risk, stormwater quantity and stormwater quality. The proposed stormwater approach includes pipes, swales, overland flow paths and dry detention basins integrated with open space areas.

Stormwater from the development is proposed to be managed on site before being discharged to the Herehere Stream and Gilpin Drain / Karamū Stream catchment, subject to detailed design and regional consent requirements. The stormwater system will be designed to manage runoff from the new urban development, provide water quality treatment, and avoid or mitigate upstream and downstream flooding effects.

The new homes will be serviced by the existing water and wastewater services with supporting new infrastructure proposed to tie in to the existing network.

How the Middle Road Project Has Been Designed to Interface with Your Property

Your property sits along the western edge of the Middle Road Project, and careful thought has been given to how the proposed development will relate to the existing church property. In particular, the design has sought to maintain privacy, provide an appropriate transition between the two sites, and preserve flexibility should you wish to consider future development of the property.

The existing drainage channel along the shared boundary has been retained as part of the overall stormwater network. The proposed residential lots have been set back from the drainage channel, with a 1.8 metre high close-boarded timber fence located behind the drain. This maintains ongoing access for the long-term maintenance of the drainage corridor while also providing privacy and separation between the proposed residential development and the church property.

The road layout has also been designed to allow for future connections into the church property, should the land be developed in the future. This preserves flexibility for the long-term use of the property and avoids creating a permanent barrier between the two sites.

The residential lots adjoining the common boundary are all over 500 m² and are anticipated to be developed in accordance with the General Residential Zone standards. This will provide a more spacious residential edge along the shared boundary.

The Fast-track Application Process

The Middle Road Project will be lodged with the Environmental Protection Agency (**EPA**) and will be processed under the Fast-track approvals process. The Fast-track process assists with the delivery of infrastructure and development projects that can have significant regional (and national) benefits – such as the Middle Road Project.

The Panel will consider the effects of the Project and may find it helpful to understand any comments or concerns from neighbouring landowners and occupiers. When the application is lodged, the independent panel assessing the application will invite further comments from the owners and occupiers of land that they consider to be potentially affected by the proposal.

For more information on Fast-Track Approvals Act please refer to www.fasttrack.govt.nz.

Next Steps

The Project team will continue refining the design and completing the technical assessments required to support the substantive application. Feedback received during this consultation process will be considered alongside the technical assessments and, where appropriate, incorporated into the Project or addressed through proposed conditions of consent.

When the design is completed and has been assessed by all the technical experts, the application will be lodged with the EPA. We intend to lodge the substantive application for the Middle Road in early September 2026.

Feedback and Request for Written Support

If you are comfortable doing so, CDL would appreciate your written support for the Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024. Providing written support is entirely voluntary.

A written support section has been included at the end of this letter for you to complete. Once signed, this can be returned by email to MiddleRoad@woods.co.nz or directly to [redacted]cdli.co.nz.

Thank you for your time reviewing the Middle Road Project information. We look forward to hearing from you.

Ngā mihi nui / Kind regards,

[redacted]

CDL Land New Zealand Limited

General Manager/Senior Development Manager

MIDDLE ROAD PROJECT – WRITTEN SUPPORT

I/We, _____
(full name of landowner(s))

of _____
(property address)

confirm that, based on the information provided, I/we support the proposed Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024.

Signature(s): _____

Date: _____

Contact details (optional): _____



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

WOODS.CO.NZ

MIDDLE ROAD SUBSTANTIVE APPLICATION

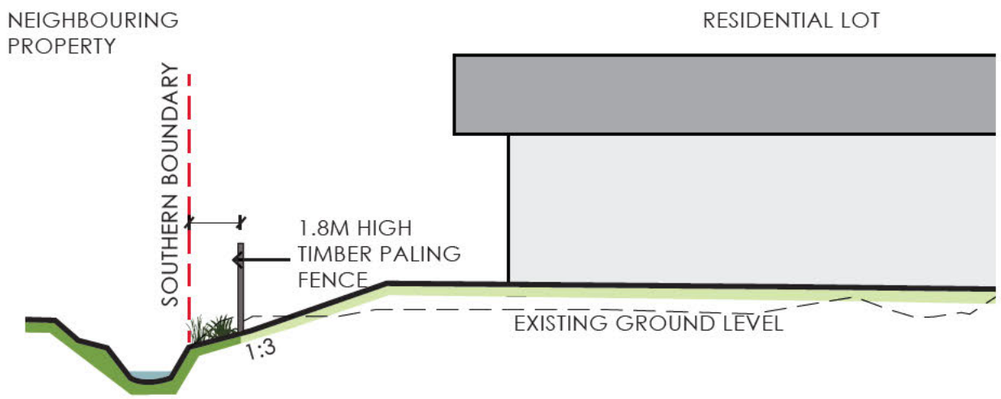
MIDDLE ROAD MASTERPLAN

N

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

DETAIL PLANS

SOUTHERN STORMWATER BOUNDARY INTERFACE - CROSS SECTION B - 147 TE AUTE ROAD/ VILLAGE BAPTIST CHURCH



CROSS SECTION B

Scale 1:150@A3.



LOCATION PLAN

NTS



EXAMPLE IMAGE -

1.8M HIGH TIMBER PALING FENCE



PANORAMA LOOKING TOWARDS 147 TE AUTE ROAD FROM MIDDLE ROAD



1
-
LOCATION PLAN
1:10000



2
-
MIDDLE ROAD LOT TESTING
1:200

N



1
-

LOCATION PLAN
1:10000



2
-

MDRZ LOT TESTING
1:200

DETAIL PLANS

SOUTHERN STORMWATER RESERVE

The overall stormwater network as depicted on the following pages comprises a series of interconnected detention basins and rainwater management systems that provide both stormwater attenuation and valuable open space for the community. The existing pond on Middle Road continues into a proposed basin, forming part of an integrated stormwater treatment and conveyance system. Additional stormwater runoff from surrounding streets is collected within the detention basins before being discharged at controlled rates to the Herehere Stream.

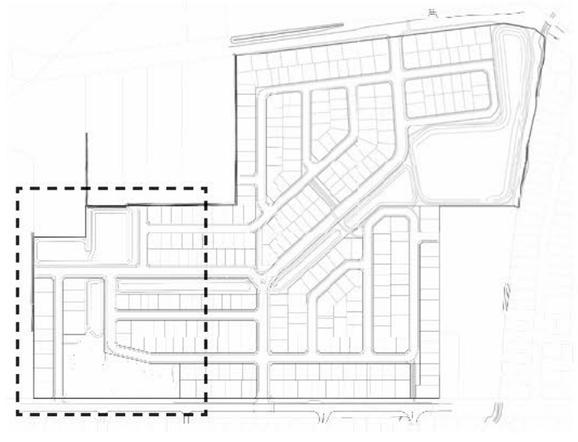
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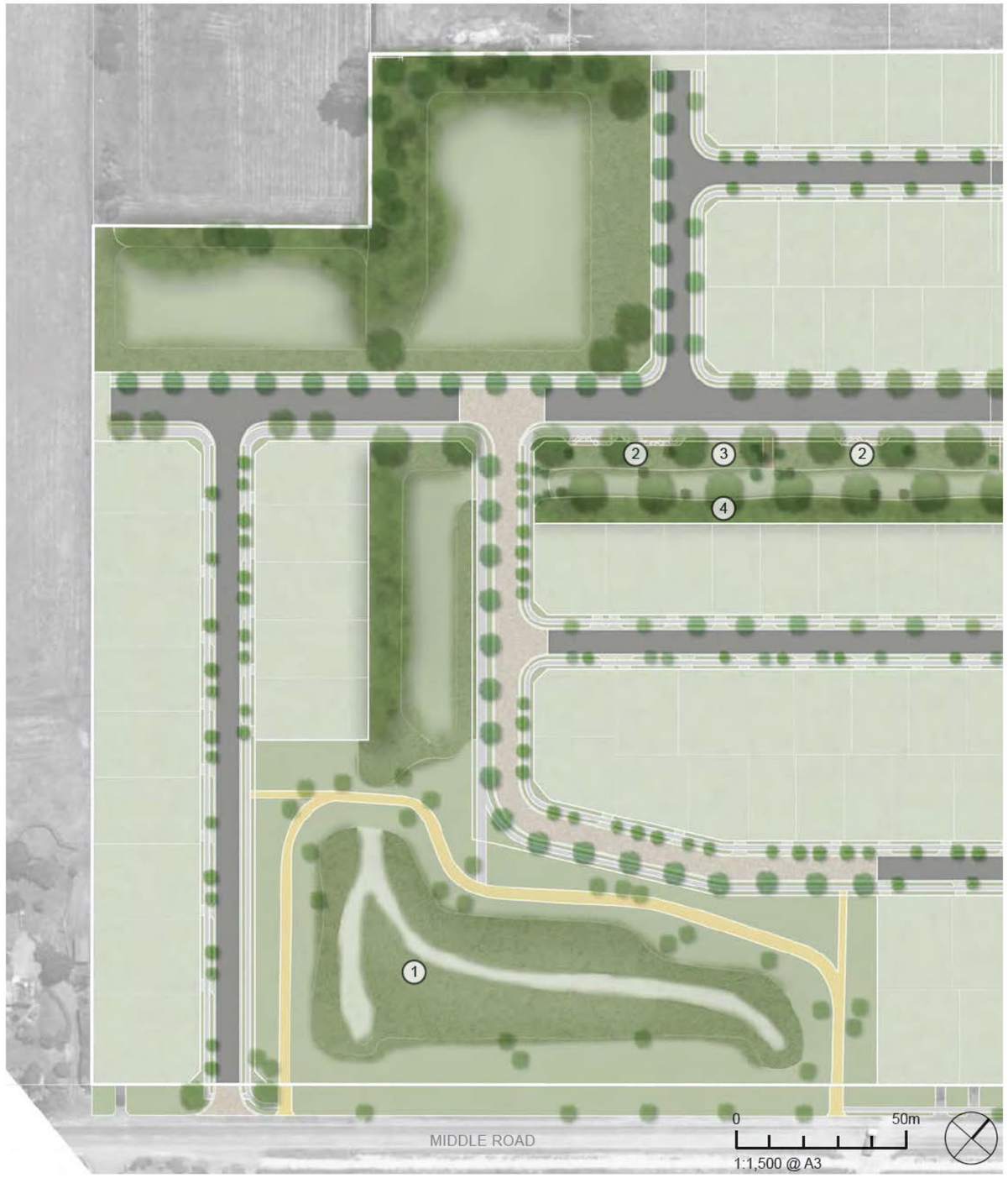
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To maintain the rural character of the area and minimise light pollution, the stormwater reserves are not proposed to be lit at night.



