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 southern 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 provide a soft transition between the proposed residential neighbourhood and the existing rural environment, while preserving flexibility should future development of your property ever be considered.

Residential lots are proposed along most of the shared boundary. These lots are all over 400 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 common boundary.

An existing drain runs along this boundary and has been retained within the design. The proposed residential lots have been set back from the drain to maintain ongoing access for inspection and maintenance.

Along the residential boundary, a 1.2 metre high post and rail fence is proposed, with hedge planting located behind the fence. This will provide a softer boundary treatment and help create a gradual transition between the two properties.

A stormwater reserve is proposed along part of the shared boundary. A post and wire stock-proof fence will be provided along this section, maintaining an open rural-style edge between the reserve and your land.

The road layout has also been designed to allow for a future connection into your property, should the land be developed in the future. This preserves flexibility for the long-term use of your land and avoids creating a permanent barrier between the two sites.

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

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.

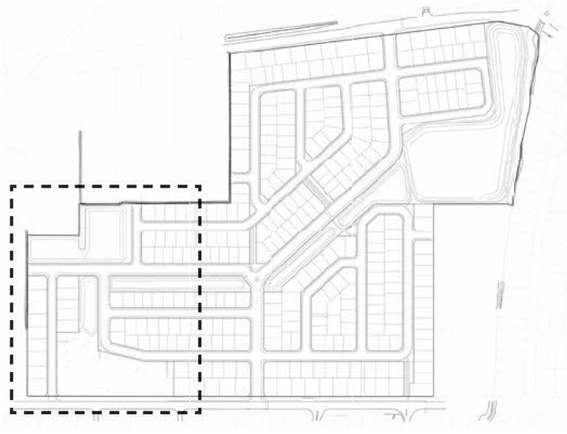
All ponds are designed as detention basins, with no permanent retention water bodies proposed. Basin batters are formed at a maximum slope of 1:3, creating safe, accessible open spaces that can accommodate informal recreation such as walking, dog exercise, and casual sports when dry.

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.

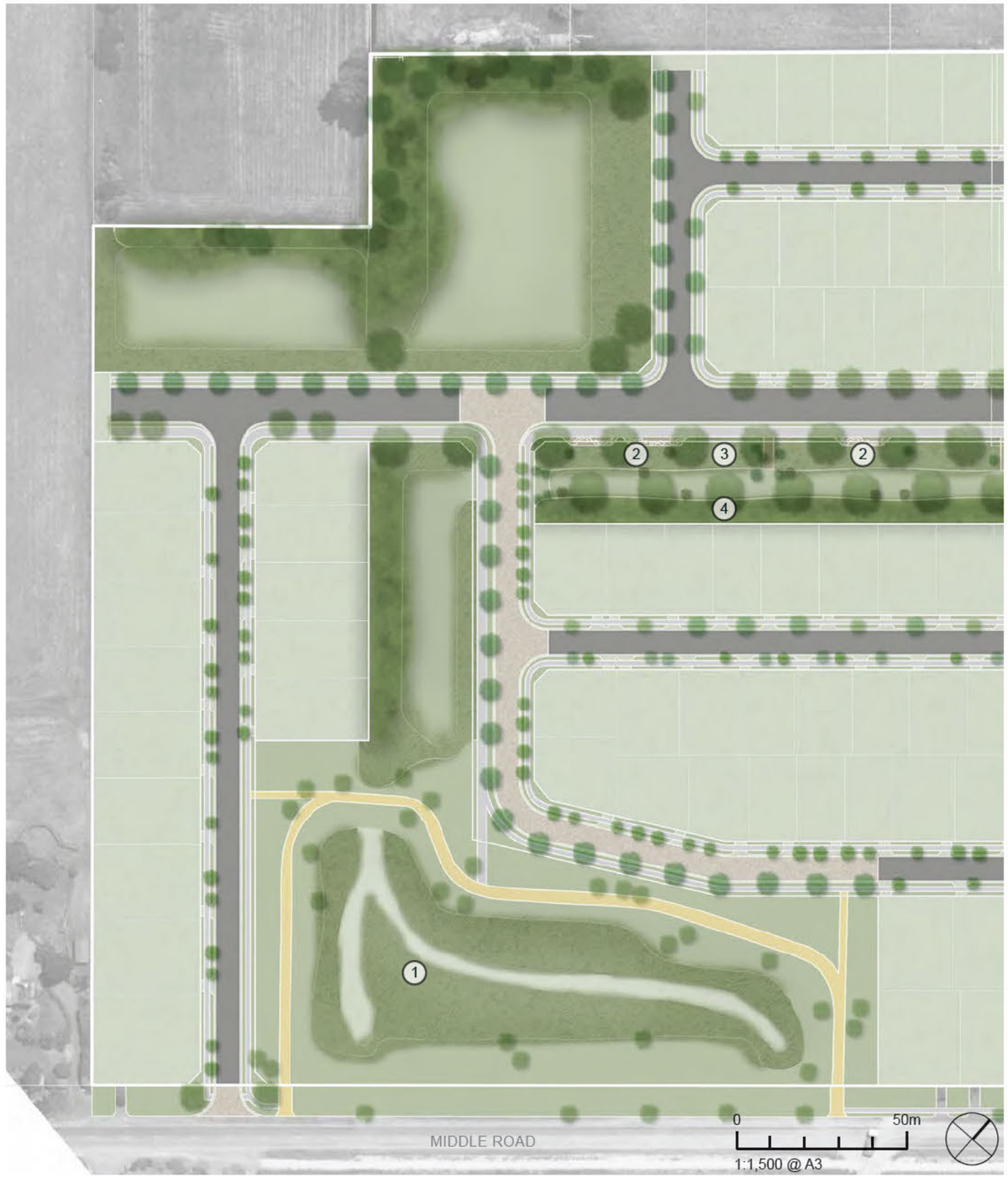
Shared paths and mown grass routes provide opportunities for walking and recreation within the stormwater reserves and link to the wider neighbourhood open space network. The reserves are intended to function as attractive, multi-purpose community spaces while continuing to perform their primary stormwater 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



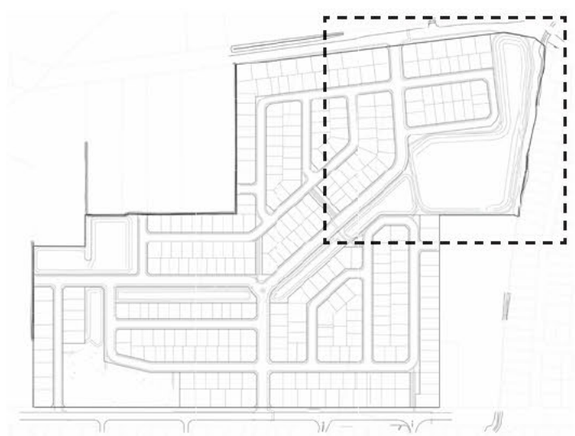


DETAIL PLANS

NORTHERN STORMWATER RESERVE

KEY FEATURES

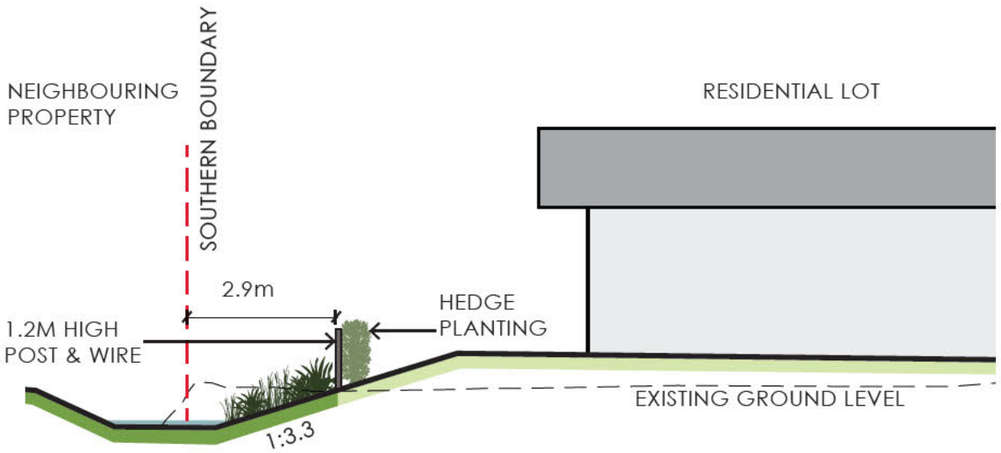
1. LOOP WALK, 2M WIDE HOGGIN PATH
2. COMMUNITY SPACE, SEATING
3. MULTISPORT SPACE
4. PLAY ALONG THE WAY
5. FRUIT TREES
6. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
7. HEREHERE STREAM RESTORATION PLANTING





DETAIL PLANS

SOUTHERN BOUNDARY INTERFACE - CROSS SECTION A



CROSS SECTION A
Scale 1:150@A3.



LOCATION PLAN
NTS



EXAMPLE IMAGE -
POST & 3 RAIL FENCE WITH HEDGE



PANORAMA LOOKING TOWARDS 150 MIDDLE ROAD

From: [redacted]
To: Middle Road
Subject: Fw: CDL middle road fast track neighbour meeting
Date: Friday, 31 July 2026 12:30:21 pm
Attachments: image.png

[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: Wednesday, July 29, 2026 12:36 PM
To: [redacted] @gmail.com>
Subject: CDL middle road fast track neighbour meeting

Hi [redacted]

As promised please find below a summary of what was discussed regarding the boundary interface.

- Yellow portion below (first 4 lots) to be standard 1.8m high timber fencing to create privacy between you house and the new properties.
- Pink portion, happy with lower 1.2m plus more farm style fence on the condition that it needs to be Dog Proof. This fence will be somewhat offset from the boundary
- If your property was to be ever developed in future for residential development then all boundary fencing should have the option of returning to standard 1.8m timber fence or similar.
- This wasn't discussed be we can also put a no complaints covenant on these boundary lots regarding farming/rural activities continuing etc.

If you have any questions of would like to add anything to the above 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**

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From: [redacted]
To: Middle Road
Subject: Fw: Middle Road Neighbour Consultation - CDL
Date: Thursday, 17 September 2026 3:18:10 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]@gmail.com>
Sent: Thursday, September 17, 2026 3:03 PM
To: [redacted] <[redacted]cdli.co.nz>
Subject: Re: Middle Road Neighbour Consultation - CDL

[CAUTION: This is an external email from karenfdear@gmail.com. Please exercise with care.]

Thank you for your correspondence, I am happy with the outlined proposals we discussed.
Regards,
[redacted]
Sent from my iPhone

> On 17 Sep 2026, at 1:55 PM, [redacted] <[redacted]cdli.co.nz> wrote:
>
> Good Afternoon [redacted],
>
> I am just following up on the below email as a courtesy as we plan 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, or the farmdrain/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.
>
> 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: Friday, August 28, 2026 1:02 PM
To: [redacted]@gmail.com>
Subject: Middle Road Neighbour Consultation - CDL

Good Afternoon [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.

Updated interface design in response to your feedback

- **Larger lots and boundary fencing:** All residential lots adjoining your property will exceed 600 m^2 and will be developed in accordance with the General Residential Zone standards. We have heard your feedback about the importance of ensuring dogs from the proposed residential lots cannot access your property and pose a risk to animals grazing on your land. The boundary fencing has therefore been designed to provide a fully enclosed barrier between the residential lots and your property. A 1.8-metre-high close-boarded timber fence is proposed beside Lots 1–4, with a 1.8-metre-high wire mesh fence beside Lots 5–9. The wire mesh fencing will prevent dogs from accessing your property while providing a more open and less visually dominant treatment along the rural–residential interface. A post-and-wire stock-proof fence will be provided beside the stormwater reserve. As per outlined in the plans we are open to changing this in future with your agreement to get the best outcome.

- **Farm drain and easement:** The existing farm drain is located within your property and currently collects stormwater from your land,

with flows naturally continuing towards the Middle Road site. As the Middle Road development will raise the adjoining land, we need to ensure these existing flows continue to be safely accommodated without entering the proposed residential lots. To achieve this, the existing drain will be slightly widened within CDL's landholding where required, providing sufficient capacity to contain the stormwater flows from your property.

Along Lots 5–9, the boundary fencing will be set back within the residential lots, leaving the extended drain outside the fenced residential areas and accessible from your property. An easement will be established over this part of the drain in favour of your property, allowing for ongoing access for inspection, maintenance and repair of the drain if needed. In practice, we expect the maintenance requirements to be limited and generally consistent with maintaining the existing drain on your property.

This arrangement is intended to remain in place while your property continues in its current rural use. If your property is developed for urban purposes in the future, the existing drainage arrangement is likely to be replaced as part of that development. At that point, if the drain is no longer required, the easement can be cancelled and the fencing relocated to the legal boundary.

- **Future connection:** The road layout continues to provide for a possible future connection into your property, preserving flexibility should you wish to consider development of the land in the future.

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

Otherwise, we would welcome any additional comments (or written approval) that what are proposing for this boundary interface is acceptable (or not) 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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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.

NOTES

1. FENCING TYPES, LOCATIONS AND MATERIALS SHOWN ON THIS PLAN ARE BASED ON THE LANDSCAPE ARCHITECT'S FENCING STRATEGY (REFER BOFFA MISKELL MIDDLE ROAD DEVELOPMENT LANDSCAPE CONCEPT REPORT) AND ARE SUBJECT TO CONFIRMATION AND DETAILED DESIGN.
2. FENCE HEIGHTS AND MATERIALS MARKED "TBC" ARE TO BE CONFIRMED WITH THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
3. REFER TO THE BOFFA MISKELL LANDSCAPING FENCING PLAN FOR FURTHER DETAILS ON FENCE MATERIALS.

LEGEND

- BOUNDARIES
- PROPOSED MAJOR CONTOURS (1 m)
- PROPOSED MINOR CONTOURS (0.25 m)
- EXISTING FENCE (TIMBER BOLLARDS)
- EXISTING FENCE (POST & WIRE - 1.2m)
- PROPOSED FENCE (50x100mm SQUARE MESH X-FENCE SUBJECT TO CHANGE UNDER NEIGHBOUR AGREEMENT - 1.8m)
- PROPOSED FENCE (TIMBER PALING - 1.8m)
- PROPOSED FENCE (CLOSED BOARD TIMBER ACOUSTIC - 1.8m)
- PROPOSED FENCE (TIMBER BOLLARDS - TO MATCH EXISTING)
- PROPOSED FENCE (RESERVE BOUNDARY - 1.2m ALLUMINIUM)
- PROPOSED FENCE (RESERVE BOUNDARY - 1.2m WITH ALLOWABLE INCREASE TO 1.8m FOR 50% SITE LENGTH - OPTIONAL)
- PROPOSED FENCE (PUMP STATION BOUNDARY - 1.8m ALUMINIUM)
- PROPOSED RETAINING WALL

RYMAN JAMES WATTIE
RETIREMENT VILLAGE

TE AUTE ROAD

ELLIOT CRESCENT

LUCKNOW SCHOOL

UPHAM STREET

MIDDLE ROAD

Lots 5-9 - 1.8m Square Mesh Fence

Lots 1-4 - 1.8m Timber Paling Fence

SCALEBAR (m) 0 30 60 150

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

Plot Date: 11:47:34 am,28 August 2026, NEDV

File: C:\1205YNERGY\DATA\WP AKL-APP-02\P25-496 - MIDDLE RD FAST TRACK_26000.02 DRAWING\03\01 ENG\P25-496-00-1500 PROPOSED FENCING PLAN.DWG

REVISION DETAILS		INT	DATE	SURVEYED	
1	ISSUED FOR FT SUBSTANTIVE CONSENT	KV	26/08/2026	DESIGNED	GP
				DRAWN	KV
				CHECKED	LZM/BLO
				APPROVED	BF

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

CDL LAND NEW ZEALAND LIMITED

MIDDLE ROAD PROJECT

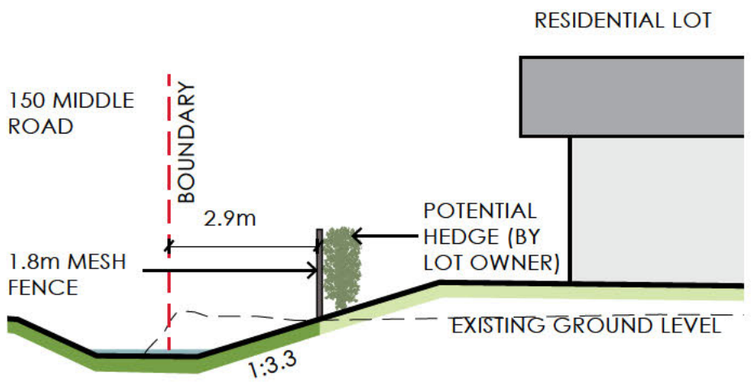
PROPOSED FENCING LAYOUT PLAN

STATUS	ISSUED FOR CONSENT	REV
SCALE	1:3000 @ A3	1
COUNCIL	HASTINGS DISTRICT	
DWG NO	P25-496-00-1500-EW	

BOUNDARY SECTIONS

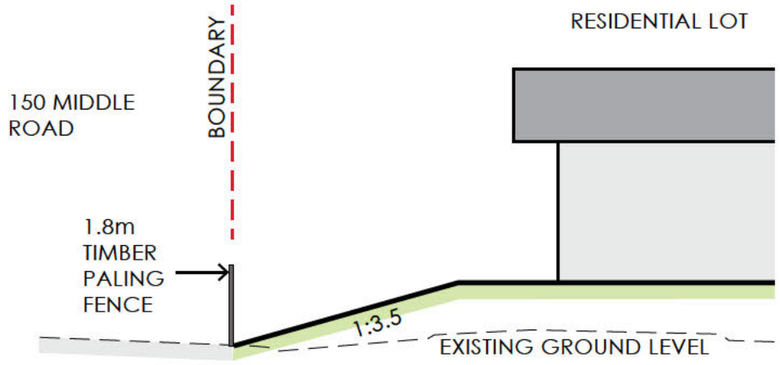
DRAFT

INTERFACE WITH DEAR BLOCK



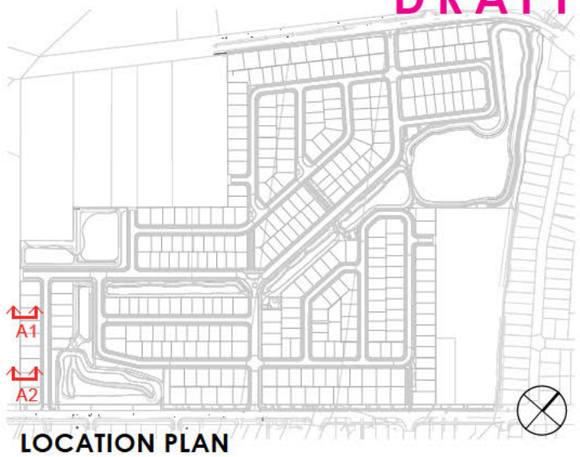
CROSS SECTION A1

Scale 1:150@A3.
1:1mH, 1:1mV



CROSS SECTION A2

Scale 1:150@A3.
1:1mH, 1:1mV



LOCATION PLAN

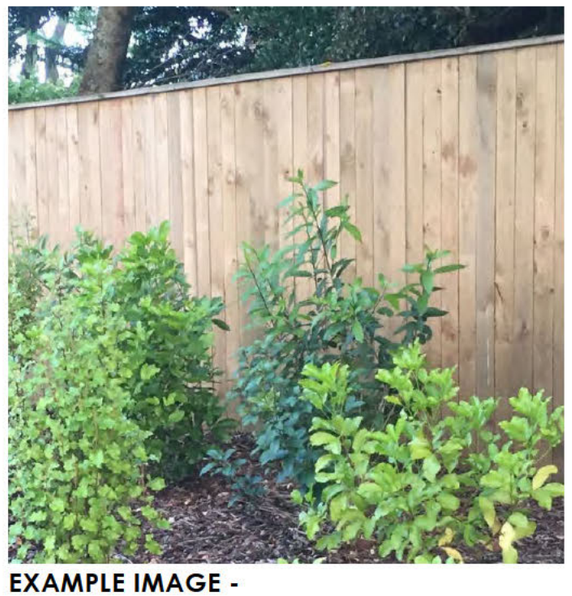
NTS



EXAMPLE IMAGE - 1.8M HIGH MESH FENCE



PANORAMA LOOKING TOWARDS 150 MIDDLE ROAD



EXAMPLE IMAGE - 1.8M HIGH TIMBER PALING FENCE



1
-
LOCATION PLAN
1:10000



2
-
SOUTHERN BOUNDARY LOT TESTING
1:200

LOCAL PURPOSE RESERVE

DETAIL PLANS

SOUTHERN LOCAL PURPOSE 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 and the existing Gilpin drain to the South.

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 hoggin recreational paths provide opportunities for walking and recreation within the 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 reserve is 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

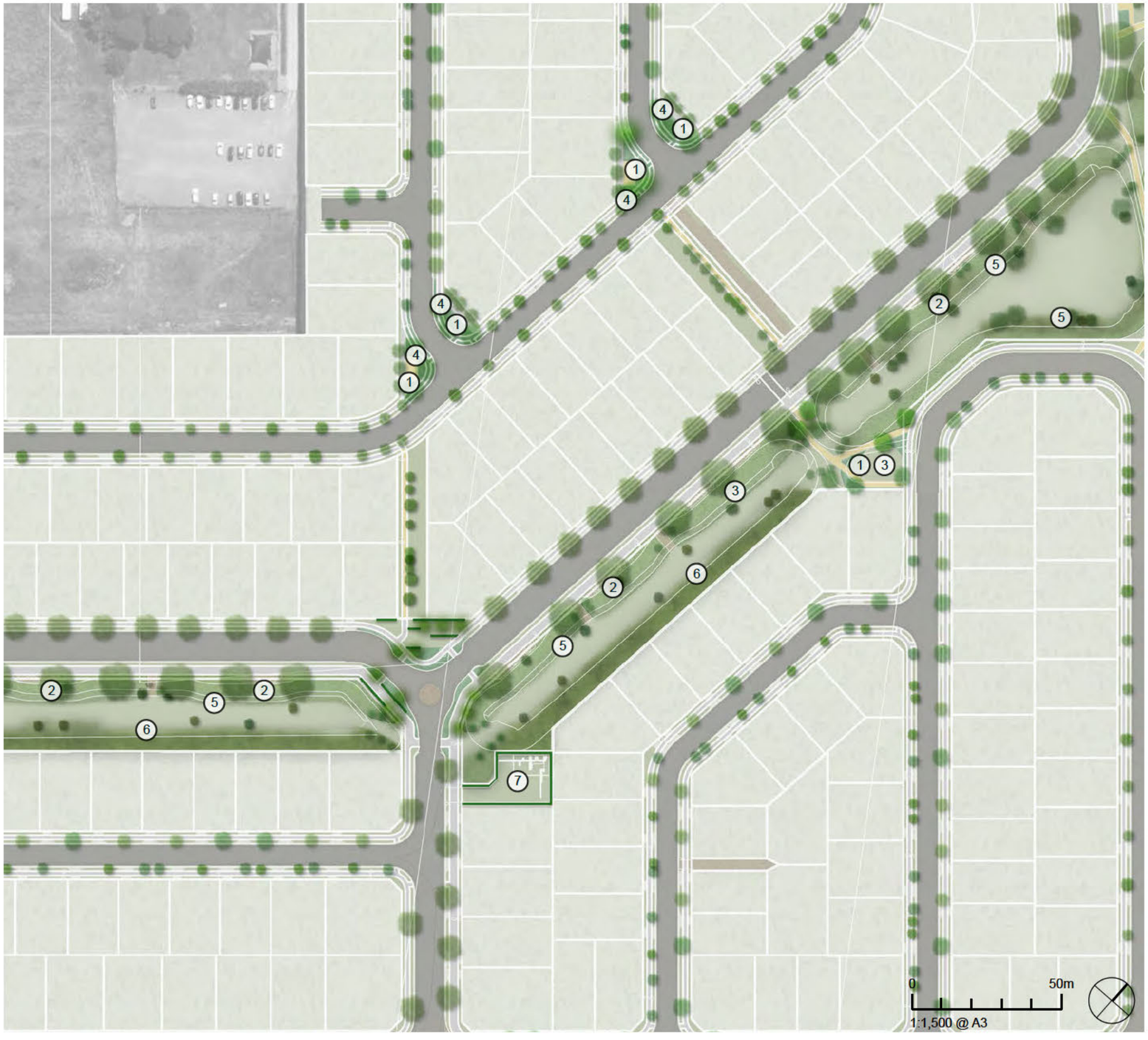


CENTRAL RESERVE

KEY FEATURES

1. COMMUNITY SPACE, SEATING
2. PLAY ALONG THE WAY
3. PLAY SPACE
4. FRUIT TREES
5. LOW NATIVE PLANTING TO BASIN EDGE WITH SPECIMEN TREES ALONG THE BOTTOM BANK
6. 1-3M HIGH NATIVE PLANTING
7. WASTE WATER PUMP STATION





NORTHERN RESERVE

KEY FEATURES

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





Attachment 10d: Adjacent Landowners Written Approval

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): _____

From: [redacted]
To: Middle Road
Subject: Fw: Middle Road Neighbour Consultation - CDL
Date: Thursday, 17 September 2026 3:18:10 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

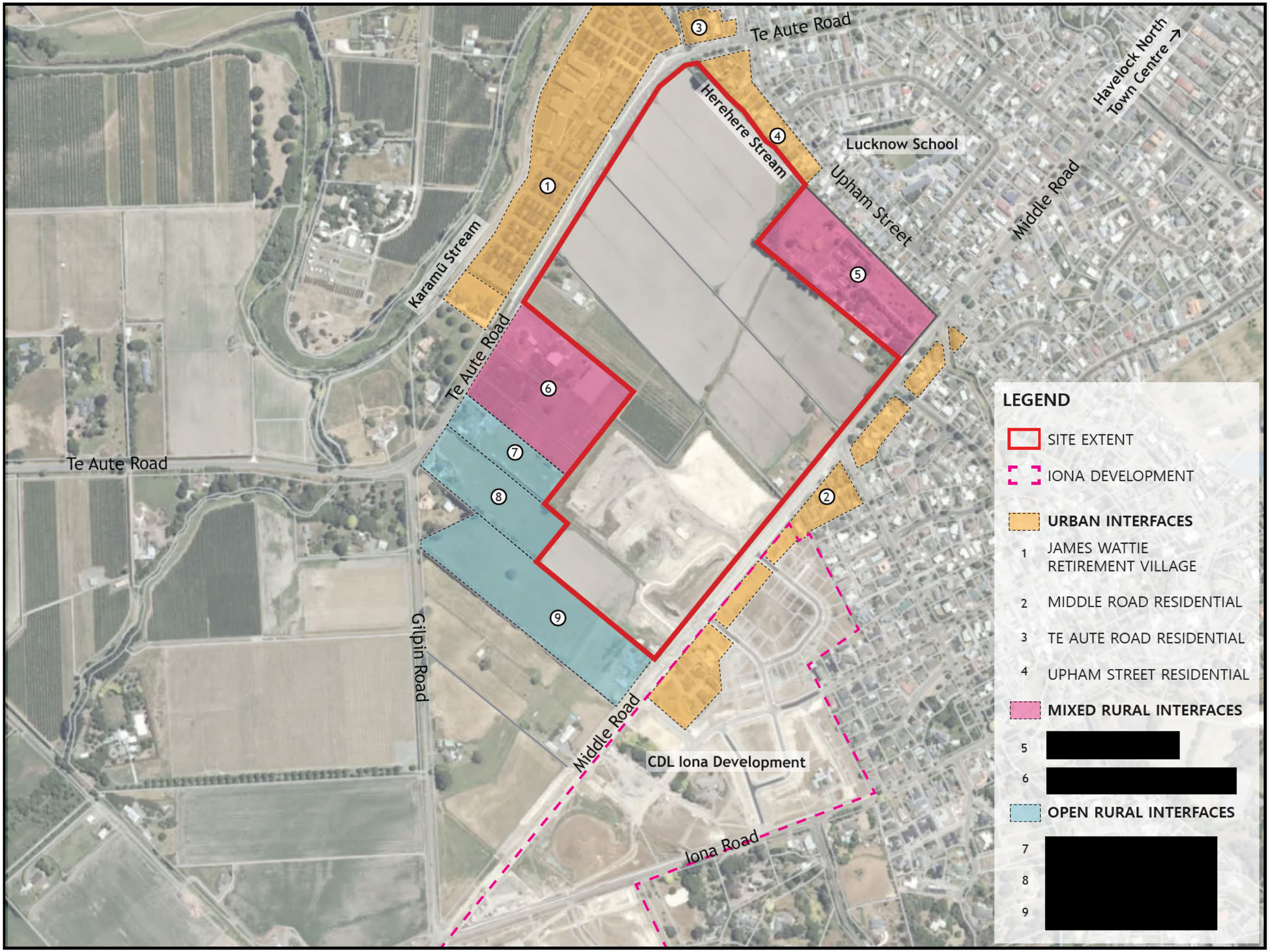
From: [redacted]@gmail.com>
Sent: Thursday, September 17, 2026 3:03 PM
To: [redacted]@cdli.co.nz>
Subject: Re: Middle Road Neighbour Consultation - CDL

[CAUTION: This is an external email from [redacted]@gmail.com. Please exercise with care.]

