

Subject: RE: HDC / Brookvale Green - Land Inclusion Meeting

Afternoon all,

Thanks again for your time this afternoon – we appreciate everyone making themselves available at short notice to come up with a solution to the key issues. Below are some notes from the meeting with some key actions up top. If anything is wrong here or we need to add anything, please let me know. Otherwise, we will get cracking on our actions and come back to you as soon as possible.

Action Items

- Brookvale Green team to redesign access arrangement to demonstrate compliance with engineering code of practice using local purpose reserve land and provide updated plans to HDC for consideration and inclusion in Council briefing paper
- Brookvale Green team to provide geotechnical assessment demonstrating battering approach is stable alongside
- Brookvale Green team to design security fencing options for water pump station and send to [REDACTED] for confirmation
- Brookvale Green team to send comprehensive email response addressing all council feedback points in [REDACTED] original email (including Arataki Road extension, play nodes etc)
- Brookvale Green team to provide additional cross-sections showing interface between stream corridor and super lots
- Brookvale Green team to coordinate streetlight locations with landscape/street tree plan
- [REDACTED] to prepare paper for HDC meeting on 25th June seeking endorsement for reserve land use for access

Council Feedback on Access Arrangement

- Council provided marked-up master plan with significant changes to proposed access arrangement along council reserve land
- Feedback came as surprise to Brookvale Green team given previous meetings in March where access arrangement were discussed and seemingly agreed
- Council's primary concerns: road does not comply with engineering code of practice, geotechnical stability of battering, and opportunity to better utilize plantation reserve land
- All technical reports designed based on previously agreed access solution - changes to the lot layout and road design in the north west of the site present significant challenges
- Extensive consultation already completed with neighboring properties including Shaggy Range and CDL based on current scheme

Engineering Code of Practice Compliance

- [REDACTED] confirmed current access design shows 10.73m road reserve width
- [REDACTED] requires minimum 15m road reserve to meet engineering code of practice
- Road must be designed as two-way access to serve as secondary/emergency access for resilience
- [REDACTED] had not previously seen the access design plans
- Council willing to accept redesigned access if it meets code of practice standards

Use of Council Reserve Land

- Solution involves using reserve land (currently under Reserves Act) to achieve required 15m road width
- [REDACTED] confirmed willingness to incorporate reserve land into development if proper process followed
- Divestment requires Conservation Minister approval (typically delegated to council) and replacement of equivalent public green space elsewhere
- Fast-track panel has authority to handle Reserves Act matters without separate ministerial approval required
- Brookvale Green team confident this can be wrapped into fast-track application

Geotechnical Concerns

- Council raised questions about stability of proposed battering along plantation reserve after gum tree removal
- Primary concern is ensuring adequate geotechnical assessment demonstrates battering approach is suitable
- Brookvale Green team will provide additional geotechnical analysis to address concerns
- Similar geotechnical questions raised regarding block 22 area with lower bank – to be addressed in the Geotech assessment
- Parties agreed to discuss geotechnical issues collaboratively before pursuing a peer review.

Water Pump Station Security and Access

- [REDACTED] (three waters manager) requires unimpeded access to water facility at all times
- Security is concern with increased vehicle traffic past pump station
- Current fencing is mesh and not fit for purpose with new access arrangement
- Solution: Brookvale Green team to design improved fencing (possibly slatted powder coated steel) with locked gate
- [REDACTED] noted proposed access arrangement appeared to be enhancement over current situation

Future Link to Arataki Road

- Council suggested a future link corridor (minimum 15m wide) to Arataki Road for potential future connection
- Could be classified as local purpose reserve
- Brookvale Green team expressed strong concerns: land is privately owned by Shaggy Range with no control, would represent major design change late in process, extensive consultation already done on current plan
- Council maintains it's about future-proofing and providing resilience/transport links
- [REDACTED] acknowledged no discussions have occurred with Shaggy Range about this connection from HDC

Stormwater Management Areas

- All blue-shaded stormwater reserve areas are needed for stormwater management
- Dark blue areas have permanent or frequent water levels; lighter areas are rain gardens that are mostly dry
- Northern basin is dry pond that only contains water during heavy rainfall events
- Batters are designed at 1:3 slope
- Landscaping plans include species-specific planting for wet, dry and semi-wet areas
- Ownership question raised about whether watercourse should vest in district council or regional council - Brookvale Green team proceeding with HDC vesting based on regional council preference. [REDACTED] will contact offline to discuss in more detail.

Other Development Details

- Council not ready to commit to play nodes due to three waters uncertainty - Brookvale Green team will remove from plans
- Buffer added along boundary as requested
- Cross-sections needed to show interface between stream corridor and super lots (lots 4, 5, 8)
- Super lots positioned along stream edge provide good passive surveillance, outlook, and help manage development effects
- [REDACTED] is urban designer available to discuss design decisions

Streetlight Coordination

- [REDACTED] provided comments requesting relocation of some streetlights to opposite side of road
- Rationale is reducing road crossings for cabling with single-sided lighting
- Moving streetlights will require redoing street tree plan
- Optimal arrangement is staggered lighting with trees opposite lights to create vertical elements on both sides
- Street tree locations also constrained by sight distance requirements

Project Timeline and Process

- HDC's comprehensive feedback still expected 29th May
- Substantive application lodgement deadline is 12th June

Ngā mihi | Kind regards,



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<https://givealittle.co.nz/cause/shave-for-archie>

-----Original Appointment-----

From: [REDACTED]
Sent: Monday, 25 May 2026 11:06 am
To: [REDACTED]
Cc: [REDACTED]
Subject: HDC / Brookvale Green - Land Inclusion Meeting
When: Tuesday, 26 May 2026 2:00 pm-3:00 pm (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting

Hi HDC team,
Hoping this time works for a discussion on the Brookvale Green application. Please let me know a revised meeting time if this is not available.

Microsoft Teams meeting

Join:

<https://teams.microsoft.com/meet/43965969940541?p=JcEpxJxmBdCMsVhmMv>

Meeting ID: [REDACTED]

29 May 2026

Hastings District Council

Attn: [REDACTED], Public Spaces Planning Manager

Via email: [REDACTED]

Tēnā koe [REDACTED]

Brookvale Green Fast-track Application – Request for Landowner Approval on Arataki Reserve and Water Asset access corridor land

We write on behalf of Vermont Street Partners No. 4 Limited (**the Applicant**) in relation to the proposed Brookvale Green residential development at 174–176 Brookvale Road, Havelock North.

As Council is aware, the Applicant is currently preparing a substantive application under the Fast-track Approvals Act 2024 (**FTAA**) for the comprehensive residential development of the Brookvale Green site. The project was referred into the fast-track process by the Minister in 2025 and the substantive application is currently programmed for lodgement with the Environmental Protection Authority in June 2026.

In summary, due to width constraints associated with the existing Arataki Reserve and Council water asset boundaries at the Brookvale Road interface, the Applicant is seeking Council support in principle to utilise part of the Arataki Reserve land and the existing Council access corridor to facilitate a compliant public road connection for the Brookvale Green development. The proposal also includes associated earthworks and reserve enhancement works, while maintaining all affected land in Council ownership.

The purpose of this letter is to provide an overview of the proposed use of adjoining Council owned land associated with the north-western access interface of the development area. Specifically, the proposal involves using a portion of the Arataki Reserve land and the entirety of the existing Council water asset access corridor to form a new public road to service the proposed development. The Applicant is seeking Council landowner approval and agreement in principle to continue progressing this arrangement through the fast-track process, noting that all affected land would remain in Council ownership.

Project Background

Brookvale Green is a proposed comprehensively planned residential development providing 203 residential dwellings together with associated roads, public infrastructure, stormwater management systems, stream restoration works, and pedestrian connections across approximately 24ha (**Figure 1** and **Attachment 1**). The development has been the subject of ongoing engagement with Council officers, Hawke's Bay Regional Council, technical specialists and adjoining landowners over an extended period. The Applicant intends to lodge the application with the Environmental Protection Authority in June 2026, once engagement with the various stakeholders is concluded.



Figure 1: Proposed Masterplan

Land Subject to this Request

Through stakeholder engagement, Council officers raised matters regarding the proposed north-western road access arrangement as it impacts on the existing Council-owned reserve and water asset land adjacent to Brookvale Road (**Figure 2** and record of titles **Attachment 1**). The land subject to this letter comprises:

- The adjoining HDC-owned reserve land legally described as Lots 3 and 4 DP 481968 (**‘Arataki Reserve land’**) and currently held under the Reserves Act 1977 as Local Purpose (Amenity) Reserve, administered by the Public Spaces manager. By way of background, the Arataki Reserve land was originally established as a ‘buffer strip’ between the Arataki Extension CDL landholdings and the Plains Production zone (now the Brookvale Green site);
- The HDC-owned water asset on **Lot 1 Deposited Plan 28543** (170 Brookvale Road) which houses the water asset infrastructure, building and parking / manoeuvring areas (**‘water asset land’**) administered by the 3 Waters manager; and
- The adjoining HDC-owned water asset infrastructure access corridor on Lot 1 529421 Deposited Plan 28543 (**‘access corridor’**), administered by the 3 Waters Manager.



Figure 2: Council Land Subject Request

These areas are identified further on the accompanying concept drawings prepared by Maven.