KEY FEATURES

1. EXISTING DETENTION BASIN
2. PLAY ALONG THE WAY
3. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
4. 1-3M HIGH NATIVE PLANTING

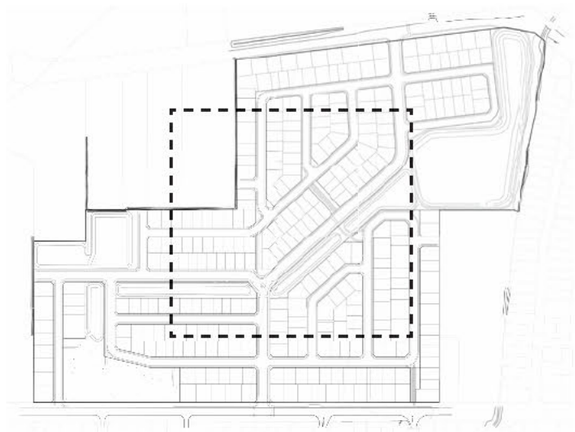


DETAIL PLANS

CENTRAL STORMWATER RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. MULTISPORT SPACE
3. PLAY ALONG THE WAY
4. PLAY SPACE
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. 1-3M HIGH NATIVE PLANTING



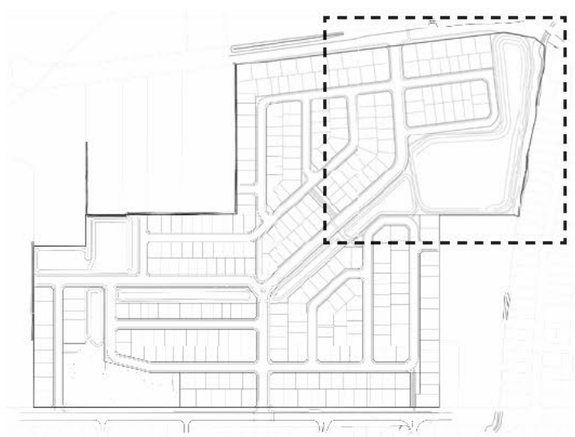


DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING





From: [redacted]
To: [redacted]gmail.com
Cc: Middle Road
Subject: CDL Fast Track Application - Middle Road
Date: Monday, 20 July 2026 3:19:22 pm
Attachments: Middle Road Project_Consultation Package July 2026 - Mixed Rural Interfaces E & J Tamarapa.pdf

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Good Afternoon [redacted] and [redacted],

I have been kindly passed on your contact details by [redacted]

As an introduction my name is [redacted] and I work for CDL Land New Zealand, the residential developer completing the Iona development and also your neighbour to the west at 84 Middle Road.

As you may or may not be aware we CDL have recently had our property accepted for referral under the Fast-Track Approval Act. Please find attached a letter outlining the current details of the Middle Road Project and how the development has been designed to interface with your property.

Are you free at all next week to discuss the attached and any questions you may have? At this stage I am planning on next being in Havelock on **Thursday the 23 July** and would be happy to meet at a time that suits you, if you would like.

In the meantime, please don't hesitate to get in touch if there is anything you would like to discuss in advance.

Thanks,

[redacted]

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]cdli.co.nz

Confidentiality caution & disclaimer

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To:
[redacted]
84 Middle Road, Havelock North 4130

From:
[redacted]
General Manager / Senior Development Manager, CDL

W-REF: P25-496
July 2026

MIDDLE ROAD PROJECT – HAVELOCK NORTH

I am writing to provide you with an update on the proposed Middle Road Project at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North (refer to **Figure 1**).

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As an adjoining landowner to the Middle Road Project, we wanted to provide you with information about the Project, as well as specific information relating to the interface between the proposed development and your property. The Project team has given careful consideration to how the development responds to adjoining properties, including matters such as privacy, outlook, landscaping, access, and the transition between urban and rural environments.

This letter therefore includes both an overview of the proposed development and a summary of the design measures proposed along your property boundary. We would welcome the opportunity to discuss these with you, answer any questions you may have, and ensure you are comfortable with the proposed interface. If, having considered the information provided, you are supportive of the Project, we would also appreciate your written support for the substantive application.



Figure 1: 92, 108 and 148 Middle Road and 139 Te Aute Road - Middle Road Project Location

Middle Road Project Details

The plan included with this letter shows the current draft subdivision layout for the Middle Road Project. The key features and characteristics of the proposed development are described below.

Lot Sizes and Housing Types

The proposal will provide a range of lot sizes and housing opportunities. The majority of the development comprises conventional residential lots of 400 m² or greater, with many lots exceeding 600 m². A small number of lots will be developed to Medium Density Residential standards and are less than 400 m² in area. These lots are generally located in small clusters within the centre of the development and adjacent to key open space and reserve areas.

New homes are expected to be generally consistent with the scale and character of surrounding residential development in Havelock North, with development controls based on the General Residential Zone and Medium Density Residential Zone standards.

Traffic and Access

A new internal road network will be constructed to provide access to the proposed residential lots and to connect the development with Middle Road and Te Aute Road. The road network is expected to include a main east-west spine road, local roads and upgraded road frontages. The design will be progressed in accordance with Hastings District Council engineering requirements.

A transportation engineer is assisting with the design of the road layout, intersections, walking and cycling connections, and public transport opportunities. The proposal includes pedestrian and cycling links through the development, connections to open space areas, and upgrades to the site frontages on Middle Road and Te Aute Road to help integrate the development with the wider Havelock North transport network.

Temporary Construction Works

The construction period will require earthmoving equipment, truck movements and other heavy machinery. Construction effects will be managed through appropriate management plans, including a Construction Environmental Management Plan, Construction Traffic Management Plan, Erosion and Sediment Control Plan, Dust Management Plan, and Construction Noise and Vibration Management Plan.

These management plans will identify measures to manage temporary construction effects such as construction traffic, erosion and sediment control, dust, noise and vibration, and contractor communication. Neighbours will be provided with contact details for the site contractor should they have any queries or concerns during site works.

Landscaping and Open Space

A landscape and open space network is being developed for the subdivision. This will include street trees, planting within open space areas, stormwater dry basins, pedestrian and cycling links, and enhancement planting associated with the Herehere Stream corridor. The intention is to integrate the development with the surrounding area and provide a high-quality residential neighbourhood environment.

The design will also consider interfaces with adjoining properties. This may include fencing, planting and other interface treatments where appropriate to manage privacy, outlook, screening and reverse sensitivity effects.

Stormwater and Infrastructure Services

Stormwater management is a key part of the Middle Road Project. The site currently contains low-lying land and open drainage systems, and the design is being developed to manage flood risk, stormwater quantity and stormwater quality. The proposed stormwater approach includes pipes, swales, overland flow paths and dry detention basins integrated with open space areas.

Stormwater from the development is proposed to be managed on site before being discharged to the Herehere Stream and Gilpin Drain / Karamū Stream catchment, subject to detailed design and regional consent requirements. The stormwater system will be designed to manage runoff from the new urban development, provide water quality treatment, and avoid or mitigate upstream and downstream flooding effects.

The new homes will be serviced by the existing water and wastewater services with supporting new infrastructure proposed to tie in to the existing network.

How the Middle Road Project Has Been Designed to Interface with Your Property

Your property sits along the northeastern of the Middle Road Project, and careful thought has been given to how the proposed development will relate to your land. In particular, the design has sought to maintain privacy and provide an appropriate residential edge along the shared boundary.

A 1.8 metre high close-boarded timber fence is proposed along the common boundary between the two sites. This will provide privacy and separation between the proposed residential development and your property.

The residential lots adjoining the common boundary are all over 500 m² and are anticipated to be developed in accordance with the General Residential Zone standards. This will provide a more spacious residential edge along the shared boundary.

In discussion and agreement with Hastings District Council, the Project will also look to extend the footpath along Middle Road beyond the Project frontage and across the frontage of your property. A new pedestrian bridge is also proposed over the Herehere Stream. Together, these works will provide a safer and more direct walking connection between the Middle Road Project and the established urban area of Havelock North.

The Fast-track Application Process

The Middle Road Project will be lodged with the Environmental Protection Agency (EPA) and will be processed under the Fast-track approvals process. The Fast-track process assists with the delivery of infrastructure and development projects that can have significant regional (and national) benefits – such as the Middle Road Project.

The Panel will consider the effects of the Project and may find it helpful to understand any comments or concerns from neighbouring landowners and occupiers. When the application is lodged, the independent panel assessing the application will invite further comments from the owners and occupiers of land that they consider to be potentially affected by the proposal.

For more information on Fast-Track Approvals Act please refer to www.fasttrack.govt.nz.

Next Steps

The Project team will continue refining the design and completing the technical assessments required to support the substantive application. Feedback received during this consultation process will be considered alongside the technical assessments and, where appropriate, incorporated into the Project or addressed through proposed conditions of consent.

When the design is completed and has been assessed by all the technical experts, the application will be lodged with the EPA. We intend to lodge the substantive application for the Middle Road in early September 2026.

Feedback and Request for Written Support

If you are comfortable doing so, CDL would appreciate your written support for the Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024. Providing written support is entirely voluntary.

A written support section has been included at the end of this letter for you to complete. Once signed, this can be returned by email to MiddleRoad@woods.co.nz or directly to [redacted]cdli.co.nz.

Thank you for your time reviewing the Middle Road Project information. We look forward to hearing from you.

Ngā mihi nui / Kind regards,

[redacted]

CDL Land New Zealand Limited

General Manager/Senior Development Manager

MIDDLE ROAD PROJECT – WRITTEN SUPPORT

I/We, _____
(full name of landowner(s))

of _____
(property address)

confirm that, based on the information provided, I/we support the proposed Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024.

Signature(s): _____

Date: _____

Contact details (optional): _____



WOODS
EST.1970

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

WOODS.CO.NZ

MIDDLE ROAD SUBSTANTIVE APPLICATION

MIDDLE ROAD MASTERPLAN

N

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

DETAIL PLANS

SOUTHERN STORMWATER RESERVE

The overall stormwater network as depicted on the following pages comprises a series of interconnected detention basins and rainwater management systems that provide both stormwater attenuation and valuable open space for the community. The existing pond on Middle Road continues into a proposed basin, forming part of an integrated stormwater treatment and conveyance system. Additional stormwater runoff from surrounding streets is collected within the detention basins before being discharged at controlled rates to the Herehere Stream.

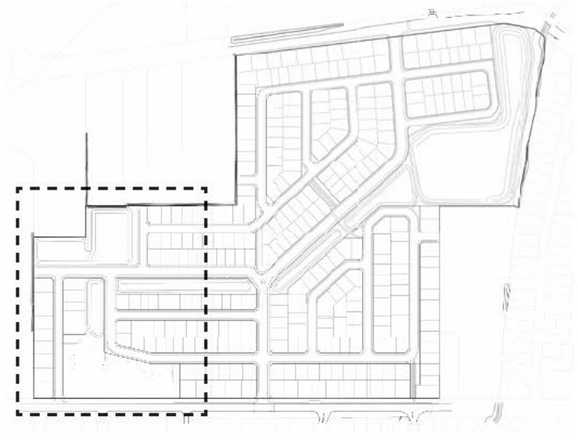
All ponds are designed as detention basins, with no permanent retention water bodies proposed. Basin batters are formed at a maximum slope of 1:3, creating safe, accessible open spaces that can accommodate informal recreation such as walking, dog exercise, and casual sports when dry.

The reserves are predominantly grassed, with low-growing native grasses and carefully positioned specimen trees along lot boundaries and key edges. This planting approach maintains open views, supports passive surveillance, and contributes to a sense of safety while providing visual amenity and habitat value.

