

CONSULTATION REPORT

Arataki Project
CDL Land New Zealand Limited
86, 108 & 122 Arataki Road, Havelock North



Substantive Application
Fast-Track Approvals Act 2024
18 July 2025

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Statement of Qualifications and Experience

The following is a statement of the qualifications and experience of the Planners involved in preparing this Consultation Report. The qualifications and experience of the specialists involved are set out in their respective individual reports.

██████████ – Senior Associate Planner – Woods & Partners Consultants Limited

I am a Senior Associate Planning Consultant at 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 14 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.

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.

██████████ – Urban Designer, Wood & Partners Consultants Limited

I am an Urban Designer at Wood & Partners Consultants Ltd. Wood & Partners Consultants Ltd. is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure, and surveying. I have been employed at Wood & Partners Consultants Ltd 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.

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

██████████ – General Manager, Wood & Partners Consultants Limited

I am a Planner & General Manager of Planning & Urban Design at Wood & Partners Consultants Limited (**Woods**). Woods is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure, and surveying. 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 14 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.

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 Arataki Project substantive application lodged under the Fast-track Approvals Act (FTAA). It documents the engagement undertaken by the applicant CDL Land New Zealand Limited (CDL) in preparing the proposal and outlines how consultation has informed the development design and supplementary technical assessments.

1.1. FTAA Requirements

Section 43 of the FTAA sets out the requirements for a substantive application. Section 43(2)(a) requires information relating to consultation undertaken in relation to the Application with reference to Section 13(4)(k) to Section 11 as if it were a reference to Section 29.

Section 29 of the FTAA requires that the applicant consult with the persons and groups referred to in s11 of the FTAA prior to lodging the substantive application. Section 11 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 mātaītai 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.*

CDL has undertaken consultation with the parties identified in Section 11 prior to lodgement.

The Applicant has also undertaken pre-lodgement consultation with potentially affected parties. Under clause 6(1)(e) of Schedule 5 of the FTAA, persons who may be affected by the proposal must be identified, and any response to the views of any such person must be provided. This Consultation Report sets out the persons identified as potentially affected and outlines the Applicant's response to the views received during the pre-lodgement consultation period.

1.2. Report Purpose

The purpose of this report is to provide an overview of the consultation undertaken by CDL prior to lodging the application. It identifies the parties engaged with, including potentially affected landowners, mana whenua, local authorities, and government agencies. It outlines the form of engagement and key outcomes. The report also explains how feedback received has informed the development of the Project. Its purpose is to demonstrate that consultation has been appropriately undertaken and to provide the Environmental Protection Authority (EPA) and decision-makers with a clear basis to assess the adequacy of that consultation.

This report broadly covers the key themes raised by the various stakeholders and provides a clear record of the engagement undertaken, including documented feedback provided as appendices to this report. Issues that have been raised by affected parties and stakeholders have been addressed comprehensively within the AEE and application technical reports.

1.3. Report Structure

To address the requirements of the FTAA and reflect the specific context of the Arataki Project, this report is structured as follows:

- **Consultation Overview Section** to set out the approach taken to consultation, identify the key stakeholders and affected parties, and summarise CDL's response process.
- **Stakeholder Specific Sections**, which summarise the engagement undertaken with each stakeholder and potentially affected parties. This includes:
 - Type of engagement undertaken
 - Key themes and concerns raised
 - How the feedback has informed the Project
- **Summary Tables** have been used where appropriate to outline consultation feedback alongside CDL's responses and any resulting outcomes. In some instances, summary tables have not been used where the nature of engagement or complexity of the feedback is more appropriately addressed through narrative discussion within the relevant sections.
- **Written Correspondence** is attached to the report, including emails, letters and meeting minutes, to provide decision makers with the full correspondence context.
- **Summary Section** to draw conclusions on key feedback and how consultation has influenced the final application.
- **Cross-referencing** – the report should be read in conjunction with the AEE and substantive Application technical reporting, as specific issues and design resolutions sought through the engagement process have been addressed in detail in those documents.
- Where **Appendices** are referred to, these are the Appendices to the Substantive Application.
- Where **Attachments** are referred to, these are the attachments specific to the Consultation Summary report (this document).

2.0 Consultation Overview

The consultation process for the Arataki Project has been designed to promote transparency, ensure that stakeholder feedback is meaningfully considered, and provide a level of engagement appropriate to each party's interest and potential involvement.

2.1. Consultation Approach

Consultation was undertaken through a range of methods, including in-person and online meetings, workshops, email correspondence, phone calls, and formal letters. The approach was tailored to reflect the nature and scale of each stakeholder's interest or the potential effects of the proposal.

A consolidated consultation record was developed to document all engagement activities, feedback received, and CDL's responses. This record was reviewed in detail by the wider Project team during a dedicated internal workshop. Each item of feedback was considered on its merits, with the Project team either:

- Discounting matters that were outside legislative requirements, the client brief, or project scope;
- Revisiting valid concerns but confirming, after further assessment, that no design changes were necessary; or
- Implementing design changes where concerns were practical to address or highlighted effects that warranted a design response.

Targeted and tailored engagement strategies were applied to each stakeholder group to ensure that their specific concerns were acknowledged and, where appropriate, reflected in the evolving project design.

2.2. Identified Stakeholders

In accordance with section 29 and section 11 of the FTAA, CDL and its Project team engaged with the following groups:

- **Local Authorities:** Hawke's Bay Regional Council (**HBRC**) and Heretaunga Hastings District Council (**HDC**)
- **Mana Whenua:** Ngāti Kahungunu, Tamatea Pōkai Whenua, Ruahāpia Marae, and Matahiwi Marae
- **Administering Agencies:** Ministry for the Environment and EPA
- **Other Central Government Agencies:** Ministry of Education and Ministry of Health
- **Potentially Affected Landowners:** Various landowners within proximity to the Arataki Site

2.3. Overview of CDLs Engagement for the Arataki Project

The objective of the consultation process was to outline the proposal and associated infrastructure, identify any site or locality-specific issues, and understand stakeholder expectations regarding information requirements.

A summary of engagement with each group is provided in **Table 1** below, with further detail in the sections that follow. The following sections provide a structured summary of

engagement, organised by stakeholder group, with supporting details in summary tables. All key feedback received, along with CDL's responses and additional commentary, is supported by correspondence, meeting records, and technical information. CDL's engagement approach has been varied and responsive, reflecting each party's level of interest, statutory role, or potential impact from the Arataki Project.

Following this pre-lodgement engagement carried out by CDL, it is acknowledged that once the Substantive Application is lodged with the EPA, under Section 53(2) of the FTAA, the Expert Panel must invite comments from persons listed in sections 53(2) (a) to (n). Additional comments may be received from any of the parties that are invited to provide comment, and all parties reserve the right to amend any position they have on the Application during the pre-lodgement engagement.

Table 1: Engagement Summary

Stakeholder	Overview of Engagement
Local Authorities	CDL has maintained ongoing engagement with both HDC and HBRC since the outset of the Project. This has included regular meetings, provision of draft documentation, and ongoing exchange of information via email and shared files to inform design development and technical assessments. Further details of Local Authority engagement is set out in Section 3 of this report.
Mana Whenua	Early informal engagement with Ngāti Kahungunu confirmed that local hapū should lead engagement. Tamatea Pōkai Whenua has facilitated this process on behalf of CDL. Representatives from Ruahāpia Marae and Matahiwi Marae participated in an initial onsite meeting. Ruahāpia Marae has continued to provide input, with a focus on stormwater quality and environmental outcomes. Further details of Mana Whenua engagement is set out in Section 4 of this report.
Potentially Affected Landowners	The level of engagement for the four distinct adjacent landowner groups identified in section 5 has varied. All potentially affected landowners were initially provided with a letter drop that included a high-level written description of the proposal and an indicative plan showing the development layout. Following this, consultation was undertaken through individual correspondence, email responses, and, where appropriate, in-person meetings. Further details of the landowner engagement approach is set out in Section 5 of this report.
Environmental Protection Agency	Engagement with the EPA has involved written correspondence and an online meeting to clarify the Fast-track application process, Expert Consenting Panel functions, and lodgement requirements. Further details of Central Government Agencies engagement is set out in Section 6 of this report.
Ministry for the Environment	MfE provided a written summary of matters to be addressed in the application, offering direction on key areas of focus under the FTAA framework. Further details of Central Government Agencies engagement is set out in Section 6 of this report.
Ministry of Education	An online meeting and supporting correspondence were undertaken to discuss projected school roll growth, school capacity in the area, and alignment with Ministry planning priorities.

Stakeholder	Overview of Engagement
	Further details of Central Government Agencies engagement is set out in Section 6 of this report.
Ministry of Health	Engagement has been undertaken with the Ministry of Health to discuss the the capacity of the local health services including GP access and proximity to hospital facilities in the Hawkes Bay Region. Further details of Central Government Agencies engagement is set out in Section 6 of this report.

3.0 Local Authorities

In meeting the requirements of s11(a) of the FTAA, CDL has had several pre-application meetings and written engagement with the HBRC and the HDC as set out below.

3.1. Hawkes Bay Regional Council

3.1.1. Engagement Process

CDL commenced formal engagement with HBRC in late February / early March 2025 to outline the Arataki Project, the anticipated scope of regional consents, and introduce the technical specialists contributing to the application. The initial online meeting set the foundation for ongoing consultation, which has focused on stormwater management, discharge matters, construction methodology, consent responsibilities, and technical input relevant to the regional consenting framework.

Following this initial meeting, further engagement was undertaken with HBRC's ecology specialists to confirm an appropriate approach to ecological assessment for the site. In response to their advice, the assessment methodology was amended to align with the expectations and recommendations of HBRC officers around fauna management and stream monitoring, ensuring consistency with regional requirements and best practice.

A follow-up meeting was held in early May 2025 to present the final draft design for the Project. This session provided HBRC with a comprehensive overview of the proposal, including the proposed engineering design, construction methodology, asset ownership, mana whenua engagement and likely consent matters.

Ongoing correspondence between HBRC and HDC has also taken place to clarify the ownership and management responsibilities for the watercourses involved in stormwater discharge. In June 2025, further correspondence focused on the interface with Hastings District Council's global stormwater discharge consent and the appropriate consenting pathway for the Arataki Project. This communication has been shared between HBRC and HDC and adopted into the proposed consent conditions.

CDL provided draft technical reports for the Project to HBRC for review ahead of lodgement. HBRC provided feedback on draft technical reports, which was shared with CDL's consultants to support the refinement of technical assessments.

A planning meeting was also held in June 2025 to confirm the applicable regional consents and to begin the discussion of draft conditions. HBRC shared example consent conditions used on comparable projects, which have guided CDL's preparation of a tailored set of draft conditions for the Arataki Project.

A full set of draft regional consent conditions was provided to HBRC in early July 2025 for review and comment with feedback received mid July 2025. Most amendments proposed by HBRC have been adopted, reflecting a collaborative approach to resolving consent matters. However, some suggested changes have not been taken forward where CDL has determined an alternative approach is more appropriate to achieve the desired Project outcomes. These differences have been documented as commented responses in the marked up Conditions Suite document at **Attachment 2** and will be addressed further through the post-lodgement process, if necessary.

3.1.2. Key Feedback Themes

Key matters raised by HBRC during the engagement period included:

- **Recognition of Existing Activities:** The need to acknowledge and consider the active discharge consents associated with Te Mata Mushroom Farm in proximity to the site.
- **Construction Methodology:** Emphasis on robust construction practices, including dust suppression, identification of fill locations, and the management of any potential contamination.
- **Water Source Protection:** Strong emphasis on protecting the underlying aquifer and maintaining the integrity of the aquitard, particularly given the site's location within a source protection zone.
- **Stormwater Discharge:** Confirmation that discharges will enter a HBRC-managed watercourse, with a need to ensure the appropriate regional consent pathway is followed and appropriate conditions adopted.
- **Ecology:** Appropriate design and reporting for water quality to protect stream health.
- **Consent Holder Responsibility:** Clarification was sought around the appropriate consent holder for the stormwater discharge authorisation post-vesting.
- **Conditions Development:** HBRC expressed a desire to be actively involved in the drafting and refinement of regional consent conditions.
- **Technical Review:** A request for early access to draft technical reports to support timely and informed feedback.

A summary of the feedback received from HBRC and the corresponding responses from CDL is provided in **Table 2** below. This table outlines how each matter has been considered and addressed through project design, technical reporting, or the development of proposed consent conditions.

All relevant email and meeting correspondence with HBRC is attached at **Attachment 1**.

Table 2: Hawke's Bay Regional Council Feedback and CDL Response

Item	HBRC Feedback	CDL Comments
Stormwater Design		
Meeting 6/03/25 HBRC Technical Experts	Initial Stormwater Advice Stormwater and flood management discussions confirmed that the site includes a modified natural waterway, which HBRC considers to be an HDC asset. HBRC advised that flood modelling in the area is still underway and unlikely to be completed in time for Arataki lodgement. The application should reference the Wairātahi Fast-track Project as a precedent and account for 80% of existing development flows in new modelling. Clarification is required in reporting around overland flow paths from the proposed stormwater pond, and consent implications for unzoned land must also be addressed.	The Stormwater Management Plan Flood modelling (Appendix 12) has been completed to account for 80% of pre-development flows. While HBRC's broader catchment modelling is not yet complete, our localised modelling demonstrates that the development will not exacerbate downstream flooding. The Wairātahi Project conditions have been used to inform the draft conditions prepared for the Arataki Project. Clarification regarding overland flow paths from the proposed stormwater pond is provided in the Stormwater Management Plan and Civil Drawings (Appendix 12 and 10). The watercourse has since been confirmed as a HBRC asset and addressed accordingly.
Email 23/06/25 [REDACTED]	Draft SMP Feedback The principle of the proposed design appears suitable for the subdivision development. There are some clarifications regarding the spillway design and downstream effects are required.	Noted. The Stormwater Management Plan (Appendix 12) has been updated to address the emergency spillway design and downstream effects.
Feedback on Draft Expert Reports	Emergency Spillway The emergency spillway needs to be designed in accordance with HBRC's Stormwater Management guidelines. Extract below: <i>"Emergency spillway</i> <i>The emergency spillway will convey flows beyond the service spillway's capacity. It should be designed to convey at least the 100-year storm with a freeboard of at least 300 mm.</i> <i>The emergency spillway should be located in natural ground and not placed on fill material unless it is armoured to prevent scour of the embankment. Operating velocities must be calculated for spillways in natural ground in order to determine the need for additional armouring. If the emergency spillway is placed on fill, the</i>	The Stormwater Management Plan (Appendix 12) has been updated to include an assessment on the emergency analysis, and it is confirmed that it does not activate under normal operating conditions. The assessment concludes that in this scenario, the 20m spillway will discharge flows out of the basin. It is designed as a precautionary safety feature with the likelihood of the basin embankment failing to be extremely low. Even in the very rare event that the spillway is activated, it has been engineered to safely convey flows in a controlled manner, without creating flooding or risk to downstream properties.

Item	HBRC Feedback	CDL Comments
	<i>embankment should be constructed higher than the final design to allow for settlement.</i> <i>In situations where embankment failure may lead to loss of life or extreme property damage, the emergency spillway must be able to:</i> <i>• Pass an extreme flood, which may be the Probable Maximum Flood (PMF), with no freeboard (after post-construction settlement) and with the service outlet blocked. The PMF is defined as the largest probable flood event that could occur at the site, or the theoretical upper limit to flood magnitude. The extreme flood (Q_v) is defined as detailed in NIWA Science and Technology Series No. 19, "A Guide to Probable Maximum Precipitation in New Zealand", June 1995. For high-risk dams discussion with the Hawke's Bay Regional Council is essential to determine the needed factor of safety.</i> <i>• Pass the full Q_{IV} (the 1% AEP event flow) assuming the service spillway is blocked with at least 0.5 metres of freeboard (after construction settlement)."</i> From the information provided once the emergency spillway is activated water will flow from the spillway in an uncontrolled fashion across Brookfield Road. Additional information is needed to understand the downstream effects.	
	Recommended Consent Conditions Given relevance of sediment to the catchment, we'd expect a condition of consent be imposed requiring the consent holder to provide an ESCP for certification prior to construction commencing	Consent conditions (Appendix 9) include Erosion and Sediment Control Plan and CEMP requirements.
Civil Works		
Meeting 6/03/25 HBRC Technical Experts	Source Protection Zone The site is located within a Source Protection Zone, which has implications for water quality management. HBRC confirmed that the proposal must address the requirements of the National Environmental Standards for Sources of Human Drinking Water (NES-DW), including Regulation 12.	The source protection zone has been considered in the design, and the AEE and various technical reports prepared to support the Application. Care has been taken to ensure that the development does not impact local water quality.

Item	HBRC Feedback	CDL Comments
Initial Advice	Earthworks Approximately 14,000m ³ of earthworks are proposed as part of the development, including the formation of the stormwater pond, which is intended to be lined. Known areas of contamination have been identified and are isolated on-site, with appropriate management measures proposed to address these during construction.	Earthworks and site contamination have been addressed comprehensively in the Infrastructure Report (Appendix 11) and Contamination Reports (Appendix 20 & 21) submitted with the Application.
	Dust Management Dust is recognised as a significant environmental effect for earthworks projects in the region. HBRC advised that appropriate dust management conditions should be included in the consent to ensure effects are minimised. It was also clarified that a separate water take may be required specifically for dust suppression purposes, and this will need to be addressed as part of the application.	A comprehensive CEMP (Appendix 11) has been prepared for the Project. A water take consent (using impounded water on site) is sought for dust suppression purposes during the construction phase. In the alternative, water will be sourced from the HDC water cart.
	Bores The presence of legacy wells on the site was noted and will require proper decommissioning. An infrastructure report will be prepared to support this process. CDL to review relevant planning rules to confirm whether any consents are required for the decommissioning works.	All matters raised in relation to legacy wells have been addressed. The Infrastructure Report (Appendix 11) proposes a decommissioning approach for the wells. Decommissioning is a permitted activity under the applicable planning rules, and no additional consents are required. This has been clearly outlined in the supporting application documents.
	Public Transport Potential bus stop locations on Arataki Road can be considered and incorporated into the development layout to support future public transport.	Provision for future bus stops on Arataki Road has been incorporated into the road design (Civil Drawings Appendix 10). Space has been set aside within the road corridor to accommodate future public transport infrastructure, supporting long-term accessibility and network integration.
Meeting 06/05/25 HBRC Technical Experts	Dust Management Dust has been a problem in the district for construction sites adjacent to residential areas. Plan to use impounded water for dust suppression. In alternative, watercart will be used from HDC source. HBRC also recommended looking into silt fences.	A water take consent is sought during the construction period to take impounded water from stormwater runoff. This water will be used to control dust, and in the alternative consented HDC source will be used. A dust management strategy is set out in the CEMP (Appendix 11) and appropriate conditions proposed as part of this application.
	Fill Site	It is planned to use CDL's Middle Road site as the tipping location. This site is consented to receive fill.

Item	HBRC Feedback	CDL Comments
Feedback on Draft Proposal	CDL have a fill site that they plan to use for the construction period. Confirm the location in the application	Consent conditions (Appendix 9) have been included which address the removal of Fill from the Arataki site.
	Flood Modelling No recent HBRC flood modelling has been undertaken for the stream. Work currently being undertaken won't be ready in time for lodgement date. The Hazard Portal has most up to date relevant information that can be used.	Noted. While HBRC's broader catchment modelling is not yet complete, our localised flood modelling (Appendix 12) demonstrates that the development will not exacerbate downstream flooding.
	Semi Confined Aquifer HBRC identified local issues with semi-confined aquifer encountered on Te Mata Mushrooms site; Havelock North Inquiry (water quality); source protection zone. Woods to consider these in the application material.	Investigations to date show that proposed site earthworks will not go deep enough to encounter groundwater or the aquitard. The stormwater basin will be deepest works on the site, and it is proposed to line the basin. This has been addressed in the Infrastructure Report (Appendix 11) and Geotech Investigation Report (Appendix 16) provided with the application.
Transport		
Meeting 13/02/25 Joint HDC & HBRC Transport Officers Initial advice	General Design Several general transport considerations raised relating to the proposed road layout and functionality. These included the importance of designing for service redundancy, providing footpaths on both sides of the street, considering the needs of future residents, ensuring appropriate lighting, and reviewing the Arataki Road–Brookvale Road intersection, which may present future operational or safety issues.	CDL has considered these transport-related design matters in the development layout. The roading design includes provision for footpaths on both sides of the streets, integration of street lighting, and a layout that responds to residential needs and safety. Service corridors have been planned with redundancy in mind, and the Arataki–Brookvale intersection has been assessed in the Integrated Transport Assessment (ITA) (Appendix 18) confirming safe operation of this intersection.
	Public Transport Considerations HBRC noted that a new public transport plan for Havelock North is currently being developed and will go out for consultation later this year. A main trunk route is proposed to begin at the Havelock Bell Tower, with potential extensions including a bidirectional route along Arataki Road and possibly Brookvale. Arataki Road was identified as a key corridor, and the Project team was advised to consider indicative bus stop locations in the design. While the inclusion of bus stop infrastructure in the initial development is not required, allowances should be made for future provision. HBRC recommended integrating bus stops into on-street parking areas and road	CDL has considered future public transport integration as part of the road network design and has identified indicative locations for future bus stops along Arataki Road. These locations are coordinated with pedestrian connections and reflect likely catchment areas to maximise accessibility. While formal bus stop infrastructure will not be installed by the development, space has been reserved within the cross section to accommodate it in the future. This approach ensures flexibility for network planning while supporting long-term accessibility for residents. CDL remains open to ongoing coordination with HDC as public transport planning progresses.