Thank you for your correspondence, I am happy with the outlined proposals we discussed.
Regards,
[redacted]
Sent from my iPhone

> On 17 Sep 2026, at 1:55 PM, [redacted]@cdli.co.nz> wrote:
>
> Good Afternoon [redacted],
>
> I am just following up on the below email as a courtesy as we plan 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, or the farmdrain/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.
>
> Cheers

Attachment 11: List of Adjacent Properties & Landowners



ADJACENT PROPERTY PLAN

Middle Road Project

Attachment 11 - NAMES AND ADDRESSES OF ADJACENT LAND

Legend Ref	Interface Category	Address	Owner
1	Urban	122 Te Aute Road	[redacted]
2	Urban	2 Palmerston Road	[redacted]
		2/76 Middle Road, |1/76 Middle Road	[redacted]
		97 Middle Road	[redacted]
		99 Middle Road	[redacted]
		101 Middle Road	[redacted]
		103 Middle Road	[redacted]
		105 Middle Road	[redacted]
		107 Middle Road	[redacted]
		109 Middle Road	[redacted]
		111 Middle Road	[redacted]
		113 Middle Road	[redacted]
		115 Middle Road	[redacted]
		117 Middle Road	[redacted]
		1A Breadalbane Road	[redacted]
		2 Breadalbane Road	[redacted]
		121 Middle Road	[redacted]
		121B Middle Road	[redacted]
		123 Middle Road	[redacted]
		125 Middle Road	[redacted]
		127 Middle Road	[redacted]
		147 Middle Road	[redacted]
		149 Middle Road	[redacted]
		151 Middle Road	[redacted]
3	Urban	63 Te Aute Road	[redacted]
		67 Te Aute Road	[redacted]
		69 Te Aute Road	[redacted]
		86 Te Aute Road	[redacted]

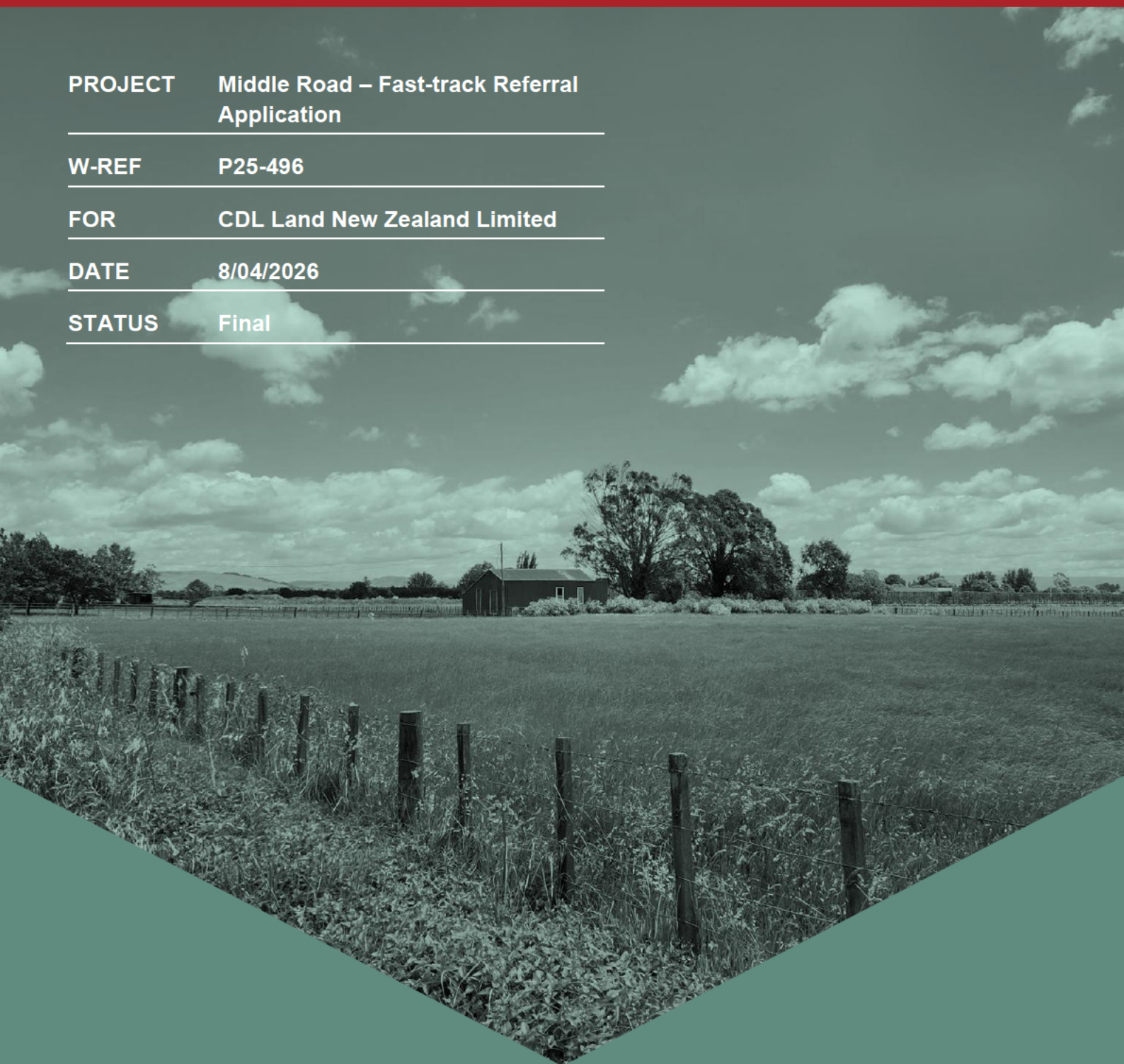
Legend Ref	Interface Category	Address	Owner
		88 Te Aute Road	[redacted]
		90 Te Aute Road	[redacted]
		92 Te Aute Road	[redacted]
		150 Te Aute Road	[redacted]
4	Urban	4 Upham Street	[redacted]
		6 Upham Street	[redacted]
		8 Upham Street	[redacted]
		10 Upham Street	[redacted]
		12 Upham Street	[redacted]
		14 Upham Street	[redacted]
		16 Upham Street	[redacted]
		18 Upham Street	[redacted]
		20 Upham Street	[redacted]
		22 Upham Street	[redacted]
		24 Upham Street	[redacted]
		26 Upham Street	[redacted]
		28 Upham Street	[redacted]
5	Mixed Rural	80 Middle Road	[redacted]
		84 Middle Road	[redacted]
6		147 Te Aute Road	[redacted]
7	Open Rural	167 Te Aute Road	[redacted]
8		169 Te Aute Road	[redacted]
9		150 Middle Road	[redacted]

Attachment 12: Middle Road Referral Application Consultation Report

WOODS

MIDDLE ROAD CONSULTATION REPORT

PROJECT	Middle Road – Fast-track Referral Application
W-REF	P25-496
FOR	CDL Land New Zealand Limited
DATE	8/04/2026
STATUS	Final



Document Control

Project Number	P25-496
Project Name	Middle Road – Fast-track Referral Application
Client	CDL Land New Zealand Limited
Date	8/04/2026
Version	V1
Issue Status	Final
Originator	Jo Sunde – Senior Associate Planner Fergus McArthur – Urban Designer
Reviewer	Emma Howie – General Manager Planning & Urban Design
Approval	Emma Howie – General Manager Planning & Urban Design
Consultant details	Wood & Partners Consultants Limited (Woods) PO Box 6752 Victoria St West, Auckland 1142 woods.co.nz
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Statement of Qualifications & Experience

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

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

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

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

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

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

Woods McArthur – Urban Designer, Wood & Partners Consultants Limited

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

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

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

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

Emma Howie – General Manager, Wood & Partners Consultants Limited

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

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

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

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

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

1.0 Introduction

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

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

1.1 FTAA Requirements

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

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

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

1.2 Report Purpose

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

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

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

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

1.3 Consultation Approach

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

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

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

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

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

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

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

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

1.4 Identified Stakeholders

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

Table 1: Stakeholders

Group	Stakeholder
Local Authorities	Hastings District Council (**HDC**)
s11(1)(b)(i)	Hawke's Bay Regional Council (**HBRC**)
Mana Whenua	Ngāti Kahungunu Iwi Incorporated (**NKII**)
s11(1)(b)(ii)	Tamatea Pōkai Whenua (**TPW**)
	Korongatā Marae
	Mihiroa Marae
Administering Agencies	Ministry for the Environment (**MfE**)
s11(1)(b)(iii)	Environmental Protection Authority (**EPA**)
	Heritage New Zealand Pouhere Taonga (**HNZPT**)
Adjacent Landowners	[redacted], 80-84 Middle Road
s13(4)(j)	[redacted], 150 Middle Road
	[redacted], 139-147 Middle Road
	[redacted], 167 Te Aute Road
	[redacted], 169 Te Aute Road
	Adjacent landowners listed in **Attachment 10**
Other Parties	Power – Unison
s13(4)(j)	Telecommunication – Tuatahi

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

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

The following sections provide a summary of engagement undertaken with each stakeholder group, including the key matters raised and how this feedback has informed the project. Detailed correspondence is included as attachments.

2.0 Local Authorities

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

2.1 Hawkes Bay Regional Council

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

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

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

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

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

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

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

Table 2: Engagement Summary with Hawkes Bay Regional Council

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Planning		
Consent Matters (27/01/2026 & 27/03/2026)	HBRC sought clarification (20/01/2026) on anticipated regional consents to inform its Section 30 response. HBRC outlined the likely regional consent matters in their Pre-App Memo dated 27/03/2026 following review of the draft technical reports. • Land use consents for structures within or near waterbodies, vegetation clearance, soil disturbance, and works affecting drains. • Water permits for temporary water take and use during construction, and diversion of drains. • Discharge permits for: o Diversion and discharge of stormwater to surface water. o Potential discharge of contaminants to land under RRMP Rule 48, subject to confirmation of soil disturbance and contaminant redistribution.	Woods provided a preliminary assessment (27/01/2026) of relevant RRMP rules, identifying likely consent requirements for water take, stormwater discharge, vegetation clearance, stream works, and contaminated land. The potential regional consenting pathway has now been clarified, with anticipated land use, water, and discharge consents identified and incorporated into the Project consenting strategy. This includes full consideration of the TANK plan change provisions. Woods have updated the planning overview report to reflect the consent matters identified by HBRC in their Pre-App Memo and will further refine consent matters as part of the future substantive application.
Draft Technical Reports (12/03/26 & 16/03/2026)	HBRC requested (11/12/2025 & 24/12/2025) that CDL provide copies of draft reporting ahead of lodging the referral application so that they could provide meaningful input to the Project.	Draft technical assessments have been shared with HBRC (12/03/26 & 16/03/2026) to enable early feedback (received via the Pre-App Memo), with ongoing engagement anticipated to continue through the referral and substantive application stages.
Section 30 Letters (received 28/01/2026)	Woods formally requested a Section 30 letter (15/01/2026) from HBRC to support the referral application.	HBRC issued its Section 30 response (28/01/2026), confirming no existing consents apply to the site and identifying likely regional consents requirements.
Highly Productive Land		

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Draft AgFirst Report feedback email (02/04/2026)	• HBRC agrees the site is to be treated as Highly Productive Land (HPL) under the NPS-HPL (Clause 3.5(7)). • HBRC has not yet re-mapped areas of HPL in the Hawke's Bay region. However HBRC does provide an online interactive viewer of LUC classifications with those eight classes derived from the NZ Land Resource Inventory. Those maps are not to be confused with re-mapping of HPL for inclusion in the Regional Policy Statement. HBRC has paused that HPL mapping workstream as a consequence of amendments to the RMA passed in August 2025 and further amendments to the NPS-HPL that came into effect in January 2026. • The RPS's content largely pre-dates the NPS-HPL so the RPS does not refer to 'highly productive land' as now defined the NPS-HPL. References to 'versatile land' is a close resemblance, but they are not the same. The RRMP's definition of 'versatile land' does not have "disqualifications" as described by the Author at page 21. • The total area of the subject land was NOT identified in the HPUDS as a prioritised residential greenfield growth area. HPUDS identified the northern portion of the land as a 'Reserve Area.' At section 4.3.4 of HPUDS, a brief commentary is provided about the area's suitability for residential development and also preference to prioritise other areas. [ref page 15] • The suggestion that CKL Ltd's flood modelling has been "accepted by HBRC" is an over-statement and misrepresentation. [ref page 10] • It would be correct to say there are currently no permits for the taking and use of water. To infer that "no water allocation rights" will persist permanently or at least for next three decades seems to exaggerate current conditions. [ref page 24]	• The application clearly acknowledges the site as HPL and includes a detailed assessment of the NPS-HPL in the Planning Overview Report. • The AgFirst report clearly adopts the LUC2 mapping of the site and acknowledges that it is mapped that way both by the regional council and by Landcare. • The AgFirst report explains that the decision on Canterbury Regional Council v Selwyn District Council [W142/96] updated the definition and identified a range of other factors that should be taken into account. Those matters include some of the things AgFirst has listed at page 21. • In section 10.1.1 of the report AgFirst states that the site was previously included within the HPUDS as a greenfield development site. It is accepted that this was a draft version of the HPUDS. • Re the CKL flood modelling – noted and the AgFirst report will be updated for the substantive application. • HBRC refer to the current and foreseeable constraints and lack of water allocations. The AgFirst report talks to this issue sufficiently for referral and the report can be updated further for the future substantive application. • The Planning Overview Report steps through each section of the Clause 3.10 test. • CDL is concerned that HBRC has misinterpreted the conclusions of the AgFirst report with respect to the HPL definition and the meaning of productive capacity. We are satisfied that the AgFirst report draws appropriate conclusions. • The Planning Overview Report provides a comprehensive evaluation of productive capacity, site constraints, and

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	The AgFirst report does not overtly say that there will be no water rights for the next three decades. • Author provides commentary on NPS-HPL Clause 3.10. We anticipate the Application (through expert planner's assessment) will provide a fuller thorough assessment of the NPS-HPL's policies and its clauses relating to implementation. • It is unclear how the Author has assessed, let alone concludes, how this project "avoids" any significant loss (either individually or cumulatively) of productive capacity of HPL in the district (as per Clause 3.10(1)(b)(i) of NPS-HPL). [ref page 24] – The whole report leads to this conclusion. There is a definition of productive capacity in the HPL and clearly AgFirst have demonstrated that the site does not meet the requirements of that definition and, in turn, there would be no loss of productive capacity. • HBRC expects a clear and robust planning assessment of the NPS-HPL and relevant policy framework.	relevant policy provisions to address HBRC's concerns alongside the technical reporting from AgFirst. Further detail will be provided as part of the future substantive application.
Reverse Sensitivity		
Pre-App Memo Feedback on technical reports (27/03/2026)	HBRC considers Policy UD12 relevant, despite the absence of formal rezoning. • The need for ongoing liaison with the territorial authority, consistent with Policies 5 and 6. • Support for buffers, setbacks, and separation distances to manage reverse sensitivity effects. • Potential need for additional mitigation to address spray drift, dust, smoke, and odour.	HBRC's guidance on reverse sensitivity has been considered alongside HDC input. Interface treatments (including strategic placement of stormwater devices) and the ability for setbacks to be incorporated into the larger external boundary facing lots are proposed. Rural neighbours consulted and are supportive of the urbanization of the landholdings. Interface design response to be further refined through detailed design.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Stormwater & Stream Works		
Early design feedback (11/12/2025 & 24/12/2025)	• HBRC has no specific requirements for works to the Herehere Stream, noting HDC is the asset manager and HBRC is the regional consent authority. • In the absence of HDC direction, HBRC recommends a minimum 6m unobstructed maintenance access strip along one bank and avoidance of vegetation that may hinder maintenance or cause blockages. • HBRC would review discharge devices for erosion control, and emphasized robust sediment controls given the temperature and sediment sensitivity of the Karamu catchment. • Stormwater is expected to follow a Low Impact Design approach consistent with HBRC Waterway Guidelines and HDC's global stormwater consent requirements for greenfield development. • Consideration is needed as to whether the proposal falls under HDC's global consent or remains standalone.	• The stormwater strategy adopts a Low Impact Design approach, and provision for maintenance access, sediment control, and erosion management can be incorporated into the detailed design. Noted that HDC has a different approach to riparian planting with more robust planting recommended for ecology improvement. CDL plan to workshop a full design solution for the Herehere Stream interface in coordination with both Councils as part of the substantive application. • Provision for stream maintenance access and consideration of sediment control and water quality outcomes can be incorporated into the detailed design. • The dry basin and treatment train approach to stormwater management will assist with temperature control. • Discharge consents will be required as the site does not fall within the HDC global consent. Detailed design will be worked up as part of the substantive application in consultation with HBRC. Stormwater infrastructure will likely be vested to HDC.
Early design feedback (11/12/2025 & 24/12/2025)	Flood assessment should confirm no adverse upstream or downstream impacts. HBRC will check availability of relevant flood modelling and gauging data to assist.	Flood modelling has been undertaken by Woods to assess upstream and downstream effects, with no adverse off-site impacts anticipated. Flood inputs have been obtained from both Council's GIS data and additional data provided by HDC
Updated SW Design (23/03/2026)	On 23/03/2026 Woods issued HBRC a revised concept plan with amended stormwater device areas to reflect updated modelling provided by HDC. Noted that HDC had an error in their modelling which required the device areas to increase in size. Stormwater	It is acknowledged that, due to the late identification of errors in the HDC modelling and subsequent updates to the stormwater design, there has been limited opportunity for HBRC to fully review the revised stormwater management approach prior to lodgement.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	Report needed to be amended, but revised preliminary findings issued 24/03/2026 as an interim review measure.	Further review and input will be incorporated at the substantive application stage.
Pre-App Memo Feedback on technical reports (27/03/2026)	• HBRC's planning team emphasised that the site overlies the Heretaunga Plains confined aquifer, and groundwater quality must be protected in accordance with RRMP Objective 42 and Policy 75. Moderate weight is to be given to Proposed Plan Change 9 (TANK), particularly Policies TANK 28 and 29. • Detailed design of all stormwater treatment and attenuation devices are required at substantive stage. • Adoption of a treatment train approach achieving at least 75% TSS removal is expected as part of the future detailed design. • Use of a dry basin to assist with temperature control prior to discharge is accepted. Detail design to be provided as part of the substantive application. .	• It is acknowledged that detailed stormwater design and further technical information will be progressed at the substantive application stage, with ongoing engagement with HBRC. It is anticipated that the design will achieve the requirements of HBRC. • Groundwater will not be affected by the Project, with lining of the dry basins proposed to protect the underlying groundwater and aquifer.
Draft SW Report feedback email (02/04/2026)	HBRC agrees in principle the proposed stormwater management for the subdivision with the following comments: • HBRC's Heretaunga Plains Flood Control Scheme – Gravity drains have a designed LoS based on the capacity of the drain can convey 50mm of runoff per hectare over a 24-hour period. • The Bake and Pomeroy Drains are proposed to be removed as part of the subdivision replaced by a combination of piped system and detention ponds. • The discharge from the Zone 1 area into the Herehere Stream needs to design to limit erosion at the entry into the stream. • The Gilpin Drain is still to remain in part and is proposed to be used to discharge water from Zone 2 area. Need to make sure that discharge from Zone 2 area does not exceed the capacity of the drain.	All feedback noted. Detailed design will be progressed at the substantive application stage in consultation with HBRC and HDC to confirm compliance with relevant guidelines and performance requirements.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	• Dry basins could be used but that would be dependant on soakage testing. • Works within the stream corridor will need to provide maintenance space. For HBRC we require 6m setback from the edge of the stream. • Water treatment requirements will need to comply with HDC global consent and HBRC Waterway Guidelines Stormwater Management - Water Quality Design. • Stream works will need to comply with HBRC Waterway Guidelines for Working in Waterways.	
Contamination		
Early design feedback (11/12/2025)	If contamination is identified, potential HBRC consent triggers may apply under RRMP Rule 48, depending on management approach.	Preliminary contaminated land reporting has been undertaken and will be addressed through further investigation at the substantive stage.
Pre-App Memo Feedback on technical reports (27/03/2026)	At the substantive stage, further information will be required on: • The nature and extent of contaminated soils. • Management measures during earthworks. • Potential effects on freshwater and ecological values. • Whether RRMP Rule 48 is triggered due to soil mixing or increases in hazardous substance concentrations.	The approach to contaminated land has been acknowledged, with further investigation and management measures to be developed at the substantive application stage to address potential effects on freshwater and ecological values and refine the consent status.
Transport		
Early design feedback (11/12/2025 & 24/12/2025)	A potential two-way bus route through the development was discussed, with bus stops to align with NZTA Bus Stop Infrastructure guidance. A stop near James Wattie Village may be beneficial.	The transport layout enables a future public bus route through the site, with detailed design to be confirmed at the substantive stage.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Pre-App Memo Feedback on technical reports (27/03/2026)	HBRC considers the transport assessment to be robust and well aligned with the RLTP, RPTP, GPS, and NPS-UD. HBRC supports: • The proposed internal layout and active transport integration. • Provision for a future bus connection between Te Aute Road and Middle Road.	The draft transport assessment has been confirmed as aligning with regional transport policy direction, including provision for future public transport integration through the site in the form of a bus route.
Engineering		
Early design feedback (11/12/2025 & 24/12/2025)	Support for water supply and wastewater connected to HDC networks, with stormwater infrastructure likely vested in HDC.	The proposed water supply and wastewater will be connected to HDC reticulated system. Stormwater infrastructure will likely be vested with HDC.
HBRC feedback to draft technical reports (27/03/2026)	• Stormwater design to ensure no degradation of groundwater quality (Heretaunga Plains aquifer) and alignment with TANK policies • General support for proposed stormwater treatment approach, including treatment train and water quality outcomes • Limited detail provided on contaminated land management and potential effects on freshwater and ecology • HBRC supports the proposal to connect to the HDC reticulated wastewater network. No onsite wastewater discharge is proposed, and this approach is supported from a regional perspective	• Stormwater management approach has been developed in accordance with best practice and relevant policy direction, including protection of groundwater quality and adoption of a treatment train methodology and lined detention basins. • The proposed stormwater design, including dry basins and treatment devices, will align with HBRC's expectations, with detailed design to be confirmed at the substantive application stage • Contaminated land considerations have been assessed, with further investigation and management measures to be developed at the substantive stage to confirm consenting approach • The development will connect to HDC's reticulated wastewater network, consistent with HBRC's expectations
Ecology		

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Feedback on technical reports (27/03/2026)	HBRC considers the draft Ecological Assessment to be thorough. Key findings: • Herehere Stream is identified as having moderate ecological value. • Sediment and stormwater effects are anticipated to be minor with proposed mitigation measures. • Riparian restoration is supported and expected to result in a net ecological benefit.	HBRC's ecological and water quality feedback, including support for riparian restoration and sediment management, is positive. Full design of the stream interface will be refined as part of detailed design with a focus on naturalised design responses in coordination with both Councils and mana whenua.