Council Officer Feedback

At the meeting on 26 May 2026, Council officer feedback focused on the proposed secondary road access to Brookvale Road. The current design already incorporates use of the existing Council access corridor land for a road to be vested to Council, consistent with earlier discussions with Council asset managers. However, at the northern extent, the road alignment is constrained by the legal boundaries of the Arataki Reserve land and adjoining water asset title, resulting in insufficient width to achieve compliance with the Hastings District Council Engineering Code of Practice 2020 (ECOP). Council officers advised that ECOP compliance is required for the road to vest.

This prompted broader discussions regarding the long-term design and function of the interface between the proposed development, the Arataki Reserve land, the water asset access corridor and the adjoining CDL development to the west. Council officers identified the following matters for further resolution:

- **Comprehensive development:** Achieving a more coordinated and comprehensive development outcome across this interface area;
- **Transport:** Ensuring the development's secondary road access to Brookvale Road functions appropriately as a resilient two-way public road connection compliant with ECOP;

- **Geotechnical:** Further technical investigation into the geotechnical and batter stability considerations along the Reserve land edge;
- **Reserve Landscaping:** Confirming the extent of earthworks, retaining and planting proposed within the Arataki Reserve land; and
- **Water Asset:** Maintaining appropriate legal and physical access to existing Council water asset.

Through these discussions, Council officers indicated support in principle that a portion of the Arataki Reserve land could be utilised to accommodate the road width necessary to achieve ECoP compliance. It was also agreed in principle that the existing water asset access corridor could form part of the future road arrangement, subject to continued legal access being maintained to the retained water asset land.

What is Proposed



Figure 3: Area of Arataki Reserve Land for Public Road

The Applicant has prepared a revised design to respond to these matters. In simple terms, the proposal involves using a small portion of the Arataki Reserve land parcel (approximately 277m²) to facilitate a widened road arrangement near the water asset title (refer to **Figure 3** and **Attachment 3**). The proposed

road will extend south and occupy the full extent of the access corridor title. Ultimately, the proposed road widening area and access corridor are intended to vest as road reserve through subdivision, while the balance of the Arataki Reserve land would remain in Council ownership and continue to function as reserve land through the proposed subdivision. The proposed integrated solution includes:

- Extension of the proposed road reserve (Road 3) into a small portion of the Arataki Reserve land (277m²) and utilisation of the full extent of the Council access corridor (3,935m²) for road;
- Retaining wall and associated earthworks up to 2.9m height reducing to 0.3m over a length of 110m (subject to final design) within the Arataki Reserve land to facilitate the road. This will include safety fencing atop and subject to final design coordinated with Council;
- Associated earthworks and batter tie-ins over for the full extent of the Arataki Reserve land (3,624m²);
- Coordinated landscape planting within the Arataki Reserve land, including existing gum tree and vegetation removal, enhancement and reinstatement planting over the entirety of the Arataki Reserve land (3,624m²). Final landscaping design to be coordinated with Council; and
- Security fencing and new vehicle access for the existing water asset site (Lot 1 DP 529421).

The revised road arrangement has been developed to enable the proposed public road to achieve compliance with the Council ECoP (**Attachment 3**), subject to further detailed engineering design. Preliminary geotechnical advice from Hawke's Bay Geotech indicates the proposed design solution will achieve an acceptable stability outcome with further investigation to be completed next week to confirm final design recommendations.

The revised arrangement has been developed as a coordinated solution to Council officers' feedback to provide a more practical long-term outcome for this boundary interface. Importantly, all affected land will remain in Council ownership and continue to serve its broader public function, while achieving a coordinated outcome across transport, infrastructure, and public open space matters.

Public Land Vesting Framework

Brookvale Green includes a significant network of public land areas proposed to vest in Council. At present, the proposed vesting framework includes:

- Road Reserves (total area 5.7491ha);
- Four Local Purpose (Drainage) Reserves (stormwater devices and two stream channels) (total area 6.2ha);
- One Local Purpose (Utility) Reserve (wastewater pump station) (543m²); and
- One Accessway (405m²).

A proposed scheme plan showing the proposed public vesting framework accompanies this letter (**Attachment 3**) with final details and title arrangements to be confirmed with Council officers. In total, it is proposed to vest approximate 12ha of land to Council as part of the proposal development. Overall, future public land provision comprises approximately 50% of total site area.



Figure 4: Proposed Vesting Plan

Support Sought from Council

At this stage, we are continuing to work with Council officers to understand the reserve-related statutory processes and subdivision implementation requirements under the Fast-track Approvals framework. While the final legal and statutory mechanism remains subject to further engagement, the Applicant seeks Council's support, as landowner and administering body, for the integrated access and reserve interface approach outlined in this letter so the substantive fast-track application can proceed on an informed and coordinated basis. Accordingly, this includes:

- Use of a small portion of Council administered Arataki Reserve land for proposed road and associated works including retaining wall, earthworks, batter and landscaping;
- Earthworks, vegetation removal, replanting, landscaping and associated reserve enhancement works across the entirety of the Arataki Reserve land to integrate the reserve interface with the proposed development and adjoining consented CDL development area;
- Use of the Council owned access corridor for a proposed new road;

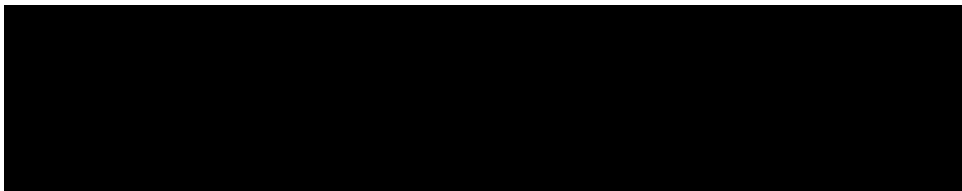
- Ongoing coordination with Council officers regarding the legal and statutory implementation pathway for these works as part of the Brookvale Green fast-track application; and
- Retention of all affected land in Council ownership, with final title arrangements to be agreed with Council officers.

Conclusion

The Applicant considers the proposal achieves a positive and pragmatic outcome that responds directly to Council officer feedback. We appreciate the constructive and collaborative engagement undertaken with Council officers on this matter. We would be happy to discuss any aspect of the proposal further or provide any additional information required.

Yours sincerely | Nā māua noa, nā

Barker & Associates Limited



[Redacted]

Partner

[Redacted]

[Redacted]

Senior Associate

[Redacted]

Attachments:

Attachment 1: Records of Title

Attachment 2: Masterplan

Attachment 3: Engineering Drawings



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 677142
Land Registration District Hawkes Bay
Date Issued 12 February 2015

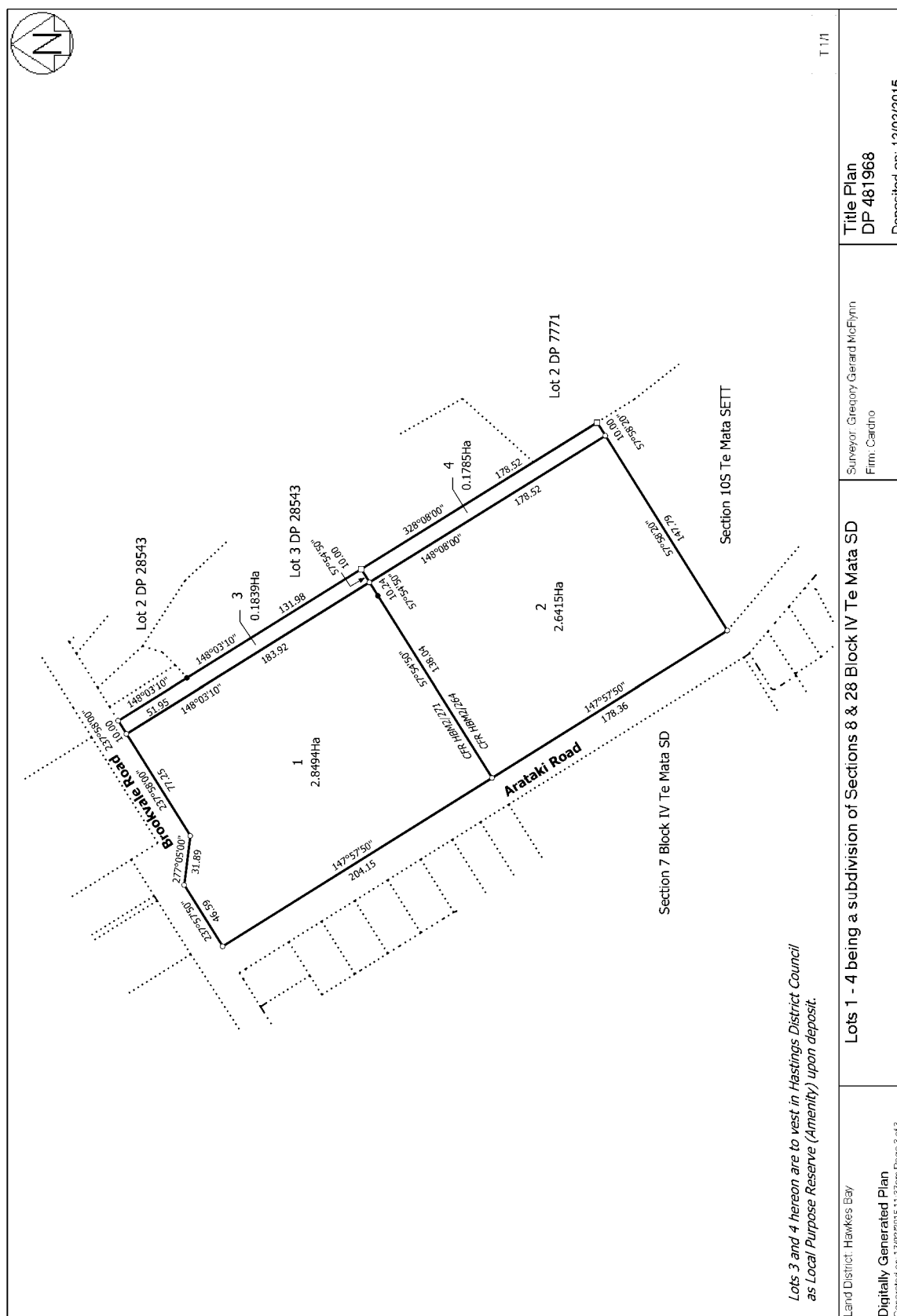
Prior References

HBM2/264 HBM2/271

Estate Fee Simple
Area 3624 square metres more or less
Legal Description Lot 3-4 Deposited Plan 481968
Purpose Local Purpose (Amenity) Reserve
Registered Owners
Hastings District Council