Item	HBRC Feedback	CDL Comments
	landscaping, while also considering likely user groups, such as elderly residents, and ensuring bus stops are well connected to the pedestrian network. HDC tools like Remix could be used to assess walkable catchments and demand.	
	Process and Other Matters Given the tight Fast-track application timeframes, HBRC encouraged early and ongoing collaboration to ensure sufficient comfort with the design prior to submission. HBRC requested early circulation of plans and welcomed further meetings. Specific design matters raised included ensuring appropriate streetlight placement to avoid conflicts with trees and to support street naming and CPTED outcomes. HBRC also noted that bus route consultation is expected around April, with Havelock North routes still to be finalised.	CDL has supported early and collaborative engagement through ongoing meetings and provision of draft documentation in advance of lodgement. Design coordination has been collaborative to ensure the engineering design is sound.
Ecology - Water		
Meeting 6/03/25 HBRC Technical Experts	Ecology The site is identified as having a high potential for sediment generation, requiring careful consideration of both localised and downstream effects on the receiving stream environment. General stormwater discharge controls will apply, and the application must address vegetation removal and replanting requirements in accordance with HBRC guidelines. Ecological reporting is expected to confirm compliance with relevant guidance and any consent requirements. A meeting with HBRC's ecological expert is to be arranged to further refine the scope and expectations for ecological reporting.	A meeting has been held with HBRC's ecology experts, and their advice has directly informed the scope and content of the ecology assessment. The Ecology Report (Appendix 19) has been completed and provided in support of the application. It addresses sediment generation, downstream effects, vegetation removal and replanting and an overall effects assessment.
Meeting 18/03/25  Scientist Water	Maungateretere Stream The Maungateretere Stream receiving environment is modified and has reduced existing ecological function. Work has been undertaken on this catchment to enhance its function, including holding water through dry periods.	The Project will employ best practice stormwater measures across the site. This includes a dry basin for detention, stormwater proprietary devices, rain gardens and pipe network. A Stormwater Management Plan (Appendix 12) has been prepared for the application. This includes commentary on first flushing events, heavy metals / contaminants. Monitoring is proposed in the consent conditions (Appendix 9) to ensure stormwater management systems are functioning in accordance with targeted outcomes.

Item	HBRC Feedback	CDL Comments
Quality & Ecology	Sample Sites The ecological report should include samples in the watercourse where the discharge point is proposed to provide up-to-date data.	Additional sampling has been undertaken and discussed within the Ecology Report (Appendix 19) to address the feedback raised.
	Water Monitoring Include assessment on the benefits of pre and post monitoring of water quality.	This has been captured in the Ecology Report (Appendix 19), Stormwater Management Plan (Appendix x) and consent conditions (Appendix 9).
Email 23/06/25 Collated HBRC Technical Response to Draft Reports	Ecological Effects The assessment concludes that ecological effects will be “Very Low” or “Negligible,” I think that somewhat downplays the degraded state of the receiving environment. The tributary to the Mangateretere Stream, which will receive stormwater from the development, is already well below national bottom lines for macroinvertebrates (MCI-sb scores of 44-57). Describing it as having “low sensitivity” misses the point that the system is already under pressure and has limited resilience to further impact.	The Ecology Report (Appendix 19) has been updated to reflect the feedback here and provides commentary on the receiving environment.
	Catchment Health Under PC9, catchments below bottom line should be on a trajectory of improvement. HDC suggested reinforcing sediment control during development and construction as a key mitigation and possibly clarifying expectations around their contribution to overall catchment health.	A comprehensive CEMP (Appendix 11) is proposed as part of the development. This captures sediment and erosion methodologies, dust management, etc. A full suite of consent conditions (Appendix 9) are also proposed for sediment control, works in accordance with CEMPs, etc to address this feedback.
	Sedimentation HDC noted that the development proposes a reasonably good stormwater treatment for water quality (e.g., rain gardens), but sediment remains a likely stressor for the downstream macroinvertebrate community, and kōura (found at the downstream site) are sensitive to sediment.	The development is supported by a comprehensive Stormwater Management Plan (Appendix 12), which adopts a treatment train approach to ensure high levels of water quality treatment. Stormwater from Sub-catchment B will pass through a proprietary treatment device either the Atlan Baffle Box (70% TSS removal) or the Hynds Up-Flo Filter (90% TSS removal) or similar, prior to entering the stormwater basin. The basin itself has been designed to enhance treatment, including a shaped internal swale that provides additional polishing prior to discharge. This multi-stage treatment approach is intended to achieve total suspended solids (TSS) removal exceeding the HBRC minimum standard of 75%, thereby minimising sediment load and helping to protect sensitive downstream ecological receptors such as macroinvertebrate communities and kōura. Final device selection will be confirmed

Item	HBRC Feedback	CDL Comments
		through detailed design, but in all cases, sediment treatment will be prioritised and fully compliant.
	TANK Plan Change To clarify regarding the TANK plan change, in particular, target attributes of schedule 26 (being the freshwater quality objectives) is a matter of control/discretion for stormwater discharges so we expect to see detail how the proposal contributes towards those targets.	Water quality is comprehensively addressed in the Assessment of Environmental Effects (AEE), Ecology Report (Appendix 19) and Stormwater Management Plan (Appendix 12). The Ecology Report has been updated to reflect this feedback on the TANK plan change. A best practice stormwater management system is proposed, and a Stormwater Monitoring Strategy is proposed as a consent condition (Appendix 9) to address the water quality attribute targets.
Ecology – Terrestrial		
Meeting 20/03/25  Scientist – Terrestrial Ecology	Bats Primary concern is potential for bat roosting in macrocarpa trees. Trees need to be checked before they are felled.	This has been addressed in the Ecology Report (Appendix 19). A preliminary Fauna Management Plan (FMP) has been prepared which recommends that trees are checked for roosting bats prior to felling. A consent condition is proposed requiring works in accordance with the FMP. Noted that there are only several macrocarpa trees on the wider site extent.
	Herpetofauna Discussed pasture removal. Recommended that a management plan address how to vacate lizards from the area, particularly with pasture disturbance. Example approach provided including pre site clearance measures.	This has been addressed in the Ecology Report (Appendix 19). A preliminary Fauna Management Plan (FMP) has been prepared which sets out a site management / habitat disturbance approach prior to bulk earthworks commencing. A consent condition is proposed requiring works in accordance with the FMP.
	Birds No real issues raised. Recommended that timing of tree removal works avoided around nesting season.	This has been addressed in the Ecology Report (Appendix 19). A preliminary Fauna Management Plan (FMP) has been prepared which recommends that trees are checked for native bird nests prior to felling. A consent condition is proposed requiring works in accordance with the FMP.
	Fauna Management Plan Discussed including elements from above matters in overall site management plan for fauna.	A preliminary Fauna Management Plan (FMP) has been prepared in response to this recommendation . A consent condition is proposed requiring works in accordance with the FMP.
Planning		

Item	HBRC Feedback	CDL Comments
Meeting 6/03/25 HBRC Technical Experts	Consent Requirements An overview of the likely consents required for the Project was discussed, including those relating to stormwater discharge and a temporary water take for construction activities. The implications of the TANK Plan Change, which now holds legal effect, were also noted as requiring consideration in the assessment and consenting strategy.	The relevant consenting matters have now been addressed in the Application AEE, including the stormwater discharge and water take components. The modified stream has been confirmed as an HBRC asset, and this has been reflected in the Application reports. The Application also considers the TANK Plan Change provisions, with relevant consent matters incorporated into the AEE.
Meeting 06/05/25 HBRC Technical Experts	Works in Watercourse Noted that Rule 71 will also apply for works within 6m of a watercourse in the flood control scheme area	The Application AEE has been updated to address this as a consent matter. Technical reports have provided the necessary assessment of effects.
	Existing Air Discharge Consents HBRC advised to be aware of the Te Mata Mushrooms discharge consent which has an expiry date of 2039 and address in application. Noted that existing permit has restrictions around odour and noise and significant works would need to be undertaken to the facility to bring this up to standard	The Application AEE has been updated to provide further assessment around the existing air discharge consent associated with 174 Brookvale Road. Consultation has also been undertaken with the landowner and addressed in section 5.3 of this Report.
	Draft Expert Report Reviews HBRC would find it useful to be provided with the following reports ahead of lodgement to provide feedback.	Draft technical reports and drawings were provided to HBRC prior to lodgement and early feedback has been received and incorporated into the Application documentation.
	Draft Conditions Review Provide draft conditions for review.	Draft consent conditions were provided to HBRC for review prior to lodgement, and early feedback addressed accordingly in updated conditions.
	Provision of Information CDL to contact HBRC once the application is lodged and provide a OneDrive link to the documentation	The HBRC will be provided with a link to all Application documentation when the application is lodged with the EPA.
	Consent Holder Status Confirm who the consent holder will be for the SW discharge device.	Confirmed that the ultimate consent holder for the discharge consent will be HDC following a period of monitoring and proving by CDL. This has been confirmed by way of email with HDC and communicated to HBRC officers. See below.

Item	HBRC Feedback	CDL Comments
Email 23/06/25 ██████████ ██████████ Feedback on Draft Expert Reports	Consent Holder Status If the ownership of the consent will remain with CDL (and not be transferred to HDC), either TANK Rule 22 or 25 may be the applicable stormwater discharge rule. However, ownership of the consent may be something to think about, especially in relation to ongoing maintenance during the consent lifetime (and any subsequent renewals). If the consent is to be transferred into HDC's ownership, TANK Rule 23 as a controlled activity for the stormwater discharge may be applicable.	A follow up meeting was held on 25/06/25 with HBRC's ██████████ to discuss the consent holder status of the proposed discharge consent. Further correspondence has since been had with HDC in relation to their global network discharge consent. Confirmation was received from HDC on 25/06/25 that either: • The entirety of the site discharges, including the discharge location, will fall under the forthcoming HDC network discharge consent; or • In the event that it is not able to do so, the consent holder will transfer to HDC after an agreed 12 month timeframe following monitoring and proving period. Conditions of consent (Appendix 9) are proposed to capture this approach.
	Stormwater Consent Matters It is not clear what stormwater rule consent is being applied for under therefore, feedback on the expert reports is limited to general matters. You've noted correctly that Rule 71 for the outlet structure will be applicable.	A follow up meeting was held on 25/06/25 with HBRC's ██████████ to walk through the proposed consent matters associated with the proposed development. From this discussion, an updated Regional Consent Matters table is submitted with the Application (Appendix 9).
Email 23/06/25 ██████████ ██████████ Senior Consents Planner	Consent Examples HDC provided examples of recent regional consents for structures within a stream and stormwater discharges of varying scales to inform consent conditions development for the Arataki Project. This included CDL's recent Iona development conditions.	Example consent conditions have been helpful to informing the refinement of the consent conditions package associated with the regional consents. These are included in the conditions suite (Appendix 9) submitted with the Application.
Meeting 25/03/25 ██████████ ██████████	Consent Matters Clarification is requested on the application of consent matters to the proposal, including interpretation of the TANK plan change provisions.	An updated Regional Consent Matters table has been prepared and submitted with the Application (Appendix 8).
	HDC Global Network Discharge Consent	We have received correspondence from HDC who are awaiting advice on whether it is possible to include the entirety of the Arataki Project discharges under their global

Item	HBRC Feedback	CDL Comments
Senior Consents Planner	HDC is in the process of preparing an application to renew their global discharge consent. Need to understand how CDL proposal ties in with this consent.	network discharge consent. HDC advised that that there are two possible consenting pathways and there will be a solution. Consent conditions (Appendix 9) have been adopted to provide for flexibility in this regard.
	Consent Surrender Discussed consent conditions in relation to surrendering the consent should the entirety of the proposal's discharges be captured by the global consent.	The consent conditions (Appendix 9) includes an option to surrender the consent should the global HDC network discharge consent include the entirety of the site's stormwater discharges under its consent framework.
	Consent Holder Transfer CDL will need agreement in writing from HDC to transferring consent holder to them.	HDC have agreed to have consent holder transferred to them post a monitoring and proving period of 12 months. This is addressed in the proposed consent conditions (Appendix 9) and HDC email correspondence has been provided directly to HBRC.
Email 14/07/25 [REDACTED] [REDACTED] Conditions Review	Conditions Review Provided marked up version of conditions suite recommending changes to align with HBRC expectations.	Confirmed acceptance of most recommended changes and opted to retain some CDL condition wording where this was more conducive to Project outcomes. Conditions review document with HBRC feedback and CDL responses included as at Attachment 2 .
Mana Whenua Engagement		
Meeting 06/05/25 HBRC Technical Experts	Additional Engagement CDL should contact Te Tai Whenua o Heretaunga and Ngāti Kahungunu Iwi Authority as part of their stakeholder engagement	Noted that early conversations were held with Ngāti Kahungunu who directed CDL to engage with local Hapu (see Section 4.0 of this Report). Ngāti Kahungunu were contacted again in June 2025, and a project update and plans were provided. No additional correspondence received.

3.1.3. Summary

Engagement with HBRC has played a valuable role in shaping the Arataki Project. Feedback received from HBRC has directly informed the identification and application of regional consent requirements, helped confirm the appropriate consent pathways, and guided the scope and content of supporting technical reports. Their input has highlighted key environmental considerations including dust management, aquifer protection, and the importance of maintaining the integrity of the source protection zone. These have accordingly been addressed through refinements to the project design and construction methodology.

HBRC's collaboration with HDC has also been instrumental in clarifying the ownership and management responsibilities of the receiving watercourse, and in progressing a workable approach to determining the appropriate consent holder for the stormwater discharge consent. Additionally, the provision of example consent conditions from comparable projects has been particularly helpful in shaping CDL's draft conditions, ensuring alignment with regional expectations. This collaborative and solutions-focused engagement has contributed to a more robust and responsive application.

3.2. Hastings District Council

3.2.1. Engagement Process

CDL has maintained ongoing engagement with HDC since the early stages of the Arataki Project when it was initially proposed as a plan change application. Engagement has included:

- Pre-application meetings
- Workshop
- Written correspondence
- Sharing of draft materials for early feedback

An overview of this engagement is provided in the below sections. A comprehensive table of all HDC feedback and CDL's response to each matter raised is provided in **Table 3** below. All relevant email and meeting correspondence is attached at **Attachment 3**

3.2.1.1. Initial Plan Change Engagement (August 2024 – Late 2024)

Engagement with HDC began in August 2024 when CDL initiated discussions regarding a potential private plan change for the Arataki site. Initial meetings were held with HDC's policy planning team to understand the appropriate process, technical requirements, and planning context for the proposal.

Initial concept plans were developed to identify site constraints and opportunities and inform structure planning. A meeting was held with HDC officers in September 2025. This explored:

- A potential recreational trail through the HDC owned reserve along the eastern boundary, connecting to Arataki Road.
- Use of the Reserve as both a public access link and rural buffer extending along the CDL site boundary through to the south.
- Opportunities to extend the existing bus route further up Arataki Road.
- Early iwi and hapū engagement. HDC directed CDL to engage with Tamatea Pōkai Whenua.
- The application of the National Policy Statement – Highly Productive Land (NPS–HPL) was discussed, including the need to address potential loss of productive soils.
- HDC identified likely technical experts for assessment spanning planning, engineering, stormwater, transport, and urban design.
- Reverse sensitivity effects on neighbouring rural and productive land were identified as a key issue, with HDC recommending a robust buffer to align with recent planning approaches.

During this period, CDL became aware that the site had been listed as a Deferred Project under the FTAA, prompting consideration of an alternative consenting pathway.

3.2.1.2. Transition to Fast-track Pathway (January 2025 – Ongoing)

In January 2025, CDL confirmed its intention to proceed with the Arataki Project via the FTAA. This was promptly communicated to HDC and marked a shift in engagement focus from structure planning to supporting a comprehensive consent application.

Technical engagement intensified at this stage, with CDL's consultants meeting or corresponding directly with HDC's infrastructure and Transportation teams to confirm design inputs, servicing assumptions, and network capacity. This collaborative engagement allowed for upfront resolution of infrastructure-related matters and ensured that the design was informed by accurate, locally held information.

A key milestone was the multi-disciplinary project workshop held on 6 May 2025. CDL's key technical specialists presented the final draft proposal to HDC officers across planning, policy, transport, parks, stormwater, infrastructure, and mana whenua matters. Key themes discussed included:

- Reverse sensitivity along the rural interface, including the former Te Mata Mushroom site, Shaggy Range and the Olive Grove.
- The ability to include the Shaggy Range driveway in the development / future proofing.
- Medium density development (Lot Type 2) and preference for this to be located adjacent to areas of amenity.
- Play along the way spaces and the ability to be involved in their final design and placement.
- Stormwater management strategy, including discussion around the proposed dry basin and potential rain gardens to address mana whenua feedback.
- Mana whenua engagement to date and follow up with parties who haven't responded.
- EPA timeframes and how early information sharing with HDC can assist in achieving good project outcomes.
- Options for retaining or removing existing gum trees in the Council reserve.
- The proposed Residential Development Framework (**RDF**) and how it will be applied and consented across unzoned land.

Following the workshop, CDL's Project team took on board the feedback provided at the workshop and endeavoured to address the key matters raised. CDL's response to the matters raised in the workshop is included in **Table 2** below.

3.2.1.3. Technical Reports / Conditions Review

CDL provided HDC with a full suite of draft technical reports and drawings for review prior to lodgement. Written feedback was received from several disciplines. In response, CDL has either updated assessments and design documents or, where feedback was not adopted, provided a clear explanation supported by technical or planning reasoning.

Further engagement with HDC technical experts has helped resolve how stormwater discharge responsibilities would be managed between HDC and HBRC, including long-term ownership of assets and consent holder arrangements.

HDC also contributed to the development of the RDF and proposed consent conditions, offering detailed input on how the framework should align with the HDP provisions. While there is a preference to adopt the provisions of the existing HDP residential zones for the residential development of the site, HDC officers have contributed to shaping the RDF provisions.

Consent conditions have been informed by the previous Wairātahi Fast-track application as requested by HDC. HDC have reviewed the draft conditions and provided detailed feedback. While CDL has not adopted all suggested changes, the majority have been incorporated, with

any points of difference addressed through supporting rationale and technical justification. These differences have been documented as commented responses in the marked up Conditions Suite document at **Attachment 4** and will be addressed further through the post-lodgement process, if necessary.

Overall, this collaborative and iterative engagement process has helped shape a more refined, context-responsive application that integrates local expectations while remaining consistent with the FTAA framework.

3.2.1.4. Future Development Strategy

As part of early engagement, CDL was made aware that HDC were preparing to notify the Draft Future Development Strategy (**FDS**). CDL prepared a submission in November 2025 to support a greater housing yield and a faster delivery timeframe for the Arataki site. The notified version of the FDS identified the site for approximately 110 dwellings and categorised it as medium–long term project timeframe. CDL’s submission sought:

- An increase in yield to up to 200 dwellings, to better reflect the proposed development layout, efficient use of finite housing land, and infrastructure capacity; and
- A shift in project timing to short–medium term, given the intention to proceed under the Fast-track pathway.

The matter was subject to formal hearings. The independent hearings panel accepted CDL’s submission, resulting in the site being included in the FDS for up to 200 dwellings and brought forward to short–medium term development status.

3.2.2. Key Feedback Themes

Throughout the engagement process, HDC raised a range of strategic, planning, and technical matters relevant to the assessment of the Arataki Project. These matters were discussed across multiple emails, meetings and workshops and further elaborated through written feedback on draft documentation. The key themes are summarised below, with detailed responses provided in **Table 2**.

3.2.2.1. Reverse Sensitivity Effects

Reverse sensitivity has been a principal concern for HDC throughout the engagement process. HDC raised concerns that the proposed 10-metre buffer to neighbouring rural properties may not be sufficient to avoid adverse effects or complaints from future residents. Specific sites of concern include:

- **Brookvale Business Hub (former Te Mata Mushrooms site):** Ongoing light industrial use and active discharge consents require careful interface management.
- **Shaggy Range Dog Daycare:** Concerns over compatibility with residential development if a buffer is not maintained.
- **Olive Grove (southern boundary):** Strong feedback that more separation is needed to manage odour, noise, and operational effects.

HDC has recommended a greater setback of 30m to manage interface risks and HDP integrity.

3.2.2.2. Open Space and Reserve Integration

CDL originally proposed a recreational trail through the reserve connecting to Arataki Road as part of its structure planning exercise. However, with the shift to a fast-track consent, and limited authority and traction with the trail idea (given shared path on Arataki Road), CDL

revised the scheme plan to remove the trail and instead incorporated a stormwater dry basin in the northern part of the site and incorporation of walking routes within the streetscape and public accessways. HDC feedback has been generally supportive of the updated approach, which includes:

- A grassed kick-around space for informal community use when not in flood.
- A walking loop around the basin's perimeter.
- Planting and landscaping to soften edges and improve amenity.
- Public accessway connections through the internal development to enable connection through to the reserve.

HDC is still to confirm its position on the large gum trees within the adjoining reserve, however this sits outside the scope of this Application.

3.2.2.3. Infrastructure and Stormwater Management

Ensuring integration with council's existing and future networks, confirming design capacity, compliance with the HDC Engineering Code of Practice (**ECoP**), and resolving long-term maintenance responsibilities was a key outcome of early and ongoing discussions with HDC officers.

In terms of stormwater, the key issues have related to sound design to address potential downstream effects, management and cost of proposed vested infrastructure, and the discharge location and ownership of the unnamed stream. More recently, discussions have focused on identifying the appropriate consent holder and the potential inclusion of the discharge within HDC's global consent. HDC engineers have provided helpful and constructive input throughout the Project.

3.2.2.4. Residential Development Framework

Council has in principle supported the bespoke RDF approach to address the unzoned land, but raised a number of detailed concerns:

- RDF provisions should better reflect the structure of the Hastings District Plan (**HDP**) and reflect the Plan Change 5 standards for the Lot Type 2 medium density sites.
- Recommendations that outdoor living provisions and other design controls align with existing zone standards.
- Clarification needed to ensure the RDF does not inadvertently omit consent pathways for activities such as signage, home occupations, and ancillary structures.

HDC also noted broader concerns around how the RDF will be implemented through the consent notice process and its ability to ensure good design outcomes over time. Concern raised around whether approach would be cumbersome for future processing planners.

3.2.2.5. Density and Layout

HDC raised concerns about the location and appropriateness of Lot Type 2 lots within the development. While CDL has proposed standalone dwellings on smaller lots (300–400m²), HDC questioned whether these lots are in areas of sufficient amenity and walkability.

3.2.2.6. Transport and Connectivity

Clear mandate to ensure that all roading infrastructure is constructed in accordance with HDC ECoP and that conflict between competing facets of the development (i.e. landscaping and street infrastructure) is avoided.

3.2.2.7. Mana Whenua Engagement

Ensuring appropriate recognition of cultural values and alignment with HDC's expectations for iwi and hapū input.