2.2 Heretaunga Hastings District Council

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

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

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

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

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

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

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

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

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

Table 3: Engagement Summary with Heretaunga Hastings District Council

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Planning		
Initial Project Meeting (13/11/25)	HDC circulated the combined minutes from the 13 November Initial Project meeting for distribution to the wider project team. Key planning matters were: • Concern re FDS status of the site. Must provide robust economic reporting to justify development timing and address likely pushback on short-to-medium-term growth demand. • Reverse sensitivity a concern with remaining block Plains Production zone. Incorporation of substantial buffer treatments along rural interfaces will be required to address potential effects on rural neighbours. • Continue early engagement with mana whenua, service providers, and relevant stakeholders to support coordinated project development.	• A comprehensive economic assessment has been completed, to address housing capacity concerns and to demonstrate regional significance for the referral application. • Agreement with adjacent landowners has been confirmed to the urbanization of the CDL landholdings. Further, stormwater management areas and larger lots have been located along the rural interface to incorporate setbacks and enable landscape buffers. This will be designed as part of the substantive application. • Ongoing engagement with stakeholders including mana whenua has continued across transport, infrastructure, stormwater modelling, parks, policy, and urban design to refine the concept plan response.
Section 30 Letter (20/01/26)	Woods formally requested a Section 30 letter (15/01/2026) to support the referral application.	HDC issued its Section 30 response (20/01/2026), confirming no existing consents apply to the site.
Issue of draft technical reports (12/03/26 & 16/03/2026)	Woods provided HDC with the first set of draft expert reports to seek high-level technical feedback ahead of lodgement. Request to identify any critical gaps, with further opportunity for comments to follow through to the subsequent substantive application.	Early feedback received via the Pre-App Memo 18/03/2026, with ongoing engagement anticipated to continue through the referral and substantive application stages. Feedback has been constructive and has assisted with the formation of the Project as discussed in table sections below. Noted by HDC that feedback was detailed with the intention that a number of queries will be carried through to the substantive phase of the project.

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

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
(18/03/2026)		to be clearly justified. The final framework will be refined through the substantive application, balancing standardisation with site-specific requirements.
Urban Design		
High level Feedback to the Project / Concept Plan (12/02/26)	• Urban design detail requires further work, including improved street addressing, passive surveillance, fencing/interface treatments, cross-sections, clarification of red brick areas, and definition of a central open space area. • Play provision requires further analysis, including walking distances, housing yield, and whether additional play space is needed. • Western boundary buffering is a key issue, with Council seeking a setback (circa 30m or equivalent mitigation) to address reverse sensitivity effects with adjoining Plains Production land. • Preference for standardised residential zoning provisions, limiting bespoke rules to essential matters (e.g. reverse sensitivity, transport, three waters).	• The concept plan has been updated to address urban design matters, clearer public space function, interface treatments, and refinement of green corridors. A further meeting has been held with HDC's urban design officer. A large number of these discussion points can be addressed as part of the detailed design phase. • Utilization and function of open space areas will be refined with HDC as part of the future substantive application. • Rural interface treatments have been reviewed, with larger lots and stormwater management area setbacks incorporated where appropriate to respond to reverse sensitivity concerns. • Zoning provisions have been reviewed. CDL consider that the HDP zoning provisions can be largely adopted as the planning framework for the site subject to further consideration at detailed design.
Urban Design Experts Meeting (06/03/26)	Urban Acumen met with the HDC urban design officer to review the concept plan and discuss urban design matters. Feedback emphasised strengthening park interfaces through increased road frontage where practicable or robust design controls for adjoining lots, with medium-sized lots preferred adjacent to open space. The entrance triangle park was supported in principle, and access arrangements were confirmed as acceptable, with further refinement to occur at the substantive stage.	Lot sizing fronting the main open space area has been increased to allow for more site area to accommodate back of house activities. The majority of the feedback received relates to detailed design and the future planning framework (zoning and consent notices). This detail can be worked through as part of the future substantive application.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Open Space & Stream Corridor		
High level Feedback to the Project / Concept Plan (12/02/26)	Woods sought feedback from HDC on open space requirements, attaching the concept plans to an email on 24/11/2025). High level feedback provided through early advice back from HDC. Recommended that play provision requires further analysis, including walking distances, housing yield, and whether additional play space is needed.	The concept plan has been updated to address urban design matters, clearer public space function, interface treatments, and refinement of green corridors. Further refinement of the use of open space areas will occur as part of the substantive design phase alongside HDC.
Stream Interface Meeting (05/03/2026)	Woods met with HDC Infrastructure Manager and Infrastructure Leader to discuss the Herehere Stream interface, proposed stormwater management approach, and revised concept plan, with agreement that achieving a positive outcome for the western bank of the stream is a shared objective. Key matters discussed included: • Adoption of a catchment-wide approach, acknowledging existing erosion, flood-prone land, cumulative effects, Upham Street flooding, and constraints associated with the Baikie Drain and Te Aute Road bridge. • Confirmation of Council responsibility for the stream reach adjacent to the site, clarification of HBRC's regulatory and drainage roles, and interest in leveraging CDL-owned riparian land to deliver broader flood management and ecological improvements. • Presentation of the proposed dry basin-led stormwater strategy, comprising three management areas and a pre and post-flow control approach to ensure no increase in downstream discharge effects. • Council feedback indicated openness to basin or wetland solutions subject to technical assessment.	CDL acknowledges HDC's feedback on the stream interface and supports a collaborative approach to refining the design. The proposed stormwater and stream management strategy adopts best practice principles, including integration of ecological and hydraulic outcomes and minimisation of hard engineering where practicable. The detailed stream interface design will be progressed in consultation with HDC (and HBRC and mana whenua) at the substantive application stage to ensure alignment with Council guidelines and achievement of appropriate environmental, maintenance, and resilience outcomes.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	• Recommendations for generous stream setbacks, velocity mapping, consideration of tailwater conditions, and alignment with its Stream Bank Remediation and Planting Guides.	
Stormwater & Flooding		
Initial Project Meeting (13/11/25)	Key recommendations from Council: • Undertake comprehensive stormwater modelling, including 1-in-100-year events, and clearly identify overland flow paths and flood-prone areas. • Review and potentially increase stormwater pond sizing to address additional overland flow volumes and downstream capacity constraints. • Assess historic stream breakout risk, dam break scenarios, and climate change impacts on flow velocities and flood risk. • Adopt a resilience-based design approach, including consideration of raising land levels and/or widening the northern stream corridor.	The project has been informed in the following ways: • Comprehensive stormwater modelling has been undertaken, including 1-in-100-year events, resulting in increased stormwater device sizing to manage identified flood risks. • Swales have been incorporated to convey water through the site and redirect existing farm drain flows in an integrated manner. • Survey of stream banks and assessment of historic stream alignment have been completed to inform technical reporting and design responses. • A resilience-based design approach has been adopted, including consideration of climate change.
Boundary Conditions (12/01/26)	Woods sought clarification from HDC on appropriate stormwater flood modelling boundary conditions for the Middle Road project, and offered to meet to confirm HDC's expectations if required.	Internal correspondence within HDC discussed the request, noting that limited existing modelling data was available for the site and that boundary conditions for the Karamu Stream would need to be obtained from HBRC.
High level Feedback to the Project / Concept Plan (12/02/26)	Stormwater and flooding are the primary servicing constraints, requiring robust modelling, no off-site flood effects, and resilient on-site design.	Stormwater modelling and flood assessments have been refined in response to identified constraints, with updated device sizing, overland flow management, and resilience-based design measures incorporated.
Flood Modelling Data (13/03/26)	Woods met with HDC to discuss an error in the hydraulic modelling boundary conditions provided to Woods by HDC. It was identified that peak stream flow data of approximately 35–40 cubic metres per	The updated modelling inputs provided by HDC have been incorporated into the stormwater assessment. This has resulted in refinement of the stormwater management approach, including

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	second had not been included in the original model inputs, affecting the accuracy of the draft stormwater assessment and basin sizing. The omission was acknowledged, with corrected information provided to Woods.	resizing of detention basins and amendments to the concept plan to accommodate increased storage requirements. The revised design now provides for an integrated stormwater management response across both catchments. Updated preliminary findings and the amended concept plan were provided to HDC on 24/03/2026, with further detailed design to be progressed at the substantive application stage.
HDC feedback to draft technical reports (18/03/2026)	HDC generally supports the stormwater management approach and use of multi-functional stormwater detention areas integrated with open space, subject to ensuring that stormwater performance, maintenance access, safety, and durability are not compromised. Specific matters raised included maintaining clear flow paths, ensuring unrestricted maintenance access, and design of infrastructure.	The concept design has been developed to retain full stormwater functionality while integrating open space outcomes. Key requirements such as flow paths, access, and infrastructure resilience have been incorporated at a concept level. These matters will be addressed in detail at the substantive application stage in consultation with HDC to ensure compliance with standards and long-term performance.
Transport		
Initial Project Meeting (13/11/25)	Movement through the development site is to be low speed, local road connections. Integration with existing cycleways and roading to be resolved.	The internal street network will be designed to operate as a low-speed environment, consistent with local road function and residential amenity. Integration with the wider walking, cycling, and roading network will be progressed through detailed design at the substantive application stage.
Transportation Manager Meeting (27/11/25)	This meeting with HDC's Transport Manager focused on the proposed roading and transport framework for the Project, including the east–west spine road, connections to Te Aute Road, Middle Road and Upham Street, and integration with existing pedestrian, cycle, and reserve networks. HDC provided feedback on the following: • Refine intersection layouts, including redesign of the central "dog-leg" intersection to address identified safety concerns.	CDL has considered these transport-related design matters in the development layout. Amendments to the concept plan roading layout were adopted in response to feedback. • The central "dog-leg" intersection has been redesigned to reinforce the spine road as the clear primary east–west route.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	• Provide pedestrian crossings with central refuges and appropriate lighting at Te Aute Road and Middle Road, with the Middle Road crossing aligned to the Iona development. • Consider painted medians or right-turn bays along Middle Road and Te Aute Road to improve safety and access. • Design road cross-sections to support lower speed environments, including reducing Middle Road to 50 km/h and reviewing whether the Iona-style section should be modified to suit site conditions. • Ensure all lots provide a minimum of two off-street parking spaces and enable safe vehicle manoeuvring, particularly along Te Aute Road and Middle Road. • Utilise the proposed spine road as a key local connection, including accommodating bus services where appropriate, to improve public transport connectivity and reduce traffic pressure on Upham Street. • Integrate strong pedestrian and cycle connections, including a shared path along the northern boundary and high-quality streetscape outcomes along the spine road.	Before After  • Indicative pedestrian crossing locations have been identified on Te Aute Road and Middle Road, utilising existing central medians to provide refuges with appropriate lighting. • The approved Middle Road cross-section applied at the Iona development, including painted medians, is proposed to be extended along the site frontage and adopted along Te Aute Road where appropriate. • Agreement that Middle Road should become a 50 km/h speed environment, consistent with surrounding urban development. • Larger lot frontages have been adopted along Te Aute Road and Middle Road to enable on-site manoeuvring and avoid vehicle reversing movements onto these roads. • The proposed spine road has been designed to accommodate potential bus services while functioning as a lower-speed local route. • A connected pedestrian network is proposed, linking stormwater devices to the Herehere Stream corridor and providing connectivity along Te Aute Road and Middle Road.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
HDC feedback on draft technical reports (18/03/26)	HDC provided general support for the internal layout and active transport connections. Further feedback included: • Wider network modelling required, including intersection performance and effects on Havelock North Village. • Open Space and Urban Design: • Clearer definition of open space functions, vesting, ownership, and maintenance. • Park edge treatment, passive surveillance, fencing interfaces, and rear lot relationships. • Street tree provision and detailed cross sections. • Consideration of small-scale play and quality public realm outcomes.	The proposed transport layout has been developed to provide a well-connected and legible street network, with provision for walking, cycling, and future public transport. Further assessment of wider network effects will be undertaken as part of the substantive application, building on existing modelling and incorporating updated traffic generation data. Intersection design and access arrangements will be refined through detailed design in consultation with HDC to ensure appropriate integration with the surrounding network and alignment with Council standards.
Civil Engineering		
Initial Project Meeting (13/11/25)	HDC confirmed wastewater capacity constraints, noting limitations along Te Aute Road and at Anderson Park, and plan for developer-funded pump station upgrades if required. Align servicing and infrastructure delivery with long-term growth planning and staging frameworks for Havelock North.	Further wastewater investigations have been undertaken (refer to Infrastructure Report), with potential pump station upgrades identified. Full design to be provided at substantive application stage.
Capacity Requests (12/11/25 & 18/11/25) (01/12/25 & 04/12/25)	Woods sought a high-level indication from HDC of existing water supply capacity to service the Middle Road project, referencing growth-related constraints identified in Council strategy documents Initial servicing comments were subsequently provided by HDC, noting that the Middle Road development had not been included in existing water and wastewater modelling or infrastructure planning, and that capacity constraints may therefore arise.	CDL has considered these infrastructure-related design matters in the development layout and Infrastructure Report. Possible future upgrades have been accounted for, and future modelling will need to be determined. Full design to be provided at substantive application stage.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Infrastructure Capacity (5/12/25)	The outcomes of a follow-up discussion between Woods and HDC were then summarised and confirmed in writing, including the indicative development yield, proposed servicing strategy, identified network constraints, and potential upgrade pathways to service the site.	Confirmation of the following points was noted and informed infrastructure-related design matters in the development layout. • Supply from the Waiaroha Zone. Single pumping. Extend 250mm main along Te Aute Road to site. • Site isolated from the Havelock North Booster Zone in Middle Rd (have connection for resilience, normally closed valves). • Direct development flows to the Breadlebane pumpstation on Middle Road, current capacity allocated to other developments. Pumpstation undercapacity, but could be addressed by pump upsizing or additional storage, possibly at the proposed development pump stations. • Rising main and receiving gravity sewer have capacity.
High level Feedback to the Project / Concept Plan (12/02/26)	Wastewater capacity is constrained, and no Council funding is programmed for upgrades.	Wastewater servicing options have been further investigated, including potential pump station upgrades and staging considerations.
HDC feedback to draft technical reports (18/03/2026)	Several civil matters were raised in response to the draft technical reports. Most matters pertain to detailed design: • Further detail requested on earthworks volumes, landform changes, and potential effects on surrounding properties (drainage, runoff, construction effects) • Clarification sought on management of existing stockpiles and contaminated material, including avoiding spread of contamination • Additional information requested on servicing infrastructure, including wastewater upgrades and overall servicing approach	• Earthworks and landform design have been integrated with the stormwater management approach to minimise off-site effects. Detailed design will be provided as part of the substantive phase. • Contaminated material will be managed in accordance with best practice and relevant regulatory requirements, with detailed methodologies to be confirmed at the substantive stage alongside consideration of the existing Iona stockpiles. • Infrastructure servicing, including wastewater upgrades, has been incorporated into the overall servicing strategy for the project.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	Further explanation required on how earthworks and stormwater design respond to existing floodplain storage and hydraulic conditions	Further detailed design and assessment of earthworks, contamination management, and infrastructure will be undertaken at the substantive application stage in consultation with HDC

3.0 Mana Whenua

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

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

3.1 Ngāti Kahungunu Iwi Incorporated

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

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

3.2 Tamatea Pōkai Whenua

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

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

Key matters raised through early engagement include:

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

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

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

Copies of engagement with NKII are included in Attachment 4.

Table 4: Engagement Summary with Mana Whenua

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
Ngāti Kahungunu Iwi Incorporated		
Project Introduction Emails (19/12/2025 & 27/01/2026)	Project introduction emails sent to NKII representatives with attached concept plan and invitation to meet and discuss.	No response received.
Tamatea Pōkai Whenua & Local Hapū		
30/10/25 & **27/11/25** **Phone Calls & Emails**	An initial engagement email was sent by Woods to introduce the Project and initiate consultation with mana whenua, outlining the Project intent and inviting discussion and feedback on the proposed development. An email exchange occurred between Woods and TPW in November 2025 confirming interest from two marae (Korongatā Marae & Mihiroa Marae) in participating in further engagement for the Project.	See below.
4/12/25 **Site meeting** **8/12/25** **Meeting minutes**	A site visit / hui was held with mana whenua representatives (4/12/2026) to introduce the Project, discuss the proposal at a high level, and begin early engagement with local hapū (TPW, Korongatā Marae & Mihiroa Marae representatives attended). Minutes were circulated by Woods confirming discussion and committing to ongoing engagement with local hapū as the Project progresses. Mana whenua provided feedback on the following (noting that kaumatua not present and further discussion to be had with wider marae members): • Ensure clear, continuous communication and deliver on promises to rebuild trust following past projects where commitments were not followed through.	CDL has responded to mana whenua feedback through the following design and process refinements: • Preparation of technical reports to confirm support urbanization of highly productive land. • Support for the riparian enhancement of the Herehere Stream to provide planting, stream stabilization, and support stream health. • Apply a balanced approach to enhance the ecological and recreational value of the stream corridor reserve area. • Undertook extensive stormwater management modelling to account for flood risks and stream breach at the 1 in 100 year risk event, ensuring the approach will not contaminate existing watercourses.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	• Accommodate additional personnel and kaumatua involvement in future hui as required. • Prioritise naturalised design and minimise impervious surfaces throughout the development. • Incorporate opportunities for mara (gardens) within individual lots or as shared community areas. • Ensure lot sizes and housing types support whānau living and affordability, noting concerns about proposed small lot sizes. • Apply natural solutions wherever feasible across the development. • Address wastewater management as a priority for mana whenua values, including consideration of natural treatment approaches such as oxidation ponds. • Focus on improving the health of Herehere and Karamu streams through naturalised approaches. • Explore water reuse options such as rain tanks while maintaining the aquifer's hydrology to support stream health. • Consider engaging Dr Anthony Cole to assist in evaluating complex environmental proposals. • Develop a stormwater management approach that appropriately integrates with the Herehere Stream and existing watercourses across the site. • Improve ecological outcomes and water quality for the Herehere Stream, which connects to the Karamu Stream and supports tuna. • A Cultural Health Inventory (CHI) to be undertaken by mana whenua to understand the cultural status of the site and determine whether a Cultural Value Assessment (CVA) is required.	• Proposed a swale network along certain road typologies to reflect the existing drainage network and natural movement of water across the site. • Identified upgrades to the wastewater pump station to address existing capacity and contamination issues in response to mana whenua concerns about wastewater management. • Continued ongoing communication with mana whenua representatives. • TPW initiated early engagement on the CVA process. CDL has confirmed support for the preparation of a CVA. This has not yet commenced due to the timeframes of the project lodgement date.

Engagement	Consultation feedback: Section 11	How response has informed the project: Section 13 (4)(ka)
	• Explore potential Māori names for the development.	
Follow Up Emails (19/12/25 & 27/01/2026)	Emails sent to TPW providing the draft concept plan, outlining the high-level and conceptual nature of the material, seeking initial feedback on cultural values and site history, and inviting guidance on the timing and need for a Cultural Values Assessment.	An email was received from TPW (28/01/2026) confirming agreement to progress a CVA for the Middle Road project, advising that the concept plan will be circulated and an EOI issued for an author (due date 13/02/206), noting an indicative four-week timeframe to complete the work, and confirming openness to a further site visit if required. An email was sent by Woods to mana whenua confirming CDL's commitment to ongoing engagement and hui, and supporting a collaborative approach similar to the Arataki development.
TPW Project Update Meeting (5/03/2026) Project video (24/03/2026)	Due to a change in personnel, a meeting was held with TPW representatives to provide an update on the Project, including programme constraints ahead of referral lodgement in early April 2026. TPW supported ongoing engagement and emphasised the importance of continuing involvement through the subsequent stages of the project. Recommended that a CVA be completed for the substantive application given the scale of the project.	In response to requests for information to support wider mana whenua engagement, CDL prepared a project overview video outlining the proposal and key design elements. This was provided on 24/03/2026 for distribution to mana whenua representatives to enable broader awareness and input. Engagement is anticipated to be ongoing throughout the referral lodgement and substantive application with CDL supportive of the preparation of a CVA.

4.0 Administering Agencies

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

4.1 Ministry for the Environment

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

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

4.2 Environmental Protection Agency

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

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

4.3 Department of Conservation

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

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

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

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

4.4 Heritage New Zealand Pouhere Taonga

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

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

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

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

5.0 Adjacent Landowners

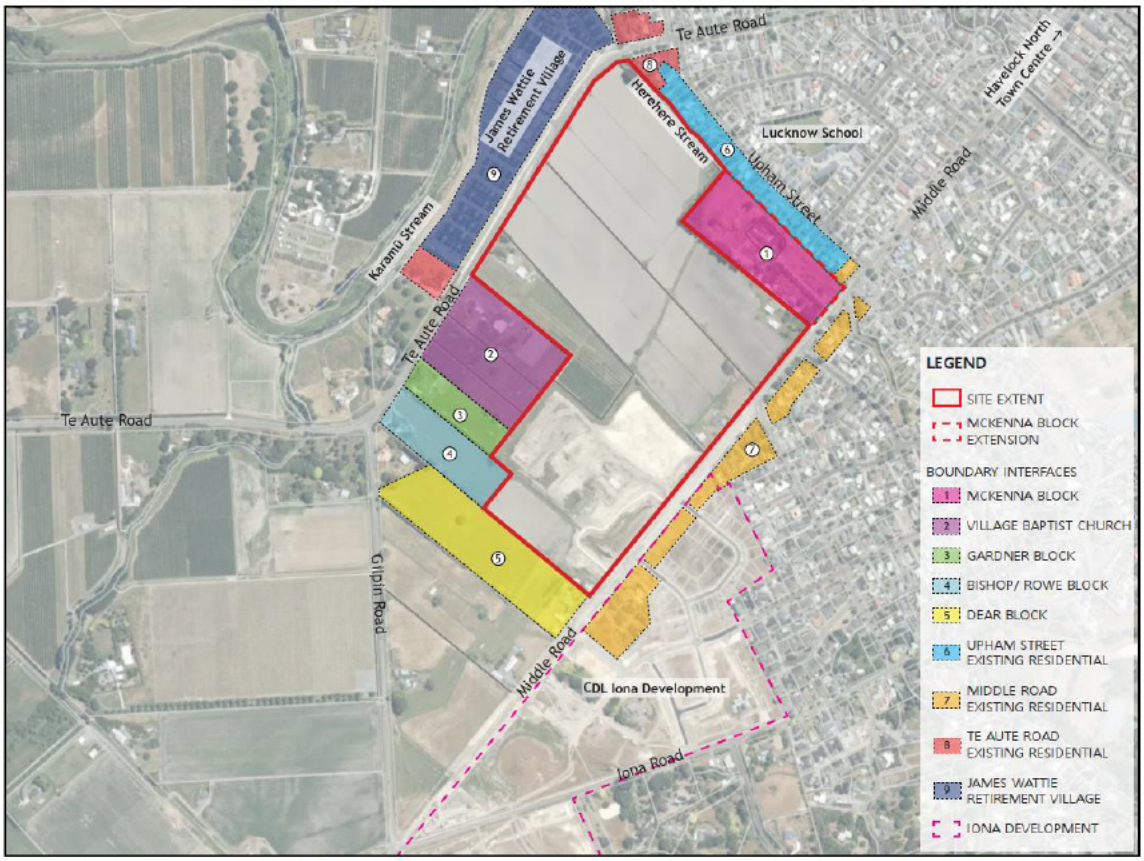


Figure 1: Map of Adjacent Landholdings

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

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

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

Table 5: Adjacent Rural Landowners

Address	Title	Name
80 & 84 Middle Road	Lot 1 & Lot 2 DP 626608	[redacted]
150 Middle Road	Lot 1 DP 12058	[redacted]

Address	Title	Name
139 – 147 Te Aute Road	Lot 1 DEEDS 323, Lot 1A DEEDS 323, Lot 2 DEEDS 323	[redacted]
167 Te Aute Road	Part Suburban Section 19 Havelock	[redacted]
169 Te Aute Road	Part Suburban Section 19 Havelock	[redacted]

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

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

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

6.0 Conclusion

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

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

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

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

Attachment 1: Hawkes Bay Regional Council Correspondence

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

Hi [redacted]

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

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

Kind regards,
[redacted]

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

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From: [redacted] <[redacted]>
Sent: Thursday, 2 April 2026 4:18 pm
To: [redacted] <[redacted]>
Cc: [redacted] <[redacted]> <[redacted]> <[redacted]> <[redacted]>
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

Hi [redacted]

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

Engineering comments from [redacted] are as follows:

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

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

Based on a general concept I have no other comments.

And as mentioned, there was a delay in getting the comments together on the HPL assessment which meant we couldn't get this through last week with the rest of the memo but thought it best to send through our initial comments in good faith so that you could at least be aware of those thoughts going into the referral.
The comments on the *"Productive Capacity Assessment: 92, 108, 148 Middle Road and 139 Te Aute Road, prepared for CDL Land New Zealand Ltd" authored by* [redacted] *(AgFirst Consultants HB Ltd), dated 11 March 2026* from [redacted] our policy team as follows:

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

NPS-HPL application

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

Corrections of fact *(in no particular order)*

- *HBRC has not yet re-mapped areas of HPL in the Hawke's Bay region. However HBRC does provide an online interactive viewer of LUC classifications with those eight classes derived from the NZ Land Resource Inventory. Those maps are not to be confused with re-mapping of HPL for inclusion in the Regional Policy Statement. HBRC has paused that HPL mapping workstream as a consequence of amendments to the RMA passed in August 2025 and further amendments to the NPS-HPL that came into effect in January 2026.*
- *The RPS's content largely pre-dates the NPS-HPL so the RPS does not refer to 'highly productive land' as now defined the NPS-HPL. References to 'versatile land' is a close resemblance, but they are not the same. The RRMP's definition of 'versatile land' does not have "disqualifications" as described by the Author at page 21.*
- *The total area of the subject land was NOT identified in the Heretaunga Plains Urban Development Strategy as a prioritised residential greenfield growth area. HPUDS identified the northern portion of the land as a 'Reserve Area.' At section 4.3.4 of HPUDS, a brief commentary is provided about the area's suitability for residential development and also preference to prioritise other areas. [ref page 15]*
- *The suggestion that CKL Ltd's flood modelling has been "accepted by HBRC" is an over-statement and misrepresentation. [ref page 10]*

Other comments in brief

- *It would be correct to say there are **currently** no permits for the taking and use of water. To infer that "no water allocation rights" will persist permanently or at least for next three decades seems to exaggerate current conditions. [ref page 24]*
- *Author provides commentary on NPS-HPL Clause 3.10. We anticipate the Application (through expert planner's assessment) will provide a fuller thorough assessment of the NPS-HPL's policies and its clauses relating to implementation.*
- *It is unclear how the Author has assessed, let alone concludes, how this project "avoids" any significant loss (either individually or cumulatively) of productive capacity of HPL in the district (as per Clause 3.10(1)(b)(i) of NPS-HPL). [ref page 24]*

I would expect the Applicant's planning assessment to provide a clear and correct account of the relevant plans and policy settings which I think Carl has misreported in a number of instances. I have not yet seen a planning assessment for this application.

Let me know if you have any questions.

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06 [redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau Taiao

From: [redacted]
Sent: Friday, 27 March 2026 4:26 pm
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

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Hi [redacted]

Brilliant, thanks for sending this information through, and thanks to your team for their comments. We will digest the information and get this off to the various experts for consideration. Appreciate the guidance in here around the consent matters. I'm sure there will be further refinement once we have an actual design(!) to assess against the RRMP.