Interests

Subject to Section 8 Mining Act 1971
Subject to Section 168A Coal Mines Act 1925
Subject to Section 241(2) Resource Management Act 1991 (affects DP 481968)
Subject to the Reserves Act 1977





RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy




R.W. Muir
Registrar-General
of Land

Identifier **858135**
Land Registration District **Hawkes Bay**
Date Issued 15 July 2019

Prior References
HBY2/561

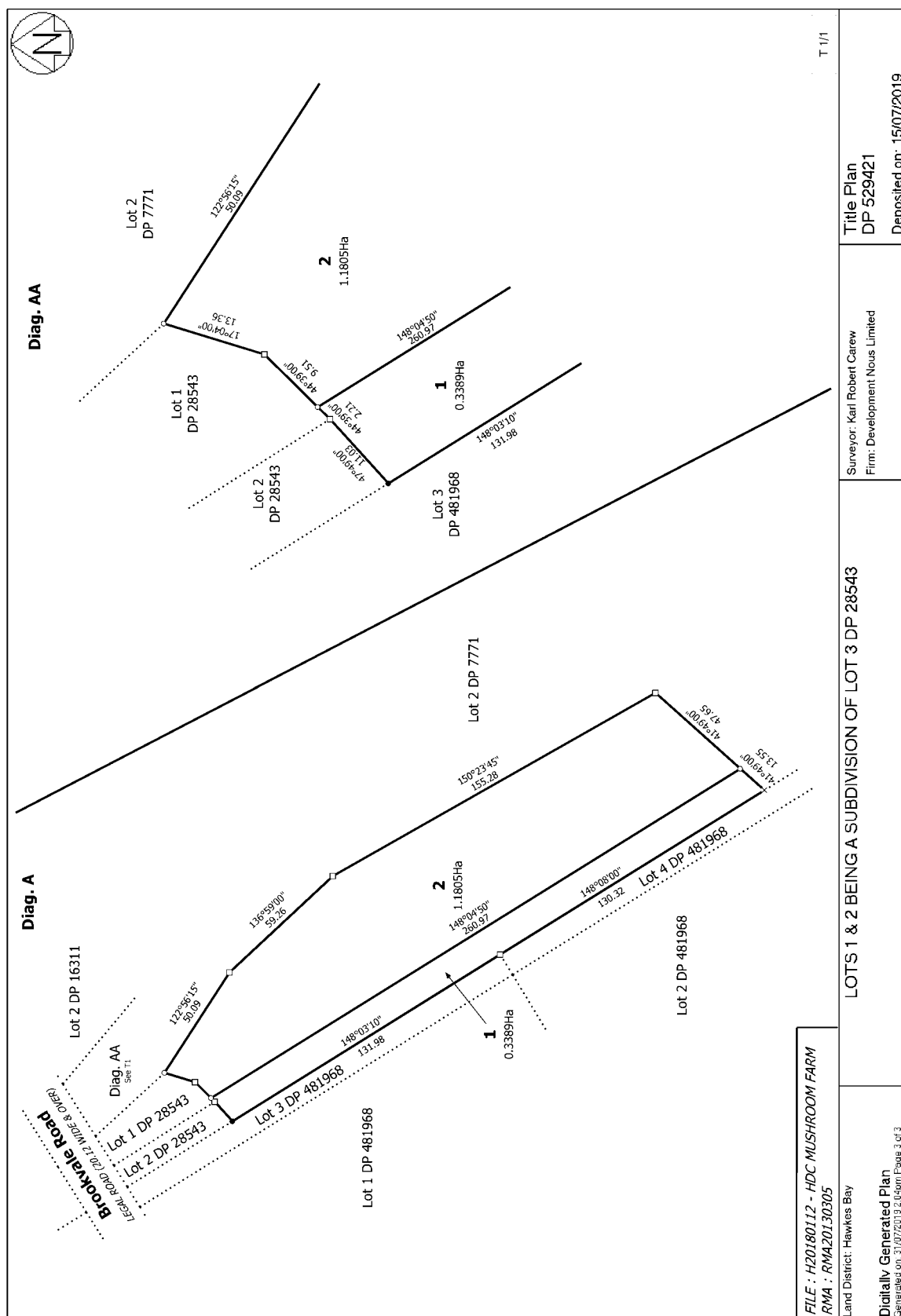
Estate Fee Simple
Area 3389 square metres more or less
Legal Description Lot 1 Deposited Plan 529421
Registered Owners
Hastings District Council

Estate Fee Simple - 1/2 share
Area 546 square metres more or less
Legal Description Lot 2 Deposited Plan 28543
Registered Owners
Hastings District Council

Interests

Subject to Section 241(2) Resource Management Act 1991 (affects DP 529421)
Subject to a right of way over Lot 1 DP 529421 created by Easement Instrument 11395322.4 - 15.7.2019 at 9:16 am
The easement created by Easement Instrument 11395322.4 is subject to Section 243(a) Resource Management Act 1991





Brookvale Green Masterplan



Scale 1:3,000 @ A3



Figure 1 Brookvale Green Masterplan



LOT 1 - 203, 507, 600, 1000-1004, 2000-2005 BEING
A PROPOSED SUBDIVISION OF
LOT 2 DP 28543, LOT 2 DP7771, LOTS 1 AND 2 DP
16311 AND LOTS 1 AND 2 DP 529421
COMPRISED IN 858135, HBM1/10, HBJ1/S6,
HBJ1/S7, 858135, 858136.
TOTAL AREA: 23.7907Ha (SUM OF RT)

LOT 2 SUB-TBC

STORMWATER RESERVE TO VEST
46798m²

DRAINAGE RESERVE
WASTEWATER TO VEST
543m²

LOT 21 DP 3449

ROADS TO VEST
(LOTS 2000-2005)
57,491m²

LOT 2 DP 540945
STORMWATER RESERVE
TO VEST = 7,708m²

PEDESTRIAN ACCESS
RESERVE TO VEST = 405m²

SECTION 105 TE MATA SETT

STORMWATER
RESERVE TO VEST
2,538m²

STORMWATER
RESERVE TO VEST
4,956m²

LOT 1 DP 16136

LOT 1 DP 13626

LOT 1 DP 27388

LOT 1 DP 27387

BROOKVALE RD

ARATAKI RD

GROOBY PL

TE HEIPORA PL

ARATAKI RD

MEISSNER RD

RESOURCE CONSENT

NOTES

1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000.
3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016.
4. ORIGIN OF LEVELS = IT IV SO1837
PUBLISHED RL=13.56, SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
5. BOUNDARIES ARE SUBJECT TO FINAL SURVEY.
6. ALL DIMENSIONS SHOWN ARE IN METERS.

LEGEND

- EX BDY
PR BDY
EX BDY ABUTTAL
EX EASEMENT
RT
RT
REFERENCE TITLE
PR EASEMENT

A	SUBSTANTIVE APPLICATION	RH	06/2026
Rev	Description	By	Date
		By	Date
Survey	-	-	-
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	



Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**LAND VESTING
PLAN**

Project no.	135041
Scale	1:3000 @ A3
Cad file	135041-C150.DWG
Drawing no.	C100-1
Rev	A



LOT 174 - 188, 507, 1003 AND 2003 BEING A
PROPOSED SUBDIVISION OF
LOT 9003 STAGE 1, LOT 2 DP 28543, LOT 1 DP
529421
COMPRISED IN TBC., 585135

LOT 2 SUB-TBC

- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS DISTRICT COUNCIL STANDARDS.
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 7. EASEMENT WIDTHS SUBJECT TO FINAL SURVEY AND CONFIRMATION WITH HASTINGS DISTRICT COUNCIL.