Homes adjoining the basins are encouraged to provide visual connection to these open spaces through low, visually permeable fencing and landscape planting, supporting natural surveillance of the reserves.

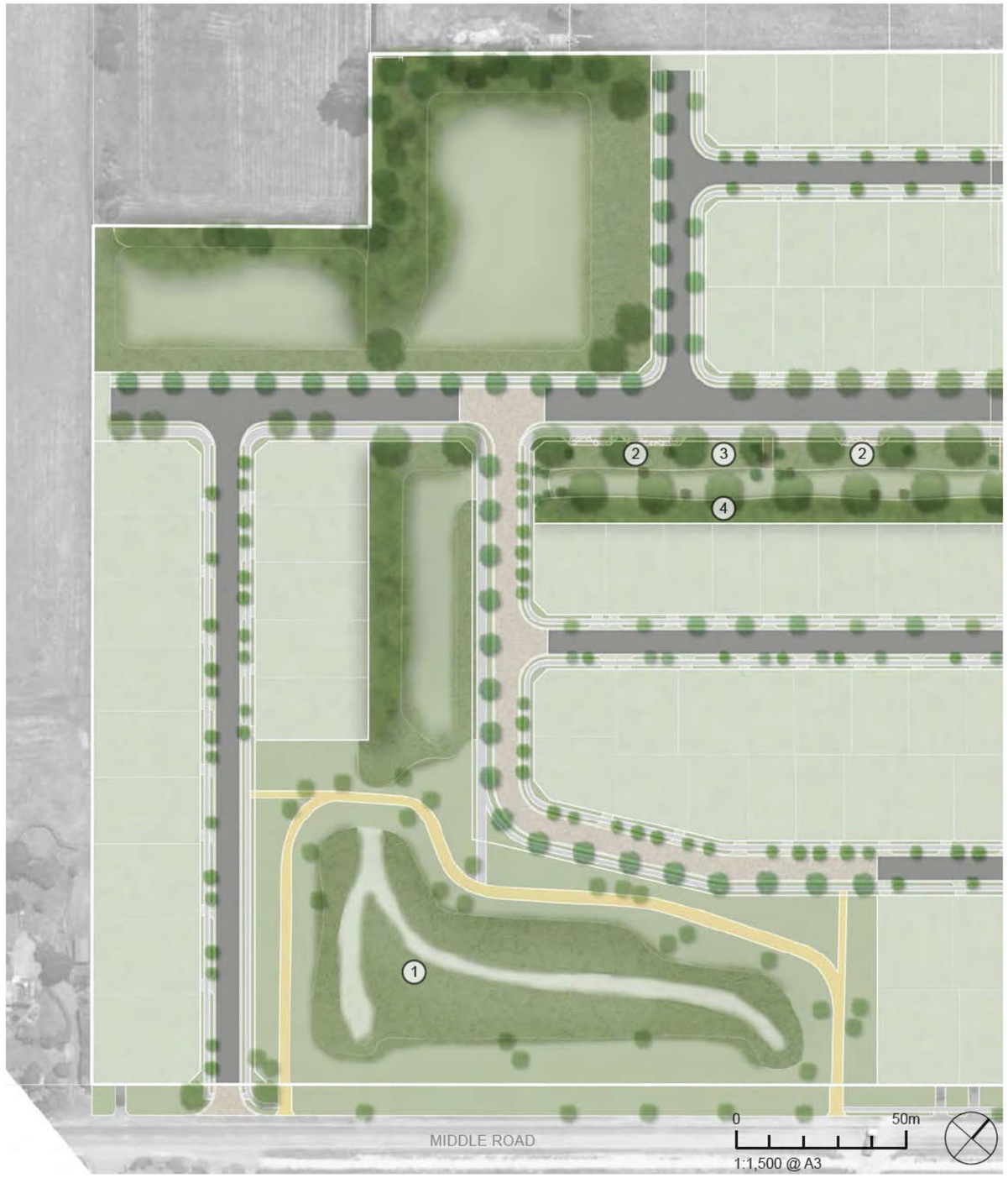
Shared paths and mown grass routes provide opportunities for walking and recreation within the stormwater reserves and link to the wider neighbourhood open space network. The reserves are intended to function as attractive, multi-purpose community spaces while continuing to perform their primary stormwater detention role.

To maintain the rural character of the area and minimise light pollution, the stormwater reserves are not proposed to be lit at night.



KEY FEATURES

1. EXISTING DETENTION BASIN
2. PLAY ALONG THE WAY
3. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
4. 1-3M HIGH NATIVE PLANTING

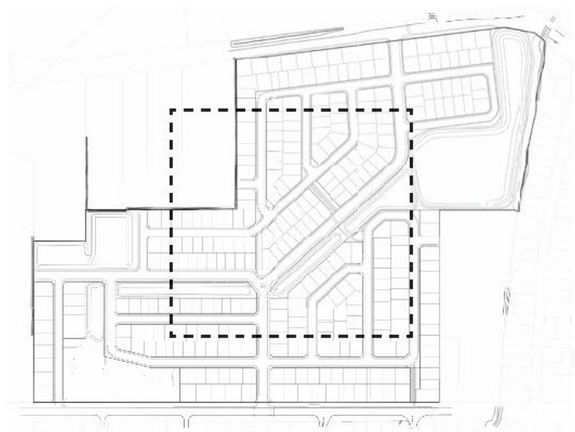


DETAIL PLANS

CENTRAL STORMWATER RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. MULTISPORT SPACE
3. PLAY ALONG THE WAY
4. PLAY SPACE
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. 1-3M HIGH NATIVE PLANTING



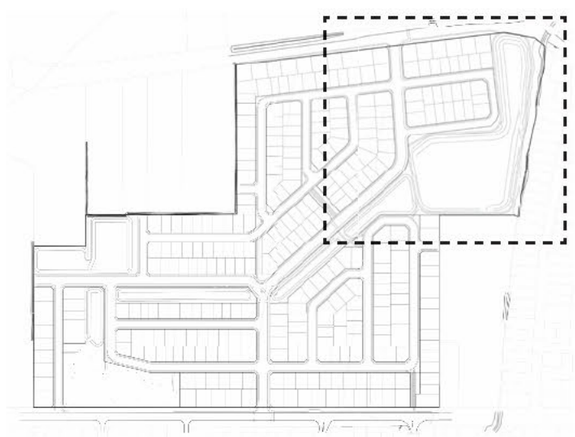


DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING





From: [redacted]
To: [redacted]
Cc: Middle Road
Subject: CDL Middle Road fast track neighbour"s meeting
Date: Wednesday, 29 July 2026 12:20:41 pm

Hi [redacted]

As promised please find below of what was discussed and agreed at todays meeting. As always any questions or changes please let me know.

- Baptist Church happy with 1.8m fence on boundaries but has requested this be an acoustic fence which CDL has agreed.
- CDL to place a no complaints covenant for all lots in relation to noise and general church activities.
- CDL to investigate if it is possible to provide a town sewer and water connection to the church for further discussion.
- CDL to provide further details confirming the stormwater flows entering the church site and confirm it will make the existing situation no worse (and ideally better) once development has been completed.
- CDL to continue discussions about a potential longer term land swap (post fast track).
- If land swap can be agreed then CDL will look to provide a driveway access to the rear carpark from the roading stub.

Cheers

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] **cdli.co.nz**

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From: [redacted]
To: Middle Road
Subject: Fw: CDL Fast Track Application - Middle Road
Date: Friday, 31 July 2026 12:32:38 pm

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

From: [redacted] <[redacted] cdli.co.nz>
Sent: 27 July 2026 10:15 AM
To: [redacted] <[redacted] gmail.com>
Subject: Re: CDL Fast Track Application - Middle Road

Good Morning [redacted]

Confirming I am down this Wednesday the 29th.

If you would like to meet please let me know as I will be available between 12 and 130pm.

Cheers

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

From: [redacted] <[redacted] cdli.co.nz>
Sent: 23 July 2026 8:27 AM
To: [redacted] <[redacted] gmail.com>
Subject: Re: CDL Fast Track Application - Middle Road

Good Morning [redacted]

I will next be down Wednesday the 29th of July if that suit?

Thanks

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

From: [redacted] <[redacted] gmail.com>

Sent: 23 July 2026 8:06 AM
To: [redacted] <[redacted]cdli.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

[CAUTION: This is an external email from [redacted]gmail.com. Please exercise with care.]

Hi [redacted]

Sorry my day has just been filled up with work so won't be able to meet today.

When are you next in Havelock North?

On Wed, 22 Jul 2026 at 10:08 AM, [redacted] <[redacted]cdli.co.nz> wrote:

> Good Morning [redacted]
>
> Just checking in to see if 1.30 works to for a quick catch up tomorrow?
>
> If this time doesn't suit I could also potentially make 10.45am.
>
> Cheers
>
> [redacted]
> General Manager/Senior Development Manager
> CDL LAND NEW ZEALAND LTD
> **M 027 801 2065 | T +64 9 353 5014 | E** [redacted]**cdli.co.nz**
>
> ---
>
> **From:** [redacted] <[redacted]cdli.co.nz>
> **Sent:** Tuesday, July 21, 2026 9:06 AM
> **To:** [redacted] <[redacted]gmail.com>
>
> **Cc:** Middle Road <middleroad@woods.co.nz>
> **Subject:** Re: CDL Fast Track Application - Middle Road
>
> Hi [redacted]
>
> How does 1.30pm work?
>
> Cheers
>
> [redacted]
> General Manager/Senior Development Manager
> CDL LAND NEW ZEALAND LTD
> **M 027 801 2065 | T +64 9 353 5014 | E** [redacted]**cdli.co.nz**
>
> ---

From: [redacted] <[redacted]gmail.com>
Sent: 20 July 2026 4:14 PM
To: [redacted] <[redacted]cdli.co.nz>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

[CAUTION: This is an external email from [redacted]gmail.com. Please exercise with care.]

Hi [redacted]

Yes we can be available this Thursday.

Is there a time you or [redacted] have in mind?

Regards
[redacted]

On Mon, 20 Jul 2026 at 3:18 PM, [redacted] <[redacted]cdli.co.nz> wrote:

> Good Afternoon [redacted] and Emilie,
>
> I have been kindly passed on your contact details by [redacted]
>
> As an introduction my name is [redacted] and I work for CDL Land New Zealand, the residential developer completing the Iona development and also your neighbour to the west at 84 Middle Road.
>
> As you may or may not be aware we CDL have recently had our property accepted for referral under the Fast-Track Approval Act. Please find attached a letter outlining the current details of the Middle Road Project and how the development has been designed to interface with your property.
>
> Are you free at all next week to discuss the attached and any questions you may have? At this stage I am planning on next being in Havelock on **Thursday the 23 July** and would be happy to meet at a time that suits you, if you would like.
>
> In the meantime, please don't hesitate to get in touch if there is anything you would like to discuss in advance.
>
> Thanks,
>
> [redacted]
>
> [redacted]
> General Manager/Senior Development Manager
> CDL LAND NEW ZEALAND LTD
> **M 027 801 2065 | T +64 9 353 5014 | E** [redacted]**cdli.co.nz**

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From: [redacted]
To: Middle Road
Subject: Fw: CDL Fast Track Application - Middle Road
Date: Thursday, 27 August 2026 9:04:10 am
Attachments: Written support signed.pdf

Please see attached.