Table 3: Hastings District Council Feedback & CDL Response

Item	HDC Feedback	CDL Comments
Planning		
Email 06/09/24 Initial Advice	Draft FDS In response to CDL's query around ability to provide information prior to notification, HDC advised that while additional information is welcome, the Draft Future Development Strategy (FDS) cannot be amended while the Joint Committee (JC) meeting remains open. Any updates to dwelling numbers or development staging will need to be actioned either through a formal JC meeting motion or during the notification phase.	The procedural limitations regarding FDS amendments were noted. A formal submission was made through the FDS notified process. Refer to commentary in Section 3.2.1.4 of this Report.
Workshop 6/05/25 HDC Officers	Lot Type 2 – Medium Density HDC recommended that Lot Type 2 development be located adjacent to areas of amenity to support liveability and walkability outcomes. CDL clarified that the proposed Lot Type 2 typology comprises standalone dwellings of 1–2 storeys on slightly smaller lots (300–400 m ²), rather than attached housing. HDC encouraged further consideration of lot placement relative to open space and key movement routes.	The location of the Lot Type 2 lots within the development has been further considered by the Project team in response to this feedback. A comprehensive discussion on the placement of these lots is contained within Section 13.4.3 of the AEE outlining the reasons for the lot arrangement which have been dictated by a number of factors including the location of existing intersections, size of the pond, resulting block pattern and amenity outcomes.
	Outdoor Living Space and MDRS Wording HDC recommended that outdoor living space provisions in the RDF align with those in the existing residential zones. HDC also advised that if any Medium Density Residential Standards (MDRS) are adopted for Lot Type 2, they should use the exact wording from Plan Change 5, given the extensive scrutiny these provisions have already undergone through the recent plan change process.	In light of this feedback, CDL has updated the RDF (Appendix 14) provisions to ensure better alignment with existing zone standards for outdoor living spaces as much as possible. Where MDRS provisions are adopted, the wording has been revised to reflect the HDP, maintaining consistency and reducing interpretation issues during implementation. There are a couple of instances where a deviation is proposed from the HDP provisions. These are captured in the RDF Comparison Table (Appendix 8) and commentary around the departure from standard is provided.
	Consent Pathways and RDF Coverage HDC raised concerns that the drafted RDF may inadvertently omit important consent pathways, such as provisions for home occupations, associated signage, and relevant definitions. HDC recommended reviewing the RDF to ensure it comprehensively provides for typical residential activities.	CDL has reviewed and updated the RDF to ensure it includes clear consent pathways for standard residential activities, including home occupations, signage, earthworks, noise, and other ancillary uses. Definitions have been aligned with the HDP to ensure consistency and support effective implementation.
	Alternative RDF Implementation Approach HDC queried whether it may be more efficient to rely on the existing HDP	CDL has considered HDC's feedback and undertaken an internal review of the RDF implementation approach. While the bespoke RDF remains preferred to provide site-

Item	HDC Feedback	CDL Comments
	provisions or utilise a waiver of resource consent, rather than introducing a new RDF framework. HDC noted past challenges with implementing covenant-based approaches in other developments and encouraged CDL to consider whether a more straightforward consenting mechanism could be applied.	specific design direction and address urban design outcomes sought by the development, CDL has amended the RDF to align more closely with existing HDP provisions and reduce complexity. The intention is to retain the RDF approach rather than rely on the HDP provisions completely.
	Pre-lodgement Coordination Agreed approach ahead of lodgement to provide access to expert report drafts, regular updates on the expected lodgement date, and an advance OneDrive link to the full Application package. This is intended to support HDC's internal coordination and ensure sufficient time for document review once the EPA statutory timeframe commences.	CDL committed to an open communication approach with HDC prior to lodgement. Early access to draft material was provided to facilitate a smooth review process and enable HDC officers to prepare efficiently for the post-lodgement phase given the strict timeframes of the EPA process.
Email 6/05/25 Workshop Feedback	Consent Notices HDC provided CDL with the standard reverse sensitivity consent notice wording typically applied to new residential development adjoining productive rural land. The notice outlines restrictions on future residents from taking action against lawful rural operations.	CDL has reviewed and largely adopted the standard reverse sensitivity consent notice wording provided by HDC in the proposed conditions suite (Appendix 9).
	Intensive Rural Production zone HDC confirmed the relevant HDP provisions for new residential activities within Intensive Rural Production (IRP) zones, including maps showing the applicable areas.	The AEE has been updated to address this as a consent matter in the Application and appropriate assessment has been undertaken.
Email 3/07/25 Feedback on Draft Conditions	Heritage From the draft conditions review, a query was raised regarding the requirement to photograph the mid-20th century packing shed located on the subject site. Applicant queried whether this has been requested by Heritage New Zealand Pouhere Taonga (HNZPT), as this requirement was not noted in any pre-application discussions.	An initial Archaeologist who was involved in the project felt that there was heritage value in one of the packing sheds on the property. The new archaeologist we have involved in the project has a different view that there is no particular heritage associated with this building. We have agreed the pathway of taking some photos and recording the heritage. This has not been asked of by HNZ. There is no need for this building to be protected or scheduled.
	RDF	The Draft RDF has since been provided to HDC for review and comment.

Item	HDC Feedback	CDL Comments
	HDC queried whether the RDF document has been finalised, noting it was not included in the material provided. It was suggested that reviewing the RDF alongside the draft conditions would be helpful.	
Email 24/06/25 Feedback on Draft Expert Reports	Shaggy Range Access While outside the control of CDL, HDC strongly encourage continued discussions with adjoining landowners in regard to providing linkages through the Shaggy Range access. Even the opportunity to provide walking/cycling linkages through this access would help prevent there being an isolated pocket of land to the south that does not relate to the remainder of the development. Would CDL provide an option which provides a future proof concept which may allow for such a link in the future, on the premise that situations may change once development occurs across the early stages.	CDL acknowledges the value of improved connectivity in this location and agrees that facilitating a pedestrian and/or cycling link through the Shaggy Range access would enhance integration and permeability within the wider development. While physical access is currently outside of CDL's ownership and control, discussions with the adjoining landowners are ongoing. To support future connectivity should circumstances change, the scheme plan includes provision for a potential future public accessway corridor through Lots 97 and 89. This approach future-proofs the development layout without relying on immediate agreement, while maintaining flexibility to adapt over time as neighbouring development evolves. Further commentary is provided in the Urban Design Assessment at Appendix 13.
Email 14/07/25 Conditions Review	Conditions Review Provided marked up version of conditions suite recommending changes to align with HDC expectations.	Confirmed acceptance of most recommended changes, and opted to retain some CDL condition wording where this was more conducive to Project outcomes. Conditions review document with HDC feedback and CDL responses included as at Attachment 4 .
Reverse Sensitivity		
Workshop 6/05/25 HDC Officers	Rural Interface Buffer HDC raised concerns about the proposed 10 m rural–urban interface, noting that a 30 m setback is typically preferred to manage reverse sensitivity effects. HDC advised that this reduced buffer would need to be carefully justified in the Application.	CDL acknowledges the preference for a wider rural–urban setback and has revisited this matter considering these comments and those received from the Olive Grove. Reverse sensitivity effects are comprehensively assessed in the AEE and Acoustic Report (Appendix 23), with rationale provided for the proposed interface treatment based on site context and best practice mitigation. In summary, it is considered that the 10m buffer remains appropriate in this context. The buffer treatment design has been updated, however, to include shelter belt

Item	HDC Feedback	CDL Comments
		planting and an acoustic fence along the southern boundary to provide further mitigation at this interface.
	Former Te Mata Mushrooms Site HDC noted that existing discharge consents remain active on the former Te Mata Mushrooms site (expiring 2039), and that a temporary consent is in place for light industrial tenancies. Given this context, the application should address reverse sensitivity effects on these activities. HDC also advised that any new residential activities within the adjoining Intensive Rural Production zone will require consent.	CDL has comprehensively assessed reverse sensitivity effects on the former Te Mata Mushrooms site to address this feedback (refer to Section 13.3 of the AEE). This includes an assessment of the consent status of the neighbouring site and location within the Intensive Rural Production zone. Any potential effects are appropriately managed through interface treatments and conditions.
	Olive Grove Reverse Sensitivity Council noted the potential for reverse sensitivity effects on the adjoining Olive Grove operation. HDC also noted that the landowners had requested their site be removed from the FDS, despite it previously being identified for future urban use under HPUDS.	CDL acknowledges the sensitivity of the rural urban interface with the Olive Grove and has been in correspondence with the landowner's agent in recent weeks. The owners have raised reverse sensitivity as their key issue and have requested a 30m wide landscaped buffer interface. CDL has revisited the buffer interface design in response to this feedback. The proposal is to retain the 10m wide buffer, however, additional mitigation measures are put forward including full shelter belt planting along the southern boundary, an acoustic fence and no-complaints covenants. A comprehensive assessment in relation to reverse sensitivity effects at this interface is contained in Section 13.3 of the AEE.
	No Complaints Covenant / Reverse Sensitivity Notice HDC will provide a copy of an existing no complaints covenant or reverse sensitivity consent notice for consideration.	A copy of the consent notice example was received, and this has been incorporated into the proposed conditions of consent (Appendix 9).
Email 24/06/25  Feedback on Draft Expert Reports	Reverse Sensitivity HDC continue to have concerns around the development's ability to address reverse sensitivity concerns to the East and the South. Reverse sensitivity from adjoining plains production zones is, and continues to be, a significant issue when managing urban growth in the District. Rural production, particularly activities related to orcharding create a multitude of effects that are not entirely compatible with adjoining residential. These include but are not limited to noise, spray drift and effects of buffer planting (like shelterbelts). Our current approach is to aim to provide a 30m buffer between residential and plains production,	Applicant Response – Reverse Sensitivity CDL acknowledges HDC's concerns regarding reverse sensitivity, particularly in relation to the adjoining Plains Production zoned land to the east and south of the site. These matters have been carefully considered throughout the design process. While the final layout does not include the full 30m separation preferred by HDC, the proposed 10m buffer, combined with a comprehensive interface treatment and supporting consent conditions and technical reporting, is considered an appropriate and effective response in the context of this site. Further detail on how reverse sensitivity has been addressed is provided in Section 13.3 of the AEE, including justification for the

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	which is usually achieved by a mixture of roads, setbacks and infrastructure corridors and detention basins. This is embedded in our plan under Section 7.2.5G (b). Whilst HDC note the limitations due to the shape of the site, and that CDLs have provided a 10m setback from boundaries with a landscaping buffer, we still hold concerns that this will be able to provide long term protection against the effects of reverse sensitivity. Further to this, we are concerned around the long-term maintenance of such planting buffers as part of a covenant proposal. In summary, and preferred method for dealing with conflict between the urban/rural interface is to provide appropriate buffers through greater distance, preferable 30m, rather than relying on no complaints covenants and planting which in some circumstances have limited effect, and may put at risk future rural uses for neighbouring sites.	proposed buffer and how it appropriately manages potential effects while enabling efficient use of the land.
Transport		
Email 7/02/25 ■■■■■ Initial Advice	Services in Berm A key aspect of any roading cross-section is the need to ensure that services within the back berm can be accommodated as per Drawing C6 of the HDC ECoP 2020.	The roading cross-sections proposed for the Arataki development ensure compliance with the HDC ECoP in relation to servicing. This consideration will also be carried through to the detailed engineering design phase.
Meeting 13/02/25 Joint HDC & HBRC Transport Officers Initial advice	General Design Several general transport considerations raised relating to the proposed road layout and functionality. These included the importance of designing for service redundancy, providing footpaths on both sides of the street, considering the needs of future residents, ensuring appropriate lighting, and reviewing the Arataki Road–Brookvale Road intersection, which may present future operational or safety issues.	CDL has considered these transport-related design matters in the development layout. The roading design includes provision for footpaths on both sides of the streets, integration of street lighting, and a layout that responds to residential needs and safety. Service corridors have been planned with redundancy in mind, and the Arataki–Brookvale intersection has been assessed in the ITA (Appendix 18) confirming safe operation of this intersection.
	Public Transport Considerations HDC noted that a new public transport plan for Havelock North is currently being developed and will go out for consultation later this year. A main trunk route is proposed to begin at the Havelock Bell Tower, with potential extensions	CDL has considered future public transport integration as part of the road network design and has identified indicative locations for future bus stops along Arataki Road. These locations are coordinated with pedestrian connections and reflect likely catchment areas to maximise accessibility. While formal bus stop infrastructure will

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	including a bidirectional route along Arataki Road and possibly Brookvale. Arataki Road was identified as a key corridor, and the Project team was advised to consider indicative bus stop locations in the design. While the inclusion of bus stop infrastructure in the initial development is not required, allowances should be made for future provision. HDC recommended integrating bus stops into on-street parking areas and road landscaping, while also considering likely user groups, such as elderly residents, and ensuring bus stops are well connected to the pedestrian network. HDC tools like Remix could be used to assess walkable catchments and demand.	not be installed by the development, space has been reserved within the cross section to accommodate it in the future. This approach ensures flexibility for network planning while supporting long-term accessibility for residents. CDL remains open to ongoing coordination with HDC as public transport planning progresses.
	Arataki/Brookvale Intersection and Frontage Treatment HDC discussed recent speed surveys on Brookvale Road, which recorded 85th percentile vehicle speeds of 54–57 km/h. In response, a gateway treatment is proposed to reinforce this shift in character and support a reduction in speed. HDC supported the inclusion of kerb and channel and gateway treatment to emphasise the urban setting and manage perceptions of speed.	CDL has incorporated kerb and channel and gateway treatments along the Brookvale Road frontage to reflect the changing land use character and provide visual cues of urbanisation. These elements are intended to support traffic calming and improve safety, particularly at the Arataki/Brookvale intersection. Design details of the gateway treatment will be developed with HDC as part of detailed engineering design.
	Development Intersection Placement and Design Layout HDC advised that the proposed intersection layout is generally supported. The primary intersection with Arataki Road will be a standard crossroads layout, with side roads give-way controlled. Arataki Road will retain priority. Visibility concerns were raised regarding the dog-leg design of Te Hopura Place, although no major issues are anticipated given projected traffic volumes. HDC noted that Brookvale Road will function as the primary strategic route, with Arataki Road as a secondary connector.	CDL has designed the internal intersection layout to align with HDC standards, prioritising safety and functionality. The crossroads are aligned and lightly trafficked, with appropriate give-way controls. Visibility around Te Hopura Place has been reviewed to ensure compliance with sightline standards. The design acknowledges the strategic role of Brookvale Road, with no operational concerns identified. Full details are included in the ITA (Appendix 18).
	Shared Path HDC supported the inclusion of a shared path but emphasised the importance of ensuring user safety, particularly at vehicle access points. Concerns included the potential for vehicle crossings and reversing movements over the path. It was suggested that design responses could include open or low front fencing and maintaining clear intervisibility. HDC also advised that the existing berm width along Arataki Road could assist in mitigating these risks and recommended aligning the proposed treatment with the established street layout for visual and functional consistency.	CDL acknowledges the importance of shared path safety and has incorporated measures into the design to minimise conflict with vehicle movements. This includes maintaining adequate berm widths, applying front fencing controls, and ensuring clear sightlines. The path design aligns with the existing Arataki Road layout to provide a consistent and safe experience for all users. These measures are addressed in the ITA (Appendix 18).

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	Traffic Calming HDC officers supported the proposed short street layout and recommended incorporating traffic calming features to reinforce a low-speed environment. Suggested measures included introducing kinks in straight roads, narrowing road widths through buildouts, and using contrasting paving materials, particularly at intersections, to signal residential character and discourage through traffic. These elements will help create a safer environment for all road users and support the intended function of the local street network.	CDL has adopted a traffic-calming approach within the road layout, including short block lengths, horizontal deflections, and narrowed carriageways where appropriate. Intersection treatments are proposed to reinforce the residential setting and reduce vehicle speeds. These design elements are addressed in the ITA (Appendix 18) and reflected in the Civil Drawings (Appendix 10).
	JOAL Standards and Northwestern Cul-de-sac HDC confirmed that JOALs servicing more than four dwellings in Havelock North should be designed to a 6m width in accordance with engineering standards. Regarding the northwestern cul-de-sac, HDC supported a bespoke design provided it accommodates an 8m rigid truck to complete a safe U-turn without requiring a three-point manoeuvre. Avoiding reversing movements is preferred to minimise operational and safety risks, especially given infrequent (approximately two per day) service vehicle trips.	CDL has designed JOALs in accordance with the HDC ECoP, ensuring a 6m width where required. The northwestern cul-de-sac has been tailored to accommodate an 8m rigid truck turning movement without the need for reversing. These requirements have been confirmed through vehicle tracking assessments in the ITA (Appendix 18) and Civil Drawings (Appendix 10).
	Refuse and Servicing Access HDC advised that refuse trucks can only enter private lanes where there is agreement and sufficient space. It was noted that modern residents expect door-to-door collection services. The Project team confirmed that vehicle tracking has been undertaken to ensure adequate space for passing and servicing vehicles. HDC also highlighted the importance of maintaining operability of roads during servicing works, with the back berm providing essential space for service maintenance and minimising disruption.	The layout supports safe and efficient servicing access. Vehicle tracking in the ITA (Appendix 18) has confirmed that JOALs can accommodate necessary manoeuvres. Back berms have been incorporated to facilitate service maintenance without compromising road function.
	Vehicle Tracking HDC requested that vehicle tracking assessments be undertaken using an 11m rigid truck to ensure safe access and turning movements within the development. Key considerations include verifying that service vehicles can navigate through the site safely, particularly in the presence of parked vehicles, to avoid operational conflicts.	The Project team has undertaken vehicle tracking in the ITA (Appendix 18) using an 11m truck as requested. This assessment confirms that truck access and turning movements can be safely accommodated throughout the site, with appropriate design provisions to allow clearance past parked vehicles.

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	Process and Other Matters Given the tight Fast-track application timeframes, HDC encouraged early and ongoing collaboration to ensure sufficient comfort with the design prior to submission. HDC requested early circulation of plans and welcomed further meetings. Specific design matters raised included ensuring appropriate streetlight placement to avoid conflicts with trees and to support street naming and CPTED outcomes. HDC also noted that bus route consultation is expected around April, with Havelock North routes still to be finalised.	CDL has supported early and collaborative engagement through ongoing meetings and provision of draft documentation in advance of lodgement. Design coordination has been collaborative to ensure the engineering design is sound.
Workshop 6/05/25 HDC Officers	JOALs JOALs serve a dual purpose, providing both vehicle access and shared amenity space. For wider JOALs, HDC advised that design must accommodate access for fire and rubbish trucks.	The wider JOALs have been designed to ensure they meet access requirements for service and emergency vehicles. Refer to the ITA (Appendix 18) for vehicle tracking assessments.
	Lighting Address conflict between lighting and street tree locations. Tree species to ensure that shading / CPTED issues do not arise. Lighting to take precedence.	The lighting layout has been prioritised in the roading cross-sections and landscape plans, with street tree species and placement selected to minimise conflict and shading. The detailed design phase will confirm final alignment.
	Pedestrian crossings Location of street trees to be located on departure side of pedestrian crossings to avoid visibility issues	Street tree placement near pedestrian crossings has been reviewed to ensure clear sightlines on departure sides. The detailed design phase will confirm final alignment.
	Draft Reports Draft Transport Report to be provided to Council for early feedback.	Draft reports were provided to HDC for early feedback prior to the lodgement of the Application.
Email 15/05/25 ■■■ ■■■■■	Transport Feedback from Workshop Most things have been covered from the Transportation side of things. The streetlighting design will dictate where the street trees should be placed. In terms of the JOALs, while they are private, the layouts lend themselves to wider	The lighting layout has been prioritised in the roading cross-sections and landscape plans, with street tree species and placement selected to minimise conflict and shading. The detailed design phase will confirm final alignment. Standard street lighting is proposed for the JOALs that are adjacent to the public accessways to reflect HDC feedback.

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Workshop Feedback	public access. Accordingly, streetlighting similar to that used for the public pedestrian links is to be used rather than bollard lighting.	For the internal JOALs, bollard lighting is proposed to provide a preferred level of residential amenity lighting for these private spaces which don't have public access.
Civil Engineering / Stormwater		
Meeting 13/02/2025 HDC Engineers Technical Engineering Initial meeting	Discharge HBRC's standard of 75% Total Suspended Solids (TSS) removal was confirmed as the benchmark for quality treatment. HDC also raised questions regarding the preferred receiving stream for discharge and who would ultimately be responsible for the ownership and maintenance of those streams.	The stormwater management strategy for the Arataki Project has been designed to meet or exceed HBRC's quality treatment standards, including the 75% TSS requirement. The north east stream (Maungateretere Stream tributary) has been selected as the receiving stream for discharge. HBRC have been confirmed as asset owners and appropriate consents are sought through the Application.
	Pre-Development Discharge The Hawke's Bay Waterways Guidelines require that, in the absence of a catchment study and where downstream flooding is an issue, post-development peak discharge should be limited to 80% of pre-development peak discharge in the 100-year event. HDC noted that any change to Overland Flow Path (OLFPP) discharge points will require clear demonstration of no adverse effects. TP108 unit hydrograph methodology was confirmed as the preferred modelling approach.	The Stormwater Management Plan (Appendix 12) flood modelling has adopted the 80% peak discharge reduction requirement for the 100-year event, in accordance with the HBRC requirements. All modelling has been undertaken using the TP108 unit hydrograph method. The Application includes a comprehensive assessment demonstrating that any relocation of OLFPP discharge points will not result in downstream adverse effects.
	Climate Change HDC confirmed that climate change projections for stormwater modelling are to be based on RCP 6.0.	The stormwater modelling for the Arataki Project has been undertaken using RCP 6.0 climate change projections.
	Arataki Road SW Connections HDC advised that connections to the HDC's stormwater network on Arataki Road do not require additional water quality treatment.	Despite not requiring water quality treatment, through consultation with mana whenua, the stormwater design has been developed to include water quality treatment through rain gardens for the Arataki Road sub catchment.
	Wetlands HDC noted that the proposed inclusion of three wetlands appears acceptable in principle, subject to maintenance considerations. Groundwater is understood to be approximately 5 metres below ground level, based on previous geotechnical	The stormwater design originally incorporated wetlands to provide water quality treatment and detention benefits, with the configuration and maintenance approach informed by both HBRC and HDC guidance.