LEGEND

	EX BDY
	PR BDY
	EX BDY ABUTTAL
	EX EASEMENT
	RT REFERENCE TITLE
	PR EASEMENT

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	-	-	
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	



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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED STAGE 3
SCHEME PLAN**

Project no.	135041		
Scale	1:1 ORIG @ A3		
Cad file	135041-C153 STAGE 3.DWG		
Drawing no.	C153-2	Rev	A

RESERVE REVOKED /
DECLARED AS LEGAL ROAD
(NOT PART OF
SUBDIVISION)

LOT 2 DP 540945

LOT 1000 STAGE 1

LOT 1001 LOCAL PURPOSE
(DRAINAGE) RESERVE VESTED
UNDER STAGE 1

RESOURCE CONSENT



LOT 174 - 188, 507, 1003 AND 2003 BEING A
PROPOSED SUBDIVISION OF
LOT 9003 STAGE 1, LOT 2 DP 28543, LOT 1 DP
529421
COMPRISED IN TBC., 585135

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- LEGEND
- EX BDY
 - PR BDY
 - EX BDY ABUTTAL
 - EX EASEMENT
 - RT REFERENCE TITLE
 - PR EASEMENT

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
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Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	



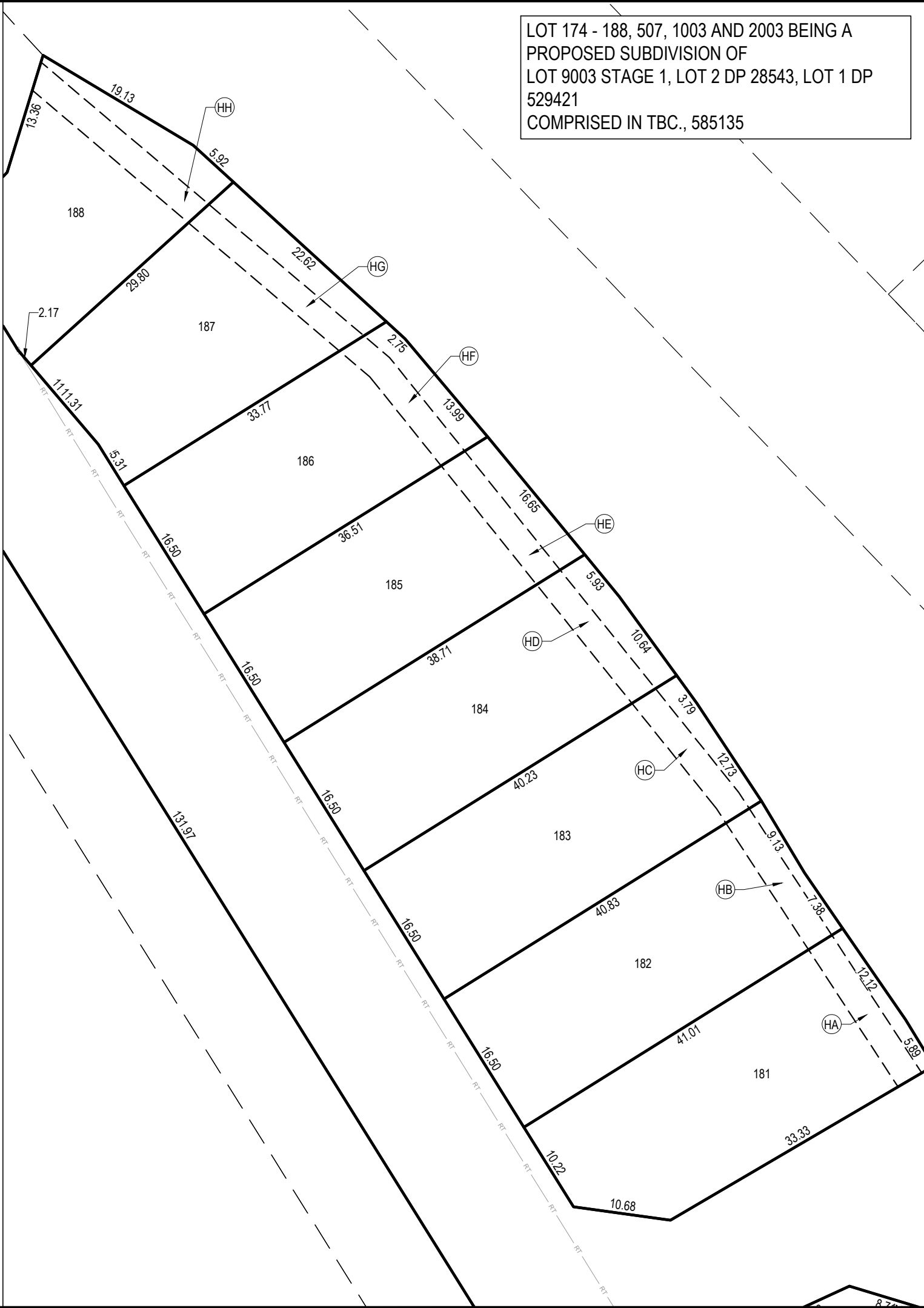
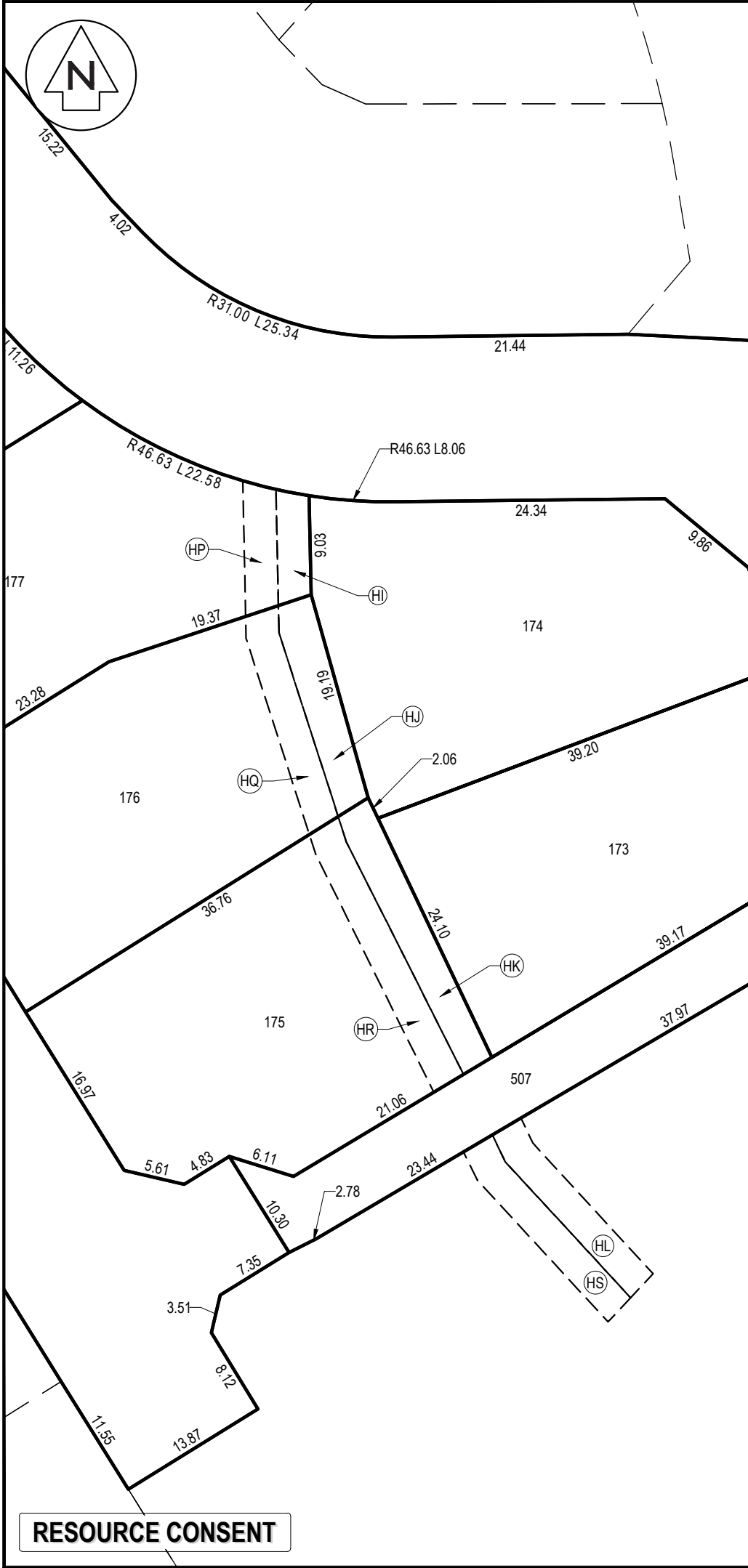
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Project
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Title
**PROPOSED STAGE 3
SCHEME PLAN**

Project no.	135041		
Scale	1:1 ORIG @ A3		
Cad file	135041-C153 STAGE 3.DWG		
Drawing no.	C153-3	Rev	A

RESOURCE CONSENT



LOT 174 - 188, 507, 1003 AND 2003 BEING A
PROPOSED SUBDIVISION OF
LOT 9003 STAGE 1, LOT 2 DP 28543, LOT 1 DP
529421
COMPRISED IN TBC., 585135

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LEGEND

	EX BDY
	PR BDY
	EX BDY ABUTTAL
	EX EASEMENT
	REFERENCE TITLE
	PR EASEMENT

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	-	-	-
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	