Cheers

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

From: [redacted] <[redacted] outlook.com>
Sent: 26 August 2026 5:38 PM
To: [redacted] <[redacted] cdli.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

[CAUTION: This is an external email from [redacted] outlook.com. Please exercise with care.]

Hi [redacted]

Please see attached our written support.

Best regards
[redacted]

From: [redacted] <[redacted] outlook.com>
Sent: 17 August 2026 19:35
To: [redacted] <[redacted] cdli.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

Thanks [redacted] as always appreciate your straightforward approach.

Cheers

From: [redacted] <[redacted] cdli.co.nz>
Sent: 17 August 2026 15:50
To: [redacted] <[redacted] outlook.com>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

Hi [redacted]

It was nice to catch up this morning as discussed please find below a summary of what

MIDDLE ROAD PROJECT – WRITTEN SUPPORT

I/We, [redacted]
(full name of landowner(s))

of 80 MIDDLE ROAD, HAVELOCK NORTH
(property address)

confirm that, based on the information provided, I/we support the proposed Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024.

Signature(s): [redacted]

Date: 26-08-2026

Contact details (optional): _____

was discussed.

We discussed development staging and that the development likely wont be close to you boundary until the middle stages of the development.

Stormwater: The stormwater detention basin north of your property will be built at a similar stage as the adjacent lots to your property. We will also be undertaking stream improvement works to the Herehere stream withing our landholding as part of our development.

Roading: The road stub will be constructed giving an additional roading access to your property. We are also proposing a new footpath Infront of your property along middle road.

Water: Bulk mains will be brought close to the stub road provided which will be a potential connection point if you land was ever to be zoned and developed in the future.

Wastewater: Bulk mains will be brought close to the stub road provided which will be a potential connection point if you land was ever to be zoned and developed in the future.

Trees close to the boundary. We are open to further discussions regarding any trees on your property that form part of the shelterbelt, this would likely be done closer to construction. Any tress within our property along this boundary would be removed.

Fencing: Standard residential fencing is proposed along the boundary when CDL develop.

If anything is missing in the high level summary or you would like any additional information please let me know.

Thanks

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] **cdli.co.nz**

From: [redacted] <[redacted]outlook.com>
Sent: 16 August 2026 8:06 PM
To: [redacted] <[redacted]cdli.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

[CAUTION: This is an external email from [redacted] **outlook.com. Please exercise with care.]**

Hi [redacted]

Sounds good I will be there at 9am.

Thanks
[redacted]

Get Outlook for iOS

From: [redacted] <[redacted]cdli.co.nz>
Sent: Sunday, 16 August 2026 18:29:13
To: [redacted] <[redacted]outlook.com>
Subject: Re: CDL Fast Track Application - Middle Road

Hi [redacted]

How does a coffee sound at Hawthorne coffee in havelock? Or happy to go anywhere else if you have a local favourite.

Cheers

[redacted]

Get Outlook for Android

From: [redacted] <[redacted]outlook.com>
Sent: Saturday, August 15, 2026 9:26:14 am
To: [redacted] <[redacted]cdli.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

[CAUTION: This is an external email from [redacted] outlook.com. Please exercise with care.]

Morning [redacted]

We had a fantastic holiday, thank you.
We are having our carpets cleaned Monday morning so happy to meet you between 9-10am.
I will come to you perhaps at your office or anywhere else that suits, I am completely flexible.

Thanks
[redacted]

From: [redacted] <[redacted]cdli.co.nz>
Sent: 14 August 2026 14:16
To: [redacted] <[redacted]outlook.com>
Subject: Re: CDL Fast Track Application - Middle Road

Hi [redacted]

Hope you had a nice holiday.

Just a quick email to touch base and see if you have any comments on the information we sent through on our upcoming substantive application?

I am down in Havelock this Monday (17th)and free between 9-10am if you would like to catch up and have a chat about it all?

Otherwise any questions please feel free to email or give me a call.

Thanks

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]cdli.co.nz

From: [redacted] <[redacted]outlook.com>
Sent: 20 July 2026 12:08 PM
To: [redacted] <[redacted]cdli.co.nz>
Subject: Re: CDL Fast Track Application - Middle Road

[CAUTION: This is an external email from [redacted]outlook.com. Please exercise with care.]

Good morning [redacted]

Thanks for the update. We are currently on holiday due back 03/08 when we will be able to go through the proposal.

Contact details for Emillie and [redacted] is [redacted]gmail.com

Many thanks

[redacted]

From: [redacted] <[redacted]cdli.co.nz>
Sent: 16 July 2026 14:28
To: [redacted] <[redacted]outlook.com>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: CDL Fast Track Application - Middle Road

Good Aftenoon [redacted] and [redacted]

Please find attached a letter outlining the current details of the Middle Road Project and how the development has been designed to interface with your property.

Are you free at all next week to discuss the attached and any questions you may have? At this stage I am planning on being down **Thursday the 23 July** and would be happy to meet at a time that suits you.

In the meantime, please don't hesitate to get in touch if there is anything you would like to discuss in advance.

Thanks,

[redacted]

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]cdli.co.nz

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From: [redacted]
To: [redacted]
Cc: Middle Road
Subject: Re: Middle Road Neighbour Consultation
Date: Tuesday, 29 September 2026 2:24:25 pm

Hi [redacted]

Thank you for the additional information you have provided. It is very helpful, and we appreciate the thought and consideration you have given to the potential effects of the proposed development on neighbouring properties, including Village Baptist.

We note the comments in the memo that, based on your modelling, the development is not expected to increase existing flood risk (p. 3) and may, in fact, reduce the flooding potential for our property (p. 4). We are encouraged by this assessment.

That said, the impact of Cyclone Gabrielle has left a lasting concern within our congregation regarding flood risk. As context, the flooding severely disrupted our operations for three years, and the resulting repair and rebuild costs were approximately ten times greater than the amount covered by insurance. Given that experience, the concerns within the congregation are understandable.

With that in mind, we are seeking a few additional assurances.

We would appreciate understanding what allowances or contingencies have been incorporated into your modelling to account for the potential effects of climate change.

We would also be interested to know whether any work has been undertaken, or is being considered by or on behalf of Council, to improve the capacity of the Te Aute culvert or its discharge into the Louisa Stream. The drainage connection to the Louisa Stream was a particular issue during Cyclone Gabrielle, as the culvert enters the stream at a 90-degree angle, which reduced water flow during the event.

We also note that the Stormwater Management Plan was provided as a draft for Council comment. We would appreciate the opportunity to review any feedback or comments Council has made.

Thank you again for engaging with us on these matters. We look forward to hearing from you.

Thanks and God Bless

Ngā mihi

[redacted]
Lead Pastor
Village Baptist

06 8774606 | 021 1545061
[redacted]villagebaptist.org.nz
www.villagebaptist.org.nz
147 Te Aute Road,
Havelock North, Hastings
Hawke's Bay, 4130

From: [redacted] <[redacted]cdli.co.nz>
Sent: 24 September 2026 9:03 AM
To: [redacted] <[redacted]villagebaptist.org.nz>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: Re: Middle Road Neighbour Consultation

Good Morning [redacted]

Just following up one last time to see if there are any additional comments, as our planners are hoping to finalise the consultation report for issue.

Cheers

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]cdli.co.nz

From: [redacted] <[redacted]cdli.co.nz>
Sent: Thursday, September 17, 2026 2:00 PM
To: [redacted] <[redacted]villagebaptist.org.nz>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: Fw: Middle Road Neighbour Consultation

Good Afternoon [redacted]

Just a quick email to follow up on the below and to confirm that we are aiming to lodge our Fast Track Application in the first week of October.

If you have any additional comments (or are happy) with CDL's proposal regarding fencing and the drain/easement outlined below and would like these comments included within our application, can you please let me know as soon as possible.

Please note you will have another formal chance to provide comments once the Fast Track has been lodged.

As always any questions please let me know.

Thanks

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

From: [redacted] <[redacted] cdli.co.nz>
Sent: Monday, September 14, 2026 1:23 PM
To: [redacted] <[redacted] villagebaptist.org.nz>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: Re: Middle Road Neighbour Consultation

Good Afternoon [redacted]

Please find attached a small memo relating specifically to the Village Baptist Church site, flooding and the Gilpin road drain which explains everything quite well.

We have also included the draft stormwater management plan for the entire development for reference.

As always if you have any question's please let me know.

Cheers

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

From: [redacted] <[redacted] villagebaptist.org.nz>
Sent: Wednesday, September 09, 2026 4:05 PM
To: [redacted] <[redacted] cdli.co.nz>
Subject: Re: Middle Road Neighbour Consultation

[CAUTION: This is an external email from [redacted] villagebaptist.org.nz. Please exercise with care.]

Hi [redacted]

I hope this email finds you well.

MEMORANDUM

To	From
VILLAGE BAPTIST CHURCH HAVELOCK NORTH	Woods [redacted] – Senior Associate Planner [redacted] – Senior Associate Engineer W-REF: P25-496 14 September 2026 Reviewer: [redacted] – Principal Engineer

Middle Road Project – Stormwater Management and Gilpin Drain

This memorandum responds to the query raised by Village Baptist Church regarding the proposed stormwater management for the Middle Road Project, and in particular whether stormwater discharged to the Gilpin Drain could increase downstream water levels or contribute to backwater effects onto the Church property via the Te Aute Road drainage system. The purpose of this memorandum is to explain, in plain terms, how this matter has been taken into account in the stormwater design and flood assessment.

1. Stormwater Management Approach

Under existing conditions, the drain along the shared boundary carries water from both the Church property and the undeveloped Middle Road land. That arrangement will change when the development is constructed.

- No stormwater from the Middle Road development will be discharged into the drain along the Church boundary. That drain will remain available for the Church property and for relevant external flows.
- Water runoff from the development will instead be directed into purpose-built dry basins on the Middle Road site. These areas are normally dry, but during a storm they temporarily flood with water.
- The basins are designed so that the additional hard surfaces created by the development do not result in a higher peak flow into the Gilpin Drain. During larger storms, water is deliberately held within the Middle Road site for a period of time so that it is not passed downstream all at once. It is slowly released to the downstream drains, reducing how overwhelmed they become in large events.