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	reporting. The design must address how flows will be managed through the wetlands during summer dry periods. HDC also queried the appetite for Gross Pollutant Trap (GPT) device maintenance if a dry pond is proposed.	However, through the detailed design phase, it was determined that a single dry basin was the preferred option to address local conditions and the specific design requirements of the development. A GPTs has been included to assist with pre-treatment, and maintenance responsibilities and accessibility have been considered in line with best practice. Further detail is provided in the Stormwater Management Plan at Appendix 12 .
	Catchment Wide Modelling HDC advised that any available catchment-wide stormwater modelling should be confirmed directly with HBRC, as HDC does not hold this information.	HBRC does not have catchment wide modelling available. Therefore, site specific stormwater modelling for the Arataki Project has been prepared to support the development (Appendix 12).
	Overland Flow Paths HDC indicated a preference for maintaining existing flow paths and patterns and requested that CDL demonstrate how proposed discharges replicate existing hydrology. Overland flow path (OLFP) and flood modelling will be required for Arataki Road to confirm that no additional downstream risk will result from the development. HDC also noted that it holds a network discharge consent.	The Stormwater Management Plan (Appendix 12) includes modelling that demonstrates the proposed discharge strategy including existing hydrology, overland flow paths and confirms that the development does not increase downstream flood risk. Consideration of the existing network discharge consent has also been taken into account in the reporting and design.
	Wastewater HDC confirmed that a critical flow assessment has been completed for wastewater servicing. Upgrade works are planned and expected to be live by the end of 2025. HDC requested confirmation that the development can be serviced via gravity.	The Infrastructure Report (Appendix 11) confirms that the development can be fully serviced via gravity. This has been reflected in the civil design. CDL will continue to coordinate with HDC to ensure timing of connections aligns with the planned 2025/26 upgrade.
	Water Supply HDC were asked to provide pressure and flow information from the Water Supply Model for the area, including whether a sensitivity check has been completed. A request was also made for pressure/flow information specific to the existing pipeline on Arataki Road. Further information was sought regarding existing services, especially water supply depths and any as-built information relating to the existing bore.	Further information provided by HDC has informed the water supply design for the development to ensure an accurate design response to the local network conditions.

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	Discharge from Lots HDC confirmed that stormwater from lots is proposed to discharge to the kerb.	Lot stormwater discharge will be directed to the kerb, consistent with HDC's requirements.
Email 27/02/25 Andre Magdich Detailed Design Queries	Does HDC have a preference for which of the two streams the discharge go to? Looking at the Lidar data and the natural overland flow, the subject site is discharging to the closer stream. Please confirm with your analysis. Looking at the HBRC Hazard map that is showing flooding within the stream, I would suggest you emphasise how your development will not increase the flooding for the downstream properties. We would like to avoid any claim in the future that your discharge causes any flooding downstream.	CDL has confirmed the discharge point at the unnamed watercourse northeast of the site adjacent to 163 Brookvale Road. Comprehensive stormwater design and flood modelling has been undertaken in the Stormwater Management Plan (Appendix 12), which demonstrates no increase in downstream flooding. The design ensures that peak flows are attenuated in the dry basin.
	Who maintains / owns the discharge streams? It appears that this drain is not part of the HDC network. Also, HBRC GIS is showing as not their asset. Advice sought from senior staff who might have some institutional knowledge regarding the drain. I would assume that standard discharge to the watercourse applies, and this would be the HBRC domain of consenting	Based on advice from HDC and HBRC, the drain does not appear to be formally maintained by either council but has been confirmed to fall within the jurisdiction of HBRC through later correspondence. As such, regional consent is sought from HBRC for stormwater discharge.
	What is HDC appetite for GPT device maintenance for a dry pond? From HDC point of view maintenance and maintenance cost would be driving factors for any structure. There is limited guidance under the HDC ECoP and HBRC Waterway Guidance and we can accept the Auckland GD examples.	HDC's preference for low-maintenance structures has been adopted in the design response. The proposed GPT devices for the dry pond have been assessed with maintenance requirements and cost in mind. In the absence of specific local guidance, Auckland Council's guidance documents have been referenced and adapted to suit the HDC context. Maintenance procedures are clearly set out in the Stormwater Management Plan and O&M documentation (Appendix 12).
	Is sediment drying within the forebay an acceptable substitute to sediment drying area? Sediment drying within the forebay is an acceptable solution, but it will need to be specified in the Stormwater Management Plan how will this operate. If you can quantify the expected sediment volume, how will this be taken off-site without dragging muddy water over the roads, etc.	The designed dry basin uses a proprietary device in place of a forebay, and sediment and debris are captured by the device. This is detailed in the Stormwater Management Plan (Appendix 12) and its Attachment E. Maintenance of the proprietary device is by vacuum truck.

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	Copy of HDC network discharge consent provided. There is a new application for global consent. Attached is the current consent.	Noted and addressed elsewhere in this table.
	Confirmation that WW can be serviced via gravity flows. Fatal flaws assessment for the installation of an RTC has been completed and there are no fatal flaws. We need to have the RTC operative and install a level sensor in the lowest Romanes Drive MH to confirm network performance matches modelled outputs, however, from the information we have at hand, we don't anticipate any issues.	Section 224c approval for the development is contingent on the RTC works being undertaken by HDC. Conditions of consent (Appendix 9) are proposed in this regard.
	Pressure and flow information for existing pipeline on Arataki Road. HDC has some data on the watermain for Arataki Rd and screenshot attached. HDC is looking to drop the pressure in the future to what level it is unknown at this moment. Suggested using 500kPa for any calculations.	CDL has adopted a 500kPa design pressure for the Arataki Road watermain as recommended by HDC.
Meeting 28/03/25 HDC Engineering Team Detailed Design Queries	Servicing Strategy The proposed servicing strategy for rear lots includes underground stormwater laterals connecting to the public stormwater network via manholes in JOALs. This approach avoids kerb outlets for rear lots. HDC has reviewed a sketch of this arrangement and confirmed it is acceptable, including for the two problematic JOALs.	CDL has adopted the servicing approach discussed with HDC, using underground laterals to connect rear lot stormwater to public manholes within the JOALs. This arrangement has been incorporated into the engineering design and is reflected in the Civil Drawings (Appendix 10).
	Brookvale Road SW Alignment HDC requested further discussion on the stormwater alignment along Brookvale Road, particularly noting that the outlet point is now proposed on the northern side of the road. A sketch of this revised arrangement was reviewed during discussions. HDC is seeking to understand CDL's design intent and has expressed interest in what their own preferred design solution should be for outlets discharging to streams.	The design has now been confirmed to discharge stormwater to the unnamed watercourse within the road reserve on the northern side of Brookvale Road (adjacent to 163 Brookvale Road driveway). A scruffy dome outlet structure is proposed with rock rip rap protection to slowly release water from the attenuation basin. Full design detail is shown on the Civil Drawings (Appendix x) and assessed in the Infrastructure Report (Appendix 11).

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	SW Asset Ownership HBRC have advised that the drain proposed for discharge is not within their ownership or maintenance responsibilities and is likely a HDC asset. HDC have confirmed it is not their asset either and consider it to be a rural drain with no nominated discharge point. HBRC and HDC have agreed to discuss further and confirm responsibilities. HDC to investigate the potential to include the discharge point in their Network Discharge Consent (NDC).	The asset responsibility has since been clarified. The watercourse is the responsibility of HBRC, and appropriate regional consents will be sought for stormwater discharge to the stream. Discussion below talks to the potential inclusion of the site and discharge point with the HDC global NDC.
	Network Discharge Consent and Regional Consent The Arataki site falls within the HDC Network Discharge Consent (NDC) area, but the proposed discharge point is not currently included. HDC is renewing its NDC and may include the site, but not the discharge point. As a result, CDL will need to apply to HBRC for a regional consent for the diversion and discharge of stormwater. CDL has asked whether HDC's preference is for the discharge to be included in its NDC or for CDL to proceed with a separate consent. There was also a discussion around aquitard risks during construction of the SW basin, which will need to be addressed with HBRC.	CDL has since had discussions with HDC and HBRC regarding the stormwater discharge consents for the site. HDC are investigating whether the entirety of the site discharges can be covered by the HDC global NDC. In the meantime, CDL have proceeded with a discharge consent application and have proffered consent conditions (Appendix 9) that enable an either or option, with a surrender condition should the entirety of the site be adopted into the global consent. The basin design and construction methodology has been developed to avoid any potential aquitard effects.
	Lighting HDC confirmed that standard street lighting is required for public walkways. Bollard lighting is not permitted in public spaces under the HDC ECoP.	CDL has amended the design to include standard street lighting in public accessways, and our lighting design will comply with HDC's CoP requirements.
	Earthworks Noted that there is an overlap between HDC and HBRC for earthworks consenting. Water take for dust suppression: CDL will need to arrange a use card from the Napier Road intake,	CDL acknowledges that HDC and HBRC both have responsibility for earthworks management, and will ensure effects such as dust, noise, and construction traffic are appropriately addressed in the management plans provided in the Infrastructure Report (Appendix 11). A temporary watertake from impounded water on site is sought for dust suppression, but in the alternative, a card will be sought from the Napier Road intake.

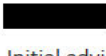
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	Management Plans: HDC expects the application to include standard plans such as a CEMP and CTMP. These should address: • Effects of earthworks (e.g. dust, sediment, noise) • Construction of the pond • General construction traffic and staging Stormwater: HDC confirmed no treatment is currently provided under their existing Network Discharge Consent (NDC) for Brookvale Road, and no SW upgrades are planned. However, CDL's site is included in the draft NDC refresh.	We understand there is currently no stormwater treatment under the existing HDC NDC for Brookvale Road and no upgrades planned, but we note the site is included in HDC's draft NDC. Refer to discussion elsewhere in this table regarding stormwater discharge from the site and inclusion in the global NDC.
	Water Supply and Hydrant Testing HDC confirmed that the proposed design parameters and resulting flows provided by CDL are acceptable. Hydrant testing data near the site may be available. If additional testing is needed, Woods can request this through HDC.	CDL acknowledges HDC's confirmation that the proposed design parameters and resulting flows are acceptable. Existing hydrant testing data has been reviewed and addressed where required.
	O&M Manuals HDC does not have specific templates for pond or tree pit O&MMs. Woods may use either the Auckland Council draft O&MM templates or their own templates, provided they are adapted to reflect HDC-specific requirements.	CDL has used Auckland based O&MM templates (modified as necessary).
Email 9/04/25  Asset ownership	Asset Responsibility Confirmation HDC facilitated a discussion with HBRC to clarify responsibility for the modified watercourse adjacent to the Arataki site that the stormwater discharges are proposed to. HDC and HBRC confirmed that the watercourse falls within the Karamu and Tributaries Scheme and is subject to TANK Rule 71 and falls within the responsibilities of HBRC. Relevant correspondence between HDC and HBRC has been provided for reference.	CDL acknowledges the confirmation that the watercourse is within the remit of HBRC and the Karamu and Tributaries Scheme and subject to TANK Rule 71. The Application has been prepared accordingly, and appropriate consent pathways have been identified and addressed in the supporting technical documentation.

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Workshop 6/05/25 HDC Officers	Arataki Road Swale Removal HDC noted that the proposed removal of the swale along Arataki Road will need to ensure that there are no adverse effects on neighbouring properties on the western side of the road.	CDL has considered potential effects associated with the removal of the Arataki Road swale and confirmed through design and the Stormwater Management Plan (Appendix 12) that there will be no adverse impacts on adjacent properties.
	163 Brookvale Road – Flooding Perception Council highlighted that the residents at 163 Brookvale Road are likely to be concerned about the potential for flooding on their property. It was recommended that this issue be addressed with care and clarity, particularly as future responsibility for the stormwater system will rest with HDC.	CDL acknowledges this concern and has addressed it directly within the Stormwater Management Plan (Appendix 12). Further, a meeting was held with the adjacent residents to understand their concerns and discuss existing flooding effects. Technical modelling confirms that the proposal will not result in any increased flooding risk to 163 Brookvale Road. Clear explanation has been provided to demonstrate that effects are no worse than existing, and in fact, are improved through the introduction of the attenuation basin.
	Stormwater Discharge Outlet – Construction Considerations HDC recommended that the application include details on how the stormwater discharge outlet will be constructed, including timing of works, traffic management measures, and reinstatement of any affected driveways.	CDL has addressed these matters in the Infrastructure Report (Appendix 11) and a proposed CEMP and related conditions (Appendix 9). These details ensure that potential disruption is minimised and managed appropriately during construction.
	Stormwater Strategy – Options Assessment HDC requested that the application outline the range of options considered for the site’s stormwater strategy, including dry basin versus wetland solutions, geotechnical constraints, aquifer accessibility, dual-purpose design functionality, and landscaping integration.	CDL has included a summary of the stormwater strategy options assessment within the Stormwater Management Plan (Appendix 12). The preferred dry basin approach reflects site constraints and opportunities, geotechnical restrictions, lack of aquifer access, local weather conditions, and the ability to provide dual stormwater and open space functions. Landscaping has been integrated to ensure amenity, and alternative options were evaluated and discounted based on site-specific constraints.
	Sediment Control – Construction Outlet HDC requested clarification on where the outlet for sediment control will be directed during the construction phase and recommended this be addressed in the Infrastructure Report.	CDL has included details within the Infrastructure Report (Appendix 11) and Civil Drawings (Appendix 10) identifying the temporary outlet location for sediment-laden water during construction and a CEMP.
	Sub-catchment A – Water Quality Treatment While no treatment is currently required for Sub-catchment A discharges on Arataki Road, CDL explored tree pits and raingardens in response to water quality	CDL has included rain gardens for Sub-catchment A in the final design and included additional detail in the Stormwater Management Plan (Appendix 12) on the feasibility,

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	concerns raised by Ruahāpia Marae. HDC requested further detail on the design and maintenance requirements of any proposed raingardens to inform decisions around their inclusion and associated costs.	design, and maintenance of raingardens. This information is also intended to provide further detail to HDC on ongoing maintenance responsibilities.
	Water Quality Monitoring In response to concerns raised by Ruahāpia Marae, CDL has investigated the establishment of a site-specific water quality monitoring programme to confirm the long-term performance of stormwater discharges. HDC noted that no existing monitoring frameworks are currently in place within the District. CDL has developed a draft strategy outlining how monitoring will be undertaken, including proposed parameters, frequency, and timing.	CDL is committed to implementing a water quality monitoring programme for the development and has provided details of the proposed strategy in the Stormwater Management Plan (Appendix 12). A suite of conditions (Appendix 9) are also proposed to clearly set out how monitoring will be undertaken, including proposed parameters, frequency, and timing.
	Stormwater Management Plan (SMP) Review HDC requested the opportunity to review the full Stormwater Management Plan (SMP) to gain a comprehensive understanding of the proposed stormwater strategy for the site prior to lodgement.	CDL has provided a copy of the draft Stormwater Management Plan to HDC for review prior to lodgement.
Email 09/05/25  Wastewater Capacity Improvements	Wastewater Capacity in Havelock North Existing capacity issues in the Romanes Drive area are due to: - Overestimated peaking factors in the hydraulic model. - Limited operational understanding of the high-level weir (RTC) in the Napier Road diversion chamber. The RTC weir was setting the hydraulic grade line too high, leading to surcharging and overflow. Model adjustments and manipulation of the weir height have now eliminated overflows for both current and future development scenarios.	Noted. Discussed further below.
	Proposed Upgrade Works HDC has identified that the weir (RTC) height within the Napier Road diversion chamber governs the drainage limitations of the Romanes Drive wastewater network. The RTC is designed to activate during high flows, splitting discharge	Noted. Discussed further below.

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	between two trunk mains. However, its current height has been limiting system efficiency. To address this, HDC has: - Completed a wastewater servicing strategy for the broader Brookvale development area, including hydraulic modelling. - Developed a technical memorandum recommending an optimal weir height that maintains a 500mm freeboard in the lowest manhole on Romanes Drive under ultimate development conditions. - Undertaken a site visit and fatal flaws assessment to evaluate the condition and suitability of existing infrastructure, and to identify future upgrades needed for the RTC. - Progressed to the draft stage of the Process & Instrumentation Diagram (P&ID) for the RTC, which is currently awaiting approval.	
	Upgrade Works Timing HDC has confirmed they have budget this financial year for design which is on track. They also have budget next year for procurement and installation, noting this is a priority project and it will get done next financial year.	CDL acknowledges HDC's commitment to delivering the Romanes Drive wastewater upgrades as a priority project, with installation scheduled for the 2025/26 financial year. This timing aligns well with the Arataki Project staging, and CDL will continue to coordinate closely with HDC to ensure servicing capacity is available in accordance with our development programme. A condition of consent (Appendix 9) has been proffered to ensure that wastewater discharges only commence once network capacity associated with the upgrade works is available.
	Capacity for the Arataki Project HDC has confirmed that the Arataki development site has been included in their most recent wastewater modelling (April 2024 Brookvale Sewer Impact Assessment). The model accounted for a maximum of 232 lots (to Manhole ID 400018). This was treated as an intensive, worst-case development scenario to ensure the capacity assessment was conservative.	CDL acknowledges and appreciates HDC's inclusion of the Arataki development site in the April 2024 Brookvale Sewer Impact Assessment. The allowance for 232 lots provides confidence that the proposed 171 residential lots can be readily accommodated within the existing network following HDC's planned upgrades. CDL will continue to liaise with HDC to align development staging with the delivery of these network improvements.
Email 12/05/25 	Stormwater Feedback from Workshop HDC noted no major concerns with water supply and wastewater servicing, confirming existing infrastructure is largely available. The main outstanding items relate to external stormwater management. Two key issues were identified:	CDL's stormwater engineers have prepared detailed modelling to assess the implications of closing the Arataki roadside swale and discharge of flows to the Crombie Drain tributary. The modelling confirms that the proposal will not worsen flooding for adjacent or downstream properties. These outcomes are documented in the Flood modelling within the Stormwater Management Plan (Appendix 12). The

Item	HDC Feedback	CDL Comments
Workshop Feedback	- The proposed closure of the Arataki Roadside swale, and the potential effects on properties along Arataki Road. - The proposed discharge to the Crombie Drain tributary and potential downstream effects. HDC indicated that broader catchment issues would fall under HBRC's jurisdiction. HDC noted that these matters would need to be supported by flood reporting, which was still in progress at the time.	Project integrates multiple stormwater management features, including on-site detention and treatment, to improve water quality and flow control beyond minimum requirements and regional consents are sought.
	Wastewater Feedback from Workshop HDC confirmed that internal wastewater infrastructure is appropriately designed, with capacity checks completed and grades exceeding 1%. A few internal drops were noted but not considered problematic. External wastewater servicing capacity has also been confirmed as sufficient.	Noted.
	Water Feedback from Workshop HDC advised that internal water servicing is straightforward and that external network capacity is available to service the development.	Noted.
	Internal Stormwater Feedback from Workshop HDC confirmed that internal stormwater management is looking appropriate. The majority of the site drains to the internal stormwater pond, with a low-maintenance sediment separator proposed upstream, which was considered acceptable.	Noted.
	Dry Basin Feedback from Workshop HDC's Engineering team considered the proposed stormwater pond to be straightforward and acceptable from a servicing perspective. It was noted that Parks and Reserves may have additional feedback regarding its general use and integration into public space.	Noted. The stormwater basin has been designed to balance engineering functionality with open space amenity.
Email 26/05/25	Pavement Finish	Noted. CDL is open to further discussion on this matter during the detailed design Engineering Approval phase.

Item	HDC Feedback	CDL Comments
 Detail Design	HDC confirmed that the HDC ECoP (Detail C6) specifies a <i>light broom finish</i> for footpaths. While Detail C7 allows for asphaltic concrete, standard concrete, and interlocking pavers in shared facilities, it does not specify a finish for concrete surfaces. As this is considered a road asset, the matter has been referred to HDC's roading manager for formal input.	
Email 17/06/25  Feedback on Draft Reports	Review of Draft Reports HDC's infrastructure team reviewed the latest infrastructure and stormwater reports and confirmed that there are no further comments at this stage that cannot be addressed later in the process. It was noted that the 100-year event flood modelling shows some internal road flooding with a hazard rating of H2 (moderate hazard) in accordance with the Australian Rainfall and Runoff Manual (2016). HDC ECoP only provides guidance up to the 50-year event, and the matter may warrant further discussion.	Noted.
Email 25/06/25  Global Consent Advice	Consent Holder / Global HDC Consent HDC advised that alignment of the Arataki discharge point with Council's global consent is being investigated, with discussions scheduled with their consultant. If alignment proves unfeasible or timing misaligns, HDC is open to accepting a handover of CDL's HBRC SW discharge consent at an agreed time. A 12-month (four seasons) proving and monitoring period starting from 224c (final stage, if staged) is recommended prior to handover. Either which way, a clear consenting pathway forward is available.	CDL acknowledges and appreciates HDC's constructive approach to integrating the Arataki Project's stormwater discharge with their global NDC consent. Conditions (Appendix 9) have been drafted to provide for either alignment with the HDC global consent or, if not feasible, a consent holder transfer process at a mutually agreed time. These include a 12-month proving and monitoring period commencing from 224c (or the final stage where the site is staged), consistent with HDC's recommendation. CDL is committed to ensuring the system operates effectively and meets all required standards prior to any transfer of responsibility.
Open Space		
Email 09/09/24  Initial advice Email 23/09/24	Council Reserve Strip CDL raised the potential to include the HDC-owned local purpose (amenity) reserve along the site's eastern boundary within the plan change extent. This would support its use as part of a wider buffer area and allow for future tree management and replanting and a potential trail through here. HDC agreed to follow up with the relevant Parks team members to clarify the reserve's status and identify the appropriate contact for further discussions.	As part of the Fast-track consenting process, CDL has refined its application to exclude the Council reserve strip along the eastern boundary. While this land was originally considered for a trail link as part of the initial Plan Change application, CDL has opted to leave this outside the application scope due to process limitations and the need to lodge consent in 2025. That said, the layout maintains flexibility to revisit this opportunity in the future should HDC wish to progress public access through the reserve strip. For the current design, the strip will retain its usage as a rural buffer strip

Item	HDC Feedback	CDL Comments
██████		and appropriate pedestrian links have been created within the internal proposed road layout through the development.
Email 12/2/2025 ██████ Initial Advice	Project Example Here is the link to Wairātahi; the fast track project which has lots of similarities - https://www.epa.govt.nz/fast-track-consenting/referred-projects/wairatahi/ .	CDL has reviewed the Wairātahi Fast-track Project and identified several similarities with the Arataki Project, particularly re planning consent matters and conditions. The Wairātahi project has been a valuable precedent in informing aspects of the Arataki application, including the structure of consent conditions.
Workshop 6/05/25 HDC Officers	Gum Trees HDC officers expressed varying views on whether the existing gum trees within the adjacent Council reserve should be retained or replaced. The matter remains under internal discussion, and HDC indicated it will confirm its position with CDL in due course.	CDL remains open to working collaboratively on a preferred outcome. The Application does not propose any changes to the trees as they fall outside the development site and scope of Application, but CDL is willing to support future reserve planning in alignment with HDC's direction.
	Ecology Reporting Ecology reporting will be undertaken by Boffa Miskell and will include a fauna management plan and address canopy loss. HDC to provide any bat report / surveys if these are available	No additional surveys were received.
	Play Along the Way HDC expressed overall support for the inclusion of informal "play along the way" spaces but recommended reducing the number proposed. It was suggested that a flexible approach be adopted, with final locations and quantity confirmed through the detailed design phase in consultation with Council. A condition of consent was recommended to enable this.	CDL supports the request for a flexible approach to informal play spaces and has included a proposed condition (Appendix 9) enabling the final locations and number of play spaces to be confirmed in collaboration with HDC at the detailed design stage. This ensures design responsiveness while balancing amenity, usability, and cost considerations.
Email 13/05/25 ██████	Permanent Dry Basin HDC supports the proposed dry basin's size and dual function for stormwater management and passive recreation. While connectivity is generally acceptable, there is opportunity for enhancement. HDC maintains that a formal playground is not necessary but supports informal play opportunities.	CDL has incorporated a multi-functional dry basin that supports both flood mitigation and informal recreation. Design elements include a walking loop, seating, and landscaping that support informal passive recreation experiences.