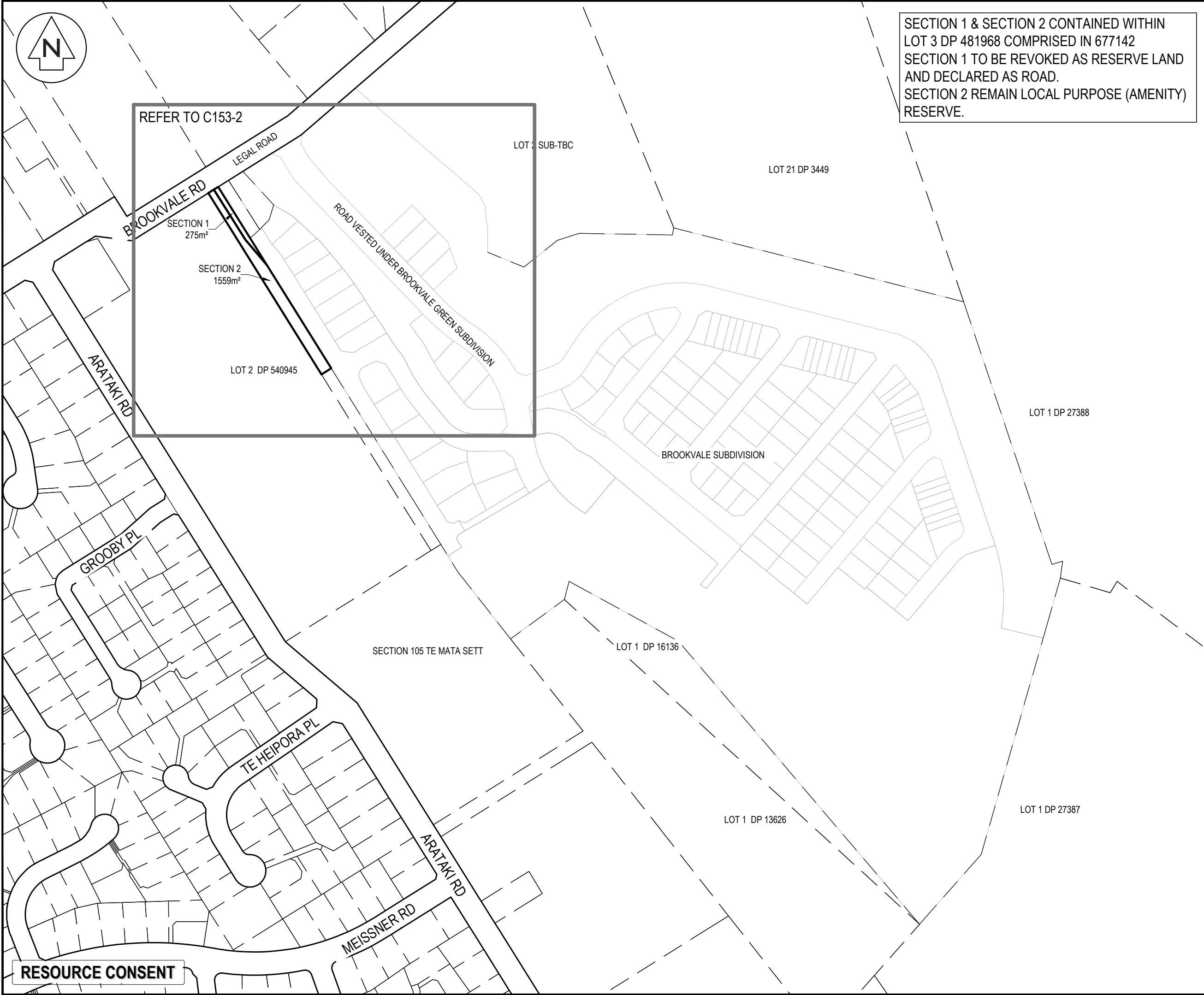
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Auckland 1023

Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED STAGE 3
EASEMENT PLAN**

Project no.	135041		
Scale	1:500 @ A3		
Cad file	135041-C153 STAGE 3.DWG		
Drawing no.	C153-4	Rev	A

RESOURCE CONSENT



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LEGEND

	EX BDY
	PR BDY
	EX BDY ABUTTAL
	PR BDY (BROOKVALE)
	RT
	RT
	REFERENCE TITLE

A	REVOCATION	RH	05/2026
Rev	Description	By	Date
Survey	-	-	
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	

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Project

**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title

**RESERVE REVOCATION
SCHEME PLAN
OVERVIEW**

Project no.	135041		
Scale	1:3000 @ A3		
Cad file	135041-C160-RESERVE.DWG		
Drawing no.	C160-1	Rev	A



SECTION 1 & SECTION 2 CONTAINED WITHIN
LOT 3 DP 481968 COMPRISED IN 677142
SECTION 1 TO BE REVOKED AS RESERVE LAND
AND DECLARED AS ROAD.
SECTION 2 REMAIN LOCAL PURPOSE (AMENITY)
RESERVE.

- NOTES
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 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016.
 4. ORIGIN OF LEVELS = IT IV SO1837
PUBLISHED RL=13.56, SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 5. BOUNDARIES ARE SUBJECT TO FINAL SURVEY.
 6. ALL DIMENSIONS SHOWN ARE IN METERS.

LEGEND			
	EX BDY		
	PR BDY		
	EX BDY ABUTTAL		
	PR BDY (BROOKVALE)		
	RT	RT	REFERENCE TITLE

A	REVOCATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	-	-	
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	