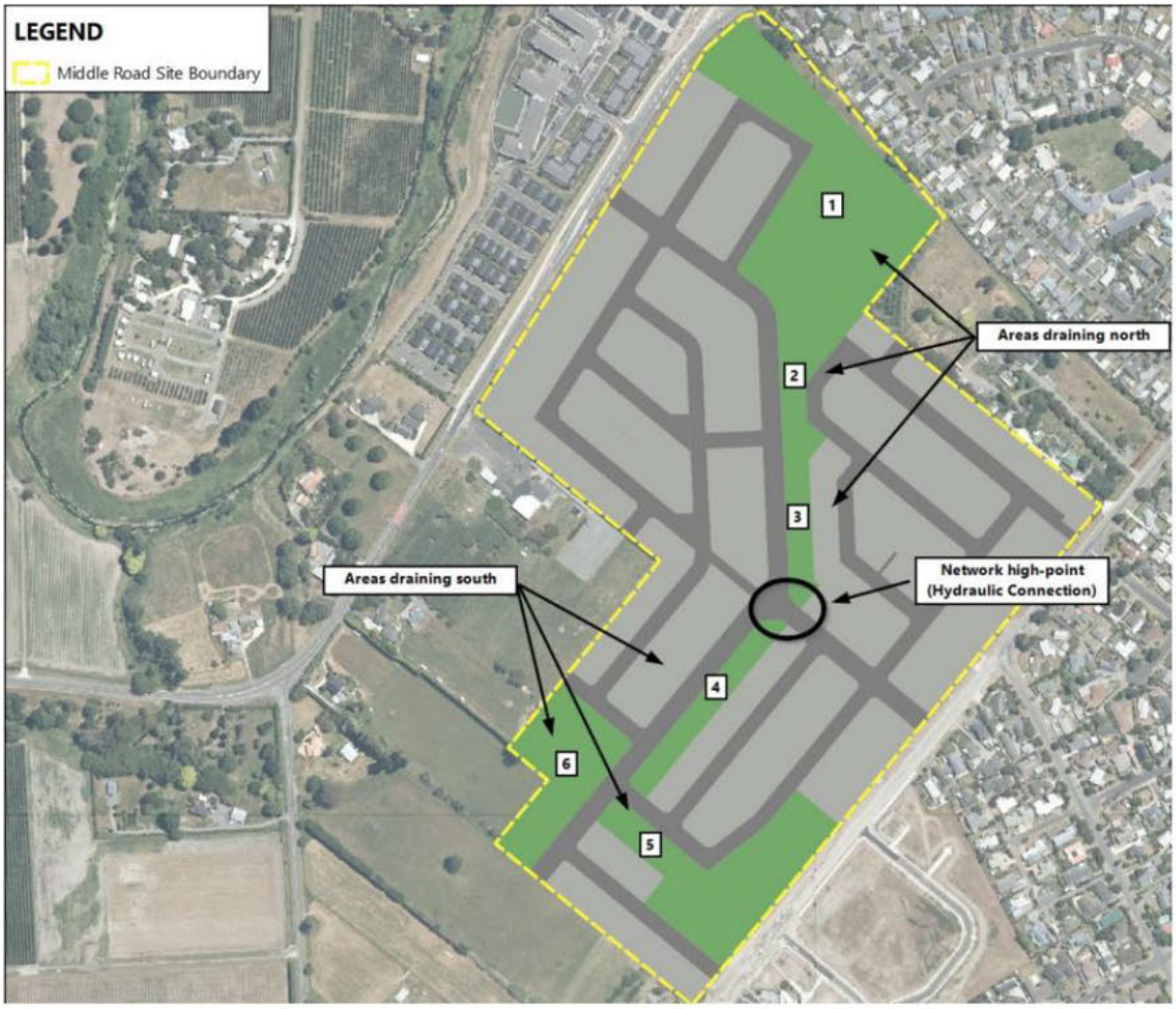


Figure 1: Proposed stormwater basin arrangement. Basin areas 4–6 temporarily store runoff from the southern part of the development before it is released in a controlled manner to the Gilpin Drain. Source: Middle Road Stormwater Management Plan, Figure 14.

2. Flood Assessment and Downstream Effects

The flood assessment considers both the Middle Road site and the wider drainage system. This includes the surrounding land, the culverts under Te Aute Road and Gilpin Road, and what happens when water levels in the Gilpin Drain are already high. The Church boundary drain has also been specifically considered, which is why stormwater from the new development is being separated from it.

The assessment considered a range of storm events, including the 1 in 100 storm event, with an allowance for future climate change. It also considered a situation where water levels in the downstream drainage system are already high. These are the conditions that can cause water in the Gilpin Drain to back up during a widespread flooding event.

The assessment shows that, with the proposed Gilpin Basin in place:

- Less water passes through the Te Aute Road and Gilpin Road culvert crossings at the peak of the large storm event;
- The floodplain extent at downstream properties does not become larger; and
- Flood depths reduce across the area southwest of the development between Te Aute Road and Gilpin Road.

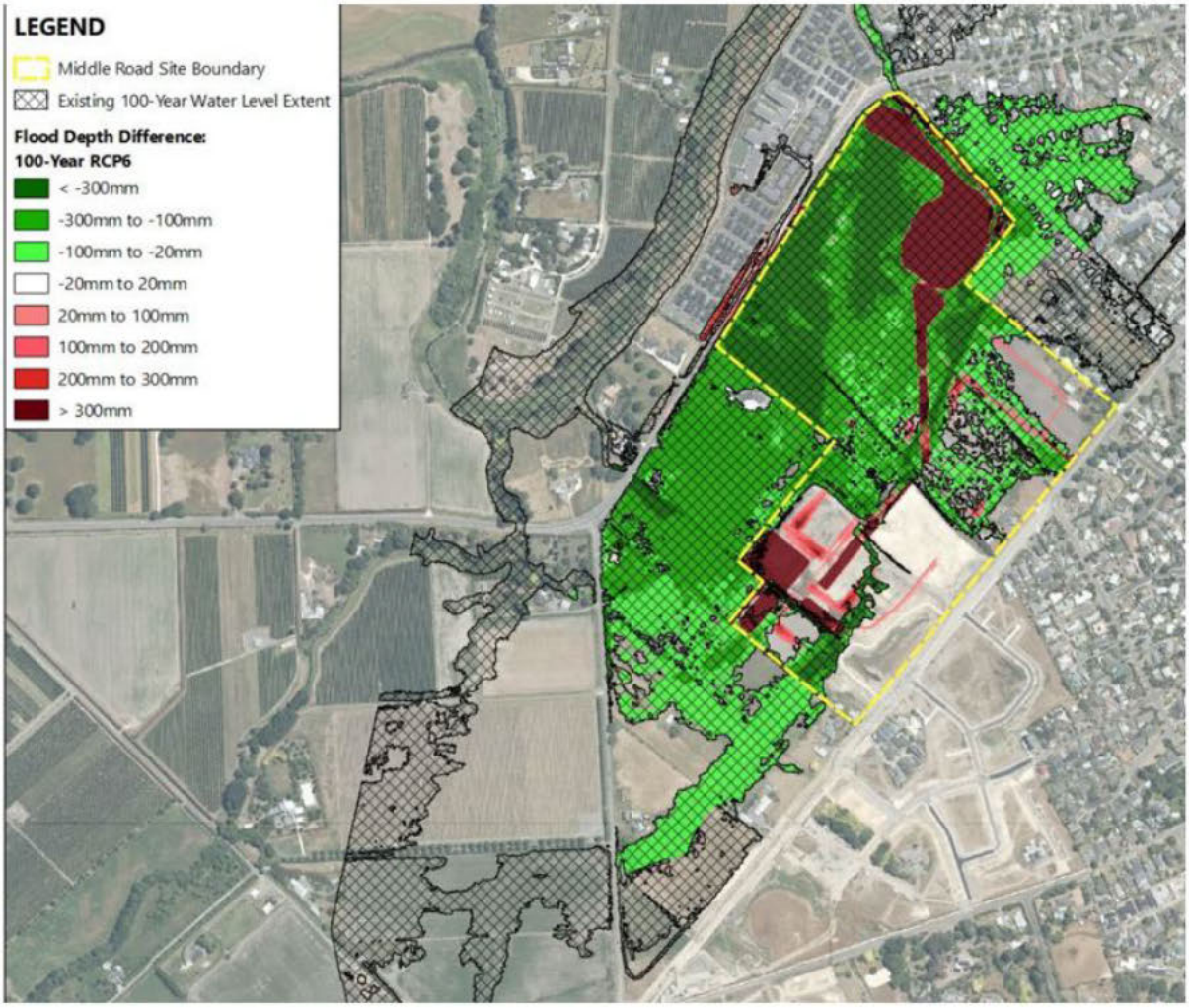


Figure 2: Modelled change in flood depth during the large storm assessed. Green areas show where flooding is expected to be shallower after the development. Red areas within the development are primarily where water is intentionally held in the new storage basin

3. Effects on the Village Baptist Church Property

The 1 in 100 storm event affecting the wider Havelock North catchment can still cause the Gilpin Drain to become backed up or overtop. The Middle Road development cannot remove that wider catchment flooding risk.

The development has therefore been designed so that it does not add to this existing flooding risk. It achieves this by keeping development stormwater out of the Church boundary drain, providing new flood storage within the Middle Road site, and releasing water to the Gilpin Drain at a controlled rate.

A detailed assessment of the church drain at the rear of the property has been undertaken based on the 100-year storm event (with allowance for climate change). A section has been taken at the same location (Figure 3) in both the existing and post development models.



Figure 3. Gilpin Drain flow cross-section at rear of Village Baptist Church

The graph in Figure 4 shows the modelled flows in the drain (existing and post scenarios), with negative flows being when the drain is flowing backwards from the Gilpin Drain towards the Church (Left to Right in Figure 3).

The orange line represents existing flows through the Gilpin Drain, with a peak of 0.77m³/s. A flow of this magnitude may cause overtopping into the Baptist Church property, consistent with events observed in recent history.

The blue line represents post-development flows. The negative value indicates flow being conveyed left to right through the Gilpin Drain. Once development at the Middle Road site has occurred, the peak flow in this direction reduces, to just 0.01m³/s.

This indicates a reduced flooding potential at the Baptist Church following development.