Have a great weekend.

Ngā mihi,
[redacted]

[redacted]
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From: [redacted]
Sent: Friday, 27 March 2026 3:43 pm
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

Hi [redacted]

Please find attached our feedback on the draft documents provided for comment.
As mentioned on the phone the other day, Jonathan is still looking over the stormwater info and will be getting back to you next week regarding the matters below.

Feel free to give me a call if you have any questions.

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06[redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau Taiao

From: [redacted]
Sent: Wednesday, 25 March 2026 11:15 am
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

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Kia ora [redacted]

Thanks again for your time on the phone earlier today. It was helpful to talk through where things are at for Middle Road.

As discussed, our team is working through updating the stormwater report. Due to current workload constraints, we are unlikely to have a draft stormwater report ready to circulate within the next week.
In the interim, Sakti circulated an email on Tuesday outlining the latest modelling findings, including the implications for the scheme and the updated masterplan which incorporates increased dry basin storage for flood attenuation. The principles and SW management strategy of the previously issued draft report remain the same.

For the purposes of the referral, it would be very helpful if we could obtain some high-level feedback from HBRC on the proposed stormwater management approach which is set out in the draft report that you already have and read alongside the additional information provided by Sakti. At this stage, we are not seeking detailed design input (e.g. discharge locations, specific structures, etc), but rather confirmation that the overall strategy is acceptable in principle, including:

- Discharge to the stream and Gilpin Drain as an accepted approach
- Use of dry basins for flood storage
- Stormwater treatment water quality mitigation
- Likely stream riparian works

If possible, it would also be useful for HBRC to identify any key matters that should be addressed at the substantive consent stage so we can earmark these for further consideration later on. I also noted that HDC's Kelly Nikora has indicated that he is happy with the stormwater management approach in principle.

In terms of programme, we are currently working towards lodgement on **Thursday 9 April**. If HBRC is able to provide feedback this week, that would give us next week to incorporate it into the final reporting. As noted, we see the detailed design and consenting phase as an ongoing collaborative process with the door wide open for further input. I also mentioned that I will be finishing up at Woods shortly. Emma will be taking over as lead planning contact for the project.

Finally, I mentioned that we have recently received some high-level feedback from HDC, particularly in relation to reverse sensitivity, highly productive land, and FDS / economic capacity considerations. It would be useful to understand whether HBRC has any views on these matters. These matters were raised as part of the Arataki fast track RFI process. In my view, I consider that the land is appropriate for urbanisation given the findings of our expert reporting and my own experience as a planner. However, I appreciate we are working within the FTAA space rather than the RMA directly which can make for some misalignment in terms of responding to higher order strategic considerations. We will ensure that we cover these matters comprehensively in our report.

Thanks again for your assistance as always.

Kind regards,
[redacted]

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

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

To:	[redacted] (Woods)
From:	[redacted] Senior Consents Planner, HBRC
Date:	27 March 2026
Subject:	**MIDDLE ROAD PROJECT – PRE-APP FEEDBACK PRIOR TO REFERRAL APPLCIATION**
File Ref:	APP-131897 (HBRC) / P25-496 (Woods)
CC:	[redacted] Team Leader Consents HBRC

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

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

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

1. Introduction

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

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

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

1.3. Documents provided to HBRC for comment:

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

1.4. Documents provided to HBRC for information purposes:

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

2. Potential Regional Consents Required:

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

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

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

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

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

Requirements under s15 of the RMA (Discharge consent)

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

3. Advice/Feedback/Notes:

3.1. Planning, Consents and Policy

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

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

Stormwater:

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

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

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

Contaminated land:

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

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

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

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

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

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

POL 6: "To recognise that the future establishment of potentially conflicting land use activities adjacent to, or within the vicinity of each other is appropriate provided no existing land use activity (which adopts the best practicable option or is otherwise environmentally sound[1]) is restricted or compromised. This will be primarily achieved through liaison with territorial authorities and the use of mechanisms available to territorial authorities, which recognise and protect the ongoing functioning and operation of those existing activities."

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

3.2. Engineering/Stormwater/Flooding

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

3.3. Regional Land Transport

[redacted] Senior Advisor Transport Strategy and Policy, has read:

[1] "Environmentally sound activities" are considered to be those which comply with the Environmental Guidelines set out in Chapter 5; any relevant rules of this Plan; any effects-based environmental guidelines, standards or rules of the relevant territorial authority; and any resource consents required for the activity.

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

In relation to the regional land transport planning, [redacted] made the following comments:

Thanks for seeking our comment on the attached document.

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

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

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

3.4. Freshwater Ecology

[redacted] Principal Scientist Freshwater Quality and Ecology, has read:

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

And viewed the following draft documents for context:

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

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

Methodology

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

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

The report provides a detailed assessment of effects (including evaluation against requirements of the NESF, NPS-FM, and [Proposed] *Plan Change 9* [to the Hawke's Bay Regional Council Regional Resource Management Plan*]), along with application of the*

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

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

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

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

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

Conclusion

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

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

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

4. <u>Additional Information:</u>
Timeline for referral lodgement: Applicant is targeting a 9th April lodgement date for their referral application.

Authored by:

[redacted]

[redacted]

Signature:

Approved for release by:

[redacted]

Signature:

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From: [redacted]
Sent: Monday, 23 March 2026 4:29 pm
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

Hi [redacted]

Thanks for the updated plan and will keep an eye out for [redacted]email.

Although I'm still waiting on the rest of my team to get back to me with their feedback, our scientist [redacted]providing input on freshwater quality and aquatic ecology was generally in agreement regarding the freshwater and aquatic ecology statements/approach in the ecological report and had no further recommendations or suggested amendments.

To avoid a piecemeal response, I'll wait until all of my team has provided their feedback (including stormwater) before I provide you with our consolidated feedback but I trust the above gives you enough confidence regarding freshwater ecology.

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06[redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau Taiao

From: [redacted]
Sent: Monday, 23 March 2026 12:44 pm
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

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Hi [redacted]

Hope you had a good weekend. Please find attached **updated concept plan** which includes revised stormwater basin areas which account for the updated modelling data that came through from HDC 10 days ago. The basin now extends further south to provide additional storage, with some minor internal road and block adjustments to accommodate these changes.

These updates do not materially affect most of the reports currently with you, aside from updated figures and a revised yield of approximately 300–350 lots. The primary change relates to the stormwater report, which will be updated to reflect the revised modelling.

[redacted]our stormwater engineer) will send a follow-up email to you[redacted]his afternoon with images to clearly demonstrate and provide confidence in the updated design. An updated report will follow mid-week, however the interim information should be sufficient to confirm where we are headed with the SW management approach.

Please let me know if there are any ecology inputs arising from the material provided to date as our ecologist is keen to crack on with the finalisation of his report. Also whether any other feedback is able to be released at this stage from other's peer reviews.

Thanks
[redacted]

[redacted]
Senior Associate Planner
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+64 29[redacted]
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From: [redacted]
Sent: Tuesday, 17 March 2026 7:51 am
To: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

H[redacted]

Received yesterday, thanks.

Any indicative indication as to when the stormwater report will be updated?
Will give [redacted] a heads up of when he can expect that since he's rather busy at the moment.

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06 [redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted]
Sent: Monday, 16 March 2026 12:48 pm
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

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Hi [redacted]

Further to our issuing of draft reports last week, please find attached contamination report and productive land capacity assessment on a without prejudice basis. The report issue table is updated below. Could you please pass these on to the relevant officers.

Discipline	Consultancy	Lead Consultant	Outputs	Issued
Archaeology & Heritage	CFG	[redacted]	Archaeology Assessment	12/03/26 – for information purposes
Civil Infrastructure	Woods		Civil Drawings, Infrastructure Report	12/03/26
Contamination	Ag First		Contamination Memo	16/03/26
Ecology	Boffa Miskell		Ecological Report	12/03/26
Economics	Property Economics		Economic Assessment	(to be issued next week – for information purposes)
Geotech	CMW		Preliminary Geotech Assessment Report	12/03/26
Stormwater	Woods		Stormwater Assessment	12/03/26
Planning	Woods		Planning Overview Report, Consultation Report	JS may contact planners to confirm consent matters prior to referral.
Productive Capacity Assessment	Ag First		HPL Assessment	16/03/26 (for information purposes)
Urban Design	Urban Acumen		Concept Design & Urban Design Statement	Issued Friday 6/3/26. Updated assesment provided 12/03/26 based on feedback from Anna Woods
Transport	Flow		Transportation Memo	12/03/26
Water Supply	Woods		Water Supply Memo	12/03/26
Wastewater	Woods		Wastewater Memo	12/03/26

Any queries, please get in touch.

Thanks,
[redacted]

[redacted]
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From: [redacted]
Sent: Thursday, 12 March 2026 9:21 am

To: [redacted]
Cc: [redacted]
Subject: P25-496 - Middle Rd Fast Track - Draft report issue for HBRC

Good morning [redacted]

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

Please find enclosed link of the first set of reports. These are here: **Click here**

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

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

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

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

Ngā mihi,
[redacted]

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

Hi all,

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

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

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

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

Kind regards,
[redacted]

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - Draft SW report
Date: Thursday, 12 March 2026 1:55:01 pm
Attachments: image001.png
image003.png
b18aa3bb-5894-42e8-b584-297e8302db83.png
image796274.png

Good afternoon [redacted] and [redacted]

Further to the issue of the draft stormwater report provided today, HDC have identified an issue with the boundary condition data used for the hydraulic modelling. The stream flow within the Herehere Stream itself (approximately 35–40 m^3/s at peak) was not included in the boundary condition information originally provided by HDC for the model. As a result, the hydraulic modelling will need to be updated once the corrected boundary condition data is provided by HDC tomorrow. We are currently awaiting that information and will re-run the model and update the stormwater report once it is received.

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

Thanks again [redacted] and [redacted] for looking at the reporting today and picking up on this omission quickly.

Kind regards,
[redacted]

[redacted]
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From: [redacted] <[redacted]
Sent: Thursday, 12 March 2026 10:31 am
To: [redacted] <[redacted]
Cc: [redacted] <[redacted] <[redacted] <[redacted] <[redacted] <[redacted]
Subject: P25-496 - Middle Rd Fast Track - Draft SW report

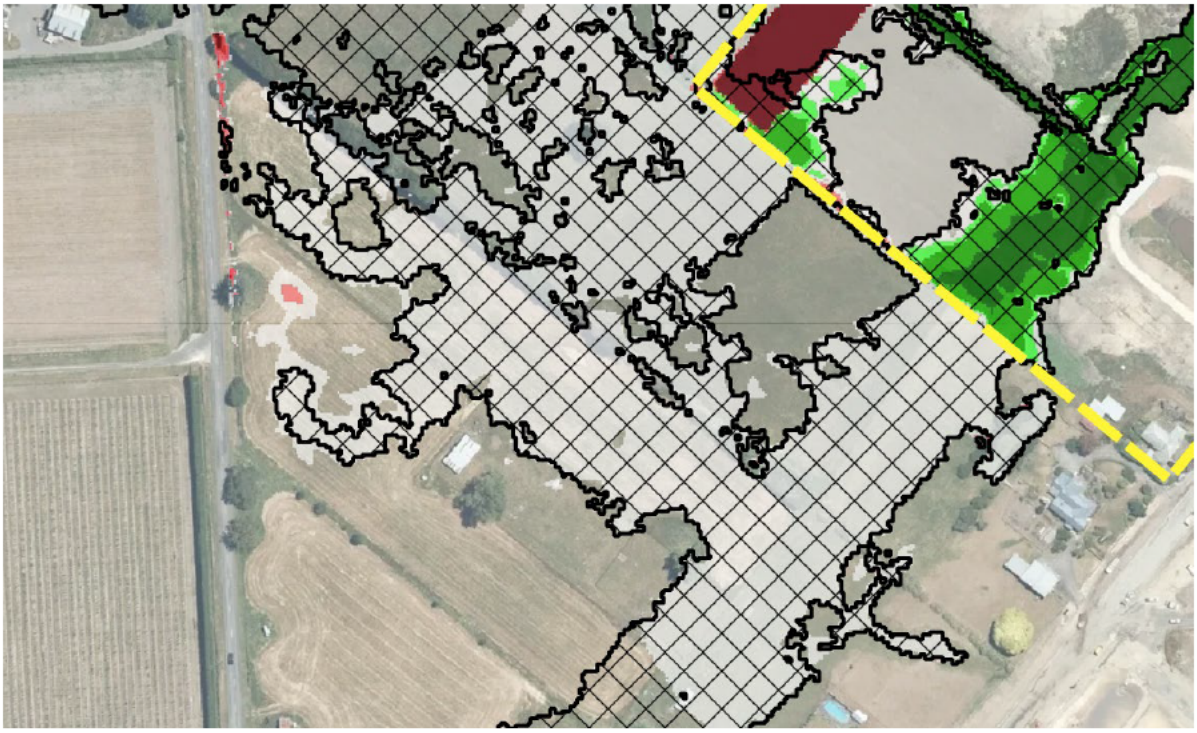
Hi [redacted] and [redacted]

Further to my wider email this morning regarding the suite of draft reports for Middle Road, I pass on the below note from [redacted] in relation to the attached stormwater report. Please pass this information on to your technical reviewers ([redacted] and [redacted] as they work through the draft material.

From [redacted]

> *This figure below shows an afflux (difference) plot between the pre and post development flood levels. Green is where the post development flood depths have reduced relative to the pre-development and the red is where post development depths have increased. The hatched line shows the pre-development water level extents.*
> *This picture is a zoomed in shot of a plan that is already included in the appendices of the stormwater report. You can see there are changes outside of the existing floodplain extents - the grey generally*

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



Please feel free to contact [redacted] directly should [redacted] or [redacted] have any technical queries as they review the stormwater material.

Kind regards,
[redacted]

[redacted]
Senior Associate Planner
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From: [redacted]
To: [redacted]
Cc: [redacted] FastTrack; [redacted]
Subject: P25-496 - Middle Rd Fast Track - Project Update 3 March 2026
Date: Tuesday, 3 March 2026 1:32:29 pm
Attachments: 185bd140-6880-4b24-ad6d-df4b13919793.png
image648818.png
Middle Road Fast Track - Development Concept Feb 26 (002)-2.pdf

---

Kia ora [redacted]

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

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

There are three principal changes to note:

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

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

We intend to get most DRAFT technical reports through to you next **Wednesday 11th**

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

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

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

Kind regards,

[redacted]

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

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From: [redacted]
To:
Cc:
Subject: RE: P25-496 - Middle Rd Fast Track - section 30 letter - HBRC response [HBRC ref no. APP-131897]
Date: Wednesday, 28 January 2026 4:23:39 pm
Attachments: image002.png
ATT00001.png
Middle Road FTAA APP-131897 s30 notice.pdf

Kia ora [redacted]

Thank you for your letter and subsequent clarification on this matter.
Please find attached the HBRC response to your request, confirming that there are no existing resource consents for the site to which s124(1)(c) or 165ZI of the RMA apply.

Kind regards

[redacted]

[redacted]
Manager Consents
06 [redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted]
Sent: Thursday, 15 January 2026 11:26 am
To: [redacted]
Cc:
Subject: P25-496 - Middle Rd Fast Track - section 30 letter

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Kia ora [redacted]

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

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

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

Ngā mihi,

[redacted]

[redacted]
Senior Associate Planner
BPlan (Hons)
[redacted]

28 January 2026

CDL Land New Zealand Limited
c/- [redacted]
Woods
By email: [redacted]

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

Tēnā koe [redacted]

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

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

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

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

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

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

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

Yours faithfully,

[redacted]
Manager Consents
Policy and Regulation Group
Phone: (06)[redacted] | Email: [redacted]

+64 29 [redacted]
woods.co.nz

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

Hi [redacted]

Happy New Year to you and your team too.

Thanks for your email and to ensure we provide an accurate response to the s30 notice, we'll need to be sure what consents are being applied for.
I appreciate you've outlined that a stormwater discharge, water take and land use consents will be required from HBRC but it'd be helpful if you could provide further clarification please .

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

Land use consents – do you happen to have any further idea what these are or whether this will involve using a natural resource?
Based on what has been discussed to date, my understanding is that the project may likely involve activities such as:

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

Anything else?

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

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

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06 [redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau
[redacted]

From: [redacted] <[redacted]
Sent: Thursday, 15 January 2026 11:26 am
To: [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted] [redacted]
<[redacted]
Subject: P25-496 - Middle Rd Fast Track - section 30 letter

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Kia ora [redacted]

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

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

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

Ngā mihi,
[redacted]

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

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[redacted] – Senior Consents Planner
Hawkes Bay Regional Council
Via email: [redacted]

[redacted] – Senior Associate Planner
Woods

W-REF: P25-496
15 January 2026

Middle Road Project – Havelock North

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

Tēna koe [redacted]

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

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

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

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

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

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

Formal Notification and Written Response from Council

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

- **FTAA Section 30(1)**

  We confirm that those matters set out in s30(1) are relevant and are satisfied, and therefore s30 applies. The approval sought is for a resource consent described in s42(4)(a) FTAA[1], and CDL does not hold an existing resource consent for the same activity (as the Activity applied for) using some or all of the same natural resource[2].

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

- **FTAA Section 30(2)**

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

- **FTAA Section 30(3)**

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

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

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

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

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

- **FTAA Section 30(7)**

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

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

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

Ngā mihi nui



[redacted]
Senior Associate Planner
[redacted] / +64 29[redacted]

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

Kia ora [redacted]

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

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

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

Ngā mihi,
[redacted]

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

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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - New Project Referral
Date: Wednesday, 24 December 2025 11:08:11 am
Attachments: image001.png
image002.png
ATT00001.png
Middle Rd Fast Track - HBRC Kick off Meeting Minutes 11.12.25.pdf

---

Hi [redacted]

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

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

Stream/stormwater

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

Flood modelling

- [redacted] to check whether there is any flood modelling data we can share for this area. So please reach out to him if you haven't already done so.
- Flooding assessment to identify whether any impacts on other properties. Any up/downstream or downstream impacts/increases?
- HBRC may have access to data of gauging sites nearby (some aren't HBRC sites), [redacted] may be able to assist with this data.

Contaminated land

- Noting that if contaminated land is identified on site there are potential triggers for HBRC consent (RRMP rule 48(c)) dependent on how contamination is to be managed, something to be aware of.

Transport

- Discussed possibility of a bus route (two way) through the development. Design of bus stops are advised to be design in accordance with NZTA Bus Stop Infrastructure for *Local Stops*. It was noted a stop near James Wattie village may be advantageous for employees of JW Village.

Timing

- If HBRC related assessments could be circulated for HBRC feedback prior to lodgement of applications, that may give us a chance to identify and work through potential key/significant issues.
- Woods looking to lodge referral application in Feb/March 2026.
- Woods anticipate to lodge Substantive around Christmas 2026.

It would be great if we were able to see assessments for comment/feedback prior to lodgement however, understand the changes to the FTAA for actions prior to lodgement now require less engagement. I should note we've found it useful to identify and discuss/work though potential issues prior to lodgement of applications (particularly a substantive if the project were successful at the referral stage), so if you are in a position to share assessments prior to lodgement I think there'd be benefit in that.

Have a pleasant Christmas and new year break.

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06 [redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
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From: [redacted]
Sent: Tuesday, 16 December 2025 4:02 pm
To: [redacted]
Cc: [redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - New Project Referral

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Kia ora [redacted]

Thanks again to you and your team for finding time to meet with us last week on the proposed CDL Middle Road Fast-track referral project.
As discussed at the meeting, we would welcome any feedback on the draft concept plan early in the new year. Our view is any early collaboration will assist in shaping in what we hope is a great outcome for the project and the wider community.

Meeting Minutes: Middle Road Fast Track Referral HBRC Introduction Meeting

Location	**HBRC Meeting Room, Woods Meeting Room, Teams**		
Time & Date	3:30PM; 11/12/2025	**Taken By** [redacted]	**W-Ref:** P25-496
Hawke's Bay Regional Council Team	**Name** [redacted]		
CDL Applicant Team	**Name** [redacted]		

1. Purpose

To introduce the Havelock North development project to Hawke's Bay Regional Council (HBRC), outline the Fast-Track referral approach, and obtain preliminary feedback on stormwater, flooding, stream management, and transport integration matters prior to lodgement.

2. Key Topics Discussed

Project Overview and Site Context

- Introductions made by all attendees.
- JB provided background on the project, property acquisition, and current ownership structure.
- JS (Woods) gave an overview of the wider Havelock North area, referencing the Iona development, the Baptist Church, and the nearby retirement village.
- JS (Woods) outlined land ownership, noting the inclusion of the McKenna block and the Herehere Stream corridor.
- Site photos were viewed showing the Herehere Stream, existing farm drains, Iona stormwater device, and views from Middle Road.
- Discussion of the Future Development Strategy (FDS) context, and the site's proximity to Havelock North centre highlighted as a strategic opportunity.

Site Constraints and Design Response

- LW summarised key constraints including topography, flood risk, and the influence of the Herehere Stream.
- Emphasis on enhancing stream health and creating an integrated amenity corridor.

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

Design Drivers and Concept Plan

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

Engineering and Stormwater

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

Local and Technical Knowledge

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

Flooding, Stream Management, and Strategic Integration

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

Strategic Considerations for Referral

HBRC identified key topics to address within the referral application:

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

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

Public and Active Transport

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

Land Use and Other Considerations

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

Technical and Environmental Inputs

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

3. Actions

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

Meeting Close



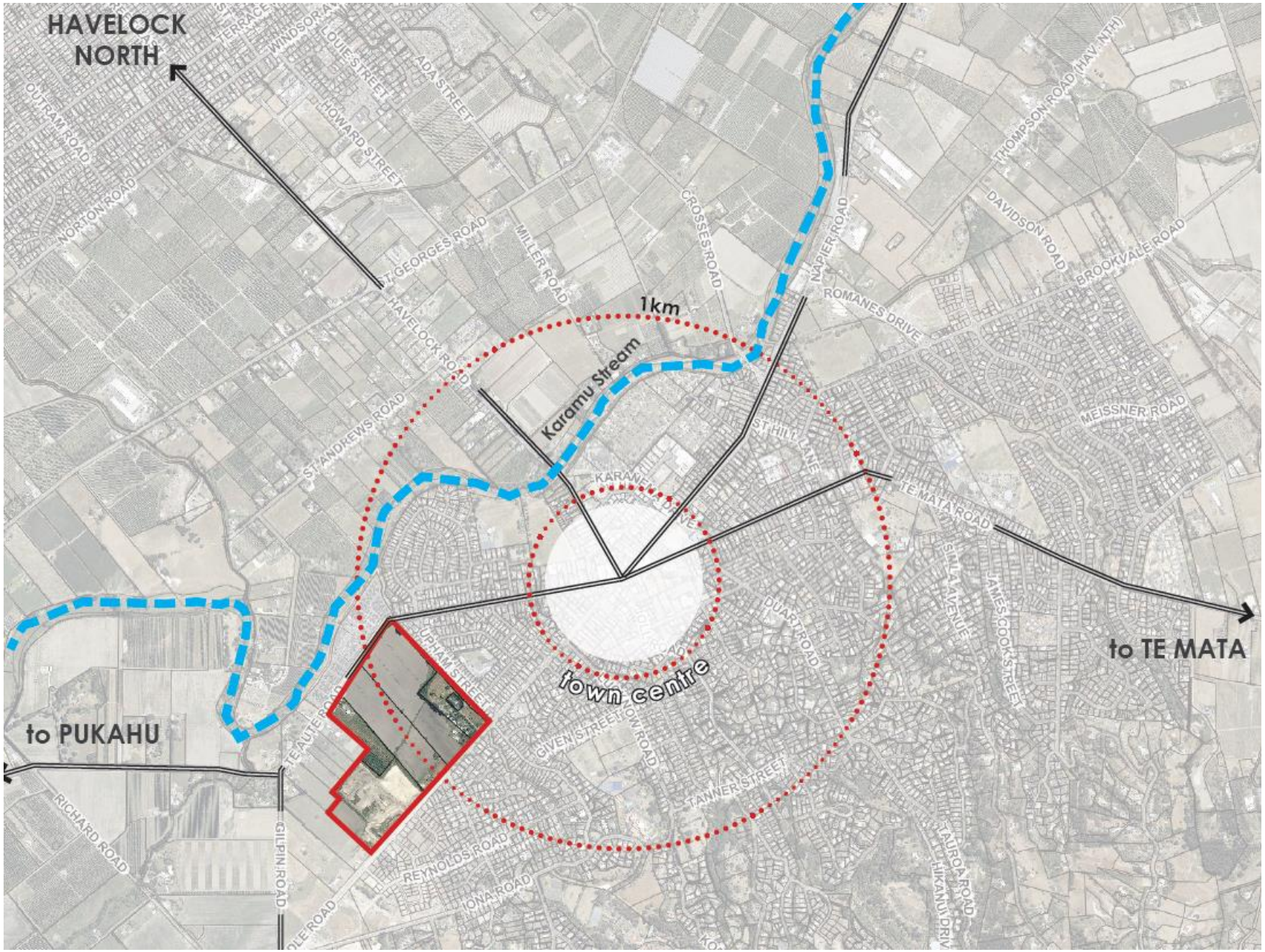
WOODS
Est.1970

Middle Road Fast Track Referral Application

December 2025



Project Background



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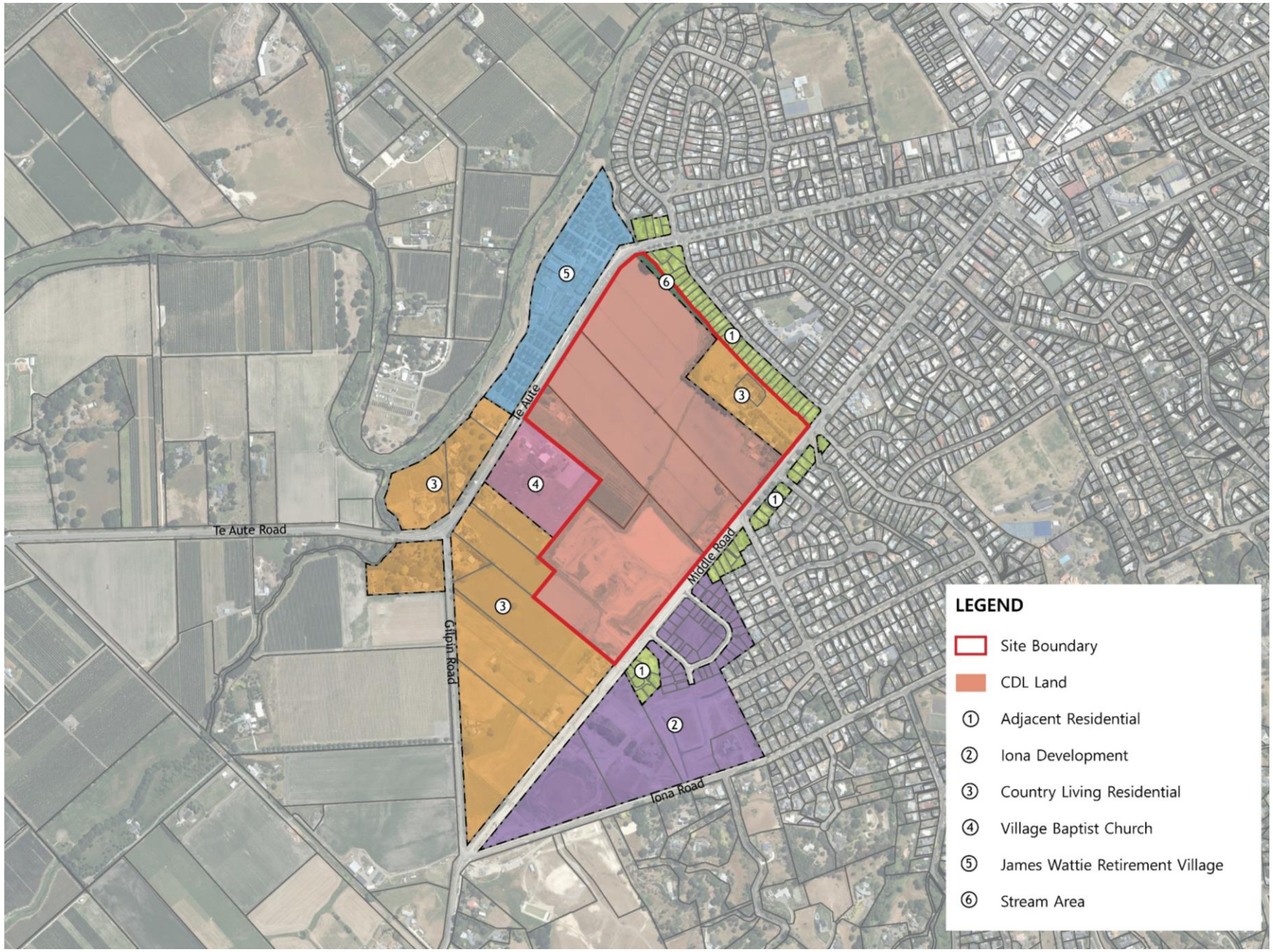