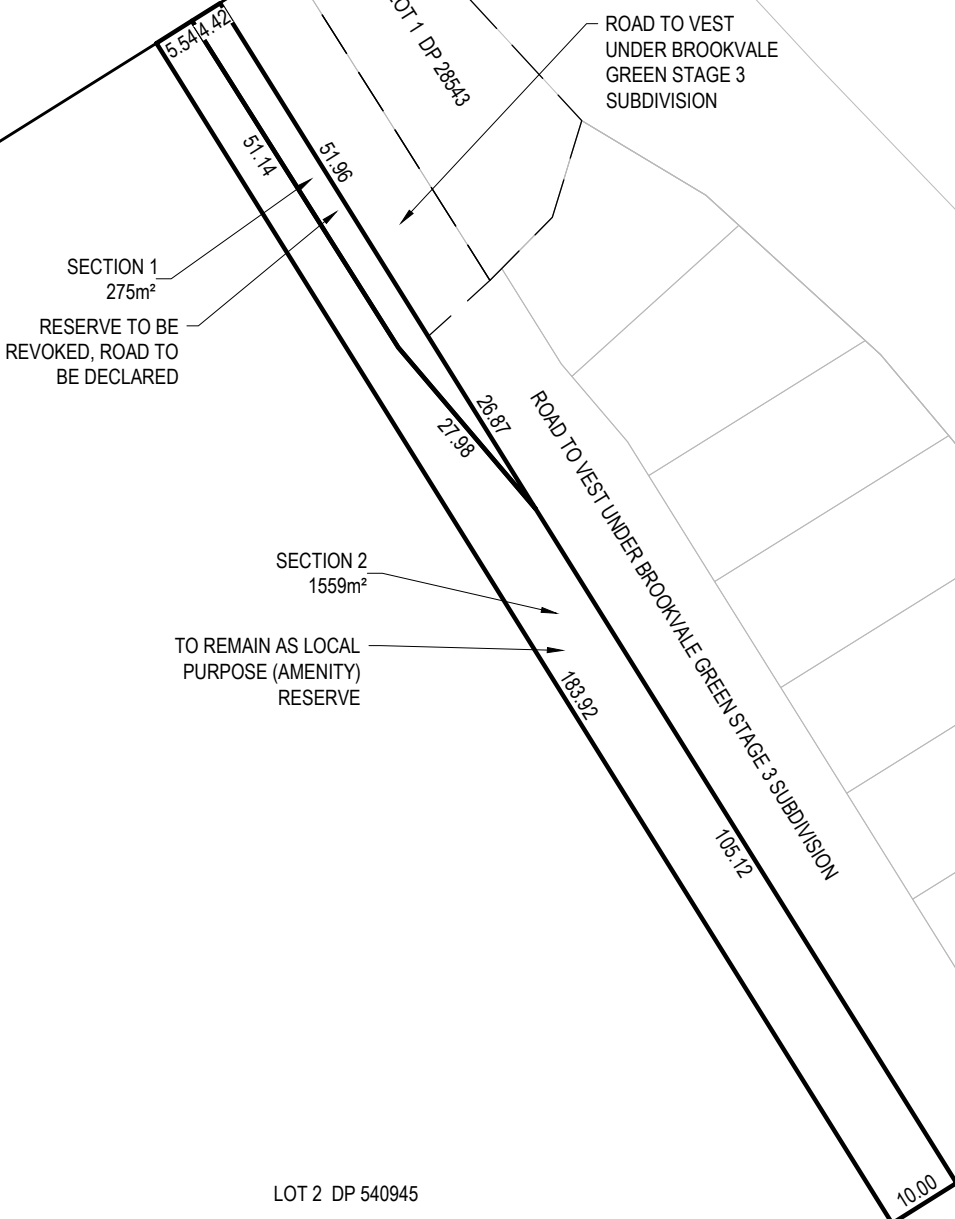


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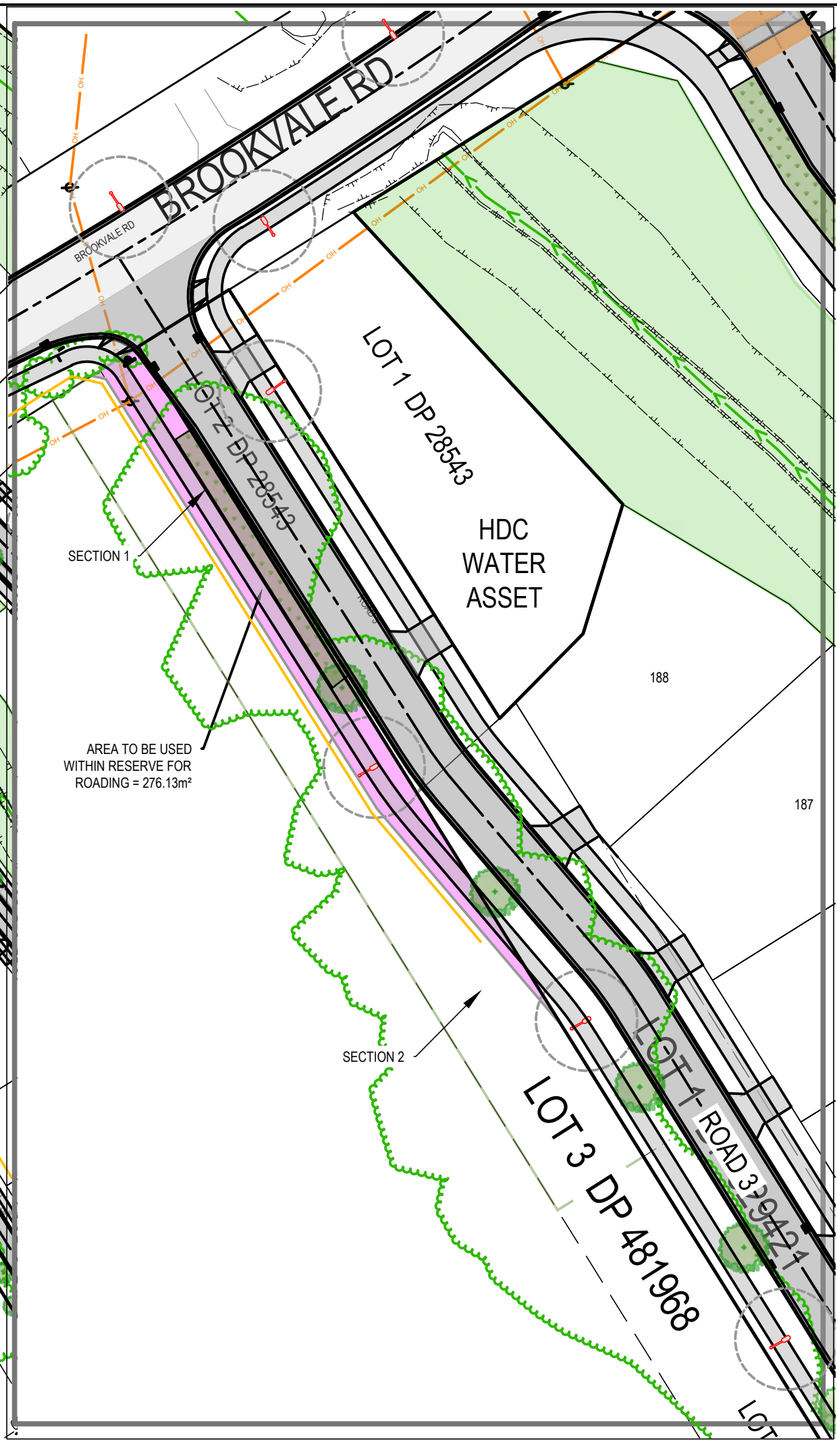
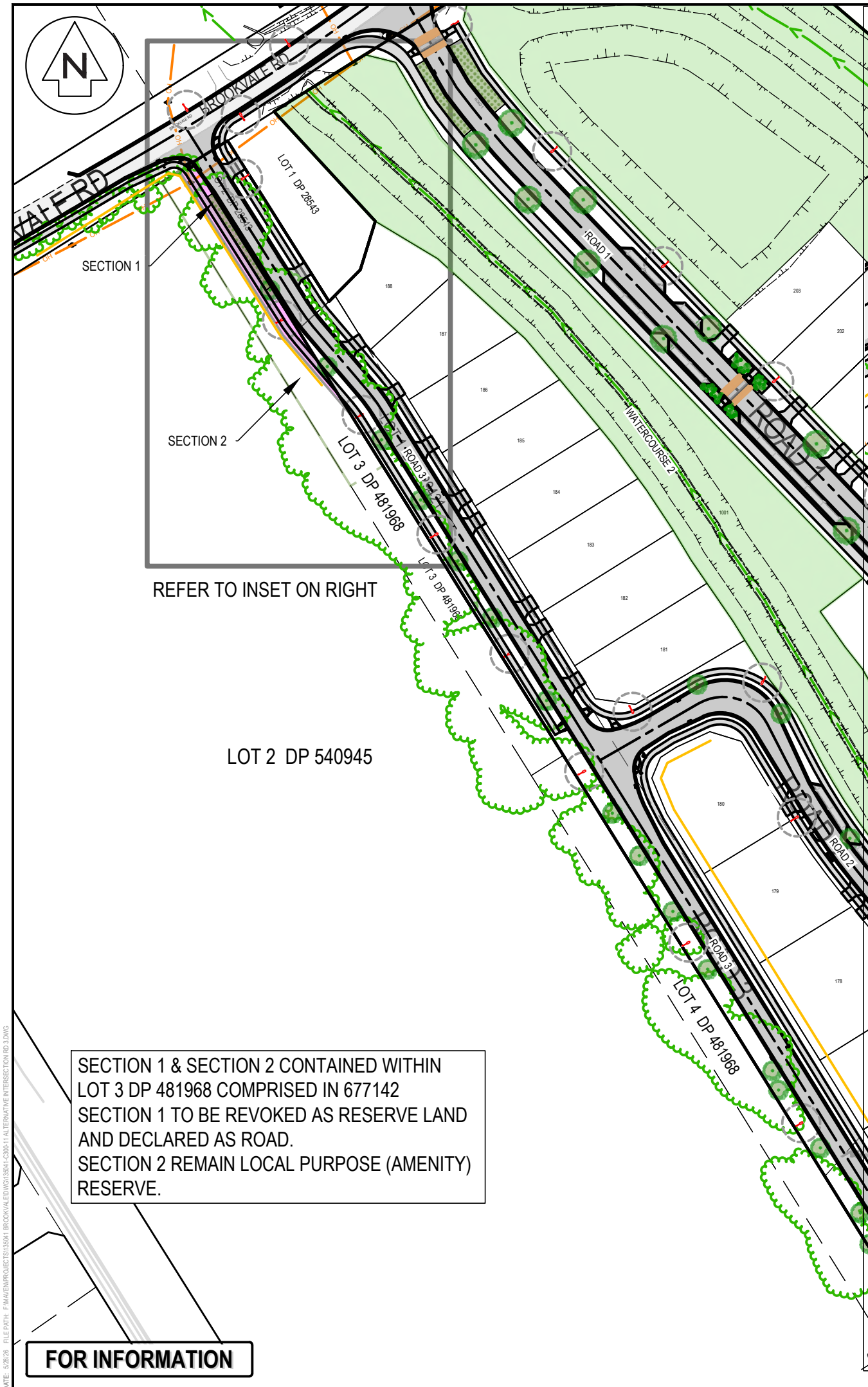
Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**RESERVE REVOCATION
SCHEME PLAN**

Project no.	135041		
Scale	1:1 ORIG @ A3		
Cad file	135041-C160 RESERVE.DWG		
Drawing no.	C160-2	Rev	A



RESOURCE CONSENT



SECTION 1 & SECTION 2 CONTAINED WITHIN LOT 3 DP 481968 COMPRISED IN 677142 SECTION 1 TO BE REVOKED AS RESERVE LAND AND DECLARED AS ROAD. SECTION 2 REMAIN LOCAL PURPOSE (AMENITY) RESERVE.

AREA TO BE USED WITHIN RESERVE FOR ROADING = 276.13m²

FOR INFORMATION

Rev	Description	By	Date
A	SUBSTANTIVE APPLICATION	RH	05/2026
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