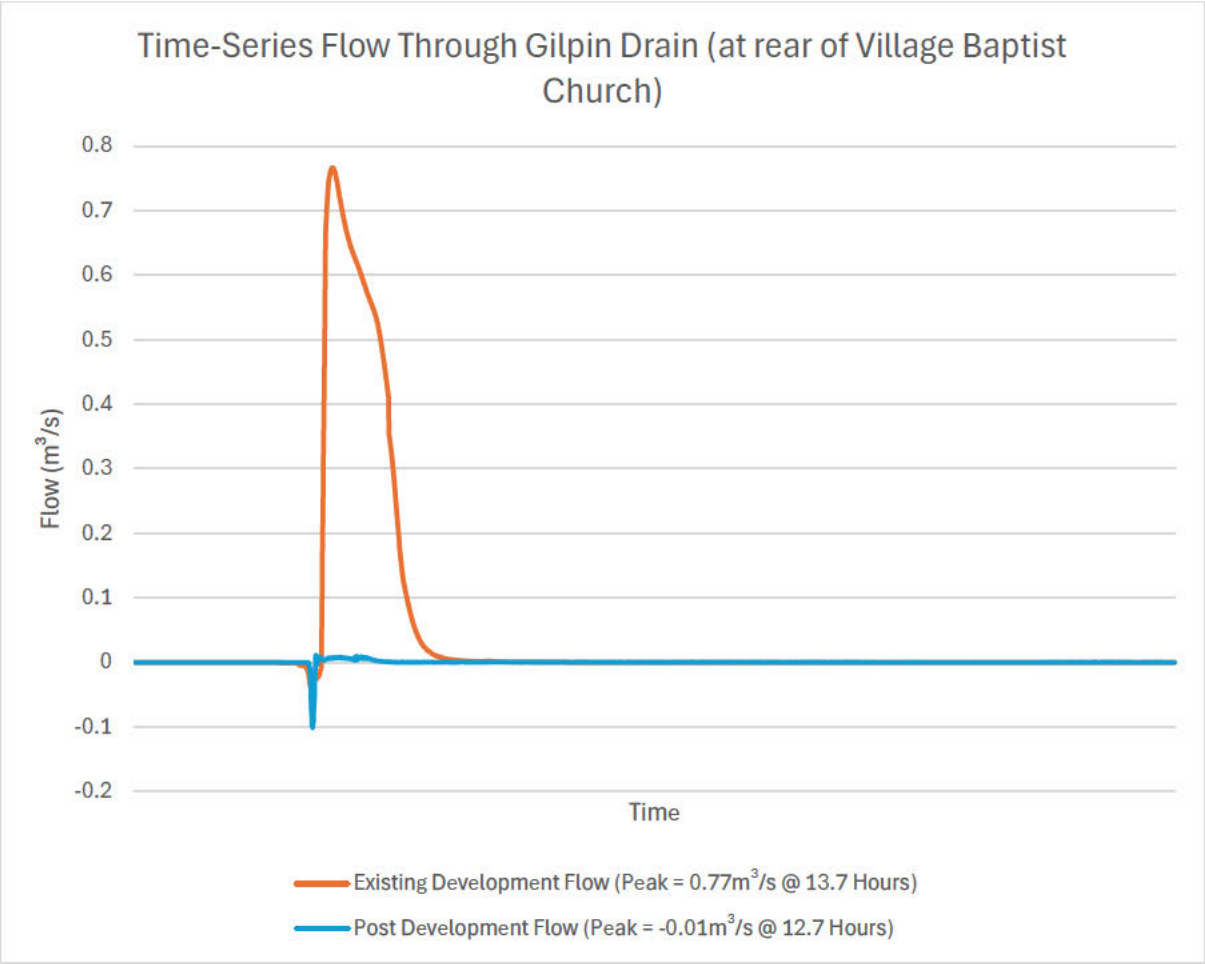


Figure 4. Time-Series Flow Through Gilpin Drain (at rear of Village Baptist Church)

4. Conclusion

The development has been designed with the existing flooding constraints as a key consideration. The Church property, the shared boundary drain, the Middle Road site and the downstream Gilpin system have all been considered as part of the stormwater design and flood assessment.

The stormwater assessment indicates that the Middle Road development will not increase the risk of water backing up onto the Church property. In large events such as the 1 in 100 storm events, less water passes through the key downstream road crossings and flooding is shallower in the relevant downstream area than under the existing situation.

Overall, the development is considered to have a positive impact on the flooding on the church property.

Thank you for following up on this. I really appreciate the information you've provided, and I apologise for the delay in responding.

I do have one question regarding a potential secondary impact of the proposed water management. While we certainly appreciate that the water is being largely redirected away from Village Baptist, it would be helpful to understand what due diligence CDL has undertaken regarding how that water ultimately flows into the Gilpin Drain.

During Cyclone Gabrielle, the Gilpin Drain proved to be a significant issue, and we are mindful that if the increased flow into the drain is not adequately managed, it could potentially contribute to backflow issues onto our site via the Te Aute Road drain.

I would appreciate any information you can provide on how this aspect has been assessed.

Thanks again, and God bless

Ngā mihi

[redacted]
Lead Pastor
Village Baptist

06 8774606 | 021 1545061
[redacted]villagebaptist.org.nz
www.villagebaptist.org.nz
147 Te Aute Road,
Havelock North, Hastings
Hawke's Bay, 4130

From: [redacted] <[redacted]cdli.co.nz>
Sent: 28 August 2026 11:18 AM
To: [redacted] <[redacted]villagebaptist.org.nz>
Cc: Middle Road <middleroad@woods.co.nz>
Subject: Fw: Middle Road Neighbour Consultation

Good Morning [redacted]

Following our meeting a couple of weeks ago Woods (our engineering consultants) have updated the boundary interface plans to accommodate some of your comments.

A summary is below including further information on existing channel drain that straddles the boundary and how this is to be treated.

- **Existing drainage channel:** The existing drainage channel along the shared boundary will be retained to continue conveying stormwater flows from the Village Baptist Church property. The Middle Road development is not proposing

to change this function. The development will be hydraulically separated from the drain, meaning no stormwater from the proposed residential lots will discharge into it.

- **Drainage easement and maintenance access:** Where the drain extends into the Middle Road site, the boundary fencing will be set back within the proposed residential lots so the drainage corridor remains fully accessible from the church property. An easement will be established over this area in favour of the Village Baptist Church, allowing ongoing access for inspection, maintenance and repair of the drain if needed. The fencing will sit outside the easement area so access remains unobstructed. In practice, we expect the maintenance requirements for the drain to be limited and generally consistent with maintaining the existing drain within the church property.

- **Boundary fencing:** A 1.8-metre-high close-boarded timber fence will be provided along the residential interface and set back outside the drainage easement. This will maintain clear access to the drain while providing privacy and separation between the proposed residential development and the church property.

- **Future development:** If the church property is developed in the future and the drain is removed or is no longer required, the easement can be cancelled. The affected residential landowners would then be able to relocate the fence to the legal boundary.

If you have any questions regarding the above, please let me know.

Otherwise, we would welcome any additional comments (or written approval) that what are proposing for this boundary interface is acceptable to the Village Baptist Church and we will include this as part of our upcoming Fast Track Application.

Thanks

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted] cdli.co.nz

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Attachment 10c: Adjacent Open Rural Interface Landowners Correspondence

From: [redacted]
To: [redacted]@hotmail.com
Cc: Middle Road
Subject: CDL Fast Track Application
Date: Thursday, 16 July 2026 4:52:12 pm
Attachments: Middle Road Project_Consultation Package July 2026 - Open Rural Interfaces - Bishop, Rowe.pdf

---

Good Aftenoon [redacted] & [redacted]

Please find attached a letter outlining the current details of the Middle Road Project and how the development has been designed to interface with your property.

Are you free at all next week to discuss the attached and any questions you may have? At this stage I am planning on being down **Thursday the 23 July** and would be happy to meet at a time that suits you.

In the meantime, please don't hesitate to get in touch if there is anything you would like to discuss in advance.

Thanks,

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]**cdli.co.nz**

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To:
[redacted]
167 Te Aute Road, Havelock North 4130

From:
[redacted]
General Manager / Senior Development Manager, CDL

W-REF: P25-496
July 2026

MIDDLE ROAD PROJECT – HAVELOCK NORTH

I am writing to provide you with an update on the proposed Middle Road Project at 92, 108 and 148 Middle Road and 139 Te Aute Road, Havelock North (refer to **Figure 1**).

On 23 June 2026, the Minister for Infrastructure accepted the Middle Road Project for referral under the Fast-track Approvals Act 2024. This enables CDL to progress the Project through the Fast-track approvals process.

CDL is currently preparing a substantive application under the Fast-track Approvals Act 2024 to subdivide the land and enable approximately 318 new homes to be developed across approximately 30.3 hectares (the '**Middle Road Project**').

As an adjoining landowner to the Middle Road Project, we wanted to provide you with information about the Project, as well as specific information relating to the interface between the proposed development and your property. The Project team has given careful consideration to how the development responds to adjoining properties, including matters such as privacy, outlook, landscaping, access, and the transition between urban and rural environments.

This letter therefore includes both an overview of the proposed development and a summary of the design measures proposed along your property boundary. We would welcome the opportunity to discuss these with you, answer any questions you may have, and ensure you are comfortable with the proposed interface. If, having considered the information provided, you are supportive of the Project, we would also appreciate your written support for the substantive application.



Figure 1: 92, 108 and 148 Middle Road and 139 Te Aute Road - Middle Road Project Location

Middle Road Project Details

The plan included with this letter shows the current draft subdivision layout for the Middle Road Project. The key features and characteristics of the proposed development are described below.

Lot Sizes and Housing Types

The proposal will provide a range of lot sizes and housing opportunities. The majority of the development comprises conventional residential lots of 400 m² or greater, with many lots exceeding 600 m². A small number of lots will be developed to Medium Density Residential standards and are less than 400 m² in area. These lots are generally located in small clusters within the centre of the development and adjacent to key open space and reserve areas.

New homes are expected to be generally consistent with the scale and character of surrounding residential development in Havelock North, with development controls based on the General Residential Zone and Medium Density Residential Zone standards.

Traffic and Access

A new internal road network will be constructed to provide access to the proposed residential lots and to connect the development with Middle Road and Te Aute Road. The road network is expected to include a main east-west spine road, local roads and upgraded road frontages. The design will be progressed in accordance with Hastings District Council engineering requirements.

A transportation engineer is assisting with the design of the road layout, intersections, walking and cycling connections, and public transport opportunities. The proposal includes pedestrian and cycling links through the development, connections to open space areas, and upgrades to the site frontages on Middle Road and Te Aute Road to help integrate the development with the wider Havelock North transport network.

Temporary Construction Works

The construction period will require earthmoving equipment, truck movements and other heavy machinery. Construction effects will be managed through appropriate management plans, including a Construction Environmental Management Plan, Construction Traffic Management Plan, Erosion and Sediment Control Plan, Dust Management Plan, and Construction Noise and Vibration Management Plan.

These management plans will identify measures to manage temporary construction effects such as construction traffic, erosion and sediment control, dust, noise and vibration, and contractor communication. Neighbours will be provided with contact details for the site contractor should they have any queries or concerns during site works.

Landscaping and Open Space

A landscape and open space network is being developed for the subdivision. This will include street trees, planting within open space areas, stormwater dry basins, pedestrian and cycling links, and enhancement planting associated with the Herehere Stream corridor. The intention is to integrate the development with the surrounding area and provide a high-quality residential neighbourhood environment.

The design will also consider interfaces with adjoining properties. This may include fencing, planting and other interface treatments where appropriate to manage privacy, outlook, screening and reverse sensitivity effects.

Stormwater and Infrastructure Services

Stormwater management is a key part of the Middle Road Project. The site currently contains low-lying land and open drainage systems, and the design is being developed to manage flood risk, stormwater quantity and stormwater quality. The proposed stormwater approach includes pipes, swales, overland flow paths and dry detention basins integrated with open space areas.

Stormwater from the development is proposed to be managed on site before being discharged to the Herehere Stream and Gilpin Drain / Karamū Stream catchment, subject to detailed design and regional consent requirements. The stormwater system will be designed to manage runoff from the new urban development, provide water quality treatment, and avoid or mitigate upstream and downstream flooding effects.

The new homes will be serviced by the existing water and wastewater services with supporting new infrastructure proposed to tie in to the existing network.