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Est.1970

SITE PLAN



WOODS
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PROPERTY OWNERSHIP



Herehere Stream & Te Aute Road Bridge



Existing Farm Drain Looking East

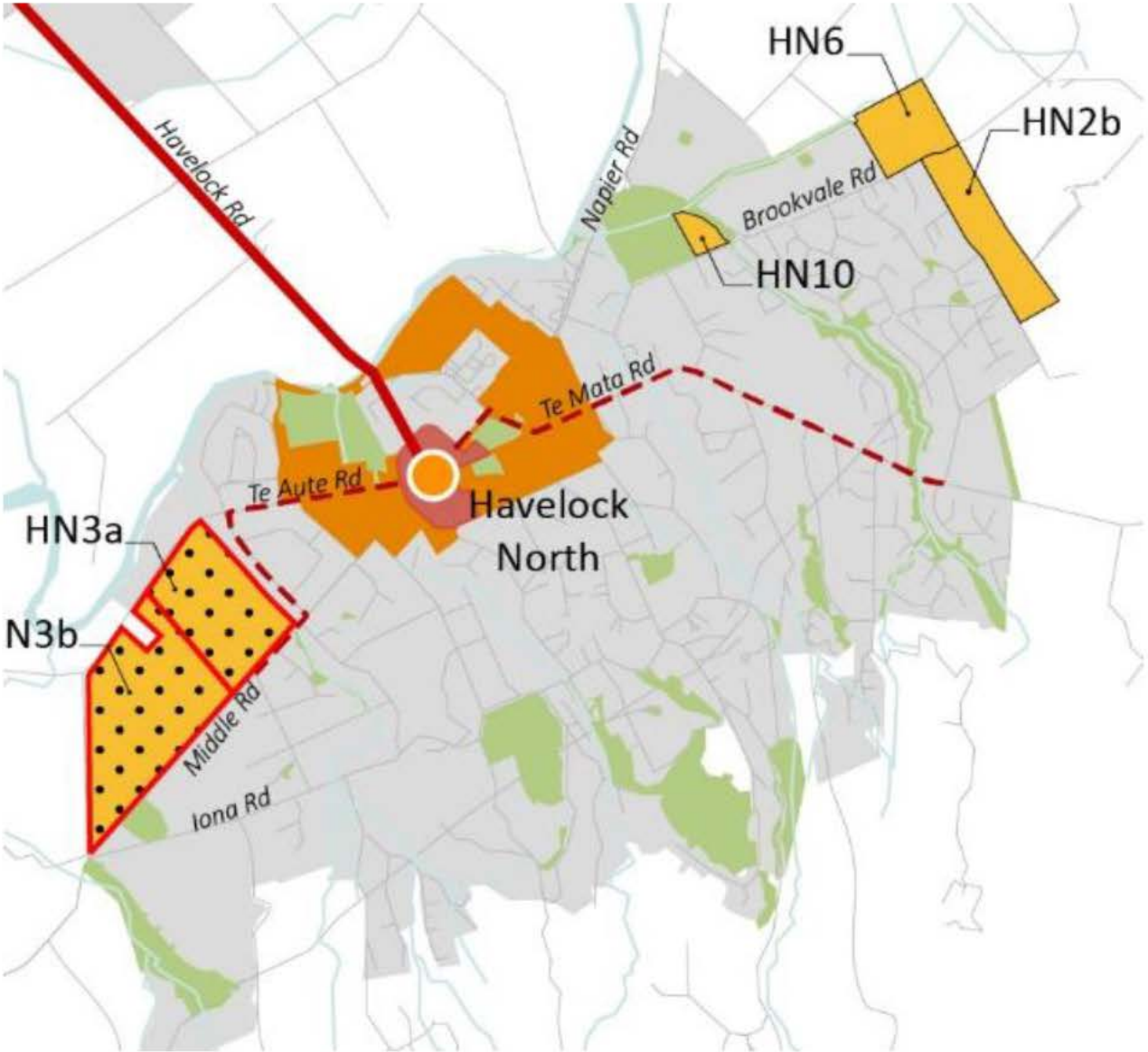


View from Middle Road Looking West



Iona Stormwater Device

WOODS
Est.1970



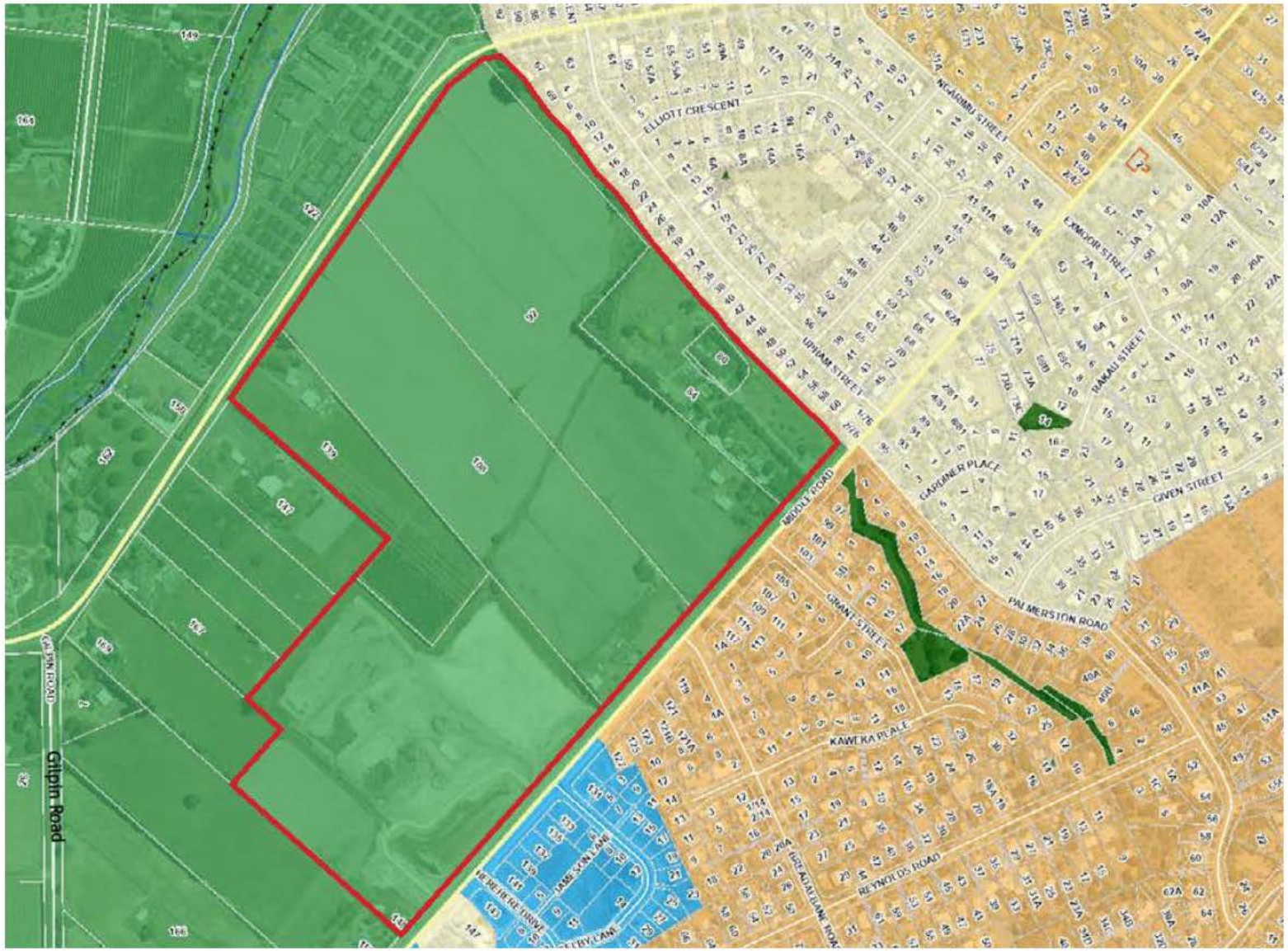
Site Ref	Site Name / Location	Approx. Capacity
NC4a	Riverbend Road / Willowbank Avenue, Napier	290 dwellings
NC4b [19]	Riverbend Road, Napier	660 dwellings
NC4d	South Pirimai, Ulyatt Road, Napier	370 dwellings
NC6	Mission Estate, Church Road, Napier	100 dwellings
H2a	Lyndhurst Extension, Hastings	280 dwellings
H3	Kaiapo Road, Hastings	430 dwellings
H4	Murdoch Road, Hastings	120 dwellings
H8	Copeland Road, Hastings	130 dwellings
FM2 & FM9	Portsmouth Road, Flaxmere	655 dwellings
HN2b	Arataki Road Extension, Havelock North	170 dwellings
HN6	Brookvale Road, Havelock North	125 dwellings
HN10	Oderings Site, Havelock North	35 dwellings
H5	Wall Road, Hastings	110 dwellings
HN3a and HN3b	Middle Road, Havelock North	640 dwellings
AS	Ahuriri Station, Bay View	1,000 dwellings
Total		5,115 dwellings[20]

LEGEND

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

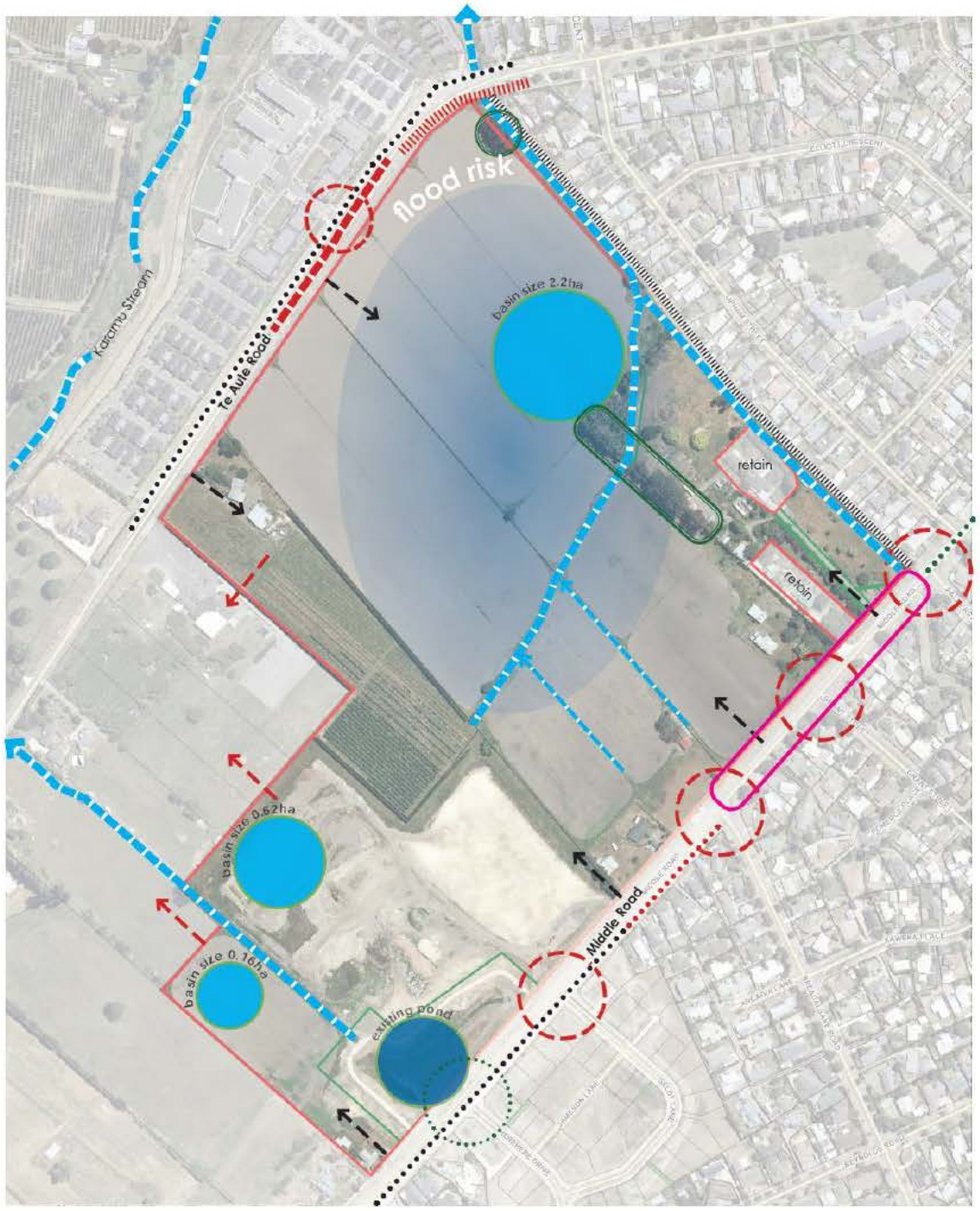
WOODS
EST.1970

FDS PLAN



WOODS
Est.1970

ZONE PLAN



existing drainage channel

rear fences - poor amenity and little surveillance

future indicative size and location of stormwater management area

potential future intersections

new/developing shared path

existing on road cycle path

links to adjacent properties needed

existing intersections - off set required

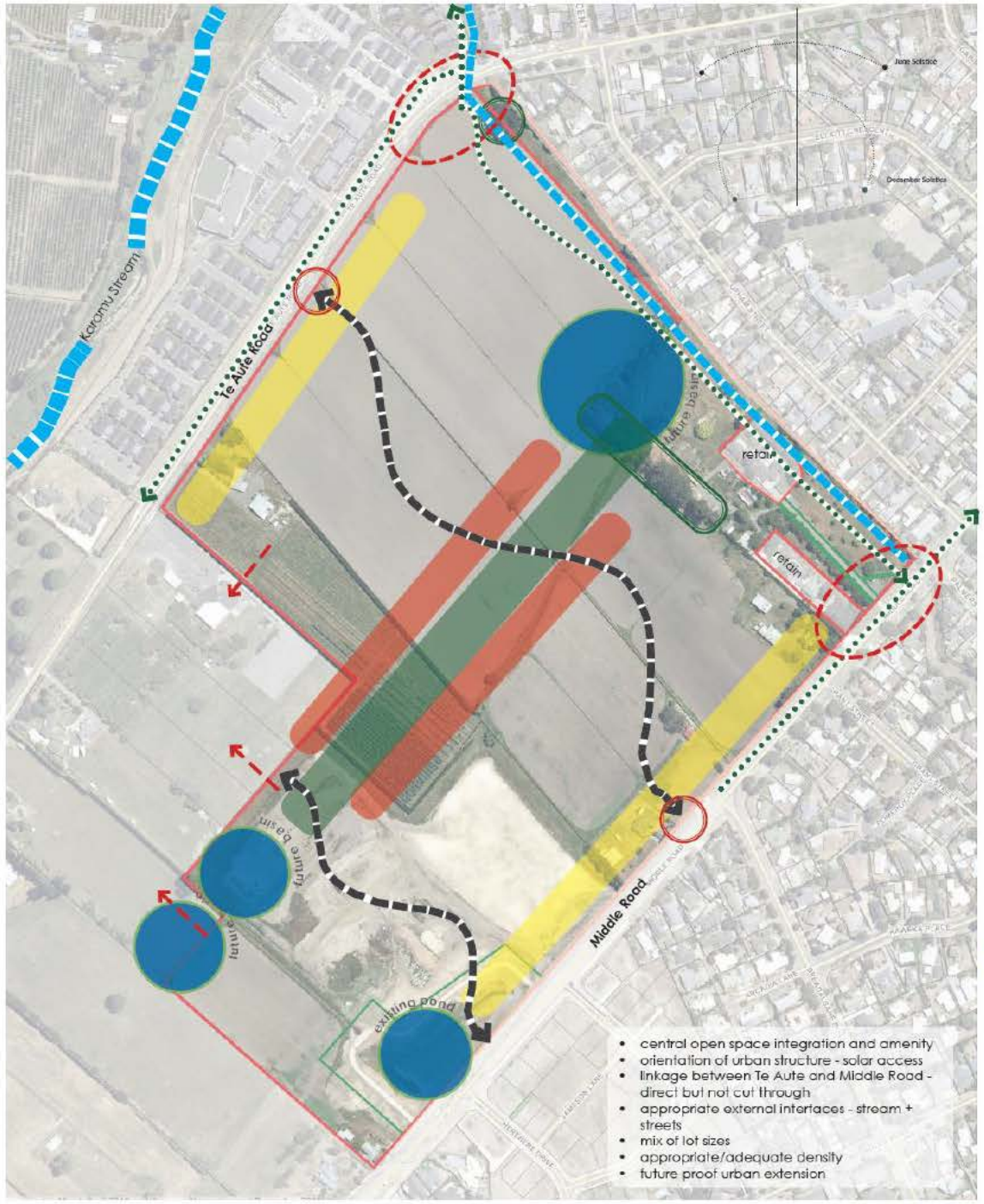
central median

gap in cycle provision

shelterbelt/specimen

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Est.1970

SITE CONSTRAINTS



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stream corridor - public access and amenity, safety, ecology

larger lots - visual consistency + traffic safety (turning on site required)

open space corridor integrating SW area and active modes

active mode provision inc. link to Karamu Stream

smaller lots - open space amenity and safety

gateway - transition through landscape and/or heritage

entry defined by built form and/or landscape

existing trees

DESIGN DRIVERS



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Concept Plan



CONCEPT PLAN:

Site Area: 33.3 ha

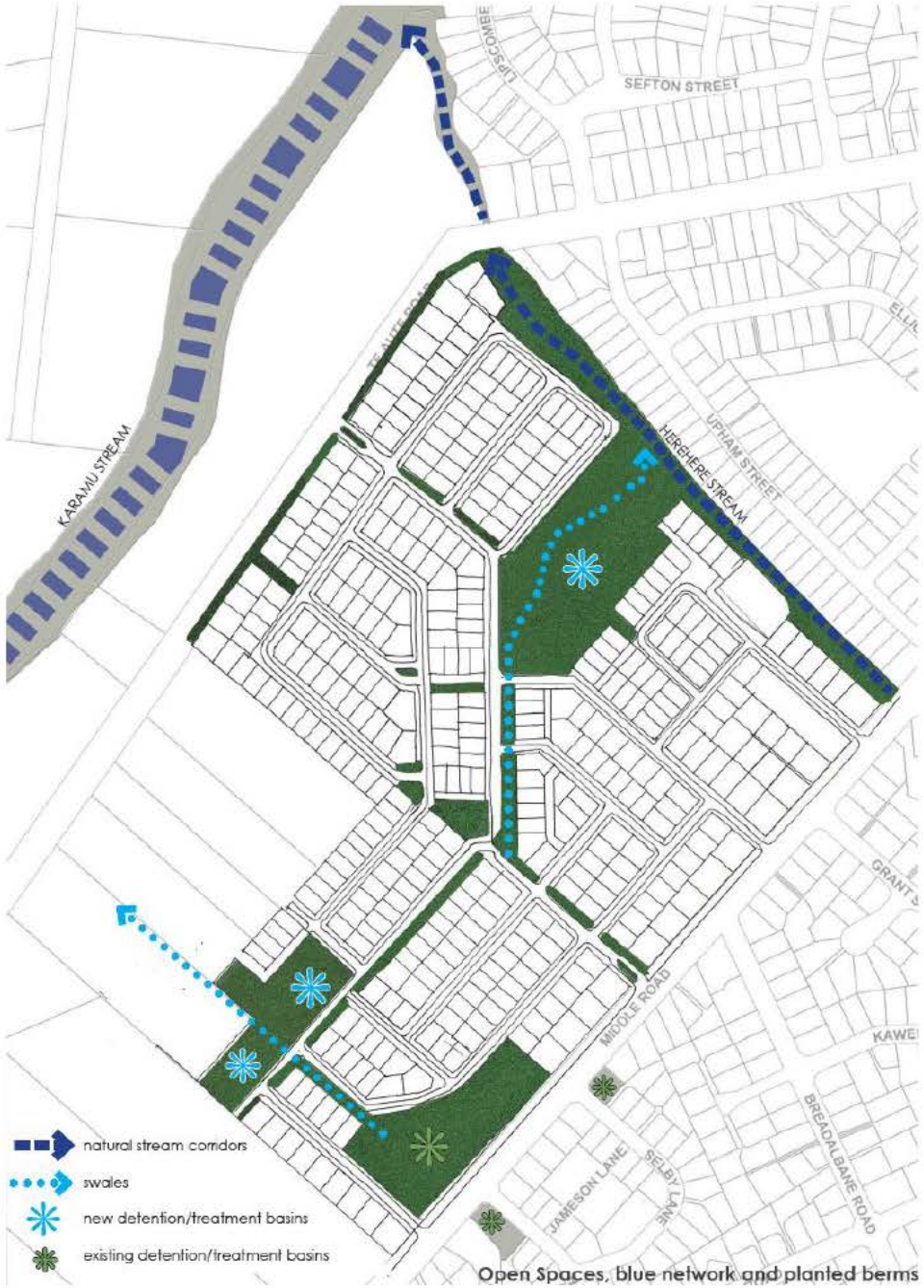
Stormwater Area: 5.5 ha

Net Residential Land: 27.8 ha

Density: 14 du/ha gross

Total Yield: 385 lots

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EST.1970



Open Spaces, blue network and planted berms



Lot yield and distribution

WOODS
Est.1970

Estimated yield

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

385 lots

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

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

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

CONCEPT PLAN



WOODS
EST.1970

ROADING

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

CONCEPT PLAN



PEDESTRIAN + CYCLE

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

WOODS
Est.1970

CONCEPT PLAN



Consultants and Stakeholders

EXPERT CONSULTANTS

Discipline	Consultant	Contact
Ecology	Boffa Miskell	[redacted]
Geotech	CMW	[redacted]
Archaeologist	CFG Heritage	[redacted]
RMA Legal	Ellis Gould	[redacted] & [redacted]
Transport	Flow	[redacted] [redacted]
HPL / Soils Assessment	Agfirst	[redacted]
Economics	Property Economics	[redacted]
Urban Design	Urban Acumen	[redacted]
Civil Design	Woods	[redacted] & [redacted]
Planning	Woods	[redacted] & [redacted]
Survey	Woods	[redacted]
3 Waters	Woods	[redacted]

STAKEHOLDERS

Stakeholder	Comment	Status
Relevant Local Authorities	• Heretaunga Hastings District Council • Hawkes Bay Regional Council	• Ongoing discussions with HDC.
Mana Whenua	• Tamatea Pōkai Whenua • Ngāti Kahungunu	• A mana whenua meeting was held on site on 4.12.25.
Administering Agencies	• Environmental Protection Agency • Ministry for Environment	• EPA & MfE have been engaged.
Other Agencies	• Department of Conservation • NZHPT	• Engagement is underway.


WOODS
Est.1970

Kind regards
[redacted]



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

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From: [redacted] <[redacted]
Sent: Monday, 1 December 2025 5:19 pm
To: [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted]
Subject: RE: P25-496 - Middle Rd Fast Track - New Project Referral

Hi [redacted]

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

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

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

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

Kind regards,
[redacted]

[redacted]
Senior Consents Planner
06 [redacted] | [redacted]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz
Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau
[redacted]

From: [redacted] <[redacted]
Sent: Thursday, 27 November, 2025 3:57 PM
To: [redacted] <[redacted]

Cc: Emma Howie <[redacted] Fergus McArthur <[redacted] Paul Barrett <[redacted] Jackson Bull <[redacted]
Subject: P25-496 - Middle Rd Fast Track - New Project Referral

Caution: This email is from outside of Hawke's Bay Regional Council.
Do not click links or open attachments unless you are certain the content is safe. If this email claims to be from a HBRC staff member, do not click on any links or attachments and contact the ServiceDesk immediately.

Hi [redacted]

Happy Thursday. As discussed a few weeks ago, Woods have been engaged by CDL Land New Zealand Ltd (**CDL**) to investigate and progress a Fast-track Referral application for the landholdings at Middle Road, Havelock North.

Site Details and Background
The Middle Road Fast-Track area (**site**) comprises the block of land in west Havelock North that includes the properties 80, 84, 92, 108, and 148, Middle Road, and 139 Te Aute Road (indicative properties, includes third parties). The site has a total area of 33.83 ha. See attached site plan and draft masterplan with approx. ~400 dwellings.