Item	HDC Feedback	CDL Comments
Public Spaces Policy Planner Feedback on Concept Plan	Reserve Design HDC supports the revised plan showing a single larger reserve, recognising it provides a more functional open space. However, they recommend: - Removal of Lots 1–3 to enhance the reserve's street presence along Arataki Road and achieve dual frontage; - Retention of the pedestrian connection through to Brookvale Road as shown in earlier concepts.	CDL acknowledges HDC's feedback regarding the reserve's interface with Arataki Road. In response, the width of Lots 1–3 has been reduced to increase the accessway width to the reserve to 10m wide. This improves its street presence, CPTED outcomes and dual frontage. This modification strikes a balance between design outcomes and development feasibility. CDL acknowledges the feedback regarding reserve connectivity to Brookvale Road. Due to existing site levels and grading constraints, and the unknown development plans directly opposite on the northern side of Brookvale Road and in the adjacent council reserve strip, a direct formal pedestrian connection through to Brookvale Road is not recommended as it lacks connection to elsewhere. However, the design layout lends to, and space has been deliberately set aside within the reserve, to enable a future formal connection, should the land on the northern side of Brookvale Road or council reserve strip be developed. This approach maintains long-term integration potential. It is noted that pedestrians will be able to informally access Brookvale Road through the reserve in the meantime.
	Play Provision / Play Along the Way Could there be an opportunity to incorporate informal play elements into the central JOAL space, given its intended purpose as a gathering area with seating? Options such as a built-in table tennis or chess table, or even a small handball or concrete play area, could help activate the space and provide appeal across a range of age groups.	CDL have taken on board this feedback and included informal play elements within the large central JOAL space. Proposed features includes raised garden beds, seating, table tennis and chess board.
	Play Provision / Play Along the Way What is the rationale to the placement of the play along the way features and is there an overarching theme or cohesive element to these? Rather than identifying concepts and locations now, look to show a play along the way route with type and placement to be dealt with in consultation with the Transportation Planning and Policy Manager [REDACTED] and Open Spaces Planning Manager. This route and features could be extended, given the proximity to three schools (Havelock North High School, Te Mata Primary, and Havelock North Intermediate), and the connection along Meissner Road (highlighted in blue).	The "play along the way" concept has been developed to encourage informal, active movement through the neighbourhood. In response to HDC's feedback, rather than fixing the location and type of play features at this stage, CDL proposes identifying a general route through the development, with final elements and placements to be determined at detailed design in coordination with HDC. This is proposed as a condition of consent (Appendix 9).

Item	HDC Feedback	CDL Comments
	Fencing Open Spaces Team support the proposed visually permeable fencing along reserve edges as shown in the Landscape Concept Drawings.	Noted. Visually permeable fencing has been retained along reserve edges in the final development plans.
	Tree Management Assessment In relation to the Arborist Report associated with the Council reserve strip, Option 1 is not supported. While Options 2 and 3 both have merit, the Open Spaces Planning Team currently prefers Option 3 (noting assessment needed as per below), as it offers greater benefits in terms of amenity, shade provision, and reduced maintenance costs. Full removal also allows for a more cohesive replanting strategy aligned with the wider landscape vision. As previously stated: • HDC does not currently intend to remove these trees, as they form a rural–urban interface. • If development occurs outside of our planned growth sequence and a change in landscape character justifies removal, an arborist assessment must be submitted as part of the technical reporting for detailed evaluation including against HDC’s tree removal policy and the Reserves Act. • Any future planting within this strip should prioritise native species. We would like to see a concept plan for this strip including planting intent to satisfactorily assess and give comments.	The Council Reserve Strip and the gum trees within it sit outside the scope of the Arataki Project Application and are not in the control of CDL. As HDC has not yet made a decision on future use or management of the Reserve Strip, the application proceeds on the basis that this land remains as status quo. CDL is open to working collaboratively with HDC should they wish to pursue any changes in the future. The proposed development layout does not preclude future HDC actions within the Reserve Strip.
	Ecological Assessment Regarding habitats and the suggestion of bats. As we understand it there have been no recent records of bats in the Havelock Hills, and most of the trees on site have been coppiced, meaning they haven’t matured enough to develop the bark features and hollows typically used by bats. The open spaces team suggest contacting [REDACTED] at the Conservation Company, who is a local bat expert to help inform the ecological assessment for the project. We will need to see an ecological assessment for the site / proposal including retention of any existing trees and plants and any habitat loss including for nectar feeding birds.	An Ecology Report (Appendix 19) has been prepared and provided in support of the Application. This confirms there is limited habitat value on site due to historical modification and management of vegetation. No evidence of bats was identified but a Fauna Management Plan (Appendix 19) is proposed to address potential for roosting bats. While most of the site trees will be removed as part of the development, a comprehensive landscaping strategy is proposed. This includes a predominantly native planting scheme and includes species which contribute food sources to native bird populations.

Item	HDC Feedback	CDL Comments
HPL Soils		
Email 06/09/24 Initial Advice	HPL Assessment HDC provided legal context noting that Reserve Areas identified for urban development in HPUDS require assessment under the NPS-HPL. A legal case was referenced to support this approach.	CDL acknowledges HDC's position and has prepared an assessment under the NPS-HPL (Fruition Land Capability Assessment at Appendix 17). This assessment forms part of the Application and addresses the relevant criteria and policy direction.
Email 24/06/25 Feedback on Draft Expert reports	Feedback on Draft Soils Assessment HDC has a number of concerns with the soils assessment, particularly how the development is assessed against Section 3.10 of the HPL. The assessment has relied heavily on the inability to access water over the next 30 years. While this may currently be the case, we are concerned regarding the authors extrapolation of this out to the 30 year period. We also do not consider that the lack of a water consent automatically removes the long term productivity of the land. Further to this, the author discusses the removal of only a small part of the HPL land as their reasoning under 3.10(1)(b), which we do not consider is aligned with the considerations under Section 3. Finally in relation to reverse sensitivity above, we continue to have concerns about the impact reduced setbacks would have on neighbouring production activities. We would anticipate an expert panel would request greater clarity on this assessment but would note this is something we may raise further with experts if required.	CDL acknowledges Council's concerns regarding the interpretation and application of Section 3.10 of the NPS-HPL. The Fruition Report (Appendix 17) has been updated to address the feedback raised by HDC and provide further commentary. With regard to reverse sensitivity concerns, a comprehensive assessment has been provided in the Application AEE, and it is considered that these effects have been appropriately addressed.
Email 27/06/25 Feedback on Draft Expert reports	Clarification around HPL Clause Assessment HDC's policy team clarified that their earlier comments regarding the soils assessment were intended as high-level observations. They acknowledged an error in referring to clause 3.10(1)(b) and confirmed their primary concern lies with the adequacy of the assessment as a whole, particularly the reliance on long-term water availability assumptions. While recognising that some arguments were based on pre-NPS-HPL precedents, HDC indicated that further commentary on the matter may come through a broader planning assessment	Noted. As above.

Item	HDC Feedback	CDL Comments
	and reserved the option to raise the matter further during expert review if required.	
Mana Whenua Engagement		
Email 06/09/24 [REDACTED] Initial advice	Mana Whenua Facilitation Tamatea Pōkai Whenua have a Te Mātai Ao group responsible for reviewing consents and policy under their statutory acknowledgement area. Contact [REDACTED] @tpw.iwi.nz in the first instance.	Noted, and engaged.
Workshop 6/05/25 HDC Officers	Additional Engagement HDC recommended that CDL engage directly with iwi authorities, such as Te Taiwhenua o Heretaunga, to support broader recognition of cultural values and ensure appropriate engagement beyond marae-level discussions.	CDL has followed the engagement approach advised by TPW who identified the appropriate iwi and hāpu entities to be consulted. Based on this advice, additional engagement with other parties, including Te Taiwhenua o Heretaunga, has not been deemed necessary. CDL remains open to further dialogue if formally requested by the EPA Panel.
	Further Engagement HDC acknowledged the quality of engagement undertaken to date and recommended that CDL re-engage with [REDACTED], given that the site falls within their rohe.	CDL acknowledges the site's location within [REDACTED] rohe and has made further attempts through TPW to engage with Marae representatives, including invitations to hui and provision of project material. CDL remains open to continued engagement and will maintain communication channels throughout the consenting process.
Email 10/06/25 [REDACTED] [REDACTED] Iwi Management Plans	Iwi Management Plans Confirmation from HDC re the Iwi Management Plans to consider for the Arataki Project: • Kahungunu Ki Uta, Kahungunu Ki Tai • Mana Ake • Tutaekuri Awa Management And Enhancement Plan • Ngāti Hori Freshwater Resources Management Plan	CDL has reviewed the relevant iwi management plans identified by HDC for consideration. These are all comprehensively addressed in Section 12 of the AEE submitted with the Application.
Stakeholder Engagement		

Item	HDC Feedback	CDL Comments
Workshop 6/05/25 HDC Officers	Ministry of Health – GP Services HDC recommended that CDL contact the Ministry of Health to advise them of the proposed development and discuss potential implications for general practitioner (GP) service capacity in the area.	CDL has been provided with contact details and sought engagement with the Ministry of Health to ensure relevant agencies are informed of the projected residential growth and can consider future service planning as appropriate. CDL is still awaiting feedback on the proposal.

3.2.3. Summary

Engagement with HDC has been a critical component in shaping the Arataki Project, beginning with early discussions on a private plan change in 2024 and continuing through the development of the FTAA Application. This engagement has spanned strategic, technical, and design matters and involved regular and targeted interactions with HDC officers across a wide range of disciplines including policy planning, consents, transport, three waters, and open space.

CDL has actively sought HDC input at key stages of the project and provided early access to draft technical reporting and planning documentation for review. Feedback received has been considered carefully, and in most cases, has resulted in updates to the proposal, amendments to technical reports, or design changes to better align with HDC expectations and address potential effects. In a few instances, CDL has opted not to adopt particular feedback, but in all such cases, a clear rationale and supporting evidence have been documented to ensure transparency and accountability in the decision-making process.

The engagement has been characterised by a solutions-focused and reciprocal working relationship. HDC officers have consistently contributed constructively, offering practical advice grounded in local knowledge and statutory context. The multi-disciplinary workshop held in May 2025 was a key milestone, allowing both parties to test assumptions, dive into or resolve areas of uncertainty, and refine the proposal ahead of lodgement. HDC's input has informed the development of the RDF, the layout and function of stormwater and transport infrastructure, and consent conditions package.

While some areas of feedback such as rural zone buffers, the placement of medium-density housing and the application of the RDF remain points of difference, these have been addressed through design responses, planning mechanisms, and written explanation within the Application. Overall, CDL considers the engagement with HDC to have been both valuable and constructive, resulting in a more refined and context-sensitive proposal that responds appropriately to the local environment and community.

4.0 Mana Whenua

To address s11(b) of the FTAA, CDL has engaged with the relevant iwi authorities who have historic and territorial rights in the Hawkes Bay Region. CDL recognises mana whenua connection to the Karamū Stream catchment and wider Heretaunga landscape. Engagement began in mid-2024 and has continued throughout the project development phase, with a focus on fostering respectful, transparent, and ongoing relationships.

The following sections provide a summary of kōrero undertaken late 2024 and mid 2025. Relevant email and hui correspondence is attached as **Attachment 5** and should be read in conjunction with the below summary.

4.1. Ngāti Kahungunu

Initial mana whenua engagement commenced in August 2024 with email and phone contact direct with Ngāti Kahungunu representative, [REDACTED]. At that time, the Project was being pursued as a plan change, and CDL extended an invitation to participate in structure planning for the site.

In a phone conversation, [REDACTED] recommended direct engagement with local hapū. He also provided historical and environmental context, including:

- The site's previous identification for a kura kaupapa Māori, and subsequent community opposition. This proposal never eventuated, and the land was sold.
- The location of the site along the former river historic riverbed, reflected in the raised terrace along the eastern boundary.
- Contamination of the nearby Brookvale water bore (immediately east of the site), with discussion of the hydrological vulnerabilities of the area and a reference to related High Court proceedings.

CDL provided a project update to Ngāti Kahungunu in June 2025. No further feedback has been received.

4.2. Tamatea Pōkai Whenua

Following direction from HDC and Ngāti Kahungunu, CDL engaged with Tamatea Pōkai Whenua (TPW), the post-settlement governance entity for Heretaunga Tamatea. TPW represents 43 hapū and 23 marae and was established in 2018 to manage redress from the He Toa Takitini Treaty settlement.

Initial contact was made in October 2024, with a summary of the then proposed plan change. TPW advised that early engagement with hapū was essential to ensuring cultural values were reflected in the project from the outset. CDL has been guided by TPW in coordinating local engagement, which has been of significant value to the process.

4.3. Marae Engagement

Following the provision of the then plan change project summary on 21 October 2024, TPW circulated the information to local marae. Both Matahiwi Marae and Ruahāpia Marae expressed interest in further engagement.

4.3.1. Onsite Hui November 2024

An onsite hui was arranged for 4 November 2024 with representatives from both marae. The hui, supported by TPW, addressed the following:

- CDL's consideration of fast-track vs plan change pathways (the project had just been listed under the FTAA).
- Site features, including the terraced level differences from adjacent Plains Production land and absence of surface watercourses.
- Preliminary stormwater design options (dry basin, wetland/swale) and commitment to improved water quality.
- Water quality was identified an important issue for mana whenua. Water departing the land needs to be clean. Mana whenua would be interested to have access to any monitoring reports in the future.
- Discussed the council reserve strip / buffer area which sits between the site and neighbouring Plains Zone. Use and potential enhancement of the reserve with recreation and native planting, and consideration of gum tree removal.
- Aspirations for a quality, family-friendly neighbourhood, with native planting and social spaces.

Marae representatives encouraged ongoing, meaningful engagement and requested time to consider the proposal and provide feedback to inform Project refinement.

4.3.2. Fast-Track Consenting Pathway

On 2 February 2025, Woods advised TPW of CDL's decision to proceed via the Fast-track pathway. An online meeting was held with TPW on 12 February 2025 to explain the implications and engagement approach.

A summary email was sent to TPW on 4 March 2025, outlining the proposal and inviting further hapū engagement. TPW referred the information to four hapū, and Ruahāpia Marae subsequently requested a hui.

4.3.3. Ruahāpia Marae Online Hui

An online hui was held on 2 April 2025, attended by TPW, [REDACTED] (Ruahāpia Marae), CDL, and Woods Project team representatives. The purpose of the hui was to discuss cultural and environmental considerations relating to the Arataki Project. Key matters discussed:

- Stormwater Management: Concerns raised over historic degradation of local awa and the importance of robust monitoring and maintenance. Strong feedback on improving water quality beyond council minimum standards and monitoring required to confirm results.
- Landscaping: Recommended cultural and ecological review of native plant selections on the advice of local indigenous plant expert.
- Rainwater Reuse: Discussed potential for individual dwellings to include rainwater tanks (optional, not required by HDC).

- Council Reserve Trees: Majority of existing eucalyptus trees are in the Council reserve. Early advice suggests removal due to hazard risk and opportunity for native restoration and CDL will work with HDC to reach a resolution.
- Cultural Protocols: Noted past instances of tikanga being overlooked during site works. Recommended training of all contractors in accidental discovery protocols.

Overall, CDL found the meeting to be productive and constructive to informing the Project evolution and committed to the following actions:

- Investigating higher stormwater treatment standards for both the dry basin and Arataki Road discharge.
- Exploring feasible monitoring frameworks for water quality.
- Accidental discovery protocols.
- Revisit landscape species selection to use culturally preferred native species.
- Committing to ongoing engagement with Ruahāpia Marae.

Ruahāpia expressed willingness to work proactively with developers to achieve better outcomes within their rohe.

4.3.4. CDL Response

On 14 May 2025, Woods issued a formal response to Ruahāpia Marae and TPW outlining how mana whenua feedback had been addressed following the hui. This included confirmation that rain gardens, water quality monitoring, and treatment standards above council minimums would be integrated. Ruahāpia Marae responded positively, particularly in support of rain gardens and monitoring initiatives. Verbal support of the Project has been provided by a Ruahāpia Marae representative, and CDL will continue open communication with Ruahāpia Marae following the lodgement of the Application.

In response to other cultural feedback, CDL reviewed the proposed planting strategy and amended selected tree species based on a culturally preferred native species list previously provided during engagement on their nearby Iona Project. These changes are reflected in the updated planting plans.

Additionally, the proposed conditions for the Project (**Appendix 9**) include accidental discovery protocols and provisions for the training of construction staff in the identification and appropriate response to potential cultural or archaeological finds.

4.3.5. Additional Engagement

Following advice from HDC and HBRC, Woods emailed TPW on 15 May 2025 to confirm whether any other iwi or hapū should be engaged. TPW advised that the parties CDL had already engaged with were appropriate representatives for the rohe.

A final update was issued to TPW on 30 May 2025, providing the latest drawing set and inviting any final feedback from all respective parties prior to lodgement. No further comments were received.

4.4. Summary

Engagement with mana whenua has had a direct influence on the evolution of the Arataki Project. CDL initiated consultation in August 2024, beginning with outreach to Ngāti Kahungunu, TPW, and representatives of Ruahāpia and Matahiwi Marae. While initial

correspondence sought to identify appropriate engagement pathways, more substantive engagement occurred in early 2025 through direct dialogue with hapū representatives affiliated with Ruahāpia Marae.

The April hui with Ruahāpia Marae shaped core Project cultural outcomes. Mana whenua feedback led to improvements in stormwater treatment, a commitment to monitoring, revision of planting plans to reflect cultural values, and incorporation of tikanga-based construction protocols. CDL has committed to continuing engagement throughout the project lifecycle, ensuring outcomes align with the values of mana whenua and the cultural landscape of Heretaunga.

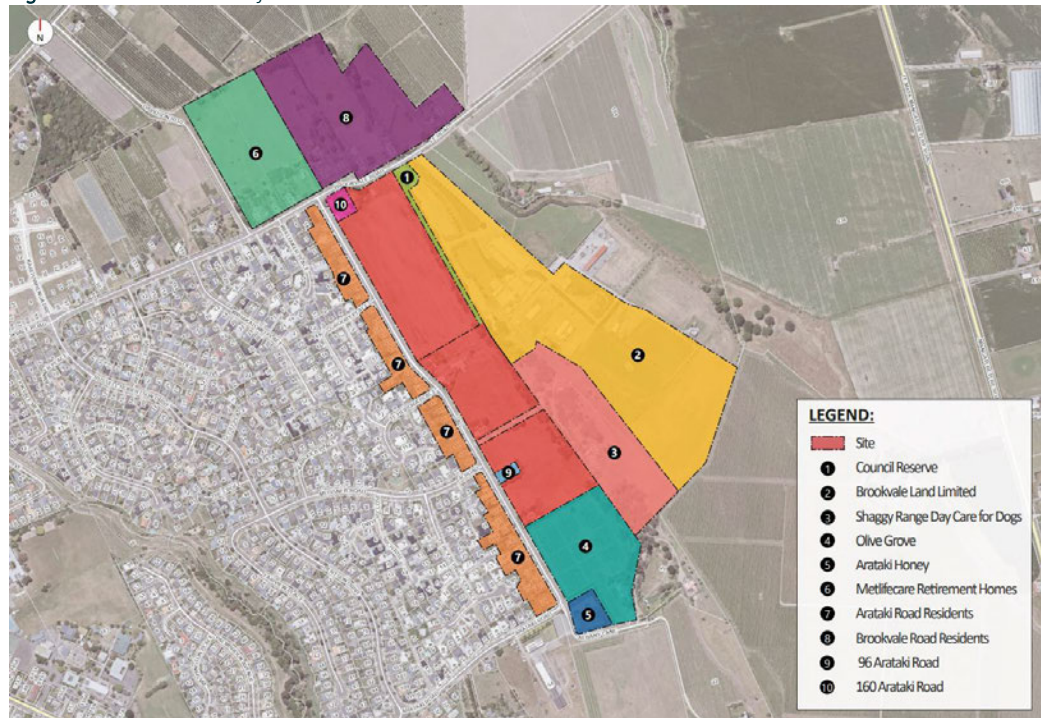
5.0 Adjacent Landowners & Potentially Affected Landowners

In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the names and addresses of owners and occupiers of the site and land adjacent to the site (where occupiers were identifiable after reasonable inquiry) are provided in **Attachment 6** to this Report.

Additionally, under clause 6(1)(e) of Schedule 5 of the FTAA, persons who may be affected by the proposal must be identified, and any response to the views of any such person must be provided. The persons who may be affected by the proposal are identified in **Attachment 7 / Figure 1** below.