How the Middle Road Project Has Been Designed to Interface with Your Property

Your property sits along the western edge of the Middle Road Project, and careful thought has been given to how the proposed development will relate to your land. In particular, the design has sought to maintain an open rural edge and provide clear separation between your property and the new residential neighbourhood.

A stormwater reserve is proposed along the shared boundary, meaning there will be no residential lots directly adjoining your land. The reserve will provide a landscaped buffer and is proposed to include open grassed areas, low native planting, specimen trees and walking connections, while also forming part of the Project's stormwater management network.

A post and wire stock-proof fence is proposed along the shared boundary adjacent to the stormwater reserve.

The Fast-track Application Process

The Middle Road Project will be lodged with the Environmental Protection Agency (EPA) and will be processed under the Fast-track approvals process. The Fast-track process assists with the delivery of infrastructure and development projects that can have significant regional (and national) benefits – such as the Middle Road Project.

The Panel will consider the effects of the Project and may find it helpful to understand any comments or concerns from neighbouring landowners and occupiers. When the application is lodged, the independent panel assessing the application will invite further comments from the owners and occupiers of land that they consider to be potentially affected by the proposal.

For more information on Fast-Track Approvals Act please refer to www.fasttrack.govt.nz.

Next Steps

The Project team will continue refining the design and completing the technical assessments required to support the substantive application. Feedback received during this consultation process will be considered alongside the technical assessments and, where appropriate, incorporated into the Project or addressed through proposed conditions of consent.

When the design is completed and has been assessed by all the technical experts, the application will be lodged with the EPA. We intend to lodge the substantive application for the Middle Road in early September 2026.

Feedback and Request for Written Support

If you are comfortable doing so, CDL would appreciate your written support for the Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024. Providing written support is entirely voluntary.

A written support section has been included at the end of this letter for you to complete. Once signed, this can be returned by email to MiddleRoad@woods.co.nz or directly to [redacted]cdli.co.nz.

Thank you for your time reviewing the Middle Road Project information. We look forward to hearing from you.

Ngā mihi nui / Kind regards,

[redacted]

CDL Land New Zealand Limited

General Manager/Senior Development Manager

MIDDLE ROAD PROJECT – WRITTEN SUPPORT

I/We, _____
(full name of landowner(s))

of _____
(property address)

confirm that, based on the information provided, I/we support the proposed Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024.

Signature(s): _____

Date: _____

Contact details (optional): _____



WOODS
EST.1970

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

WOODS.CO.NZ

MIDDLE ROAD SUBSTANTIVE APPLICATION

MIDDLE ROAD MASTERPLAN

N

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



1
-
LOCATION PLAN
1:10000



2
-
MIDDLE ROAD LOT TESTING
1:200

N



1
-
LOCATION PLAN
1:10000



2
-
SOUTHERN BOUNDARY LOT TESTING
1:200



1
-

LOCATION PLAN
1:10000



2
-

MDRZ LOT TESTING
1:200

N

DETAIL PLANS

SOUTHERN STORMWATER RESERVE

The overall stormwater network as depicted on the following pages comprises a series of interconnected detention basins and rainwater management systems that provide both stormwater attenuation and valuable open space for the community. The existing pond on Middle Road continues into a proposed basin, forming part of an integrated stormwater treatment and conveyance system. Additional stormwater runoff from surrounding streets is collected within the detention basins before being discharged at controlled rates to the Herehere Stream.

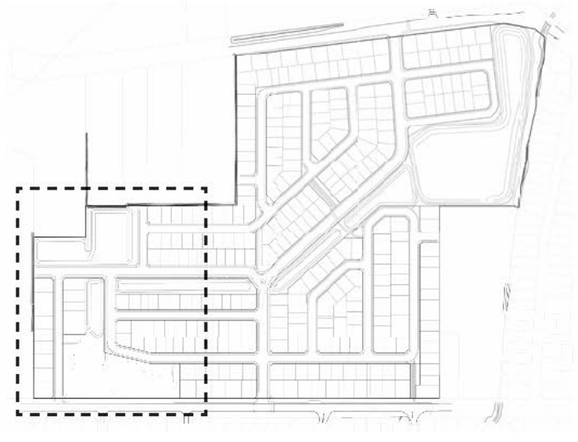
All ponds are designed as detention basins, with no permanent retention water bodies proposed. Basin batters are formed at a maximum slope of 1:3, creating safe, accessible open spaces that can accommodate informal recreation such as walking, dog exercise, and casual sports when dry.

The reserves are predominantly grassed, with low-growing native grasses and carefully positioned specimen trees along lot boundaries and key edges. This planting approach maintains open views, supports passive surveillance, and contributes to a sense of safety while providing visual amenity and habitat value.

Homes adjoining the basins are encouraged to provide visual connection to these open spaces through low, visually permeable fencing and landscape planting, supporting natural surveillance of the reserves.

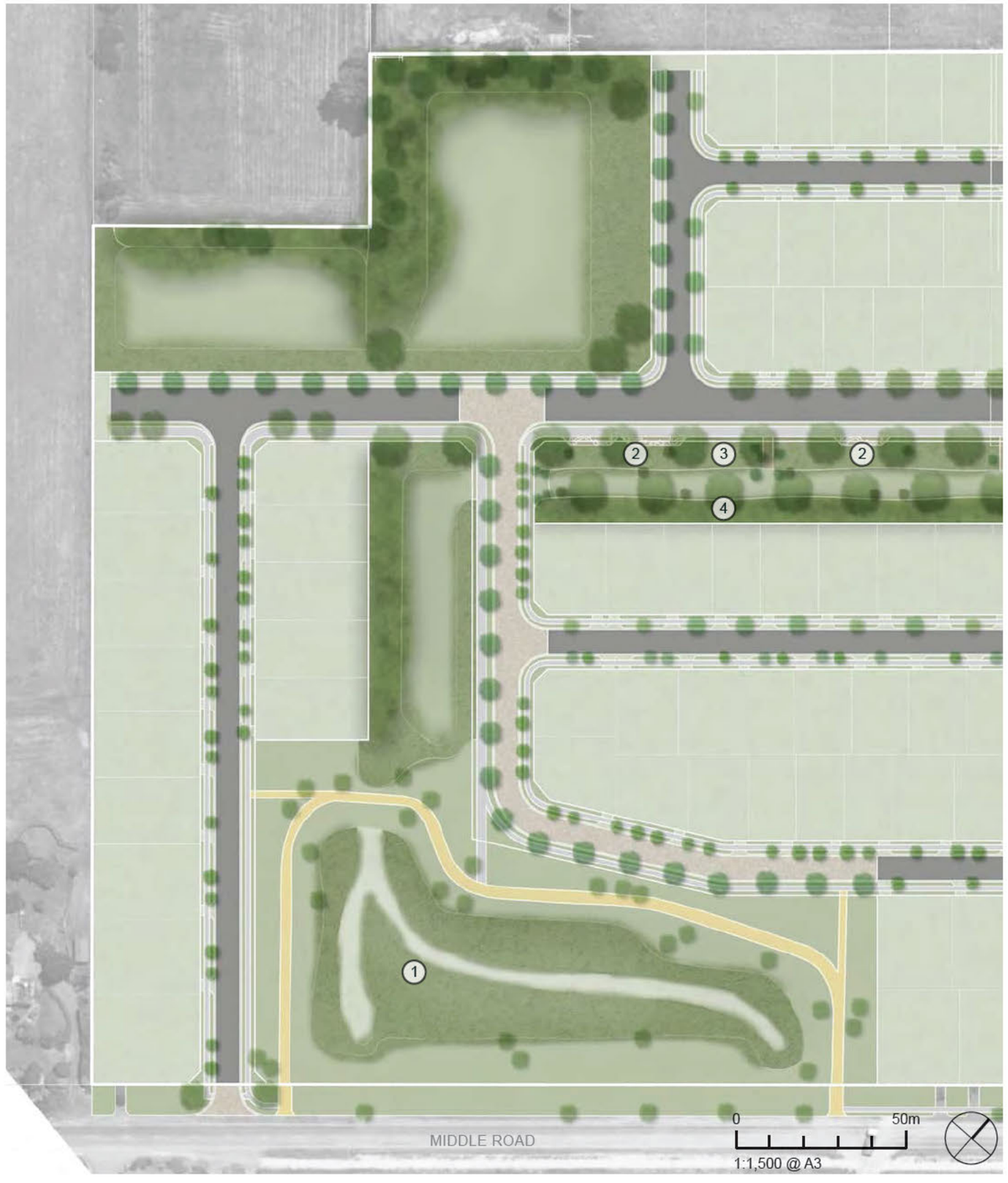
Shared paths and mown grass routes provide opportunities for walking and recreation within the stormwater reserves and link to the wider neighbourhood open space network. The reserves are intended to function as attractive, multi-purpose community spaces while continuing to perform their primary stormwater detention role.

To maintain the rural character of the area and minimise light pollution, the stormwater reserves are not proposed to be lit at night.



KEY FEATURES

1. EXISTING DETENTION BASIN
2. PLAY ALONG THE WAY
3. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
4. 1-3M HIGH NATIVE PLANTING

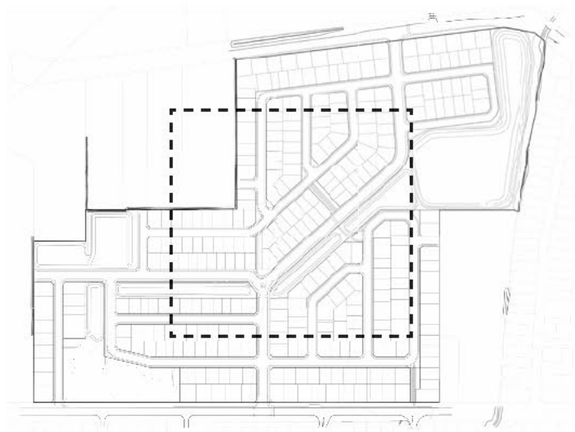


DETAIL PLANS

CENTRAL STORMWATER RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. MULTISPORT SPACE
3. PLAY ALONG THE WAY
4. PLAY SPACE
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. 1-3M HIGH NATIVE PLANTING



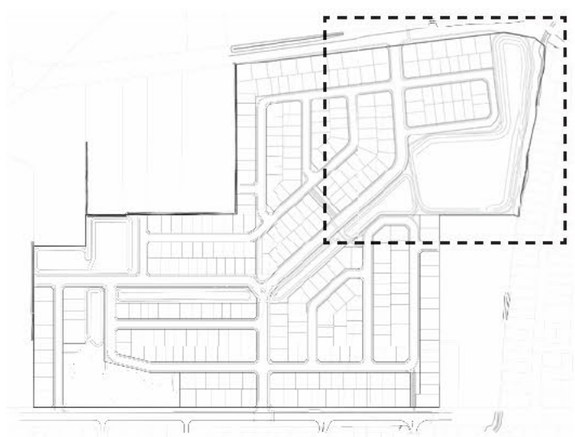


DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING





From: [redacted]
To: [redacted]
Cc: Middle Road
Subject: CDL - Middle Road Fast Track Application
Date: Thursday, 16 July 2026 3:31:02 pm
Attachments: Middle Road Project_Consultation Package July 2026 - Open Rural Interfaces - Gardner.pdf

---

Good Aftenoon [redacted] and [redacted]

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Thanks,

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]cdli.co.nz

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To:
[redacted]
167 Te Aute Road, Havelock North 4130

From:
[redacted]
General Manager / Senior Development Manager, CDL

W-REF: P25-496
July 2026

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How the Middle Road Project Has Been Designed to Interface with Your Property

Your property sits along the western edge of the Middle Road Project, and careful thought has been given to how the proposed development will relate to your land. In particular, the design has sought to maintain an open rural edge and provide a clear separation between your property and the new residential neighbourhood.