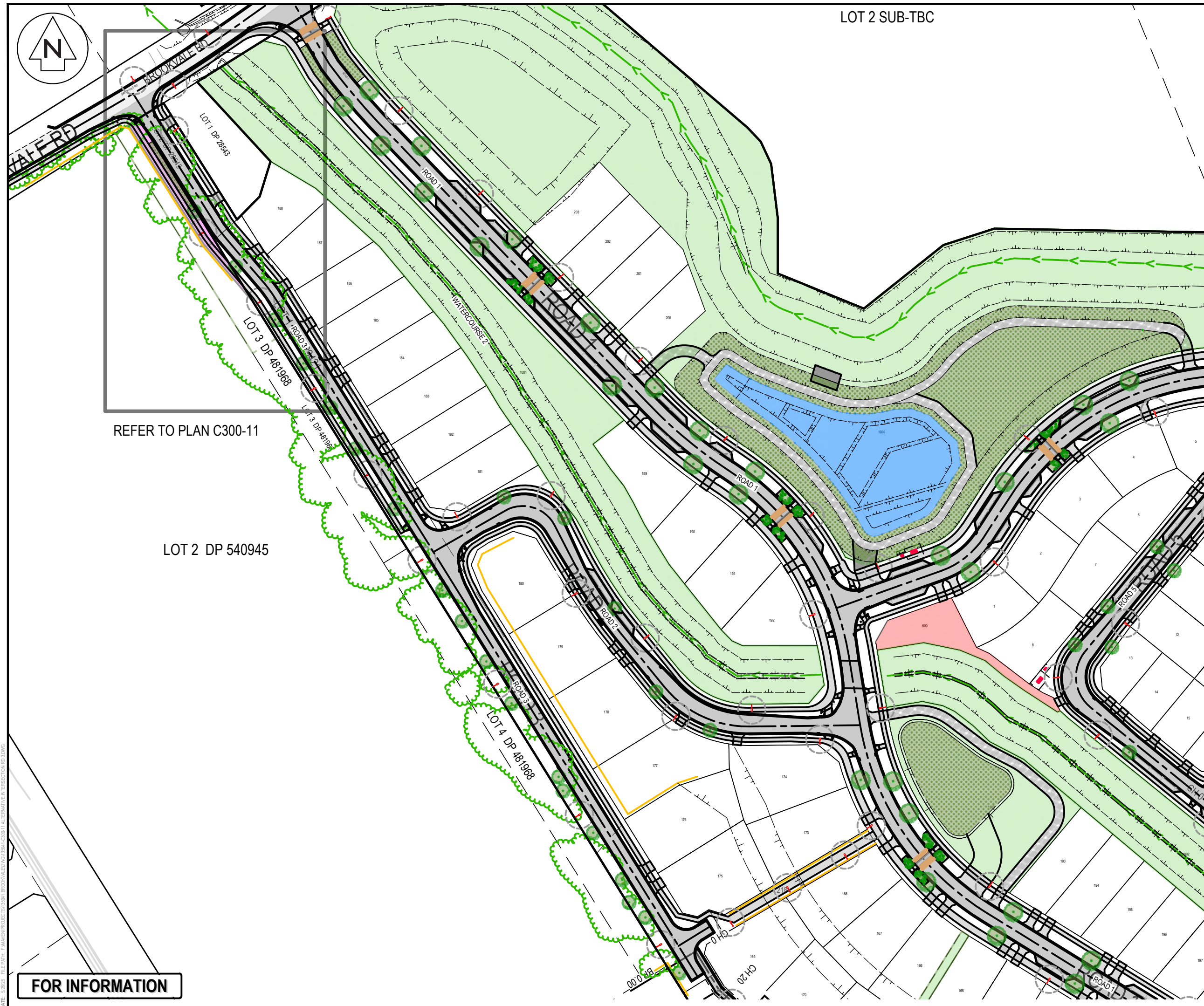


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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ROAD / LANDSCAPE
RESERVE LOT CHANGE**

Project no.	135041
Scale	
Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
Drawing no.	C300-11
Rev	A



LOT 2 SUB-TBC

REFER TO PLAN C300-11

LOT 2 DP 540945

LOT 4 DP 481968

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
	By	Date	
Survey	TECH SP	02/2025	
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	



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**BROOKVALE GREEN
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FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title

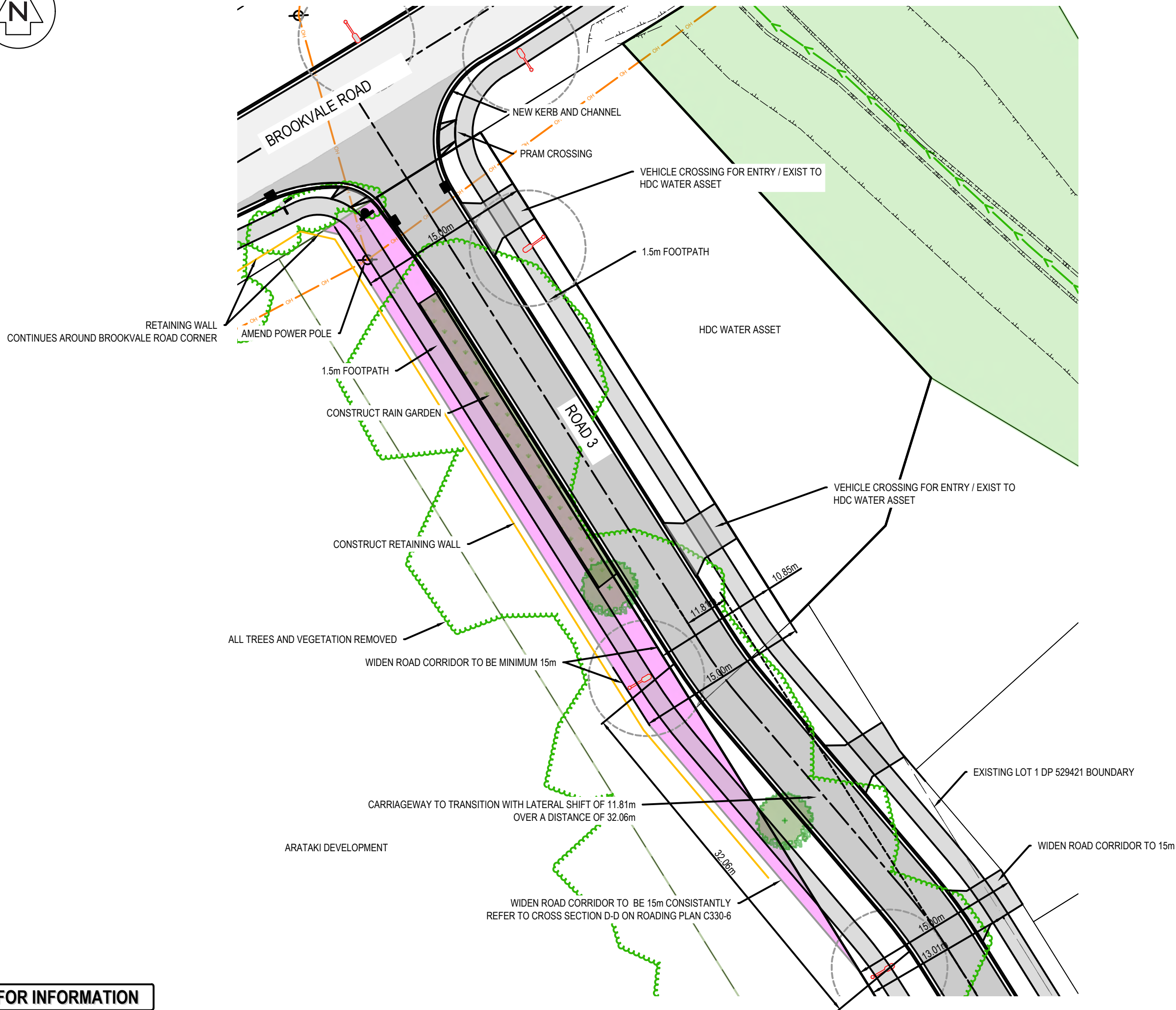
**PROPOSED
ROAD / LANDSCAPE
RESERVE LOT CHANGE**

Project no.	135041
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Scale	
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Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
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Drawing no.	C300-12	Rev	A
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FOR INFORMATION