While the AEE included in this Substantive Application does not identify any persons as being significantly adversely affected by the Arataki Project, potential effects on nearby properties have been appropriately avoided or mitigated through design responses and management measures. CDL has adopted a proactive consultation approach, engaging directly with landowners and occupiers in proximity to the development site to inform them of the proposal and invite feedback.

Figure 1: Site and Land Adjacent to the Site



5.1. Consultation Approach

Four distinct groups of adjacent landowners have been identified based on the nature of potential adverse effects and the differing matters raised during consultation:

- Rural interface neighbours
- Arataki Road residents
- Brookvale Road neighbours
- Metlifecare Limited

Each group raised unique issues relevant to their context, and as such, consultation responses have been grouped accordingly. Engagement has been tailored to reflect these differing interests and ensure targeted, relevant communication.

5.2. Arataki Road Residents

5.2.1. Engagement Process

Consultation with residents fronting Arataki Road adjacent to the site commenced once the draft concept plan for the development was completed. This involved a letter drop issued on the 5th of May 2025 and included a high level summary of the intended development and a site plan illustrating the layout of the proposed development. This material was intended to inform residents of the proposal and invite early feedback.

Following this initial engagement, a number of individual residents made contact via email during May 2025, with questions and concerns related to the proposal. These included questions around traffic, landscape treatment, stormwater management, development density, ownership, construction management, and the overall visual character of the future development. Each email was responded to individually, with clarification provided on the questions raised and confirmation that feedback would be communicated to the Project team for design review. Residents were advised that further information would be shared ahead of EPA lodgement.

On the 18th of May 2025, a collective response was received from a group of Arataki Road residents in the form of a letter signed by 42 properties. The letter outlined shared concerns primarily about the scale and intensity of the proposed development, amenity and character concerns, traffic safety, parking and public safety matters. The specific details of the feedback received from the Arataki Road residents is provided in **Table 4** below along with CDL's response to each item of feedback. Full correspondence provided by residents is appended at **Attachment 8**.

Recognising that the initial engagement material was high level and lacked detail, CDL has since issued a follow-up letter and supplementary information pack on the 14th July 2025. This additional communication sought to clarify the design rationale, provide lot testing completed for the development, include imagery of the anticipated built form, and provide greater certainty around intended development outcomes.

Table 4: Overview Arataki Road Residents Engagement and CDL Response

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
159 Arataki Road [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Initial email enquiry received from [REDACTED] and [REDACTED] 10 May 2025. - Email response provided by [REDACTED] on 13 May 2025, with follow-up clarification email from [REDACTED] on the same day. - Additional follow-up email from [REDACTED] on 14 May 2025. - Group letter coordinator 18 May 2025 – see columns below.	- Request clarification on the function and appearance of Joint Owned Access Lots (JOALs) within the subdivision. Sought information on: - Whether JOALs are intended for Kāinga Ora or other specific development types; - Planned road widths and provision for off-street parking; - Applicable building standards or design guidelines; - Indicative development and construction timelines.	- Clarified the purpose and function of JOALs; not intended for Kāinga Ora. - Confirmed internal road widths primarily 16m and inclusion of on-street parking. - Noted housing variety and compliance with relevant residential standards. - Addressed stormwater design, traffic impacts, and emergency access. - Provided indicative staging (1–5 years) and construction timeframes. - Acknowledged amenity concerns and outlined landscape integration. - Committed to providing a follow-up response following the consultation period. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
	- Requested update email from [REDACTED] to [REDACTED] 14 July 2025 and subsequent emails from [REDACTED] - Woods update letter and supplementary info document emailed to residents 14 July 2025.	Emails 14 July 2025: - Requested update on the Application and whether any changes had been adopted by CDL. - Strong opposition to the density and scale of the development, with frustration expressed that community feedback appears to have had no impact on the proposal.	- Confirmed that all resident feedback, including density and character concerns, has been considered by the design team. - Advised that the density and lot sizes will remain as proposed, but additional information has been provided to demonstrate the quality and intent of the development, including amenity and design outcomes.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	Email from [REDACTED] to [REDACTED] (and others) on 15 July 2025.	- Concerned that the process feels dismissive of residents' concerns and democratic input. - Concerned the proposal is prioritising developer interests over the community's well-being and character of the neighbourhood. - Intention to raise concerns directly with the EPA, and follow up confirmation to say that EPA has been contacted. Emails 15 July 2025: - Strongly opposes the proposed density of the development and believes none of the community's feedback has been taken seriously. - Expressed frustration that consultation feels like a box-ticking exercise, noting that 100% of residents oppose the density. - Raised broader concerns about the decision-making process and a perceived lack of influence from local residents on the outcome. - Acknowledged the need for new housing but stated that the current proposal is not, in their view, an appropriate way to develop. - Copied in Hon. Chris Bishop and requested feedback.	- Acknowledged differing views and confirmed confidence in the EPA's robust and balanced decision-making process. - Encouraged residents to engage directly with the EPA to ensure their concerns are heard. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
143 Arataki Road [REDACTED] [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] on 13 May 2025. - Response and initial follow-up email provided by [REDACTED] on 13 May 2025,	- Concerns raised about small lot sizes, two-storey buildings, and the appropriateness of Medium Density zoning. - Questioned infrastructure capacity in Havelock North to support 171 new dwellings.	- Clarified average lot sizes (~450m²), with a small number of 303–400m² sites to support housing diversity. - Confirmed two-storey homes are permitted under existing HDP rules. - Explained that planning controls ensure appropriate amenity, building coverage, and open space.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	with a further follow-up email on 14 May 2025. Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Queried the need for the development given unsold lots in nearby subdivisions. - Noted concerns are shared by neighbouring residents.	- Advised that smaller lots are located internally to the development to maintain character along Arataki Road. - Addressed infrastructure concerns, confirming adequate school, water, and wastewater capacity based on expert reporting and stakeholder engagement. - Noted economic evidence supports the market demand and staged development approach. - Confirmed all neighbour feedback will be reviewed and considered. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
137 Arataki Road ██████████ ██████████████████ ██████████	- Woods letter drop mailed 5 May 2025. - Email received from ██████ on 14 May 2025. - Response email provided by ██████ on 14 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	Opposition to the development expressed, citing environmental damage concerns, small lot sizes, increased traffic, and inadequate infrastructure to support 171 additional dwellings.	- Acknowledged receipt of feedback and confirmed concerns will be recorded in the application to the EPA. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
121 Arataki Road ██████████	Woods letter drop mailed 5 May 2025.	Concern raised on impact on school capacity and whether studies have been completed to support extra 171 houses.	CDL has undertaken consultation with the Ministry of Education in April 2025. The MOE has confirmed that the existing schools have sufficient capacity to service the Arataki Project.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	- Email received from [REDACTED] on 12 May 2025. - Response email provided by [REDACTED] on 13 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Whether existing infrastructure will cope with additional requirement for water (pressure and quality); wastewater system; stormwater from the subdivision and what the impact is on existing properties. - Whether the intent is to sell to private home owners or will the developer consider offers to larger scale operators such as social housing/Kainga Ora. - Based on the subdivisions in progress there could be an oversupply of sections which will effect property values. Please provide details of any studies/results of any studies you may have relating to this. - Please provide a timeline if consent was issued to when works would start to completion of each of the stages so we can understand the likely interruption going forward. - Clarification around which plan is current – mail drop or Fast Track website.	- Addressed infrastructure concerns, confirming adequate stormwater, water, and wastewater capacity based on expert reporting and stakeholder engagement. - Intent is to sell to private home owners, similar to CDL's other subdivision currently underway in Iona. - Expert advice obtained from Property Economics to address housing supply concerns. Also directed Paul to Future Development Strategy process with HDC. - Confirmed the subdivision phase will be undertaken over a 1 – 1.5 year timeframe but will be staged in 6 construction phases commencing at the northern end of the site (nearest Brookvale Rd). - Confirmed mail drop plan is the correct plan to refer to. - Committed to providing a follow-up response following the consultation period. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
111 Arataki Road [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] on 14 May 2025. - Response email provided by [REDACTED] on 13 May 2025.	- Concern raised regarding the number of new road entrances onto Arataki Road, with reference to earlier CDL development plans showing fewer access points. - Queried potential compensation for fencing due to headlights from a proposed entry opposite the property, impacting indoor living areas.	- Explained rationale for multiple road entrances, citing design, stormwater, safety, and orientation considerations. - Acknowledged concern regarding headlight impact from an entry opposite the property and committed to raising it with the Project team. - Committed to providing a follow-up response following the consultation period. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	Woods update letter and supplementary info document emailed to residents 14 July 2025.		project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
103 Arataki Road [REDACTED] [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] on 15 May 2025. - Response email provided by [REDACTED] on 15 May 2025. - Follow-up email received from [REDACTED] and [REDACTED] 8 July 2025 - Response email provided by [REDACTED] on 9 July 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Requested greater variety in lot sizes, suggesting inclusion of larger lots (e.g. 750m²) to attract a broader market and support quality urban outcomes. - Requested inclusion of provisions for regular removal of construction debris from public roads during works. - Sought a detailed timetable for the staging of the development (Stages 1–6). - Expressed concern over limited green space, particularly in later stages, and advocated for additional reserves/playgrounds. - Requested clarification on the differences between Residential Zones Standalone 1 and 2. - Further follow up email requesting timeframes for the project.	- Acknowledged feedback on housing mix, road debris, and staging; confirmed these will be passed to the Project team. - Advised a 1–5 year, six-stage development programme, with contractor engagement and neighbour communication during works. - Noted plans for informal play elements in green space corridors. - Explained Residential Zones: Standalone 1 replicates existing zoning; Standalone 2 allows smaller lots with enhanced design controls. - Committed to providing a follow-up response following the consultation period. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
93 Arataki Road [REDACTED] [REDACTED] [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] and [REDACTED] on 16 May 2025.	- Concern raised about reduced lot sizes (average 450m²) compared to surrounding developments, and potential impacts on parking, housing typology, and neighbourhood character. - Questioned road width, emergency access, and whether narrower streets are proposed.	- Provided detailed clarification on lot sizes, road widths, parking provisions, and planning controls to address concerns about density, neighbourhood character, and two-storey buildings. - Confirmed infrastructure capacity (schools, water, wastewater) based on expert input and Council engagement.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	- Response email provided by [REDACTED] on 18 May 2025. - Follow-up email received on 19 May 2025 - Response email from [REDACTED] on 19 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Requested information on demographic analysis and potential impact on local schools. - Raised concern over uniform housing design and its impact on neighbourhood character and property values. - Objected to proposed two-storey dwellings, noting inconsistency with existing single-storey character along Arataki Road. - Sought clarification on the wider consultation process beyond Arataki Road. - Queried whether sections would be privately owned or sold to organisations / government. - Questioned the increase in lot numbers despite perceived lack of housing demand in Havelock North. - Raised concerns about traffic impacts and lack of consultation with residents on feeder roads. - Noted concentration of smaller lots at the eastern end of the site and requested justification. - Requested details on next steps for consultation following closure of the current feedback period.	- Addressed traffic design, urban form integration, and design controls to manage visual and amenity effects. - Outlined consultation process under the Fast-track Approvals Act, including EPA's role and legal framework for determining affected parties. - Confirmed smaller lots are centrally located and all sections will be privately owned. - Committed to providing a follow-up response following the consultation period. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
87A Arataki Road [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] and [REDACTED] on 18 May 2025. - Response email provided by [REDACTED] on 19 May 2025.	- Concern raised over small lot sizes, two-storey dwellings, and lack of alignment with existing neighbourhood character. - Questioned stormwater capacity, limited reserve provision, and potential traffic and parking impacts. - Requested clarification on zoning labels and whether small lots are intended for terrace housing.	- Responded to concerns about lot size, neighbourhood character, traffic, reserves, and stormwater. - Clarified zoning and design controls for Standalone 1 and 2 lot types, including height, coverage, and amenity provisions. - Confirmed no terraced housing is proposed; all homes will be standalone with optional two-storey construction.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	Woods update letter and supplementary info document emailed to residents 14 July 2025.		- Advised that feedback is being reviewed with the Project team and updates will follow. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
85 Arataki Road [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] on 14 May 2025. - Response email provided by [REDACTED] on 15 May 2025. - Further email received from [REDACTED] on 15 May 2025. - Further response email provided by [REDACTED] on 15 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Objected to the proposed development due to its high density and contrast with existing larger, high-quality homes. - Raised concerns about insufficient section size, parking provision, and strain on water and wastewater infrastructure. - Sought clarification on covenants. - Expressed disappointment over the use of fertile land and questioned the development's suitability for Arataki Road. - Sought clarity on duration of earthworks and construction-related disruption. - Questioned height limits, road widths, and emergency access. - Raised concerns about stormwater reserve usability, local service capacity (schools/doctors), and proximity to mushroom farm and dog kennels.	- Responded to concerns about neighbourhood character, density, infrastructure, and rural land use. - Clarified that smaller lots are centrally located and subject to design controls to maintain amenity and consistency with the HNGRZ. - Confirmed all lots allow for onsite parking and explained the use of covenants for landscaping and no-build areas. - Advised feedback is being collated and further updates will be provided post-review. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
85A Arataki Road [REDACTED] [REDACTED]	Woods letter drop mailed 5 May 2025.	Expressed concern that proposed lot sizes, road widths, and lack of reserves/playgrounds are inconsistent with the existing neighbourhood.	- Addressed concerns regarding lot sizes, road widths, parking, and reserve provision. - Confirmed roads and footpaths meet Council standards; footpaths are 1.5m wide.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	- Email received from [REDACTED] and [REDACTED] on 14 May 2025. - Response email provided by [REDACTED] on 14 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Raised issues regarding traffic safety at intersections, narrow footpaths, and lack of landscaping integration. - Requested details on stormwater quality treatment, referencing the Howard Street development as an example.	- Explained stormwater treatment system and advised the northern reserve will be usable open space for most of the year. - Advised feedback is being reviewed with Project team and updates will follow. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
81A Arataki Road [REDACTED] [REDACTED] [REDACTED]	- Woods letter drop mailed 5 May 2025. - Email received from [REDACTED] and [REDACTED] on 18 May 2025. - Response email provided by [REDACTED] on 18 May 2025. - Further queries email from [REDACTED] and [REDACTED] on 19 May 2025. - Further response email provided by [REDACTED] on 19 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Concerned about high density (171 lots), especially very small sections (303m²), and unclear housing types. - Questioned integration of small lots with larger existing homes. - Raised significant traffic and safety concerns due to multiple access points onto Arataki Road. - Queried whether existing gum trees in the covenant area will be retained. - Requested timeframe for development commencement. - Appreciated prompt responses and asked for continued updates as the project progresses.	- Responded to concerns about density, traffic impacts, lot layout, stormwater, amenity, and neighbourhood character. - Clarified smaller lots will be standalone, 1–2 storey dwellings with sufficient onsite parking; no terraced or grouped housing proposed. - Confirmed transport assessment supports safe operation; shared paths and parking included. - Noted gum trees on CDL land will be removed and replaced with landscaping along the covenant area. - Advised construction expected post-EPA approval (late 2025–2026), with staged communication and contractor contact to follow if consented. - Confirmed a residents' meeting is not planned, but all feedback will be reviewed and considered. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
			information about the development, and outline next steps through the Fast-track process.
N/A [REDACTED]	- Woods letter drop mailed 5 May 2025. - Received email from [REDACTED] on 14 May 2025. - Response email provided by [REDACTED] on 14 May 2025. - Woods update letter and supplementary info document emailed to residents 14 July 2025.	- Arataki Road is already busy; 171 new homes will worsen traffic. Suggests closing the road near Meissner or Arataki Honey to reduce through-traffic. - Opposed to Kāinga Ora homes, citing concerns over neighbourhood impact. - Supports development if managed well and aimed at quieter, older residents.	- Acknowledged traffic concerns and confirmed they will be reviewed by the Project team. - Intention is for homes to be sold to private buyers. - Explained smaller sections are intended to provide housing variety for a range of household types. - Confirmed feedback is being collated and updates will follow post-review. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.
Arataki Road Neighbours Group Letter - Sent by [REDACTED] on behalf of the following residents: [REDACTED] from 159 Arataki Road [REDACTED] from 149 Arataki Road [REDACTED] from 157 Arataki Road [REDACTED] from 151 Arataki Road	- Woods letter drop mailed 5 May 2025. - Initial email with attached group letter from [REDACTED] on behalf of 42 Arataki Residents on 18 May 2025. - Response email from [REDACTED] on 19 May 2025. - Further email from [REDACTED] to [REDACTED] (local MP) on 30 May 2025. - Woods update letter and supplementary info	Overdevelopment and Infrastructure Capacity - Arataki Road is already overwhelmed with traffic, noise, and safety issues. - Adding 171 new sections and vehicles is considered unacceptable. - Residents demand a significant reduction in the number of sections to 80–90 lots to protect infrastructure and community safety. Section Sizes and Community Character - Concerns over small lot sizes that don't match the area's established character. - Residents request lot sizes between 500m² and 1,400m² to maintain the semi-rural, family-oriented environment.	- A response email was sent confirming receipt of the letter, the opposition/concerns raised noted, and that the Project team will work through the feedback to inform the Project. - Confirmed that a project update would be provided once CDL was in a position to do so. - Woods update letter and supplementary info document emailed to residents 14 July 2025. Intention to provide a project update, include some additional plans and information about the development, and outline next steps through the Fast-track process.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
• [REDACTED] from 143 Arataki Road • [REDACTED] from 141 Arataki Road • [REDACTED] from 139 Arataki Road • [REDACTED] from 137 Arataki Road • [REDACTED] from 131 Arataki Road • [REDACTED] from 135 Arataki Road • [REDACTED] from 129 Arataki Road • [REDACTED] from 73 Arataki Road • [REDACTED] from 73 Arataki Road • [REDACTED] from 75a Arataki Road • [REDACTED] from 16 Arataki Road • [REDACTED] from 81 Arataki Road • [REDACTED] from 81B Arataki Road	document emailed to residents 14 July 2025.	• Smaller lots may reduce property values and undermine community identity. Opposition to Kāinga Ora (Social) Housing • Strong opposition to public/social housing in this development. • The area lacks infrastructure to support such housing, and its inclusion is feared to strain resources and devalue properties. Opposition to Medium-Density Housing • Residents reject high or medium-density housing in the area. • Such housing would disrupt the existing low-density residential character and community fabric. Road Width and On-Street Parking • With small lot sizes, more cars will be parked on the street. • Roads must be wide enough for on-street parking and safe passage of emergency vehicles in both directions. • This is a critical safety requirement. Public Safety and Antisocial Behaviour Risks • Medium-density housing is perceived to lower security and public safety. • The community chose this area for its quiet, safe environment and seeks to maintain that standard. Provided letter to local MP. Catherine Wedd for information.	

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
• [REDACTED] and [REDACTED] from 83 Arataki Road • [REDACTED] from 153 Arataki Road • [REDACTED] from 127 Arataki Road • [REDACTED] from 125 Arataki Road • [REDACTED] from 123 Arataki Road • [REDACTED] from 117 Arataki Road • [REDACTED] from 113 Arataki Road • [REDACTED] 111 from Arataki Road • [REDACTED] from 109 Arataki Road • [REDACTED] and [REDACTED] from 103 Arataki Road • [REDACTED] from 105 Arataki Road • [REDACTED] 145 Arataki Road • [REDACTED] and [REDACTED] from 87a Arataki Road • [REDACTED] from 85 Arataki Road			

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
• [REDACTED] and [REDACTED] from 75 Arataki Road • [REDACTED] from 77 Arataki Road • [REDACTED] from 69 Arataki Road • [REDACTED] and [REDACTED] from 85A Arataki Road			
• 155 Arataki Road - [REDACTED] [REDACTED] [REDACTED] [REDACTED] • 147 Arataki Road - Jillian [REDACTED] [REDACTED] • 133 Arataki Road - [REDACTED] [REDACTED] [REDACTED] • 119 Arataki Road - [REDACTED] [REDACTED] [REDACTED] [REDACTED] • 115 Arataki Road - [REDACTED] [REDACTED] [REDACTED] [REDACTED]	• Woods letter drop mailed 5 May 2025.	• No response received.	

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
107 Arataki Road - [REDACTED] 91 Arataki Road - [REDACTED] 89 Arataki Road - [REDACTED] 87 Arataki Road [REDACTED] 79 Arataki Road - The Proprietors of Lot 14 [REDACTED] 71 Arataki Road - [REDACTED] 96 Arataki Road - [REDACTED] 160 Arataki Road - [REDACTED]			

5.2.2. Key Themes and CDL Response

As set out in the Table above, a range of feedback was received from adjacent residents, with a high degree of consistency across the issues raised. The predominant concerns related to the overall scale and intensity of the development, the introduction of medium-density Lot Type 2 housing, effects on existing neighbourhood character, infrastructure capacity, narrow internal roads, public safety and antisocial behaviour, construction effects, traffic safety, lack of reserve provision, tree removal, changes in land use, property values, and housing market capacity. Residents also sought further information on the Fast-track process itself and requested greater clarity regarding the project design and outcomes.

The Project team assessed all concerns and considered whether design refinements were warranted. The AEE and supporting technical reports respond comprehensively to these matters and should be read alongside this consultation summary. Key responses to the main themes are summarised below.

5.2.2.1. Density and Neighbourhood Character

A significant portion of community feedback expressed concern about the proposed development's density, particularly in relation to smaller lot sizes and narrower roads, and the impact on the established neighbourhood character on the western side of Arataki Road. These concerns are valid and have been considered by the Project team.

Following a review of the design in light of this feedback, it is considered that the proposed scale and intensity of development remains appropriate, taking into account the broader range of considerations that inform the Project. A detailed assessment of these matters is provided in **Section 13.4** of the AEE. This confirms that the proposal achieves a complementary character outcome, delivering a modern and contemporary neighbourhood based on best-practice urban design principles, while retaining a scale and built form that respects the established context.