A landscaped stormwater reserve is proposed along the shared boundary, meaning there will be no residential lots directly adjoining your land. The reserve will include open grassed areas, low native planting, specimen trees and walking connections, while also forming part of the Project's stormwater management network.

A post and wire stock-proof fence is proposed along the common boundary. This will retain a rural-style edge and allow for ongoing access and maintenance of the reserve.

The Fast-track Application Process

The Middle Road Project will be lodged with the Environmental Protection Agency (EPA) and will be processed under the Fast-track approvals process. The Fast-track process assists with the delivery of infrastructure and development projects that can have significant regional (and national) benefits – such as the Middle Road Project.

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Next Steps

The Project team will continue refining the design and completing the technical assessments required to support the substantive application. Feedback received during this consultation process will be considered alongside the technical assessments and, where appropriate, incorporated into the Project or addressed through proposed conditions of consent.

When the design is completed and has been assessed by all the technical experts, the application will be lodged with the EPA. We intend to lodge the substantive application for the Middle Road in early September 2026.

Feedback and Request for Written Support

If you are comfortable doing so, CDL would appreciate your written support for the Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024. Providing written support is entirely voluntary.

A written support section has been included at the end of this letter for you to complete. Once signed, this can be returned by email to MiddleRoad@woods.co.nz or directly to [redacted]cdli.co.nz.

Thank you for your time reviewing the Middle Road Project information. We look forward to hearing from you.

Ngā mihi nui / Kind regards,

[redacted]

CDL Land New Zealand Limited

General Manager/Senior Development Manager

MIDDLE ROAD PROJECT – WRITTEN SUPPORT

I/We, _____
(full name of landowner(s))

of _____
(property address)

confirm that, based on the information provided, I/we support the proposed Middle Road Project and the lodgement of the substantive application under the Fast-track Approvals Act 2024.

Signature(s): _____

Date: _____

Contact details (optional): _____



WOODS
EST.1970

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

WOODS.CO.NZ

MIDDLE ROAD SUBSTANTIVE APPLICATION

MIDDLE ROAD MASTERPLAN

N

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



1
-
LOCATION PLAN
1:10000



2
-
MIDDLE ROAD LOT TESTING
1:200

WOODS
EST.1970

N



1
-
LOCATION PLAN
1:10000



2
-
SOUTHERN BOUNDARY LOT TESTING
1:200



1 - LOCATION PLAN
1:10000



2 - MDRZ LOT TESTING
1:200

DETAIL PLANS

SOUTHERN STORMWATER RESERVE

The overall stormwater network as depicted on the following pages comprises a series of interconnected detention basins and rainwater management systems that provide both stormwater attenuation and valuable open space for the community. The existing pond on Middle Road continues into a proposed basin, forming part of an integrated stormwater treatment and conveyance system. Additional stormwater runoff from surrounding streets is collected within the detention basins before being discharged at controlled rates to the Herehere Stream.

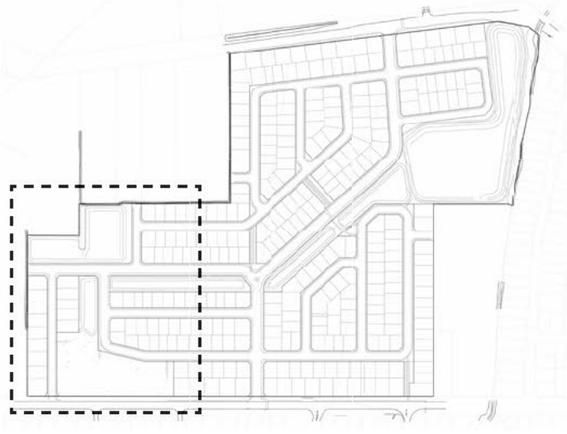
All ponds are designed as detention basins, with no permanent retention water bodies proposed. Basin batters are formed at a maximum slope of 1:3, creating safe, accessible open spaces that can accommodate informal recreation such as walking, dog exercise, and casual sports when dry.

The reserves are predominantly grassed, with low-growing native grasses and carefully positioned specimen trees along lot boundaries and key edges. This planting approach maintains open views, supports passive surveillance, and contributes to a sense of safety while providing visual amenity and habitat value.

Homes adjoining the basins are encouraged to provide visual connection to these open spaces through low, visually permeable fencing and landscape planting, supporting natural surveillance of the reserves.

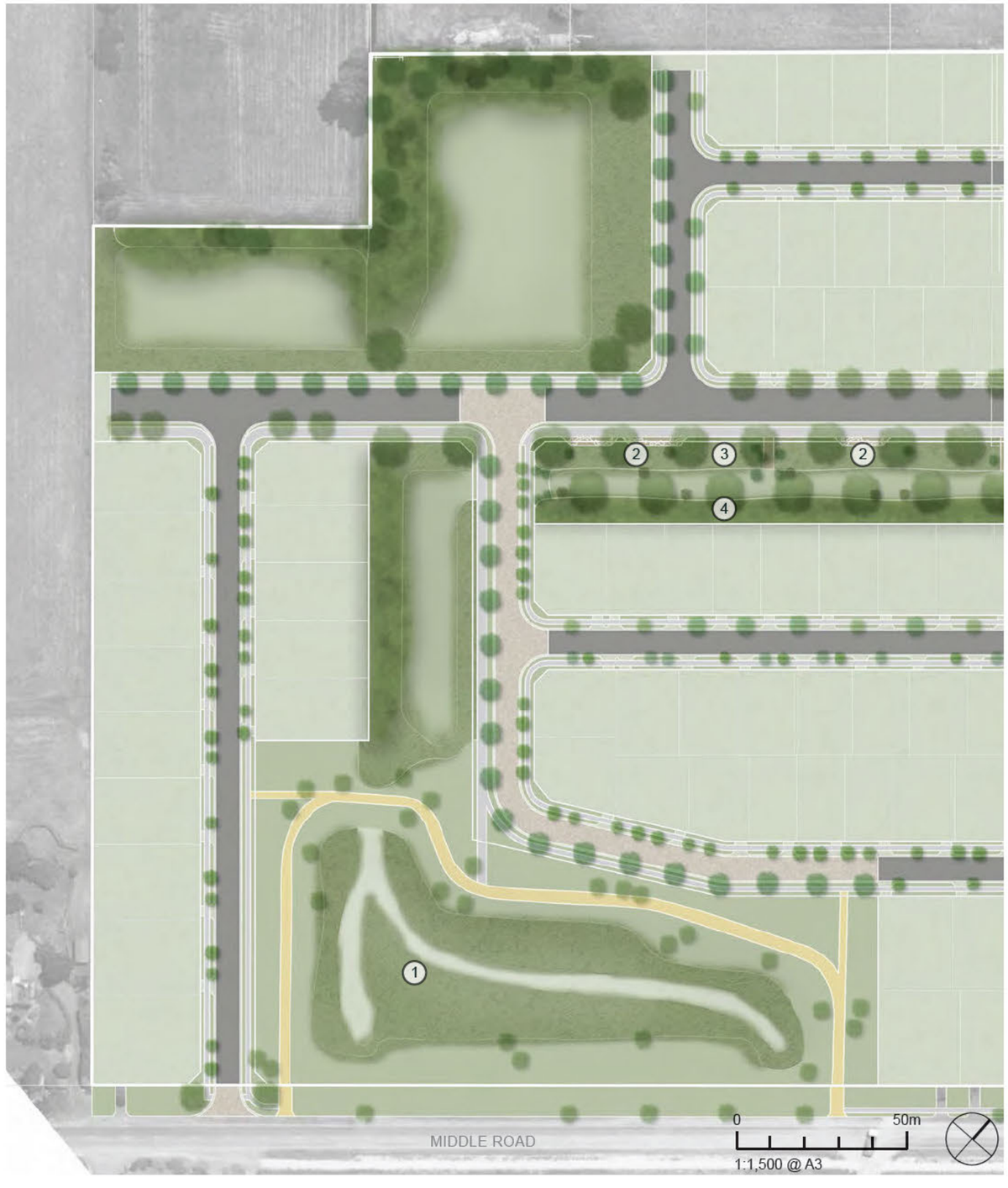
Shared paths and mown grass routes provide opportunities for walking and recreation within the stormwater reserves and link to the wider neighbourhood open space network. The reserves are intended to function as attractive, multi-purpose community spaces while continuing to perform their primary stormwater detention role.

To maintain the rural character of the area and minimise light pollution, the stormwater reserves are not proposed to be lit at night.



KEY FEATURES

1. EXISTING DETENTION BASIN
2. PLAY ALONG THE WAY
3. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
4. 1-3M HIGH NATIVE PLANTING



DETAIL PLANS

CENTRAL STORMWATER RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. MULTISPORT SPACE
3. PLAY ALONG THE WAY
4. PLAY SPACE
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. 1-3M HIGH NATIVE PLANTING



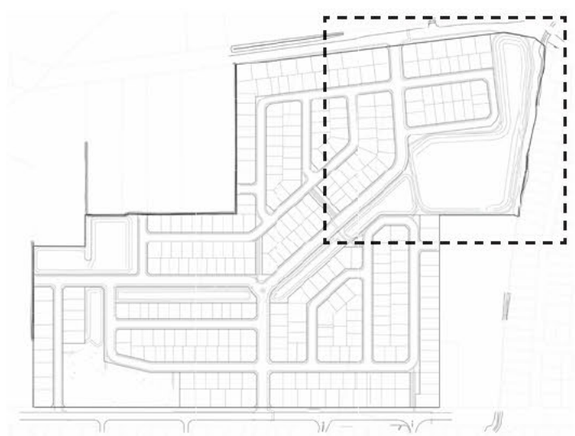


DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING





From: [redacted]
To:
Cc: Middle Road
Subject: CDL - Middle Road Fast Track Application
Date: Thursday, 16 July 2026 2:14:43 pm
Attachments: Middle Road Project_Consultation Package July 2026 - Open Rural Interfaces - Karen Dear.pdf

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Good Aftenoon [redacted],

Please find attached a letter outlining the current details of the Middle Road Project and how the development has been designed to interface with your property.

Are you free at all next week to discuss the attached and any questions you may have? At this stage I am planning on being down **Thursday the 23 July** and would be happy to meet at a time that suits you.

In the meantime, please don't hesitate to get in touch if there is anything you would like to discuss in advance.

Thanks,

[redacted]

[redacted]
General Manager/Senior Development Manager
CDL LAND NEW ZEALAND LTD
M 027 801 2065 | T +64 9 353 5014 | E [redacted]cdli.co.nz

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