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

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

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

Referral Application Information:
The Referral application must provide enough detail for the Minister for Infrastructure (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.

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

- Strategic planning
- Transportation
- Infrastructure /Stormwater

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

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

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

Kind regards,
[redacted]

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

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Attachment 2: Hastings District Council Correspondence

From: [redacted]
To:
Cc:
Subject: Middle Road - Updated Stormwater Management Strategy and Revised Masterplan to HDC
Date: Tuesday, 24 March 2026 8:44:02 am
Attachments: image001.png
image370561.png

Hi all,

Earlier this week, you will have received an email from [redacted] regarding revisions to the stormwater management strategy for the site, reflecting recent changes in the Herehere Stream flows. A revised masterplan has already been circulated, but I've attached it here again for reference.

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

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

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

HDC & HBRC Comms

Kind regards,
[redacted]

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

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

[redacted]
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From: [redacted] <[redacted]
Sent: Monday, 23 March 2026 9:30 am
To: [redacted] <[redacted]
Subject: RE: Middle Road Fast Track - 18 March to 30 March

Hi [redacted]

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

I thought it best to provide the remainder of our commentary in the meantime and you can work with [redacted] and co in the background.

Let me know if you have any trouble opening it

Cheers

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

From: [redacted] <[redacted]
Sent: Wednesday, 18 March 2026 12:06 PM
To: [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted] [redacted]
[redacted] <[redacted] [redacted] <[redacted] [redacted]

MEMORANDUM

File Ref: **ENV-23-26-0055**

To: [redacted] Woods

From: [redacted] **Environmental Planner - Policy**

Copy to: [redacted]

Date: 18 March 2026

Subject: Middle Road Fast Track – Feedback from Technical Reports

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MIDDLE ROAD FAST TRACK – FEEDBACK FROM TECHNICAL REPORTS

REPORTS RECEIVED 12 MARCH 2026 & 16 MARCH 2026

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

Feedback has been provided from:

3 Waters	[redacted] HDC 3 Waters Growth and Development Manager
Development Engineering	[redacted] HDC Development Engineer
Transportation	[redacted] HDC Transportation Policy and Planning Manager
Parks and Open Spaces	[redacted] HDC Public Spaces Policy Planner
Urban Design	[redacted] HDC Principal Advisor: District Development
Planning – Policy	[redacted] HDC Team Leader Environmental Policy
Planning – Consents	[redacted] HDC Principal Environmental Planner - Consents

3 Waters ([redacted] 3 Waters Growth and Development Manager)

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

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

Development Engineering ([redacted] Development Engineer)

Earthworks

- Please confirm how the existing stockpiles at 148 Middle Road will be managed, noting reference to contaminated soils/needle grass, and how earthworks will be undertaken without spreading contaminated material.
- Please provide further comment on the proposed 145,000 m^3 of earthworks and 40,000 m^3 of imported fill, including likely effects on surrounding properties, particularly in terms of level changes, drainage, runoff, sediment and construction impacts.
- How is earthworks affects the surrounding properties that are not part of this development.

Wastewater

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

Stormwater / Flood Modelling

- Please clarify the source and magnitude of the inflows shown on Figure 19, including what external catchments / model boundaries they represent.
- Comparison of Figures 21 and 22 suggests there may be an increase in flood depth in the order of 100–200 mm around 80 Middle Road in the post-development scenario. Please confirm whether this interpretation is correct, explain the cause of the increase, and outline any mitigation proposed.

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

Transportation: ([redacted] Transportation Policy and Planning Manager)

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

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

Happy to chat further re the above.

Open and Public Spaces ([redacted] Public Spaces Policy Planner)

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

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

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

The comments below are early, high-level observations on the revised plans and reports and may be shared with the applicant in their entirety.





Revised Layout **Previous Layout**

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

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

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



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

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

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





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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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



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



Future development area

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

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

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

Reverse Sensitivity

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

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

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

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

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

> *3.13: Managing reverse sensitivity and cumulative effects*
>
> *(1) Territorial authorities must include objectives, policies, and rules in their district plans that:*
>
> *(a) identify typical activities and effects associated with land-based primary production on highly productive land that should be anticipated and tolerated in a productive rural environment; and*
>
> *(b) require the avoidance if possible, or otherwise the mitigation, of any potential reverse sensitivity effects from urban rezoning or rural lifestyle development that could affect land-based primary production on highly productive land (where mitigation might involve, for instance, the use of setbacks and buffers); and*
>
> *(c) require consideration of the cumulative effects of any subdivision, use, or development on the availability and productive capacity of highly productive land in their district.*

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

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

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

<u>Urban Demand</u>

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

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

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

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

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

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

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

NPS-HPL

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

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

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

Bespoke rules vs standardised zoning

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

Mana Whenua Consultation/Cultural Impact Assessment

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

Future Development Strategy

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

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

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

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

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

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

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

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

McKenna Block

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

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

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

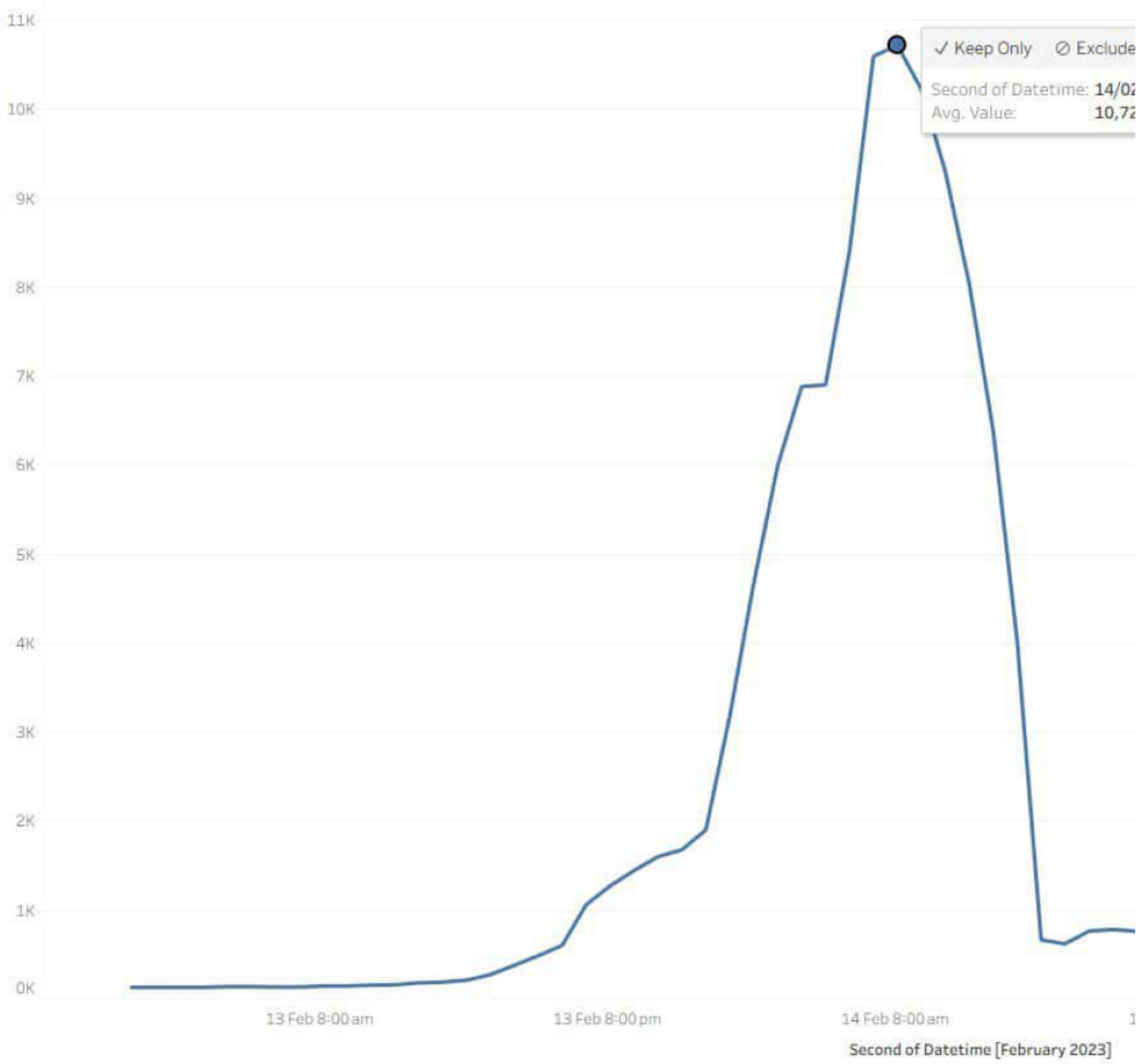
[redacted]

From: [redacted] <[redacted]
Sent: Friday, 13 March 2026 5:06 pm
To: [redacted]
Cc: [redacted]
Subject: RE: Herehere Flow DS of Middle Road Bridge

Hi [redacted]

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

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



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

You had a nice weekend.

Regards,

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

From: [redacted] <[redacted]
Sent: Friday, 13 March 2026 3:41 PM
To: [redacted] <[redacted] [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] [redacted] <[redacted] [redacted]
<[redacted]
Subject: RE: Herehere Flow DS of Middle Road Bridge

Hi [redacted]

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

Would Council have design documentation around how the outlet functions?

Kind regards,
[redacted]

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

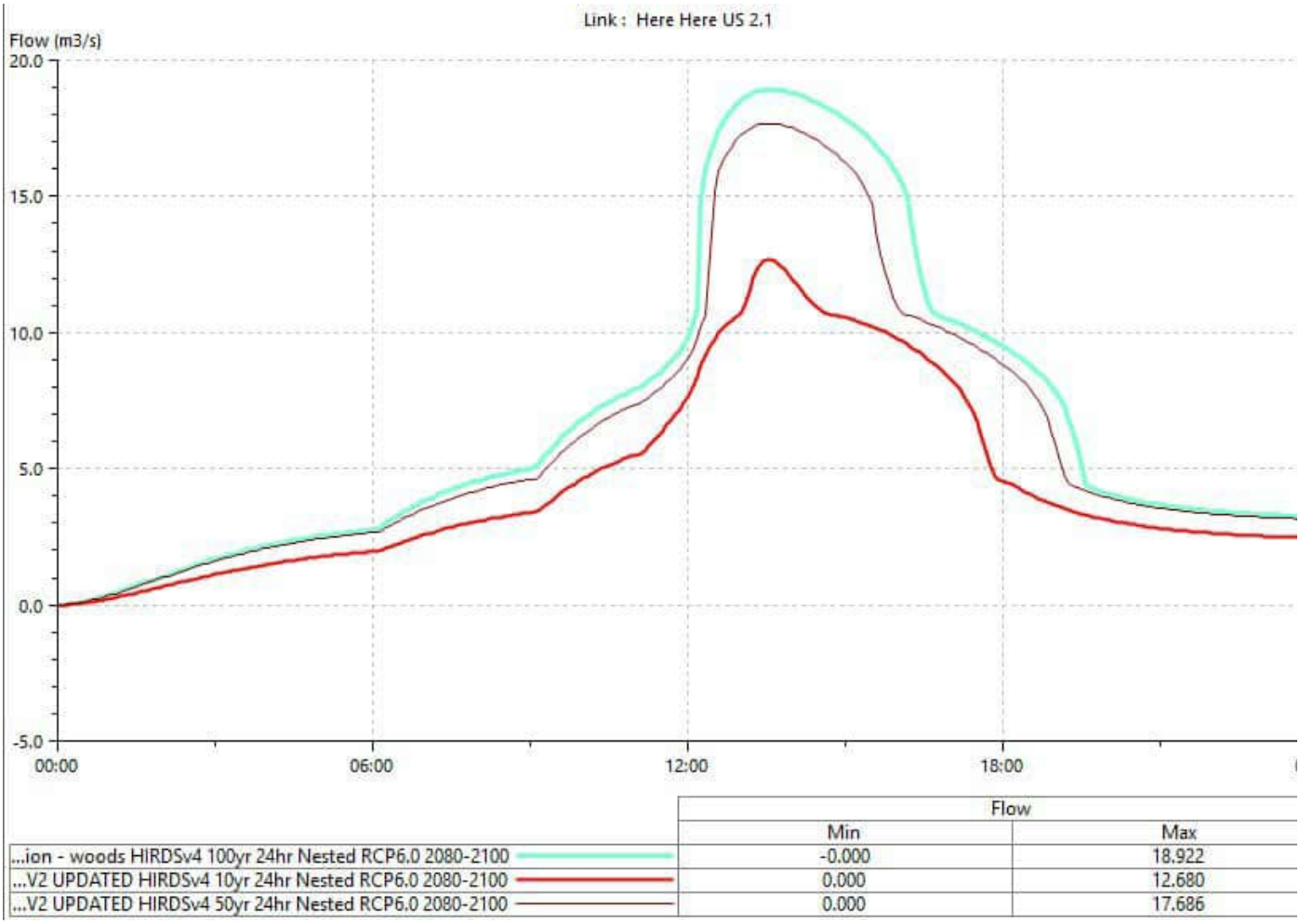
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From: [redacted] <[redacted]
Sent: Friday, 13 March 2026 1:59 pm
To: [redacted] <[redacted] [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted] [redacted]
<[redacted]
Subject: RE: Herehere Flow DS of Middle Road Bridge

Hi [redacted]

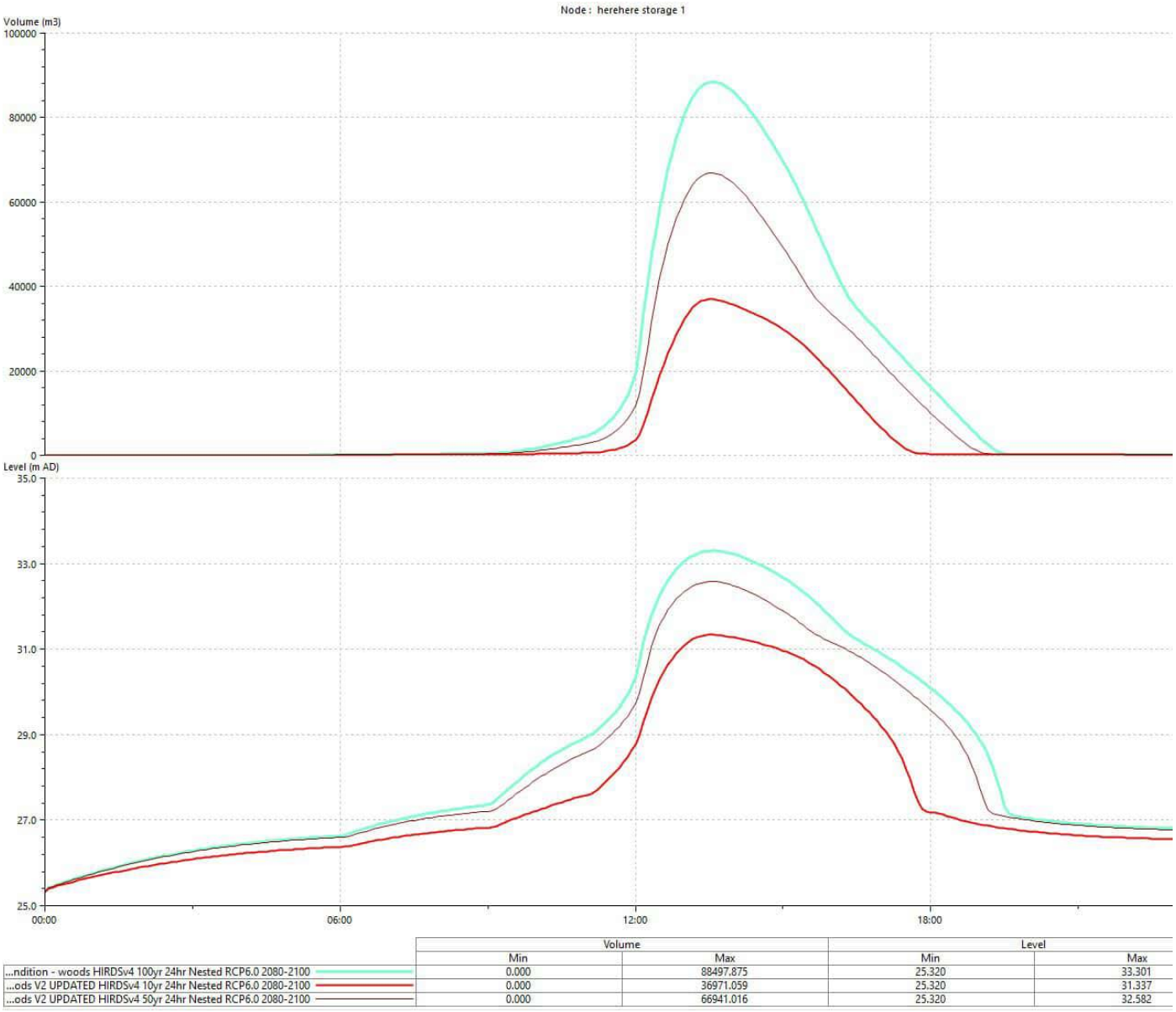
This is a baseline model. I confirm your findings with the following HDC modelling results.

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



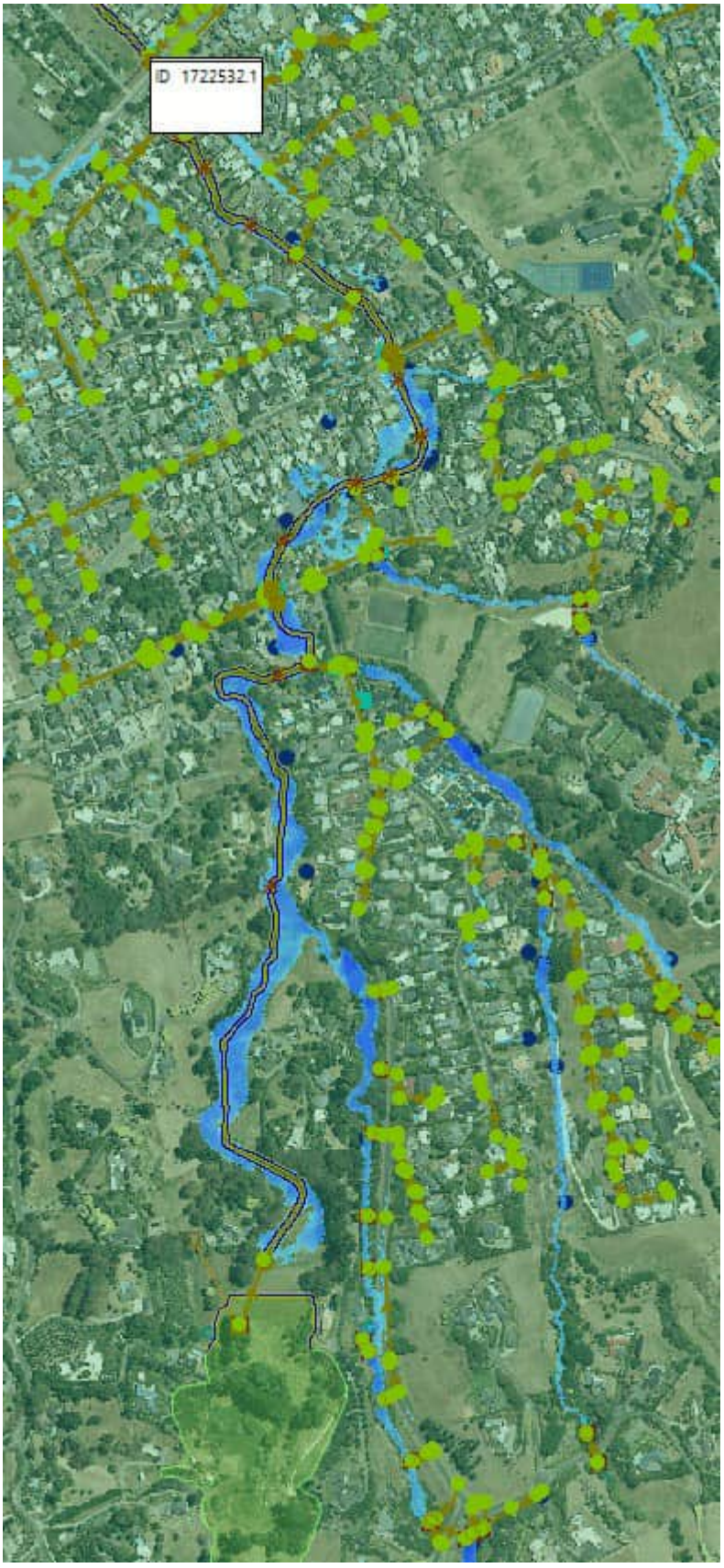
	Flow	
	Min	Max
...ion - woods HIRDSv4 100yr 24hr Nested RCP6.0 2080-2100	-0.000	18.922
...V2 UPDATED HIRDSv4 10yr 24hr Nested RCP6.0 2080-2100	0.000	12.680
...V2 UPDATED HIRDSv4 50yr 24hr Nested RCP6.0 2080-2100	0.000	17.686

Storage and level for Herehere Dam in different event.

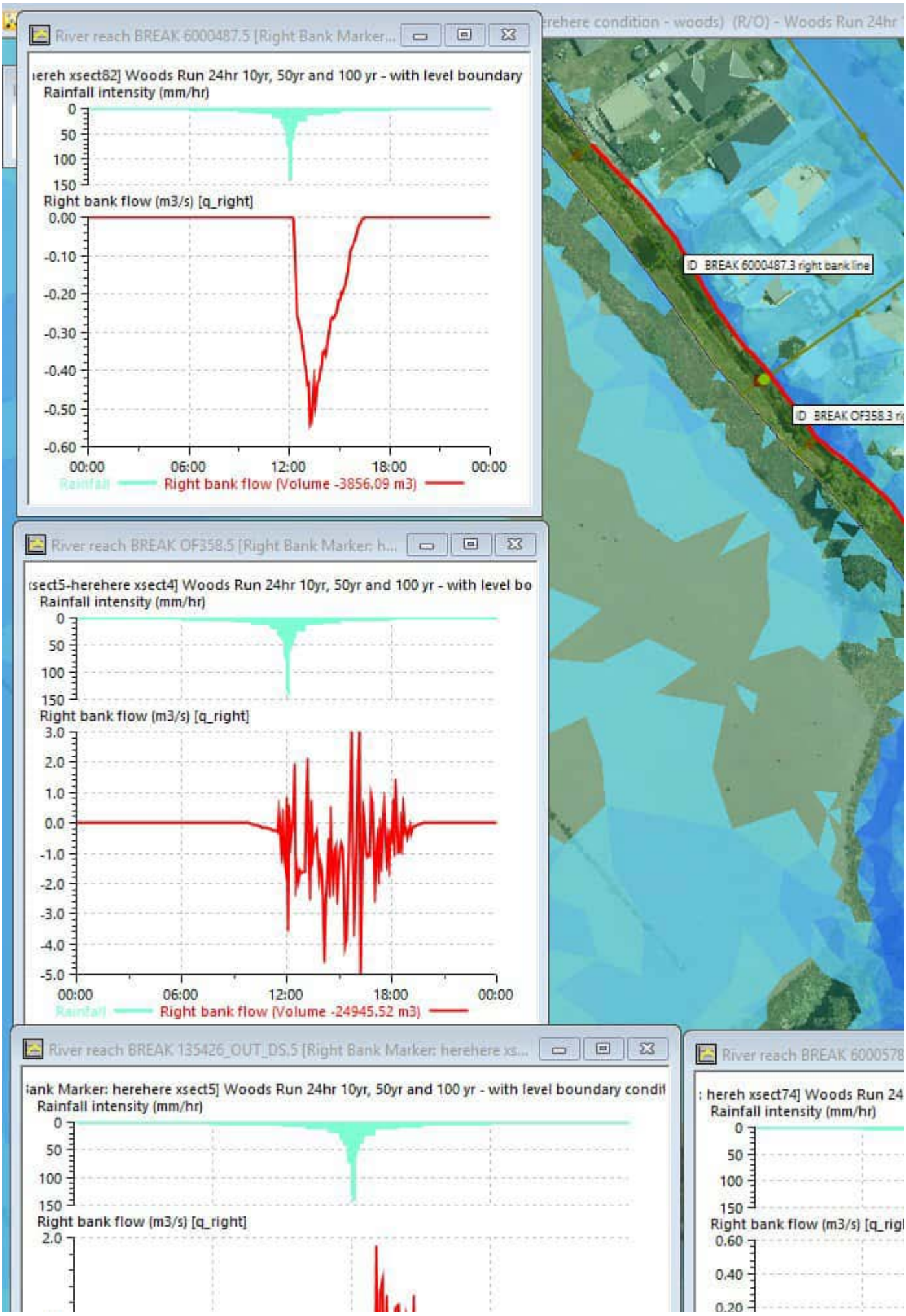


	Volume		Level	
	Min	Max	Min	Max
...ndition - woods HIRDSv4 100yr 24hr Nested RCP6.0 2080-2100	0.000	88497.875	25.320	33.301
...ods V2 UPDATED HIRDSv4 10yr 24hr Nested RCP6.0 2080-2100	0.000	36971.059	25.320	31.337
...ods V2 UPDATED HIRDSv4 50yr 24hr Nested RCP6.0 2080-2100	0.000	66941.016	25.320	32.582

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



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


River reach BREAK 6000487.5 [Right Bank Marker...
ıereh xsect82] Woods Run 24hr 10yr, 50yr and 100 yr - with level boundary
Rainfall intensity (mm/hr)
0
50
100
150
Right bank flow (m3/s) [q_right]
0.00
-0.10
-0.20
-0.30
-0.40
-0.50
-0.60
00:00
06:00
12:00
18:00
00:00
Rainfall
Right bank flow (Volume -3856.09 m3)
ID BREAK 6000487.3 right bank line
ID BREAK OF358.3 ri
River reach BREAK OF358.5 [Right Bank Marker: h...
ısect5-herehere xsect4] Woods Run 24hr 10yr, 50yr and 100 yr - with level bo
Rainfall intensity (mm/hr)
0
50
100
150
Right bank flow (m3/s) [q_right]
3.0
2.0
1.0
0.0
-1.0
-2.0
-3.0
-4.0
-5.0
00:00
06:00
12:00
18:00
00:00
Rainfall
Right bank flow (Volume -24945.52 m3)
River reach BREAK 135426_OUT_DS.5 [Right Bank Marker: herehere xs...
ank Marker: herehere xsect5] Woods Run 24hr 10yr, 50yr and 100 yr - with level boundary condit
Rainfall intensity (mm/hr)
0
50
100
150
Right bank flow (m3/s) [q_right]
2.0
River reach BREAK 6000578
: hereh xsect74] Woods Run 24
Rainfall intensity (mm/hr)
0
50
100
150
Right bank flow (m3/s) [q_rig
0.60
0.40
0.20

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

Regards,

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

From: [redacted] <[redacted]
Sent: Friday, 13 March 2026 12:25 PM
To: [redacted] <[redacted] [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted] [redacted]
<[redacted]
Subject: RE: Herehere Flow DS of Middle Road Bridge

Hi [redacted] and [redacted]

No worries at all.