The key points in response to the density and character concerns are outlined below:

- The western interface of the Project on Arataki Road generally reflects the lot configuration (in terms of similar width) and rhythm of the properties across Arataki Road and will therefore provide for a consistent streetscape theme on both sides of the road. All lots with frontage to Arataki Road have an area over 500m² which increases the likelihood of single storey dwellings and provides opportunity for front yard landscaping.
- The proposed 8m height limit allows for two-storey dwellings that align with contemporary urban design practices and enable efficient use of land. While much of the existing housing stock in Havelock North has been constructed as single storey (notwithstanding the Havelock North General Residential Zone (**HNGRZ**) enables 8m height), the proposed height enables a range of typologies that provide housing choice without compromising amenity. The RDF ensures that built form remains sensitive to the surrounding suburban character through setbacks, landscaping, and architectural design controls.
- The proposal provides for standalone dwellings (rather than terraced or duplex) to reflect the traditional suburban character of the existing urban area to the west and the location of the site at the urban edge of Havelock North.
- Through the proposed RDF, a cohesive urban character will be created through the use of consistent rules relating to building heights, setback requirements, orientation requirements and landscaping requirements. This process will be reviewed by HDC to

ensure good design outcomes are achieved. In addition, CDL will undertake its own internal design approval process, providing an extra layer of oversight and quality assurance.

- The Project includes a range of lot sizes to enable different housing typologies to establish within the site and support the needs of different household types. The housing mix aligns with government direction to provide greater housing choice within new growth areas.

5.2.2.2. Medium Density Housing

Similar to the above assessment, we acknowledge that the introduction of smaller Lot Type 2 sites has raised concerns for a number of Arataki Road residents. In particular, residents have expressed deep concerns regarding the potential impact of these lots on neighbourhood character, street parking availability, on-site amenity, property prices, and uncertainty around the future residents of these homes.

In response, CDL has re-evaluated the viability and appropriateness of including Lot Type 2 lots in the development. On balance, we consider that these lots continue to serve an important role in supporting housing choice and diversity, consistent with national and regional growth objectives. The proposed layout has been deliberately designed to locate these smaller lots centrally within the development, away from Arataki Road and rural zone boundaries, where their character and appearance will be internalised and not visible from the surrounding neighbourhood.

Lot Type 2 will deliver standalone 1–2 storey dwellings, each subject to full urban design controls under the RDF to ensure high-quality streetscapes and appropriate on-site amenity. Importantly, lot testing confirms that each site is capable of accommodating two off-street car parks, which will mitigate pressure on on-street parking, and appropriate onsite amenity such as outdoor living spaces for each site. Terraced housing is not proposed, recognising the existing character of the area and location of the site at the outer urban area of Havelock North. The approach seeks to strike a careful balance between maintaining neighbourhood character and providing for modern, well-designed housing within a comprehensively planned development.

5.2.2.3. Open Space Provision

Concerns were raised by residents that the development does not provide sufficient reserve space to meet the needs of future residents. These concerns primarily relate to the lack of a dedicated playground space within the site, and the potential impacts of increased population on existing nearby public reserves. The Project team has considered this feedback and provides the following response:

- The proposed development includes a dual purpose reserve at the northern end of the site, designed to serve both as a stormwater dry basin and a passive recreation area. This space will include a walking track, seating, and landscaping to support community use and enhance amenity.
- A “play along the way” network is also proposed throughout the development, incorporating informal play elements that encourage movement, interaction, and varied experiences across different age groups between the proposed stormwater reserve and Meissner Place.

- It is not considered that additional formal reserve land is required. The proposed open space is appropriately located, functional, and sufficient to meet the needs of the community within the context of this site.
- The site benefits from its proximity to the Meissner Road playground and school precinct, which offer a wide range of recreational and play opportunities already available in the area.

Given the site's location at the rural–urban interface and the overall size of the development, the reserve and open space strategy strikes an appropriate balance between meeting amenity needs and efficient land use.

5.2.2.4. Housing Supply

Concerns were raised about whether additional residential development is needed, given the level of housing growth already occurring within the wider district. The Economic Assessment (**Appendix 26**) confirms that the proposed development will not contribute to an oversupply of housing. Instead, it responds to current and projected demand for a variety of housing typologies in Havelock North and the wider Hastings District. The development aligns with national and local policy directives to increase housing supply and choice, particularly in well-located areas. The proposal also contributes to market resilience by supporting housing affordability and accommodating expected population growth.

5.2.2.5. Infrastructure Capacity

With additional housing proposed, neighbours have queried whether the existing local infrastructure can support the additional demand and avoid effects. The following comments are made:

- Infrastructure capacity has been confirmed through technical assessment and engagement with HDC.
- Water and wastewater networks are capable of supporting the development, with the wastewater upgrade project programmed by HDC to be operational by the end of 2025.
- Stormwater will be managed via a dry basin designed to meet industry standards, reducing discharge volumes and improving water quality. A treatment train approach, including proprietary devices and swales, ensures high levels of Total Suspended Solids (TSS) removal. No downstream effects on adjacent properties are anticipated.
- MOE have been consulted and have confirmed there is sufficient capacity within the existing school rolls to support the additional demand.

5.2.2.6. Kāinga Ora Housing

A number of neighbours have specifically queried whether the future development will include Kāinga Ora housing. The intention is for future lots to be sold to private homeowners or residential building partners.

5.2.2.7. Transport Considerations

Several points of feedback have expressed concern that the street design is inadequate and traffic safety effects will arise from the development. The design has been based on latest best practice and HDC ECoP standards and is fully supported by civil engineering design and assessment.

- Internal roads will be 16–18m wide, with on-street parking and full service/emergency access. This width is consistent with best practice for residential streets and has been reviewed and accepted by HDC officers.
- Each lot has sufficient space to accommodate a minimum of two onsite parking spaces, through garage and/or parking pad design. This has been confirmed through Lot testing appended to the Urban Design Report (**Appendix 13**)
- The ITA (**Appendix 18**) prepared for the development confirms that there are no traffic safety issues with the proposed design that warrant further refinement.

While the road widths are narrower than older subdivisions in the area, this approach aligns with modern transport engineering and urban design principles aimed at reducing vehicle speeds and enhancing pedestrian safety and residential amenity. The Project team remains confident that the design supports safe, efficient, and high-quality movement through the development.

5.2.2.8. Public Safety and Antisocial Behaviour

We acknowledge the concern expressed by residents regarding potential public safety and antisocial behaviour risks associated with the introduction of smaller lot sizes and new housing.

CDL has a strong track record of delivering well-designed, high-quality residential communities across New Zealand for over 30 years. The Arataki development has been specifically designed to promote a safe and attractive living environment, regardless of lot size or housing typology. Key design features that address public safety include:

- All dwellings will be standalone homes with private yards, clearly defined public/private boundaries, and no terraced housing which we understand to be a key concern around this issue.
- The layout has been developed using Crime Prevention Through Environmental Design (**CPTED**) principles, with passive surveillance, connected street networks, and visible public spaces to promote safety.
- The RDF includes urban design standards that ensure high-quality outcomes, supported by a review process involving both CDL and HDC.
- Medium-density lots are small in number, centrally located within the development, away from existing neighbourhood interfaces, and are not visible from Arataki Road.

We understand that new development can raise concerns for established residents, particularly when it involves change. CDL are committed to delivering a high-quality, safe and well-integrated residential neighbourhood.

5.2.3. Summary

Overall, the feedback from the Arataki Road residents has been constructive. The issues raised have been valuable in affirming the overall direction of the development and have directly informed several aspects of the proposal. In particular, the feedback reinforced our approach of placing larger, wider lots along Arataki Road to integrate with the existing character of the western side.

The feedback has also prompted us to revisit the RDF to ensure the right set of design standards are in place that better align with the existing HDP. In response to concerns about higher-density housing, the Lot Type 1 RDF provisions largely align with the existing HNGRZ

provisions, with the smaller number of Lot Type 2 lots (based on the Plan Change 5 provisions) located internally within the development where they are not visible from Arataki Road.

The feedback has also helped to refine how we manage specific effects, such as construction-related impacts, with appropriate consent conditions proposed.

While we acknowledge that residents continue to hold strong concerns, the Project team is confident the proposal achieves an appropriate balance between enabling residential growth and managing effects, particularly in respect of achieving good design outcomes within the intended development. It is acknowledged that the character of the site will change, and that this change can be unsettling for existing residents. We respect that our views on scale and intensity may differ, and the Arataki Road Residents' concerns are valid perspectives within the planning process.

5.3. Brookvale Road Residents

A mail drop was sent to the Brookvale Road residents located between 155 and 185 Brookvale Road opposite the Arataki Site in May 2025. Further engagement has been sought by the owners of 163 and 185 Brookvale Road who are adjacent to the proposed stormwater discharge point of the development. This section provides an overview of the engagement held with these two neighbours. No feedback has been received from other Brookvale Road landowners.

5.3.1. Engagement Process

Initial engagement with these neighbours occurred during the early investigative phase of the project in April 2025. This was in relation to the proposed stormwater outlet location and the need to access the stream corridor to collect samples for the ecological assessment. At this stage, the owner of 163 Brookvale Road shared photos and personal accounts of flooding experienced during Cyclone Gabrielle and expressed concerns about the potential for the Arataki Project to exacerbate existing flood risks on their land. They requested ongoing updates on the development and its potential effects alongside their neighbours at 185 Brookvale Road.

Formal consultation followed with a letter drop on 5 May 2025, which outlined the proposed development and included an indicative layout plan. In recognition of the sensitivity of the proposed stormwater infrastructure in relation to these properties and the adjacent stream, affected landowners were also provided with preliminary stormwater design plans. This was intended to support early engagement and ensure transparency around the design approach and how potential downstream effects were being addressed.

From the 7th of May 2025, individual email correspondence was received from the owners of 163 Brookvale Road and 185 Brookvale Road. These residents raised concerns primarily relating to stormwater discharge, potential changes to the stream flow, and the history of flooding in the local catchment, particularly during Cyclone Gabrielle. Individual responses were provided to each party to clarify the function of the stormwater device and to confirm that the proposed discharge would not adversely affect the flow of the stream traversing their land or create any additional downstream flooding.

In response to this engagement, additional stormwater assessments were completed to model the effects of the proposed development on the receiving environment. This modelling confirmed that the stormwater discharge would be appropriately managed and would not result in adverse effects on the neighbouring properties or the downstream network.

Additional technical information and clarification was provided to the Brookvale residents on 3rd June 2025.

5.3.2. Online Meeting

An online meeting was held with the landowners of both properties on the 5th of June to allow for further discussion on the matters raised and present the additional assessment. This included attendance by Woods civil engineers to provide technical input into the discussion. This was a pivotal meeting to understand concerns and respond accordingly. The main issues discussed included:

- **Acknowledgement of Existing Issues:** Neighbours expressed concern about historic flooding, poor drain maintenance, and potential cumulative effects from other developments (e.g. Te Mata Mushroom site). CDL confirmed that while the project manages its own effects, broader flooding issues fall under Council's responsibility. CDL offered to assist in initiating conversations with HDC and HBRC.
- **Responsibility for Watercourses Clarified:** HBRC is responsible for the stream watercourses whereas HDC oversees roadside drains.
- **Stormwater Design Assurance:** The proposed stormwater system includes a dry basin and controlled discharge via a scruffy dome outlet. Flood modelling confirms that peak flows will not increase post-development, and any overflow from the emergency spillway will be managed safely.
- **Design Flexibility:** The proposed discharge design includes flexibility to allow for future extension or relocation of the outlet, should this be required to align with any future upgrades by Council or other development in the catchment.
- **Fast Track Application Process:** The Application will be submitted to the EPA, assessed by an independent Panel, with affected parties (including neighbours) invited to provide input as requested by the Panel.
- **Other Matters:** Residents raised concerns about pedestrian safety, vehicle speeds on Brookvale Road, and the absence of amenities within the development. While CDL can control some of these outcomes (i.e. proposed gateway treatment), other aspects are outside of their control. It was noted that the Brookvale Structure Plan area may address these in future.

The specific details of the feedback received from the Brookvale Road residents is provided in **Table 5** below along with CDL's response to each item of feedback. Full correspondence from the residents, including the full set of meeting minutes, are included in **Attachment 13**.

Table 5: Overview 163 and 185 Brookvale Road Residents Engagement and CDL Response

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
163 Brookvale Road [REDACTED] [REDACTED]	- Initial email received from [REDACTED] 11 April 2025 with background information on Cyclone Gabrielle event including photos. - Mail drop letter email correspondence from [REDACTED] to [REDACTED] sent 7 May 2025. - Email response from [REDACTED] to [REDACTED] sent 7 May 2025 - Email response from [REDACTED] sent to [REDACTED] on 9 May 2025, proposing a phone call and follow-up meeting. [REDACTED] followed up with additional correspondence to [REDACTED] and [REDACTED] on 10 May 2025. Planned meeting postponed due to family circumstances. - Photos of site emailed by [REDACTED] to [REDACTED] on 26 May 2025. - Follow-up email from [REDACTED] to [REDACTED] on 3 June 2025 ahead of the rescheduled meeting, providing flood-related information. - Photos of site provided by [REDACTED] via email on 5 June 2025. - Online meeting with Brookvale Neighbours on 5 June 2025.	- Photos provided of recent Cyclone Gabrielle flooding at the bottom of Brookvale Road and commentary on the flooding that occurred within the watercourses in this low point. 185 Brookvale Road neighbours cc'd into correspondence. - The resident raised concerns that stormwater runoff from the proposed Arataki development could worsen existing drainage issues on their flood-prone property, which was severely impacted during Cyclone Gabrielle. - They intend to approach the Council about inadequate local drainage infrastructure, particularly runoff from the former mushroom factory site, and believe no development should proceed without substantial drainage upgrades.	- Photos and information passed on to the Project team engineers for background and information purposes. - Sought to arrange a call and meeting with the neighbour to discuss project concerns and offer contacts for Council infrastructure engineers. - Provided modelling results showing significantly reduced stormwater flow across Brookvale Road post-development and no increased flood risk in the nearby stream. - Offered to discuss technical details further in the upcoming meeting. - Meeting held on the 5th of June with Brookvale Neighbours. Effects of the stormwater device on site and on Brookvale Road were discussed, and modelling was provided to outline that there would be no adverse effects from the site on the flow across the properties. Noted that existing flooding present within the catchment. Further detail provided in Section 5.3.2 of this report.
185 Brookvale Road	Initial email received from [REDACTED] 11 April 2025 with background information on Cyclone Gabrielle event	Property owners sought clarification on the stormwater design, specifically concerning potential impacts on the stream near 185 Brookvale Road.	Acknowledged stormwater concerns and advised that a meeting is planned with neighbouring 163 Brookvale landowner on the same issue. Offered to include the correspondents in that discussion.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
██████████ ██████████	including photos which cc'd ██████ and ██████ • Mail drop letter email correspondence from ██████ to ██████ sent 7 May 2025. • Feedback email provided by ██████ and ██████ on 20 May 2025. • Response email provided by ██████ on 21 May 2025. • Additional stormwater information email provided by ██████ on 3 June 2025. • Photos of site provided by ██████ via email on 5 June 2025. • Online meeting with Brookvale Neighbours on 5 June 2025.	• Raised concerns about increased flows during storm events, referencing Cyclone Gabrielle, and requested reassurance that the development will not worsen flood risk.	• Provided modelling results showing significantly reduced stormwater flow across Brookvale Road post-development and no increased flood risk in the nearby stream. • Offered to discuss technical details further in the upcoming meeting. • Meeting held on the 5th of June with Brookvale Neighbours. Effects of the stormwater device on site and on Brookvale Road were discussed, and modelling was provided to outline that there would be no adverse effects from the site on the flow across the properties. Noted that existing flooding present within the catchment. Further detail provided in Section 5.3.2 of this report.
• 155 Brookvale Road - ██████ ██████████ ██████████ ██████████ ██████████ ██████████ ██████████ ██████████ • 157 Brookvale Road - ██████ ██████████ ██████████ ██████████ • 159 Brookvale Road - ██████ ██████████	• Woods letter drop mailed 5 May 2025.	• No response received.	

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
161 Brookvale Road -			

5.3.3. Summary

CDL remains committed to ongoing communication with the residents of 163 and 185 Brookvale Road. Neighbour feedback regarding existing flooding issues associated with local streams will be shared with both HDC and HBRC, and a copy of the finalised stormwater report will be provided to the neighbours once completed. CDL has also recommended that residents raise their existing concerns directly with the adjoining landowner at 174 Brookvale Road (former Te Mata Mushrooms), given the relevance of that property to downstream drainage conditions.

Engagement with the Brookvale Road residents has been constructive, with a clear focus on the proposed stormwater discharge and existing flooding concerns in the catchment. In response, the Project team has confirmed that the development's stormwater system is designed to avoid any increase in flood risk (and in fact improves the situation) and incorporates flexibility to allow for future upgrades, if required. While broader catchment management remains a Council responsibility, CDL has offered to assist in facilitating discussions with the relevant authorities to support ongoing resolution of drainage issues in the area.

CDL acknowledges that despite the technical evidence provided, the residents remain apprehensive about receiving additional stormwater flows into the stream adjacent to their properties, given their past experiences with flooding. These concerns are understandable, and CDL respects that the neighbours may remain uncomfortable with discharges from the development passing close to their properties due to existing catchment flooding issues beyond the control of this development.

5.4. Metlifecare Limited

Metlifecare owns the properties at 137 and 145 Brookvale Road, located to the northwest of the site on the opposite side of Brookvale Road. CDL and Metlifecare have maintained a close and open working relationship throughout the development of their respective landholdings. This has included the regular exchange of expert reporting and design plans, with both parties committed to ensuring coordinated development outcomes for this part of Havelock North.

Engagement to date has been positive, and ongoing collaboration is anticipated as planning for both landholdings progresses. Relevant email correspondence from Metlifecare is included as **Attachment 10**.

5.5. Rural Interface Landowners

Consultation with landowners adjoining the rural interface has been undertaken in a variety of ways. These landowners are actively operating rural or production-based activities, with potential for reverse sensitivity effects. Three key rural interfaces have been identified:

- Shaggy Range (108 Arataki Road)
- Olive Grove / Arataki Honey (70 & 66 Arataki Road)
- Brookvale Road Business Hub (174-176 Brookvale Road)

All three landowners have been aware for some time that the site has been identified for future urban intensification under the Heretaunga Plains Urban Development Strategy (HPUDS), and its development for residential use does not come as a surprise. Engagement with these neighbours has focused not on the principle of urban development, but rather on how the rural-urban interface is managed to ensure that their existing activities can continue

with minimal constraint. The following sections summarise consultation with each landowner and outline the design responses to address their concerns.

Table 6 provides a summary of the communication received from each party. Emails and written correspondence are attached to this document. These should be read in conjunction with the below sections.

5.5.1. Shaggy Range (108 Arataki Road)

Shaggy Range is a rural property located immediately east of the Arataki Project site, with its driveway currently bisecting the proposed development. Engagement with the owners of Shaggy Range commenced in 2024 and has been ongoing, covering a number of topics including site access, reverse sensitivity, and boundary interface treatment.

Initially, discussions were centred around a potential land swap to relocate the driveway from the centre of the development site to improve CDL's overall site layout and efficiency. While these negotiations are ongoing, CDL has elected to proceed with the current development layout working around the existing Shaggy Range driveway. Notwithstanding this, discussions with the landowners remain ongoing, and flexibility has been enabled in the current design to amend the proposal in the future should mutual agreement be reached.

More recently, reverse sensitivity has been a key focus of engagement with the owners. Shaggy Range operates a doggy day care facility on-site (under an approved resource consent), which generates operational noise and activity that may differ from typical residential expectations. In addition, a small Christmas tree plantation is located on the lower eastern slopes of the property, and concerns have been raised regarding potential spray drift and general property operational and maintenance effects. The landowners have also sought to ensure that privacy and amenity are maintained for their residence, which is located near the shared boundary.

In response to these matters, the boundary treatment has been revised. The proposed landscape buffer has been updated to incorporate more native species in the buffer interface planting palette, and the original pool-style external fence has been replaced with a 1.8-metre-high rural mesh fence more appropriate to a working rural-residential boundary and better suited to containing dogs and livestock. A stratco fence will be installed alongside the driveway.

CDL is committed to ongoing engagement with the Shaggy Range landowners. Relevant email correspondence with Shaggy Range is provided as **Attachment 11**.

5.5.2. Olive Grove / Arataki Honey (70 & 66 Arataki Road)

Consultation with landowners adjoining the rural interface, including Arataki Honey Limited and Olive Grove, was initiated following the letter drop issued on the 5th of May, which included a summary of the proposed development and layout plan. These landowners were identified as having ongoing rural production activities sensitive to nearby residential development.

Correspondence was received from these parties between 14th of May and 27th of June, raising concerns regarding reverse sensitivity effects, including potential noise and odour complaints, operational hours and transport impacts, and the overall compatibility of the development with their established operations. Consultation was subsequently coordinated through [REDACTED] of Bay Planning, who represented the interests of these landowners (which also included Te Mata Winery further south) throughout the engagement process. The

engagement has been constructive with the operational requirements and preferences regarding the interface treatment being clearly articulated.

The key matter raised by these adjacent landowners was a request for a 30m landscaped setback from the site boundary, referencing guidance from the 'New South Wales (NSW) Buffer Zones to Reduce Land Use Conflict with Agriculture' document and recent New Zealand practices. It was noted in the correspondence that engagement with HDC has been previously sought regarding this interface in 2013 which expressed a desire for a 30m wide buffer at the boundary in respect of any future residential development.

In response to the feedback, the Project team undertook a review of New Zealand-based precedent and planning practice. Earlier designs of the interface treatment proposed a softer transition between the two sites, including interspersed planting and permeable fencing. In response to concerns by the Olive Grove regarding spray drift, other operational requirements, and the need for a more defined separation between land uses, the planting approach has been revised to include a denser evergreen shelterbelt of Mexican Alders, a full planting strip of 7m, building setback of 10m and 2m high close boarded fencing to provide additional acoustic insulation. This revised treatment provides denser visual screening and protection for the Olive Grove's rural activities, and more effectively reflects the continued operational needs of the adjoining horticultural activity. These measures were communicated to the affected landowners through ongoing correspondence, with updated design plans issued on the 10th of June 2025. CDL has also offered up no-complaints covenants as further protection. A comprehensive consideration of the reverse sensitivity effects associated with the Olive Grove is contained in **Section 13.3** of the Application AEE.

Specific queries were also raised separately by Arataki Honey in their email of 14 May 2025 in relation to operational movements, particularly along Arataki Road, and after hours operations. The Arataki Road design provides sufficient carriageway width to accommodate truck and bus movements. No design elements are proposed that would restrict or hinder the ongoing use of Arataki Road by Arataki Honey or other rural operators. Broader reserve sensitivity issues raised in the 14 May 2025 email have been wrapped up into the later correspondence with Bay Planning.

CDL acknowledges that the Olive Grove and Arataki Honey have requested a minimum 30m landscape buffer along the shared boundary. This reflects their desire to safeguard the long-term viability of their rural operations and minimise potential reverse sensitivity effects. While this extent of buffer has not been adopted by CDL, the feedback received has directly influenced the refinement of the interface design along this boundary. We consider that these measures appropriately manage the rural-urban transition in the context of the site and broader planning framework. Their feedback has been constructive, and we remain open to ongoing dialogue post-lodgement. Email and written correspondence with these neighbours is provided as **Attachment 12**.

5.5.3. Brookvale Land Limited (174 and 176 Brookvale Road)

This site, formerly used for the Te Mata Mushroom production, is now occupied by a business hub associated with light industry activities (temporary consent granted for 4 years). The landowner (Brookvale Land Limited) has directed CDL to correspond directly with [REDACTED] who have the property under contract.

[REDACTED] provided an email of support for the development on 5 June 2025. It was noted that the Arataki Project is complementary to their own plans for future development. Further, the email confirmed that the existing Council reserve strip and proposed setback and landscaping

measures along our shared boundary are appropriate, and the proposed stormwater solution for the Project is acceptable.

Follow up phone conversations have been held with [REDACTED] in June 2025 regarding sharing of information with the aim of achieving collaboration and efficient information flow in relation the wider area.

While support has been provided by [REDACTED] to the development, reverse sensitivity concerns remain relevant given the potential for rural production operations to continue or expand on the site should plans for redevelopment not proceed. In this regard, full consideration of the potential reverse sensitivity effects on 174 Brookvale Road have been considered in the Application AEE at **Section 13.3**. Relevant email correspondence with [REDACTED] is provided as **Attachment 13**.

Table 6: Overview of Rural Interface Landowners Engagement and CDL Response

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
104 Arataki Road, [REDACTED] [REDACTED] [REDACTED] (Shaggy Range)	2024 / 2025 ongoing meetings and phone calls regarding potential land swap / purchase negotiation.	Ongoing discussion	Ongoing discussion
	- Email from [REDACTED] to the [REDACTED] on 7 May 2025 providing the Woods letter drop. - Email from the [REDACTED] to [REDACTED] on 26 May 2025 reverse sensitivity and access arrangements. - Email from [REDACTED] to the [REDACTED] on 10 June 2025 with buffer interface information.	- Confirmed no preferred driveway option selected; decision deferred until post-consultation. - We have chosen to not make a formal submission on the plan, but this does not mean we do not have concerns. Our biggest concern is maintaining freedom to operate from 104 Arataki as a rural zoned area with the planned 10 m boundary setback: - Sections in the corner being impacted by, or overlooking, Shaggy Range. - Freedom to use the land for current and future rural activities that require sprays or generate dust/noise (this includes Shaggy range and other activities). Like any good neighbour, we want to minimise negative impacts, and the close proximity of the setback reduces options. - Sections close to the boundary with our house that might result in loss of privacy. - Queried timing for completion of the public consultation phase.	- CDL advised that they were happy to consider alternative fencing treatments along the boundary near the Shaggy Range dwelling. While the proposal included a 1.8-metre-high timber acoustic fence along the orchard interface, CDL indicated they were open to extending this fencing along the boundary closer to the house if preferred, to help reduce overlooking. As an alternative, CDL presented a pool-style fence with screening vegetation, which may provide a softer, more visually appealing outcome. - CDL confirmed their willingness to register a no-complaints covenant on all residential sections adjoining the Shaggy Range property. - CDL advised that preliminary engagement had been undertaken with adjoining neighbours and committed to informing Shaggy Range once the Substantive Application was lodged, allowing them to engage with the formal process if they wished. - Additional visual materials illustrating the proposed interface treatment were provided to support understanding and invite further feedback.
	Email from the [REDACTED] to [REDACTED] on 14 June 2025 re native planting and rainwater harvesting.	Preference for more native species rather than deciduous exotics along the boundary. Native Planting Palette provided for inclusion in the buffer planting landscape interface strip from local Forest and Bird.	- Revised native planting palette has been incorporated into the revised buffer interface landscaping scheme along the eastern boundary. - CDL are happy to discuss sourcing plants from Forest and Bird during the construction phase.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	- Email from the [REDACTED] to [REDACTED] on 16 June 2025 outlining plant preferences. - Email from [REDACTED] to the [REDACTED] on 17 June 2025 re planting and fencing.	- Forest and Bird contact provided for consideration of plant supply through construction. - Suggested that the development consider residential rainwater harvesting (on site tanks).	
	- Email from the [REDACTED] to [REDACTED] on 23 June 2025 confirming fencing preferences. - Phone call between [REDACTED] and [REDACTED] on 27 June 2025. - Email from [REDACTED] to the [REDACTED] on 27 June 2025 confirming future access option arrangements.	- Fencing needs to retain dogs and livestock in our paddocks and prevent roaming dogs. - A proper rural border fence is needed. We suggest a 50 x 100 mm square mesh (x-fence) be considered. 1.8-2 M height as dogs can jump. We would then live it on our-side where needed to stop stock rubbing on it. We find this type of fencing system works well for shaggy range operations and steers. - Pool fencing isn't robust enough, and the wooden board fencing will not last the test of time without a lot of maintenance. - Phone call included conversation around driveway alignment options, timeframes for the project lodgement, native buffer planting, and fencing.	- CDL are happy to implement the 1.8m farm mesh fencing along the full boundary that has buffer planting. The driveway we need to treat slightly differently to provide residents a suitable level of privacy. We are proposing 1.8m timber fence or colorsteel fence and will make sure it is dog proof. - Landscape architect to update the plans and will share these. - CDL are aiming to lodge the fast-track application in mid July based on the provided scheme plan. - Despite lodging a fast track application with the current driveway in its existing location CDL has the ability to seek a variation once any consent is granted to realign your driveway (if we can come to an agreement). - Option alignments provided for consideration.
	Email from the [REDACTED] to [REDACTED] on 27 June 2025 providing imagery of fencing options.	Fencing preferences provided: - Mesh wire farm fencing preferred along boundary interface. - Stratco metal fence along the driveway preferred as timber fences warp in HB climate.	Preferred fencing options adopted and included in revised landscape design.
70 Arataki Road, [REDACTED] [REDACTED]	Initial email sent by [REDACTED] to [REDACTED] on 8 May 2025,	Full letter and attachments provided outlining: Strong concern about reverse sensitivity effects from future residential neighbours, including noise, spray	Phone conversation discussion:

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
██████████ (Olive Grove)	introducing the project and seeking feedback. - Formal letter received from Bay Planning ██████████ on 17 May 2025 on behalf of Olive Grove, Arataki Honey and Te Mata Wines. - Phone call conversation between ██████████ and ██████████ on 9 June 2025 to understand position (in lieu of a meeting). - Response email by ██████████ sent to ██████████ on 10 June 2025 to outline new buffer interface treatment.	drift, odour, and use of bird scarers on the productive rural land. - Specific relief sought is a 30-metre wide vegetated buffer along the shared boundary to mitigate reverse sensitivity effects and protect productive land uses. - The proposed 10m landscaped covenant area is considered inadequate. Feedback questions the effectiveness of planting type, height, and density to mitigate spray drift and noise. - Provided national and international planning examples recommending 30m–300m setbacks from horticultural activity to sensitive residential uses (e.g. HortNZ, Tasman District Council, Zespri, NSW DPI). - Referred to a 2013 HDC letter supporting a 30m buffer in principle. - Emphasised that these rural productive sites have been longstanding land uses and that encroaching residential development must respond appropriately. - Requested that their feedback be submitted as part of CDL’s fast-track application and that the parties be given the opportunity to provide further input or be heard during the EPA process.	- Understanding the key operational requirements and concerns of the neighbours, and background to their discussions with HDC in the past. - CDL outlined position that 10m was preferred buffer outcome for the development. Given that neighbour’s position is 30m buffer, agreed to disagree. Design changes proposed in email: The original buffer along the boundary included a 10m building setback and a 5m landscaped strip with interspersed planting. In response to feedback, CDL have revised the buffer design as follows: - A horticultural-style shelter belt planting concept using Mexican alder as the primary species, complemented by understorey planting. Mexican alder is fast-growing, reaches heights of 8–10m, and forms a dense screening hedge. - Shelter belt to provide visual screening and contribute to managing wind and spray drift. - The landscaped width of the buffer increased from 5 metres to 7 metres to allow suitable growth area. - Proposed to include an acoustic fence along the boundary to further manage potential effects. - Include ‘no complaints covenants’ on the residential titles adjoining the property. - Included draft landscape plans for consideration.
	- Follow-up email by ██████████ to ██████████ on 24 June 2025 requesting confirmation on bird scarer details. - Email received from ██████████ to ██████████ on 27	Olive Grove response to interface design changes: Confirmed that a VineTech bird scarer is in use on Olive Grove’s property and provided a link to the product.	CDL response to additional questions: Clarified that the buffer width has been increased from 5m to 7m and combined with a 10m no-build setback to strengthen separation from the olive grove.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	June 2025 confirming bird scarer and asking additional queries about the interface treatment. Response email by [REDACTED] sent to [REDACTED] on 27 June 2025 to answer queries on interface treatment.	- Concerned that the shelter belt includes an Italian alder (<i>Alnus cordata</i>), which is deciduous and therefore ineffective as a barrier for spray drift or noise. - Clarified that the 40m area between the olive trees and the boundary is intended for future olive planting and should not be considered “open space” or assumed as a permanent buffer. - Requested detailed information on the proposed boundary fence, including materials, exact colour, and whether the Olive Grove would need to contribute to its cost. - Sought clarification on the “no complaints” covenant, including the exact wording and which residential lots it would apply to. - Asked who would be responsible for the ongoing maintenance of the shelter belt and planted buffer zone once established.	- Explained that a 2m high, close-boarded timber acoustic fence is proposed along the boundary, finished in a recessive colour, and fully funded and installed by CDL with no cost to the Olive Grove. - Confirmed that the shelter belt will use Mexican alder (evergreen), planted and managed to form a complete, dense screen to address visual, noise, and spray drift concerns. - Noted the “no complaints” covenant will apply to adjoining residential lots (identified as “green covenant” lots), with wording under legal review and to be provided once confirmed. - Confirmed that CDL will establish and maintain the shelter belt and buffer planting during construction (estimated four years), ensuring maturity before transfer to private owners; future maintenance will be secured through landscape covenants to ensure planting is retained in perpetuity. - Acknowledged that operational requirements on the Olive Grove property may evolve over time and expressed openness to ongoing dialogue. - Addressed specific feedback on bird scarer use, confirming receipt of the VineTech device information for acoustic reporting. - Reiterated willingness to meet to further discuss any outstanding issues or clarifications, including post lodgement.
66 Arataki Road, Arataki Honey Limited ([REDACTED])	- Woods letter drop email sent by [REDACTED] to [REDACTED] (Arataki Honey) on 8 May 2025. - Feedback email from [REDACTED] to [REDACTED] on 14 May 2025.	- Raised concerns about the compatibility of commercial beekeeping operations with nearby residential development. - As part of earlier urban development on western side of Arataki Road, AH requested a 30m buffer zone (e.g. park/walkway) along the boundary to mitigate effects and provide rural/urban separation. - Noted potential conflicts with traffic flow due to seasonal operations, including large vehicle	Confirmed receipt of email and constructive feedback provided. Comments to be taken to the Project team for consideration. <i>Note: Follow up correspondence in Olive Grove column below.</i>

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
	Response email by [REDACTED] sent to [REDACTED] on 14 May 2025.	movements, early morning returns, and periodic hive burning (permitted activity). Retaining width and flow of Arataki Road was requested. Emphasised the desire to continue operating harmoniously with nearby residents and encouraged sensitive design to avoid future conflicts.	
	- Formal letter received from Bay Planning on 17 May 2025 on behalf of Olive Grove, Arataki Honey and Te Mata Wines. - Phone call conversation between [REDACTED] and [REDACTED] on 9 June 2025 to understand position. - Response email by [REDACTED] sent to [REDACTED] on 10 June 2025 to outline new buffer interface treatment. - Email received from [REDACTED] on 27 June 2025 confirming bird scarer and additional queries about the interface treatment. - Response email by [REDACTED] sent to [REDACTED] on 27 June 2025 to answer queries on interface treatment.	17 May 2025 feedback noted in Olive Grove column above.	Response noted in Olive Grove column above.
174 & 176 Brookvale Road	Woods letter drop sent by email to [REDACTED] (Brookvale Land Limited)	[REDACTED] have a contract in place to purchase the property at 174–176 Brookvale Road, Havelock	Confirmation of receipt of email in support of the Project.

Address & Owner	Summary of Communication	Neighbour Feedback	CDL Response
Brookvale Land Limited () <i>Note: Under contract with ()</i>	director) on 7 May 2025. Forwarded through to () for comment. - Feedback email from () to () on 15 May 2025. - Phone call between () and () on 16 May 2025. - Email in support of the development provided by () on 5 June 2025. () cc'd. - Phone call between () and () on 12 June 2025 to discuss project synergies.	North. Confirmed their support for the Arataki Project. - Confirmed their review of the draft plans identifying the proposed location and likely design of the discharge device. Understood that the overall stormwater design, including the stormwater basin within the CDL landholdings, aims to attenuate / slow down stormwater runoff from the site and improve stormwater flow rates / quality during rain events. - Considered the Arataki Project to be complementary to () plans while making a positive contribution to the area by providing much-needed housing. - The existing Council reserve strip and proposed setback and landscaping measures along the shared boundary are appropriate, and the proposed stormwater solution for the Project is acceptable. - Look forward to seeing the Project progress and the benefits it will bring to the wider community.	Phone calls to discuss collaboration between the two adjacent projects going forward.

6.0 Central Government Agencies

CDL undertook consultation with relevant Central Government Agencies, including the Environmental Protection Authority (EPA), the Ministry for the Environment (MfE), the Ministry of Education (MoE) and the Ministry of Health (MoH) as part of the pre-lodgement process.

Consultation with Heritage New Zealand Pouhere Taonga and the Department of Conservation was not undertaken, as the Application does not require any approvals under the Heritage New Zealand Pouhere Taonga Act 2014 and does not require a Wildlife Permit under the Wildlife Act 1953.

The following provides a summary of the pre-lodgement engagement undertaken with the relevant Government Agencies.

6.1. Environmental Protection Authority

Engagement with the EPA commenced in early 2025 to confirm process requirements under the FTAA. A meeting was held on 17 April 2025 between representatives of the EPA and the Project team. The purpose of this meeting was to confirm the process for lodging a Substantive Application under the FTAA, including the documentation requirements and lodgement pathway. Subsequent correspondence has supported ongoing alignment with EPA expectations and statutory obligations. A copy of the correspondence with the EPA is included in **Attachment 14** to this report.

6.2. Ministry for the Environment

Consultation was undertaken with MfE as the Administering Agency under the FTAA.

An initial request for a pre-application meeting was sent on 29 April 2025, followed by a further email on 2 May 2025. MfE responded on 13 June 2025, advising that it was not currently offering pre-application meetings or detailed review of draft applications, but invited written engagement instead.

In response, a detailed summary of the Arataki Project was provided to MfE via email on 19 June 2025. MfE issued a formal response by letter on 1 July 2025. The letter outlined key considerations for the Substantive Application, with a particular focus on ensuring sufficient information is provided about the proposal's scale, location, and the likely significance of its effects. This included emphasis on matters of national importance and consistency with national direction under the Resource Management Act 1991.

This guidance has been considered and incorporated into the final application. A copy of the correspondence with MfE is included in **Attachment 15** to this report.

6.3. Ministry of Education

Consultation was undertaken with MoE as the provider of key social infrastructure, including the local primary and secondary schools serving the Havelock North area. Given the scale of the proposed development and the anticipated population growth, early engagement with MoE was considered important to ensure awareness of the project and to provide an opportunity for feedback. This aligns with the National Policy Statement on Urban Development, which requires decision-makers to consider the integration of social infrastructure to support well-functioning urban environments.

On 11 April 2025, the MoE was provided with an overview of the proposal, including its proximity to the existing school precinct and the project's emphasis on pedestrian and cycle connectivity to promote active transport to schools. Feedback on the proposal was sought as part of this initial engagement.

A follow-up online meeting was held on 29 April 2025 between MoE representatives and the Project team. During this meeting, the project was presented in detail, and MoE had the opportunity to ask questions and provide feedback. MoE confirmed that there is sufficient capacity within the local education network to accommodate the anticipated population growth associated with the Arataki Project and acknowledged the strong pedestrian connections from the site to the existing school cluster in Havelock North.

Following the meeting, MoE confirmed their views in writing, noting that:

- The Ministry has no issues with the proposal and confirms there is sufficient capacity in the local schooling network to accommodate the anticipated growth.
- The Ministry supports the provision for active transport modes and expects the application to address transport effects at nearby schools during construction and once developed.
- Specific consideration is requested for pedestrian and cyclist safety in the design of the proposed JOALs.

The matters that MoE have raised have been addressed in the Application. A copy of the correspondence with MoE is included in **Attachment 16** of this Report.

6.4. Ministry of Health

Consultation was undertaken with MoH as the provider of key social infrastructure, including the capacity of the local health services in the Havelock North area. Given the scale of the proposed development and the anticipated population growth, engagement with MoH was considered important to ensure awareness of the project and to provide an opportunity for feedback. This aligns with the National Policy Statement on Urban Development, which requires decision-makers to consider the integration of social infrastructure to support well-functioning urban environments.

CDL initiated engagement with MoH on 26 June 2025, providing an overview of the Arataki Project via email and inviting feedback as part of the pre-lodgement consultation process. The correspondence outlined the key components of the proposal and offered to supply additional information to assist the Ministry in forming a view on any potential public health considerations such as the capacity of the local health services including GP access and proximity to hospital facilities.

The request was acknowledged by MoH, and the matter is currently being progressed through their internal channels to determine the appropriate response. At the time of writing, a formal response from the Ministry is still pending. Consultation with MoH remains ongoing, and any feedback received will be incorporated into the final documentation where relevant. Correspondence to date is included in **Attachment 17**.

7.0 Conclusion

The consultation process for the Arataki Project has been constructive, identifying key themes across stakeholder groups and helping shape a more refined and responsive development proposal. While not all feedback resulted in changes to the proposal, all views were considered, and in many cases, design amendments, clarification, or technical validation were provided in response. The process has helped ensure that potential effects are appropriately managed and that the development reflects local expectations and context.

The main outcomes of the consultation process are summarised as follows.

Hastings District Council

- HDC has played a pivotal role throughout the development of the Arataki Project, from early planning discussions through to technical engagement on the fast-track application. Council's input has significantly informed the design and supporting documentation, particularly in relation to infrastructure servicing, engineering expectations, and integration with the local planning framework.
- Questions remain around the RDF implementation process and whether the straight adoption of the HDP provisions would be a simpler planning outcome.
- HDC has also raised concerns regarding the location of Lot Type 2 lots and the adequacy of the proposed rural urban buffer interface, with a preference for a wider setback than currently proposed. These matters remain points of difference.

Hawke's Bay Regional Council

- Engagement with HBRC has primarily focused on technical matters relating to regional consent requirements, particularly around stormwater management and discharge. Their input has been valuable in shaping the stormwater strategy, construction management approach and ensuring the application meets regional planning and environmental expectations.
- The Project team appreciates HBRC's technical expertise and their willingness to provide clear and practical guidance, example reports and conditions templates which have supported the preparation of a comprehensive regional consent package and conditions suite.

Mana Whenua and Hapū Engagement

- Engagement with Tamatea Pōkai Whenua and Ruahāpia Marae led to revisions in stormwater management, a robust water quality monitoring strategy, and cultural recognition in consent conditions resulting in an improved culturally responsive development proposal.

Arataki Road Residents

- The majority of feedback received from Arataki Road residents expressed strong opposition to the proposed development, primarily seeking a reduction in the number of lots and an increase in lot area sizes to reflect the existing suburban character of the neighbourhood.
- While the scale and intensity of the development have not been amended, the RDF was revisited to ensure that its provisions align closely with the established planning framework of the HDP. Ultimately, while we acknowledge that the development outcome differs from what many residents expect or prefer, CDL considers the

development form to be appropriate when balancing the various planning, infrastructure, urban design and housing supply factors that underpin the Project.

Brookvale Road Neighbours

- Flooding concerns raised by Brookvale Road neighbours have been considered through updated modelling, clarification of discharge effects, and flexibility built into the discharge design to accommodate future catchment upgrades by other parties. Despite these assurances, some reservations remain regarding the addition of new stormwater discharge flows into the stream.

Olive Grove and Arataki Honey (70 and 66 Arataki Road)

- While the full 30m landscaped setback requested by these parties has not been adopted by CDL, the buffer treatment has been revised to include shelter belt landscaping, acoustic fencing, early establishment of buffer planting and no complaints covenants to better address the reserve sensitivity effects at this interface.

Shaggy Range (108 Arataki Road)

- Ongoing discussions will continue regarding the potential for a future driveway relocation. In the meantime, the site layout has been future proofed to provide for future amendment should an agreement be reached around the driveway.
- In terms of the buffer interface, preferred fencing and planting options have been adopted by CDL in response to amenity, operational and privacy concerns raised by the neighbour.

Brookvale Business Hub (174 Brookvale Road)

- Positive feedback has been received from the contract purchaser in support of the development. Nonetheless, the development design has considered reverse sensitivity effects, and it is considered that interface afforded by the intervening council owned reserve strip and elevated site context is sufficient to address potential reverse sensitivity effects at this interface.

Government Agencies

- Engagement with administering agencies focused on alignment with strategic policy planning and legislation.

While the consultation process did not result in full agreement on all matters, it was effective in identifying and responding to key concerns. The process has resulted in tangible design improvements and helped affirm the rationale behind key development decisions.

All feedback has been carefully considered, and where appropriate, has informed the Project's urban design, infrastructure, and environmental response. Tailored engagement approaches helped ensure issues were acknowledged and addressed, contributing to a more robust and responsive development proposal.

Overall, CDL remains committed to ongoing engagement with key stakeholders throughout the remaining stages of the Project and post-lodgement as required.