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

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

Is this something we can look into?

Kind regards,
[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
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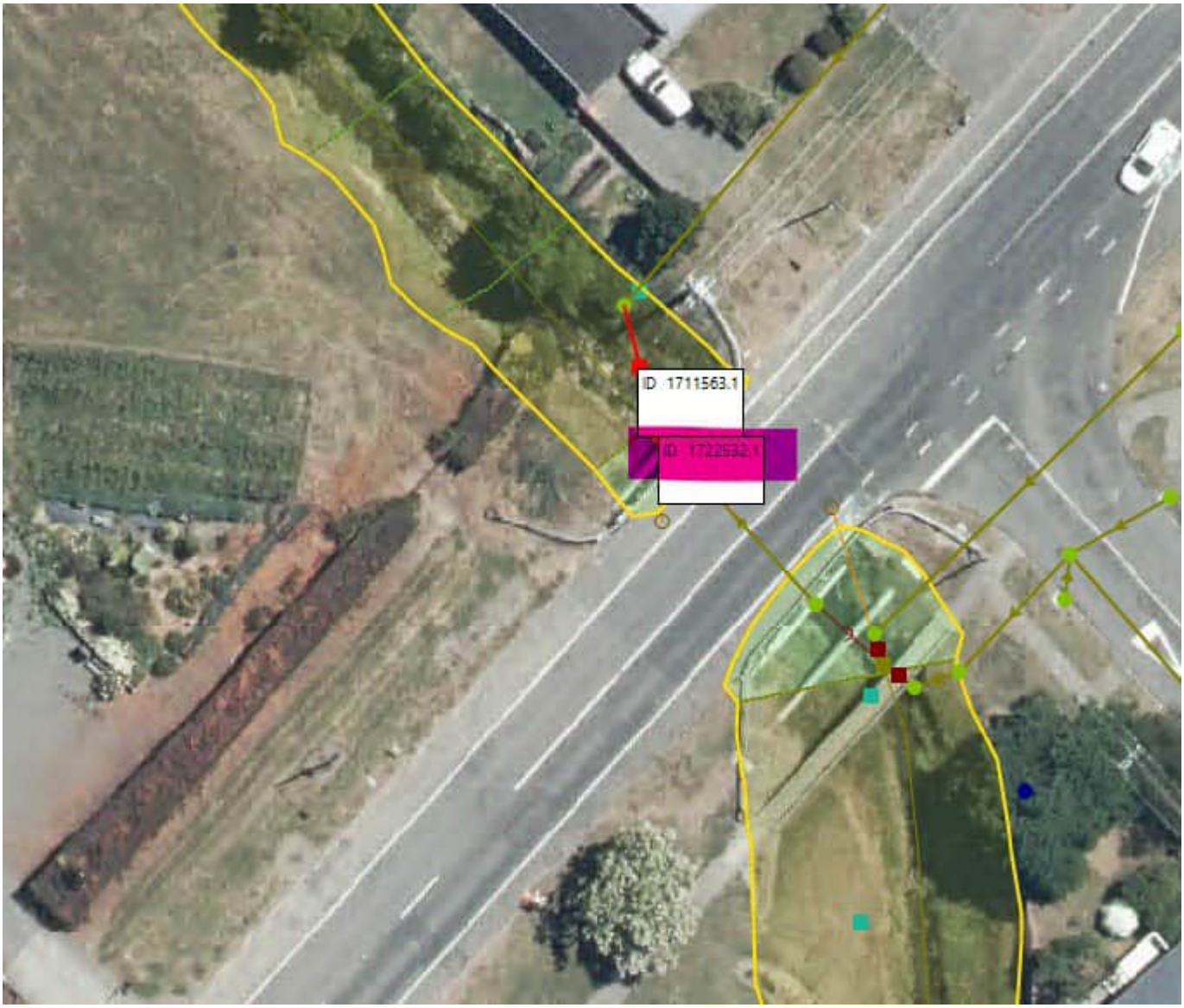
From: [redacted] <[redacted]
Sent: Friday, 13 March 2026 8:52 am
To: [redacted] <[redacted] [redacted] <[redacted] [redacted]
<[redacted]

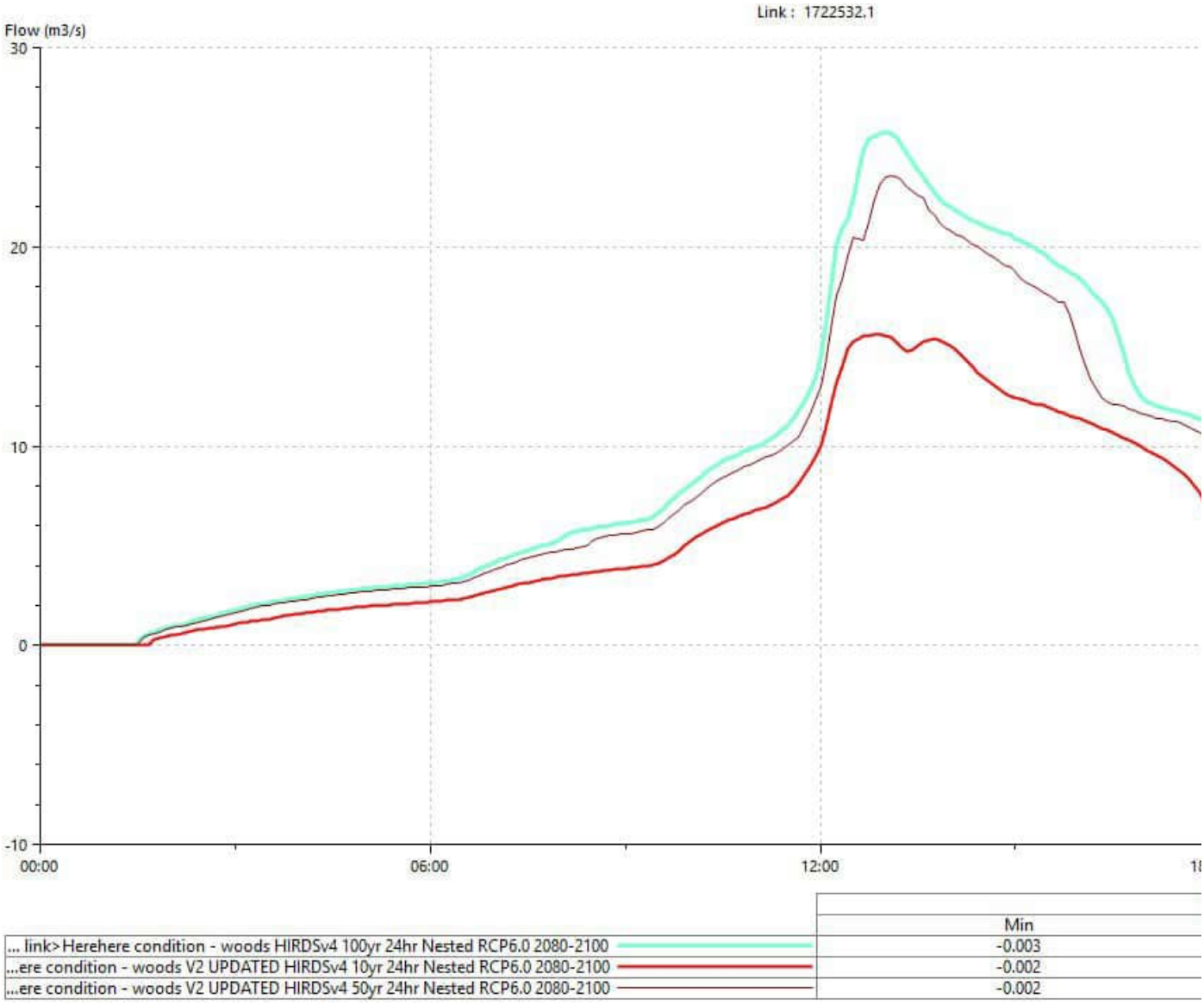
Cc: [redacted] <[redacted]
Subject: Herehere Flow DS of Middle Road Bridge

Hi All,

Please accept my sincere apologies for the omission in my earlier email.

The additional inflow point is located downstream of the Middle Road Bridge on Herehere Stream (Asset ID: 1722532). Please find the inflow hydrograph attached for your reference.


ID: 1711563.1



Please let me know if you have any questions.

Regards,

[redacted]
3 Waters Modelling & Data Analyst

HERETAUNGA HASTINGS DISTRICT COUNCIL

Wāea/Phone +64 6[redacted] **| Wāea Pūkoro/Mobile** +64 272 078367
Īmēra/Email [redacted] **| Pae Tukutuku/Web** www.hastingsdc.govt.nz
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Private Bag 9002, Hastings 4156, New Zealand

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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Herehere Stream Meeting between Woods and HDC re Middle Road Development
Date: Monday, 9 March 2026 8:57:39 am
Attachments: image002.png
image003.png

Morning [redacted]

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

The talking points are reflective of our conversation.

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

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

Regards,

[redacted]
3 Waters Growth & Development Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 [redacted]

From: [redacted] <[redacted]
Sent: Thursday, 5 March 2026 5:57 PM
To: [redacted] <[redacted]
Cc: [redacted] <[redacted] <[redacted] <[redacted] <[redacted] <[redacted] <[redacted] <[redacted] <[redacted] <[redacted]
Subject: RE: Herehere Stream Meeting between Woods and HDC re Middle Road Development

Good afternoon [redacted] and [redacted]

Thanks again for meeting with us yesterday to discuss the Herehere Stream interface with the Middle Road development. I felt it was a productive meeting and all in all we are aligned with achieving a positive outcome for the western bank of the Herehere Stream. We have put together a short summary below of key meeting discussion

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

Overall Catchment Context

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

Council Roles

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

Stream Conditions

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

during Cyclone Gabrielle. Intention with SW management approach is not to increase flows to the stream so there should be no effect on the bridge.
- Discharge point from the development can occur at any point along the stream edge, subject to technical findings.

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

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

I look forward to hearing back from you on the above.

Kind regards,
[redacted]

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

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From: [redacted] <[redacted]
Sent: Wednesday, 4 March 2026 4:29 pm
To: [redacted] <[redacted] [redacted] <[redacted]
Subject: FW: Meeting between Woods and HDC re Middle Road Development

Hi [redacted] and [redacted]

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

Any questions or problems, let us know.

Thanks
[redacted]

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

From: [redacted] <[redacted]
Sent: Wednesday, 4 March 2026 4:09 PM
To: [redacted] <[redacted]
Cc: [redacted] <[redacted]
Subject: RE: Meeting between Woods and HDC re Middle Road Development

Hi [redacted]

As mentioned, here are the links;

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

tools-and-guides/

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

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

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

Thanks

[redacted]

Deputy Group Manager & Director Infrastructure Delivery
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6[redacted]

-----Original Appointment-----
From: [redacted]
Sent: Thursday, 19 February 2026 2:09 PM
To: [redacted]
Cc: [redacted]
Subject: Meeting between Woods and HDC re Middle Road Development
When: Wednesday, 4 March 2026 2:00 PM-3:00 PM (UTC+12:00) Auckland, Wellington.
Where: Room - Civic Admin - Floor 2 - Kauri (207 Lyndon Road East, Hastings Hawkes Bay 4122)

Hi all

Rescheduling this morning's meeting to next week. Thanks

Thanks
[redacted]

Hi all

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

Thanks
[redacted]

Microsoft Teams meeting

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

Meeting ID: 495 974 156 438 88
Passcode: [redacted]

Need help? | System reference

For organisers: Meeting options

HERETAUNGA HASTINGS DISTRICT COUNCIL

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WOODS
EST.1970

Middle Road Fast Track Referral Application

MARCH 2026



WOODS
Est.1970

PROJECT BACKGROUND

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

SITE DETAILS

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

PROPOSAL

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



Herehere Stream South of Te Aute Road Bridge



Herehere Stream North of Te Aute Road Bridge



View of Herehere Stream From Middle Road



Existing Farm Drain Looking East

WOODS
Est.1970

SITE PHOTOS



Iona Stormwater Device



View of Iona Pond and Southern Site Area



View towards Middle Road from the Site



View from Middle Road Looking West

WOODS
Est.1970

SITE PHOTOS



CONCEPT PLAN:

Site Area: 30.6 ha

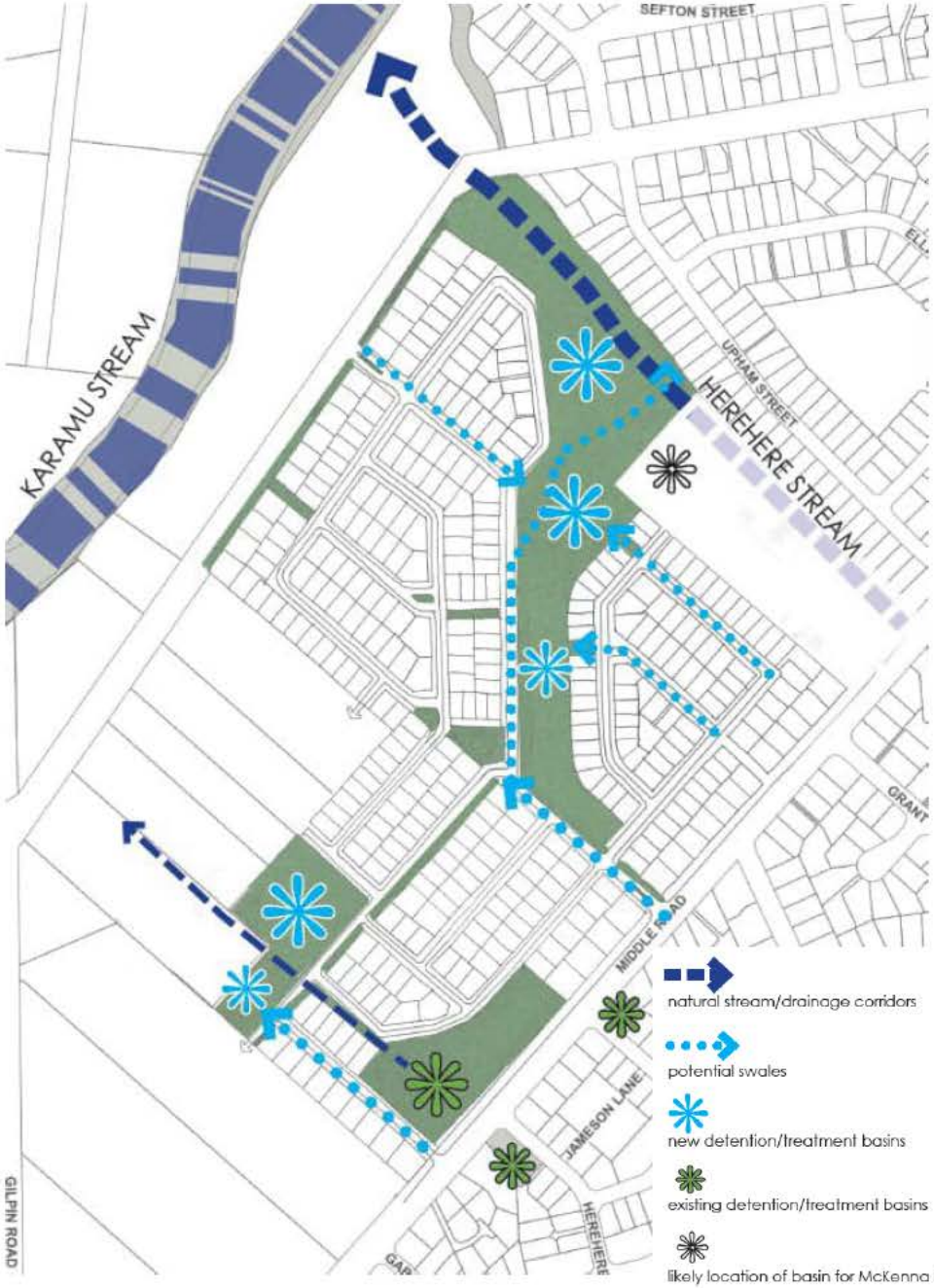
Stormwater Area: 6.7 ha

Net Residential Land: 23.9 ha

Density: 19 du/ha gross

Total Yield: Approximately 320 - 370 lots

WOODS
Est.1970





WOODS
EST.1970

Estimated yield

(15%) large (600m² +)

(50%) medium (400 - 600m²)

(35%) small (300 - 400m²)

320 - 370 lots

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

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

CONCEPT PLAN


WOODS
Est.1970

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

Hi [redacted]

[redacted] met with [redacted] this afternoon to discuss HDC urban design feedback for Middle Road. Here is a summary of the key meeting points:

Meeting Summary – Urban Design Discussion (Middle Road Fast-Track Referral Project)
Date: 6/3/2026
Attendees:

- [redacted] – Urban Designer, CDL
- [redacted] – Urban Designer, Hastings District Council (HDC)

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

Key Discussion Points
1. Interface between the main park and surrounding development
[redacted] advised that, from an urban design perspective, it would be preferable for a greater proportion of the main open space area to front public roads rather than private residential lots. While the current masterplan provides road frontage along at least half of the park via the main internal road, [redacted] suggested exploring whether additional road frontage could be provided along the southern portion of the open space rather than private lots. The concern raised relates to the quality of the interface between private residential lots and public open space, particularly in relation to passive surveillance and the potential for poorly designed rear yard interfaces. [redacted] noted that where private lots do front the park, design controls could be implemented to ensure an appropriate relationship with the open space. This could include requirements through consent notices or conditions to ensure:

- open or low fencing
- limited or low planting along boundaries
- building design that provides active surveillance of the park

[redacted] will add a bullet point to the interfaces section of her UD Assessment to address the reserve interfaces and high level principles proposed. It was also noted that further refinement of these interface treatments could occur during the detailed design stage associated with the substantive application.

2. Future opportunities for Council input

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

3. Lot sizes adjoining open space

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

4. Entrance pocket park (triangle park)

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

5. Vehicle access arrangements

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

Summary

Overall, the discussion was constructive and focused on refining the interface between the main park and surrounding residential development. The feedback primarily related to increasing road frontage to open space where possible or ensuring strong passive surveillance where private lots adjoin parks, and considering medium-density lots in these locations to support high-quality park interfaces. Further refinement of these matters is anticipated during the substantive application and detailed design stages.

Thanks,
[redacted]

[redacted]
Senior Associate Planner
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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: Middle Road Fast Track Referral -
Date: Thursday, 5 March 2026 5:00:52 pm
Attachments: image001.png
image002.png
image003.png
image896468.png
Rainfall depth to Intensity Calculator CoPV4 - Woods.xlsx
Middle Road Inflow.zip
Modelled Middle Rd Inflows - Woods.xlsx

Hi [redacted] and [redacted]

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

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

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



Figure 1: 2D inflow locations (HDC)



Figure 2: Point load locations received from HDC

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



Figure 3: 2D inflow locations (Woods)

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

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

Kind regards,

[redacted]

[redacted]
Senior Associate - 3 Waters Engineer
BE(Hons), CPEng, CMEngNZ
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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: P25-496 - Middle Rd Fast Track - Project update 03.03.26
Date: Tuesday, 3 March 2026 1:58:01 pm
Attachments: 02f97d97-75eb-42cd-bea6-508d0356efc4.png
image131353.png
Middle Road Fast Track - Development Concept Feb 26 (002)-2.pdf

---

Kia ora [redacted]

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

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

There are three principal changes to note:

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

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

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

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

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

Kind regards,

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Development Concept

urban acumen

Client:	CDL	**Scale:**	NTS @ A3	**Dwg No:**	
Project No:	UA-23-059	**Date:**	26 February 26	**Revision:**	05

Middle Road Fast Track Referral
Havelock North

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



Development Concept

urban acumen

Client:	CDL	**Scale:**	NTS @ A3	**Dwg No:**	
Project No:	UA-23-059	**Date:**	26 February 26	**Revision:**	05

Middle Road Fast Track Referral
Havelock North

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

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: Middle Road - HDC Pre-Referral Feedback
Date: Tuesday, 17 February 2026 4:44:11 pm
Attachments: image001.png
image002.png
4abbefc4-90ea-4441-819e-e34840843d04.png
image955741.png

Hi [redacted]

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

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

Kind regards,
[redacted]

[redacted]
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From: [redacted] <[redacted]
Sent: Thursday, 12 February 2026 9:49 am
To: [redacted] <[redacted]
Subject: Middle Road - HDC Pre-Referral Feedback

Good morning [redacted]

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

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

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

[redacted]

[redacted]
Environmental Planner - Policy

HERETAUNGA HASTINGS DISTRICT COUNCIL

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Please consider the environment before printing this e-mail

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

Good afternoon [redacted]

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

Kind regards,
[redacted]

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From: [redacted] <[redacted]
Sent: Thursday, 12 February 2026 9:49 am
To: [redacted] <[redacted]
Subject: Middle Road - HDC Pre-Referral Feedback

Good morning [redacted]

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

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

[redacted]

[redacted]
Environmental Planner - Policy

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11 February 2026

MIDDLE ROAD FAST TRACK APPLICATION: HDC FEEDBACK

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

Feedback has been provided by:

- 3 Waters ([redacted]
- Parks and Open Spaces ([redacted]
- Environmental Planning – Policy ([redacted]
- Mana Whenua Consultation (Charlie Ropitini)
- Urban Design ([redacted]

We understand Woods has also been in direct contact with transport engineer's ([redacted] and 3 waters ([redacted]

3 Waters ([redacted]

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

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

Parks and Open Spaces ([redacted]

- The proposal establishes a green framework that helps structure the neighbourhood, provides visual relief, and supports wayfinding through the development. The provision of

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

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



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

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



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



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

Environmental Planning – Policy ([redacted]

Reverse Sensitivity

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

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

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

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

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

> *3.13: Managing reverse sensitivity and cumulative effects*

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

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

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

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

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

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

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

<u>Urban Demand</u>

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

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

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

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

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

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

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

NPS-HPL

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

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

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

Bespoke rules vs standardised zoning

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

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

Mana Whenua Consultation/Cultural Impact Assessment

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

Mana whenua consultation (Charlie Ropitini)

For this area the mana whenua re:

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

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

Urban Design ([redacted]



Development Concept

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

Middle Road Fast Track Referral
Havelock North

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

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

Good morning [redacted]

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

Kind regards,
[redacted]

[redacted]
Senior Associate Planner
BPlan (Hons)
[redacted]
+64 29 [redacted]
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From: [redacted] <[redacted]
Sent: Tuesday, 20 January 2026 10:40 am
To: [redacted] <[redacted]
Cc: [redacted] <[redacted]
Subject: Middle Road FTAA - s30 response from HDC

Hi [redacted]

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

Ngā mihi
[redacted]

[redacted]
Environmental Planner - Policy

HERETAUNGA HASTINGS DISTRICT COUNCIL

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If calling ask for [redacted]

File Ref: **ENV-23-26-0027**

20 January 2026

[redacted]
Senior Associate Planner
Woods
[redacted]

Kia ora [redacted]

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

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

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

Yours sincerely

[redacted]
Environmental Planner - Policy
[redacted]

TE KAUNIHERA Ā-ROHE O HERETAUNGA
HASTINGS DISTRICT COUNCIL
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156
06 [redacted] | [redacted] | hastingsdc.govt.nz

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

Kia ora [redacted]

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

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

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

Ngā mihi,
[redacted]

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

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[redacted] – Senior Environmental Planner, Policy
Hastings District Council
Via email: [redacted]

[redacted] – Senior Associate Planner

W-REF: P25-496
15 January 2026

Middle Road Project – Havelock North

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

Tēna koe [redacted]

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

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

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

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

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

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

Formal Notification and Written Response from Council

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

- **FTAA Section 30(1)**

  We confirm that those matters set out in s30(1) are relevant and are satisfied, and therefore s30 applies. The approval sought is for a resource consent described in s42(4)(a) FTAA[1], and CDL does not hold an existing resource consent for the same activity (as the Activity applied for) using some or all of the same natural resource[2].

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

- **FTAA Section 30(2)**

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

- **FTAA Section 30(3)**

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

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

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

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

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

- **FTAA Section 30(7)**

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

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

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

Ngā mihi nui



[redacted]
Senior Associate Planner
[redacted] / +64 29[redacted]

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

[redacted] and [redacted]

Thanks for the meeting minutes.

Just a couple of minor amendments as follows :

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

Happy to answer any queries re the above.

Regards.
[redacted] C.

[redacted]
Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 [redacted]

From: [redacted] <[redacted]
Sent: Wednesday, 3 December 2025 3:19 PM
To: [redacted] <[redacted]
<[redacted]
Cc: [redacted] <[redacted] <[redacted]
<[redacted] <[redacted] <[redacted]
<[redacted] <[redacted] <[redacted]
<[redacted] <[redacted] <[redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi everyone,

Please refer to this updated copy of the meeting minutes.

Thanks, [redacted]

[redacted]
Senior Intermediate Urban Designer

Meeting Minutes: Middle Road Fast Track Referral Transport Meeting

Location	**Woods Meeting Room, Teams**		
Time & Date	4:00PM; 27/11/2025	**Taken By** [redacted]	**W-Ref:** P25-496
Hastings District Council Team	**Name** [redacted]		
CDL Applicant Team	**Name** [redacted]		

1. Purpose

To review the proposed roading layout and transport considerations for the Middle Road Fast Track Project Draft Concept Plan, discuss alignment with Council transport objectives, and confirm key design parameters for the site.

2. Key Topics Discussed

Roading Network and Connections

- Introduction of the Fast-Track referral process and confirmation that detailed design will be completed at the substantive application stage.
- Overview of key roading connections to existing streets, including the proposed east–west spine road through the site.
- Discussion of connections to existing shared pathways and how pedestrian and cycle links integrate with the wider network.
- Shared pedestrian/cycle path proposed along the northern boundary to form part of the reserve network, connecting to surrounding streets.
- Road Hierarchy:
  - Middle Road - Classified as a Primary Collector along the Site frontage, transitioning to an Arterial further northeast as it approaches the Havelock North town centre.
  - Te Aute Road - A Primary Collector providing a direct connection to the town centre to the northeast.
  - Upham Street – A secondary collector.
- Crossings discussed at Te Aute and Middle Roads:
  - Te Aute Road corner identified as a challenging location due to guard rails and sight lines.
  - Middle Road crossing to align with the Iona development, incorporating a pedestrian refuge.
  - [redacted]dvised that typical pedestrian crossings with central refuges and lighting are suitable.

- Discussion on the central "dog-leg" intersection. Bruce identified a potential safety issue and recommended redesign; Lauren confirmed this is an easy adjustment.
- [redacted]oted that Upham Street currently functions as the primary east–west through-road connection, but this development offers a better opportunity for slower speed traffic.
- Suggestion to include painted medians or right-turn bays along Middle Road and Te Aute Road, and ensure pedestrian refuges include appropriate street lighting.
- Middle Road's cross section (as per the approved Engineering Plan design) has 3.5 m lanes with 2 m shoulders. [redacted]oted that a similar carriageway width can be used to provide a painted median, but no shoulder and no on-street parking.
- Discussion on whether to continue the Iona-style section or modify it to suit site conditions.

3. Parking, Speeds, and Road Safety

- On-site parking noted and suggested that all lots will accommodate a minimum of two off-street spaces.
- [redacted]noted larger lot widths along existing roads to enable reverse manoeuvring and forward-only vehicle egress on Te Aute and Middle Roads.
- [redacted]to confirm relevant District Plan provisions for access and manoeuvring; [redacted]to assist with review.
- Speed environment discussed:
- Te Aute Road is currently 50 km/h.
- Middle Road is proposed to be reduced to 50 km/h, consistent with the surrounding development areas.
  - Council has identified speed reduction changes based on new development areas.
  - Discussion on median island relocation further down Te Aute Road. Removal is possible if required for access design.

4. Public Transport, Schools, and Wider Connectivity

- Discussion on public transport services. The local bus network currently operates on Middle Road above the site and goes along Upham Street.
- Opportunity to include a bus stop within the new development or extend services along the proposed spine road.
- [redacted]noted ongoing coordination with HBRC regarding bus network expansion and identified the development as a positive opportunity for improved service coverage.
- [redacted]o liaise directly with HBRC to continue discussions (no formal email from Jackson required).
- School traffic considerations discussed. Potential redistribution of traffic from Upham Street to the new spine road is considered beneficial.
- Spine road to function as a high-quality, attractive route supporting local connectivity while discouraging high-speed through-traffic.
- Discussion on street design:
  - Wider lot frontages along the spine road to allow street trees and landscaping.
  - [redacted]noted street lighting spacing may limit tree planting locations.
  - The eastern side of the spine road has no direct lot access, improving amenity and reducing conflict points.
  - General agreement that design achieves a good balance between functionality, safety, and visual quality.

5. Actions

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

Meeting Close

[redacted]
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From: [redacted]
Sent: Wednesday, 3 December 2025 12:20 pm
To: [redacted]
Cc: [redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi [redacted] and [redacted]

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

Please let me know if you have any questions.

Thanks, [redacted]

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

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From: [redacted]
Sent: Tuesday, 25 November 2025 3:53 pm
To: [redacted]
Cc: [redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi [redacted]

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

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

We can run through each of them during our meeting.

Regards,

[redacted]
Principal Transportation Engineer
M +64 21 [redacted] | E [redacted]

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www.flownz.com
Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby | P +64 9 [redacted]

-----Original Appointment-----
From: [redacted]
Sent: Friday, 21 November 2025 10:10 am
To: [redacted]
Cc: [redacted]
Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)
When: Thursday, 27 November 2025 4:00 pm-5:00 pm (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting

Hi [redacted]

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

Regards,

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 465 049 944 361 6
Passcode: [redacted]

For organizers: Meeting options

From: [redacted]
Sent: Thursday, 20 November 2025 8:54 am
To: [redacted]
Cc: [redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

[redacted]

Thanks for that.

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

Regards.
[redacted] C.

[redacted]
Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 [redacted]

From: [redacted]
Sent: Tuesday, 18 November 2025 10:42 AM
To: [redacted]
Cc: [redacted]
Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi [redacted]

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

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

We expect to have an updated layout (with some minor tweaks based on the stormwater

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

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

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

Regards,

[redacted]
Principal Transportation Engineer
M +64 21 [redacted] | E [redacted]

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Please consider the environment before printing this e-mail

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

---

Hi both

FYI. We had a very productive meeting with [redacted] last week to confirm roading hierarchy, key design conditions and local conditions we should be aware of. Minutes attached.

Thanks,
[redacted]

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

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From: [redacted]
Sent: Wednesday, 3 December 2025 3:19 pm
To: [redacted]
Cc: [redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi everyone,

Please refer to this updated copy of the meeting minutes.

Thanks, [redacted]

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

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

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We can run through each of them during our meeting.

Regards,

[redacted]
Principal Transportation Engineer
M +64 21 [redacted] | E [redacted]

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www.flownz.com
Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby | P +64 9 [redacted]

-----Original Appointment-----
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Sent: Friday, 21 November 2025 10:10 am
To: [redacted]
Cc: [redacted]
Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)
When: Thursday, 27 November 2025 4:00 pm-5:00 pm (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting

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Regards,

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 465 049 944 361 6

Passcode: KS9qa9ix

For organizers: Meeting options

From: [redacted]
Sent: Thursday, 20 November 2025 8:54 am
To: [redacted]
Cc: [redacted]
Subject: RE: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

[redacted]

Thanks for that.

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

Regards.
[redacted] C.

[redacted]
Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 [redacted]

From: [redacted]
Sent: Tuesday, 18 November 2025 10:42 AM
To: [redacted]
Cc: [redacted]
Subject: CDL Middle Road Fast Track referral - Transport matters (Access arrangements)

Hi [redacted]

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

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

We expect to have an updated layout (with some minor tweaks based on the stormwater

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

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

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

Regards,

[redacted]
Principal Transportation Engineer
M +64 21 [redacted] | E [redacted]

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Please consider the environment before printing this e-mail

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

Hi [redacted]

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

Regards,

[redacted]
3 Waters Growth & Development Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 [redacted]

From: [redacted] <[redacted]
Sent: Thursday, 27 November 2025 9:27 AM
To: [redacted] <[redacted] [redacted] <[redacted] [redacted]
<[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted]
[redacted] <[redacted]
Subject: RE: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi [redacted]

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

1. [redacted] – 3 waters growth and development manager or
2. [redacted] -drinking water asset manager

[redacted] or [redacted],
Can you please help [redacted] with his query for the drinking water supply.

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6 [redacted]

From: [redacted] <[redacted]
Sent: Wednesday, 26 November 2025 1:02 PM
To: [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted]

[redacted] <[redacted]

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

Hi [redacted]

I note your response (below) to [redacted] on the 24th Nov, but was wondering if we could get some indication of capacity of the current water supply system?

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

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

Cheers

[redacted]

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

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From: [redacted] <[redacted]
Sent: Monday, 24 November 2025 4:57 pm
To: [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted] [redacted] <[redacted]
Subject: RE: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi [redacted]

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

@[redacted] as you are the critical person for this meeting, I will adjust to your calendar.

[redacted]
Development Engineer Consents
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone +64 6[redacted]

From: [redacted] <[redacted]
Sent: Friday, 21 November 2025 11:19 AM
To: [redacted] <[redacted] [redacted] <[redacted]
Cc: [redacted] <[redacted] [redacted]
<[redacted] [redacted] <[redacted] [redacted]
<[redacted] [redacted] <[redacted] [redacted]
<[redacted] [redacted] <[redacted]
Subject: FW: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

Hi [redacted] and [redacted]

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

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

Thanks again for your time,
[redacted]

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

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From: [redacted] <[redacted]
Sent: Tuesday, 18 November 2025 2:29 pm
To: [redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted]

[redacted] <[redacted] [redacted] <[redacted]

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

Hi[redacted]

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

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

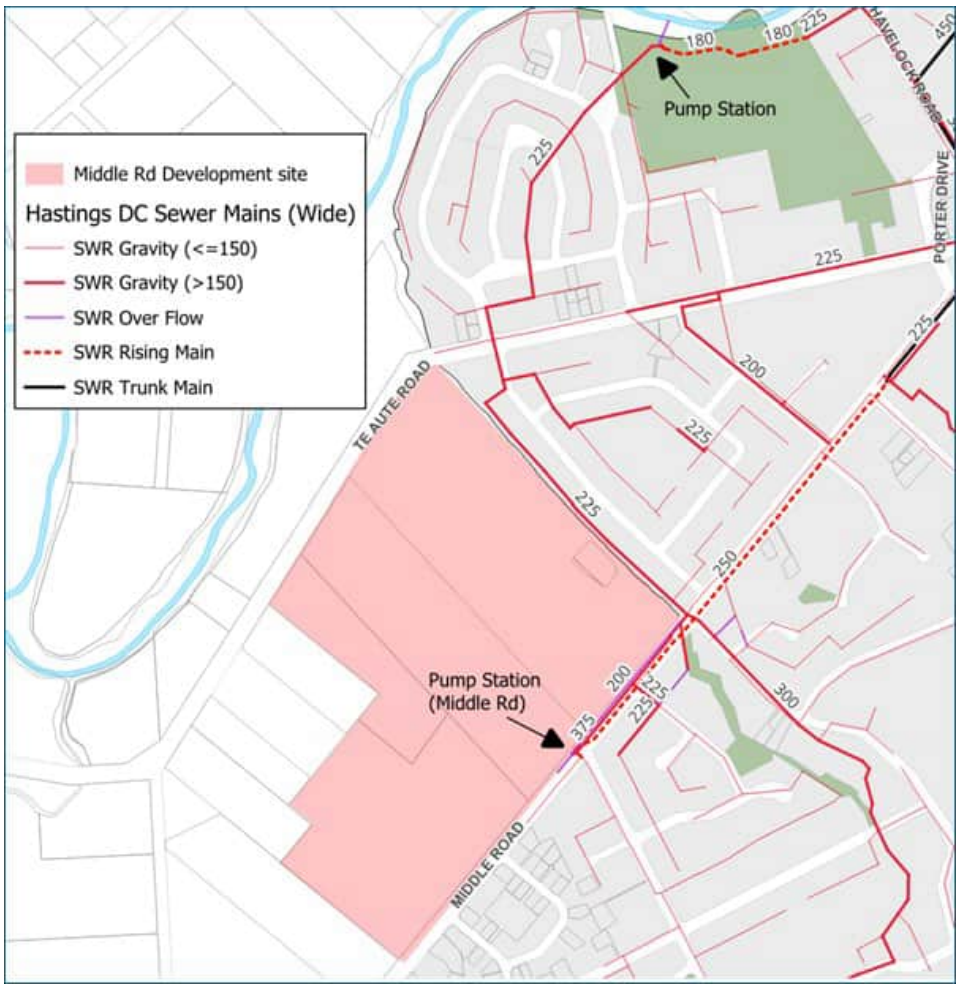
	Parameter	Unit	Value	Notes
	Number of properties	lots	400	
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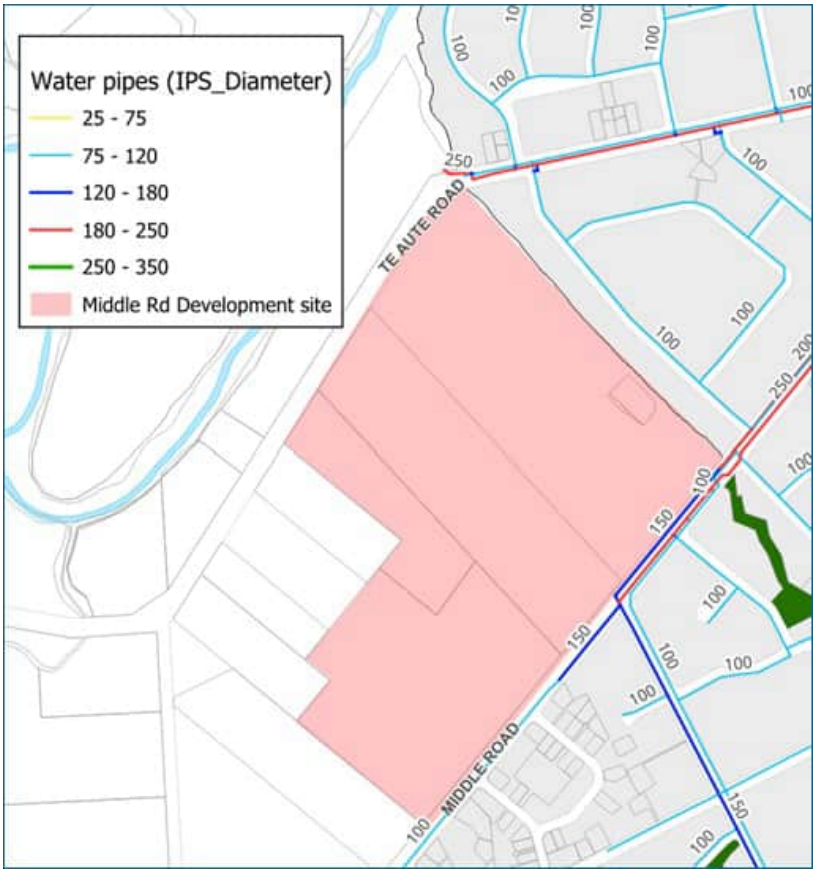
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   What is the pressure/hydraulic grade available from the existing pipes to supply the development demands listed?



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

[redacted]

[redacted]
Senior Associate Engineer
BSurv, Grad Dip Bus (Eng, Mgt)
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Please consider the environment before printing this e-mail

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

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Hi [redacted]

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

Thanks,
[redacted]

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

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From: [redacted] <[redacted]
Sent: Tuesday, 25 November 2025 11:03 am
To: [redacted] <[redacted] [redacted] <[redacted] [redacted]
<[redacted] [redacted] <[redacted] [redacted]
<[redacted] [redacted] <[redacted] [redacted]
<[redacted] [redacted] <[redacted] [redacted]
<[redacted] Raoul Oosterkamp <[redacted] [redacted]
<[redacted]
Subject: Combined Notes from Middle Track Fast Track Meeting - 13 November 2025

Hi all

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

[redacted] – are you able to distribute accordingly at your end? Thanks.

Ngā mihi
[redacted]

[redacted]
Environmental Planner - Policy

HERETAUNGA HASTINGS DISTRICT COUNCIL

Wāea/Phone +64 6 [redacted]
Īmēra/Email [redacted] | **Pae Tukutuku/Web** www.hastingsdc.govt.nz
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Private Bag 9002, Hastings 4156, New Zealand
Work Hours Mon 9am to 2pm, Tues-Wed 9am to 5pm, Thur 9am to 12pm, Thur 9am to 2pm

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Please consider the environment before printing this e-mail

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

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Hi [redacted] and [redacted]

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

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

Thanks again for your time,
[redacted]

[redacted]
Senior Associate Planner
BPlan (Hons)
[redacted]
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From: [redacted] <[redacted]
Sent: Tuesday, 18 November 2025 2:29 pm
To: [redacted]
Cc: [redacted] <[redacted] [redacted] <[redacted]
[redacted] <[redacted] [redacted] <[redacted]
Subject: [#P25-496] Middle Rd Development Fast Track referral - Water and wastewater capacity queries

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

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

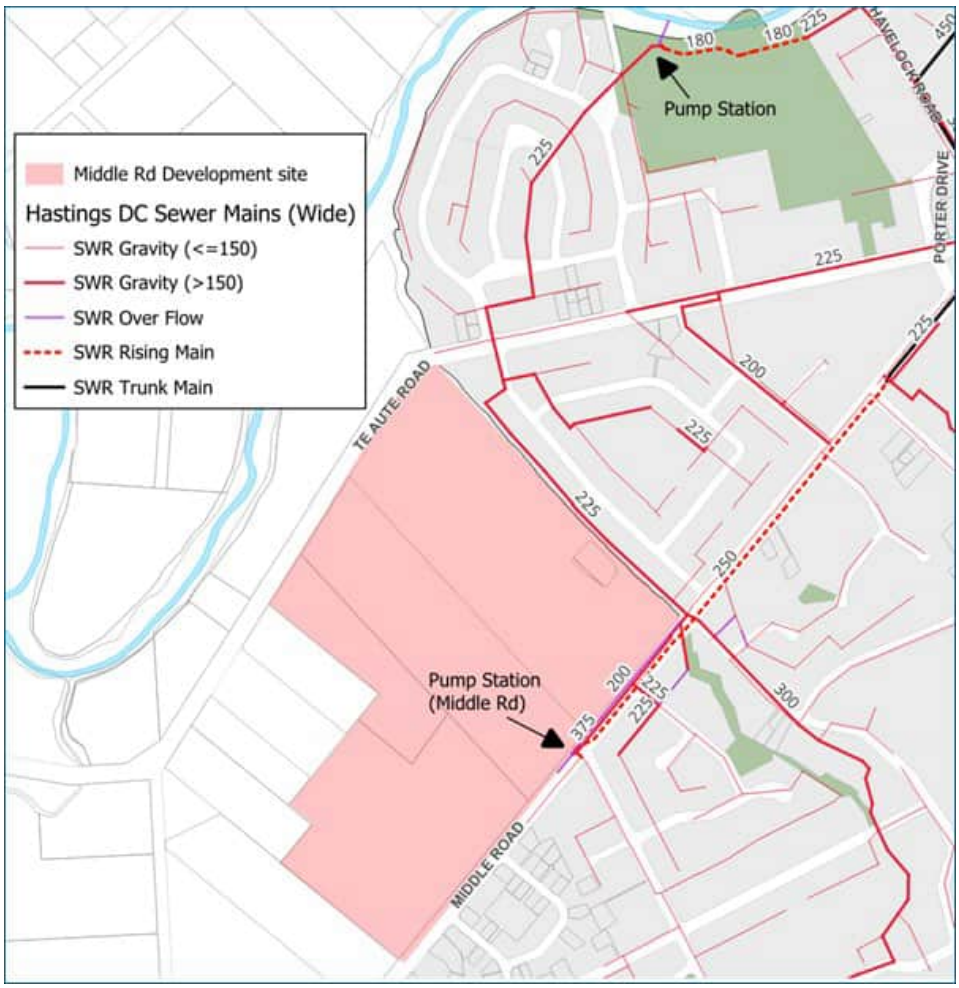
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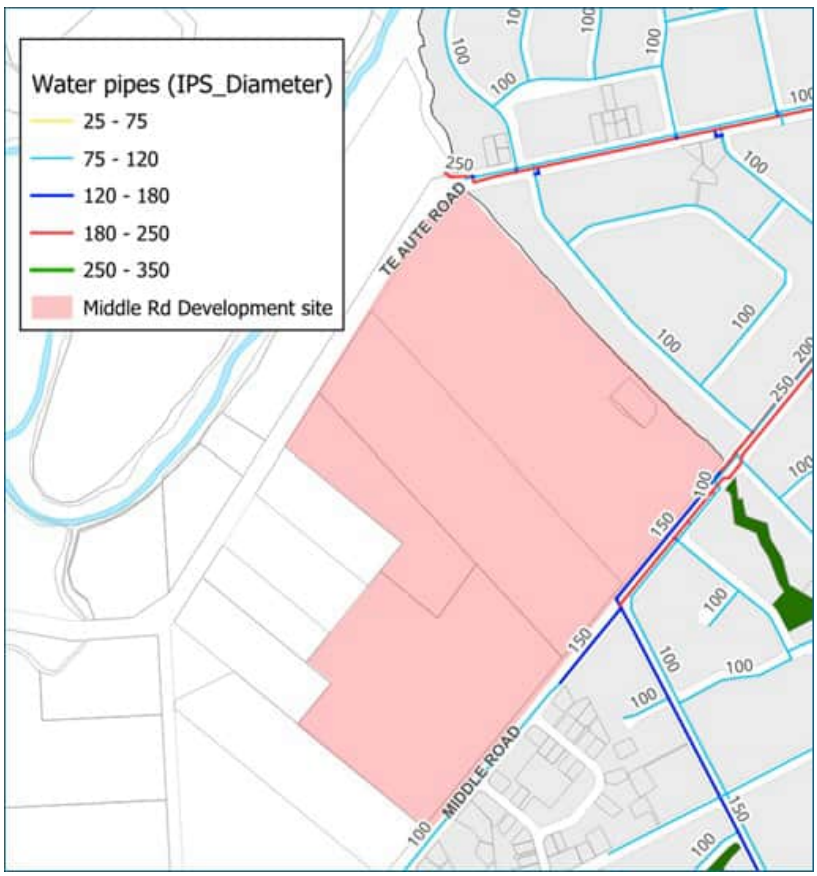
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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: P25-496 - Middle Rd Fast Track - CDL Briefing Meeting
Date: Friday, 14 November 2025 4:36:21 pm
Attachments: 83f7373a-59d5-4e1f-b002-7df61527fb45.png
image955881.png
Middle Rd Fast Track - HDC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

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Hi [redacted]

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

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

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

Have a great weekend ahead.

Nga mihi nui,
[redacted]

[redacted]
Senior Associate Planner
BPlan (Hons)
[redacted]
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Meeting Minutes: Middle Road Fast Track Referral Project Briefing

Location	**Woods Meeting Room, HDC Meeting Room, Teams**		
Time & Date	11:00AM; 13/11/2025	**Taken By** [redacted]	**W-Ref:** P25-496
Hastings District Council Team	**Name** [redacted]		
CDL Applicant Team	**Name** [redacted]		

1. Purpose

The purpose of this meeting is to present the Middle Road Fast-track referral project and engage with Council officers. The project team seeks to present and discuss the draft masterplan for the proposed development, gaining early feedback from relevant Council disciplines, including Strategic Planning/Urban Design, Transportation, and Infrastructure/Stormwater.

2. Key Topics Discussed

Project Overview and Site Context

- Overview of the site location and relationship to existing residential areas, town centre, Iona and Arataki developments. Refer to attached presentation for details.
- Site area contains land owned by CDL and the McKenna family (corner site) given its location. Approximately 30ha in total.
- Site is no longer included in the Future Development Strategy (FDS). Despite support from the Independent Panel, councillors voted to remove the site from the FDS with loss of highly productive land being the main concern. Therefore, CDL are pursuing a Fast-track referral.
- Noted that neighbouring landowners within the wider block were interested in development opportunities during the FDS process. JB confirmed discussions with adjoining landowners are ongoing. The site boundary may extend further south, but not to the full HN3a/b extent.
- Strategic location near the Havelock North centre presents an opportunity to complete the 'missing tooth' of Havelock North. Council noted that the area's growth is currently constrained (see comments below).

Site Constraints

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

Concept Plan Discussion

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

Stormwater and Flooding

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

Infrastructure Capacity, Demand, and Land Use Interface

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

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

Expert Input & Stakeholder Engagement

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

Referral Application and Programme

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

Conclusions

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

3. Actions

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

Meeting Close



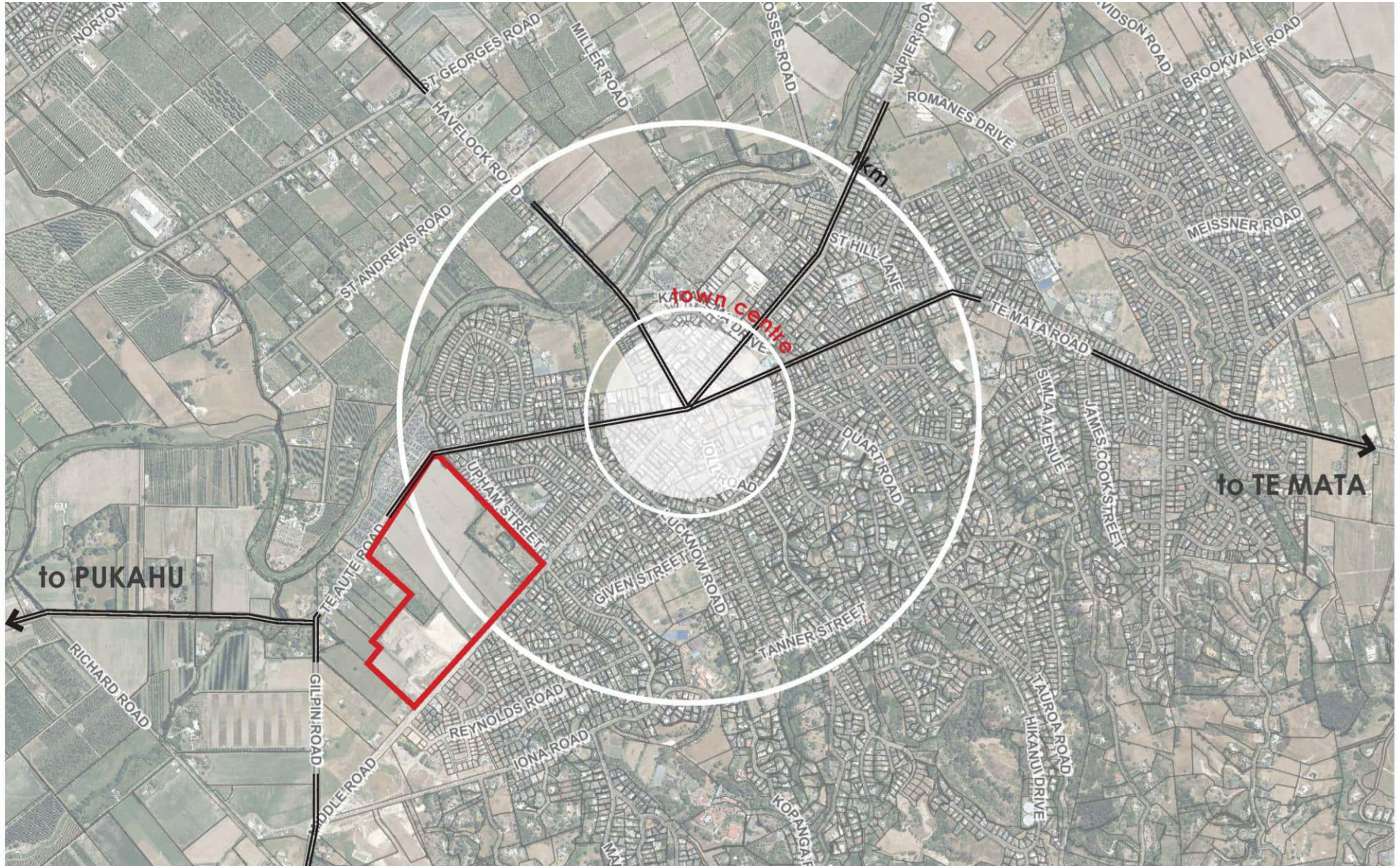
WOODS
Est.1970

Middle Road Fast Track Referral Application

November 2025



Project Background



WOODS
Est.1970