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

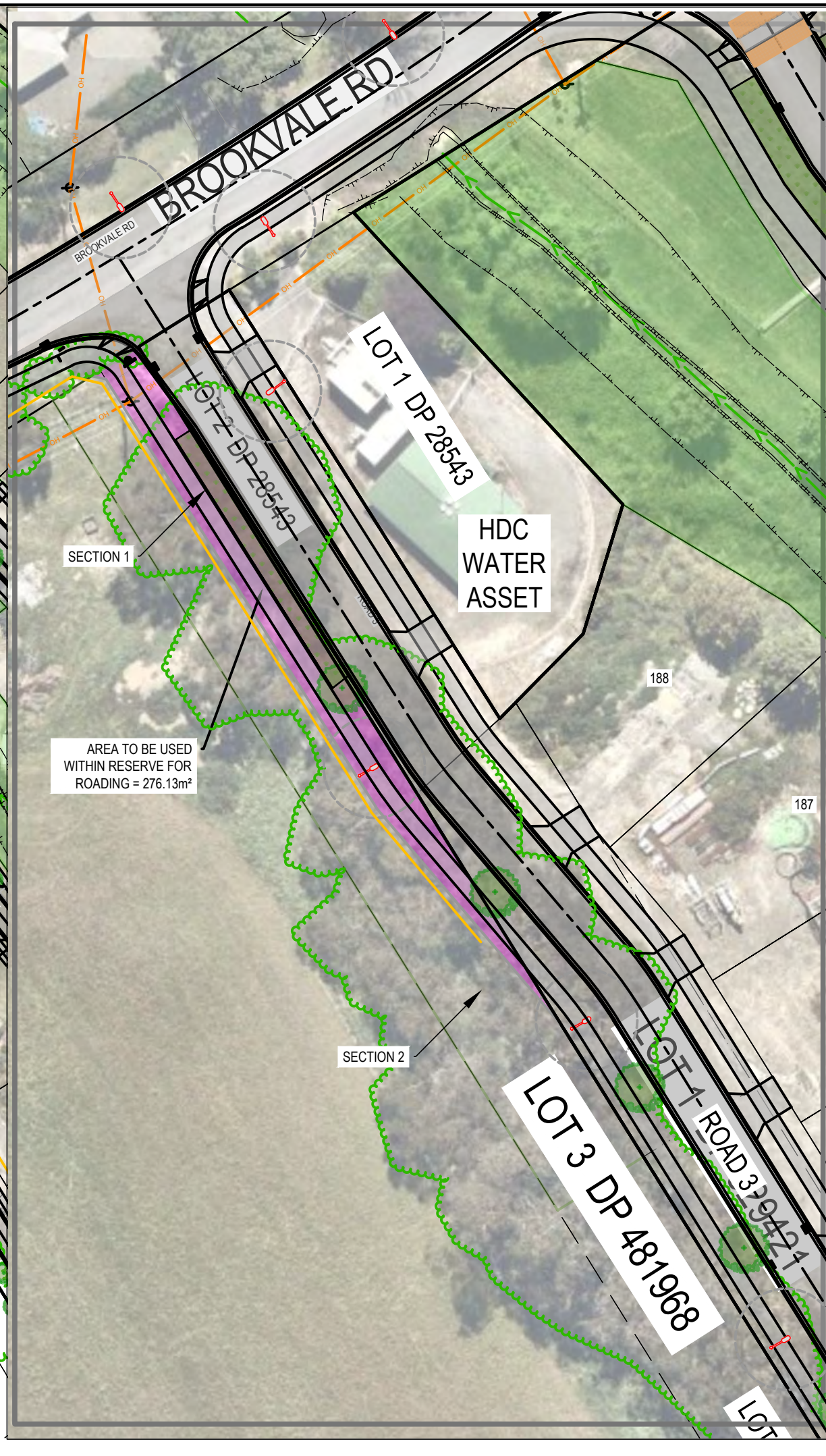
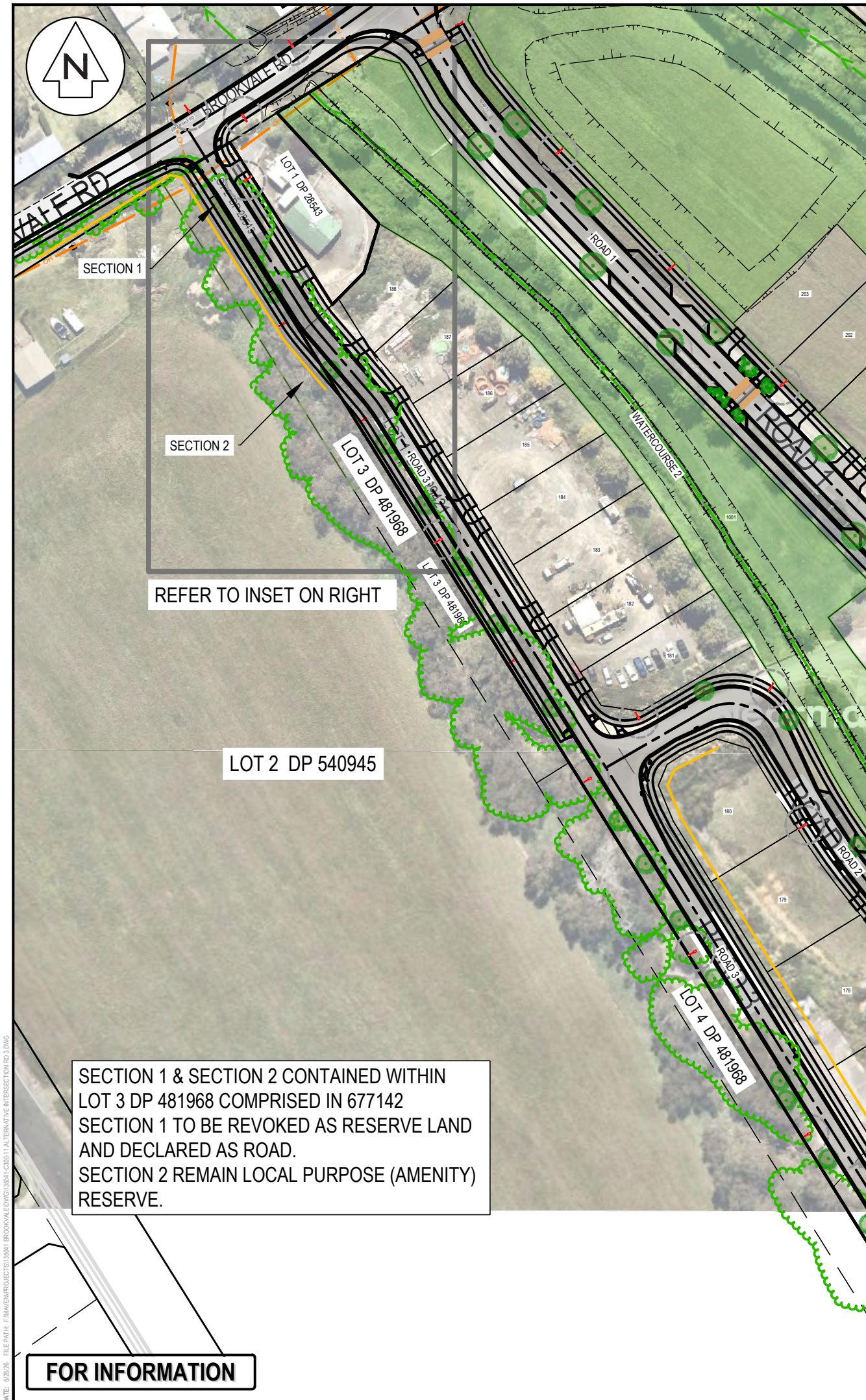


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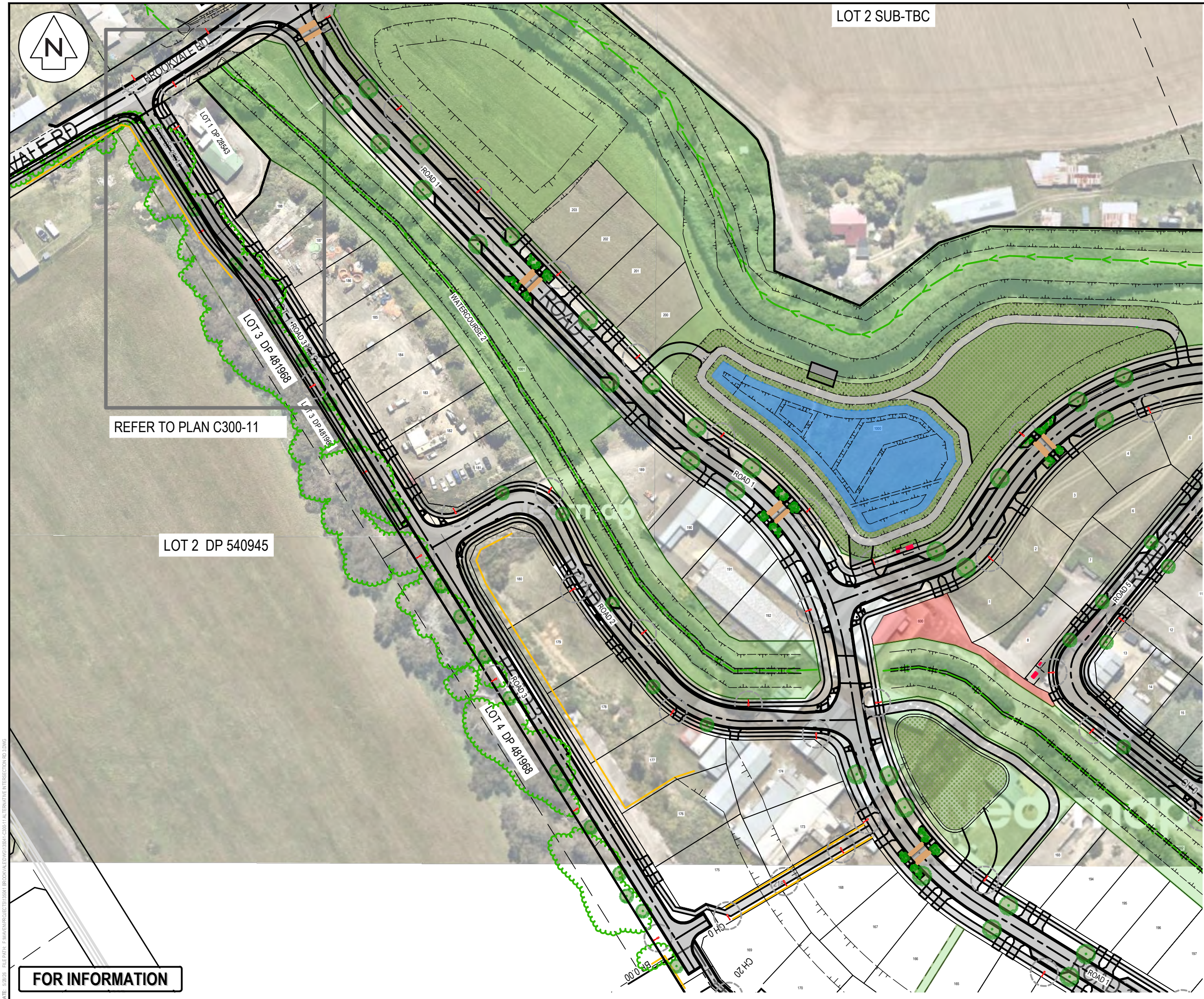
Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ROAD / LANDSCAPE
RESERVE LOT CHANGE**

Project no.	135041
Scale	
Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
Drawing no.	C300-13
Rev	A



A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026
M MAVEN Maven Associates 09 571 0050 info@maven.co.nz www.maven.co.nz 5 Owens Road, Epsom Auckland 1023			
Project BROOKVALE GREEN HAVELOCK NORTH FOR VERMONT STREET PARTNERS NO. 4 LIMITED			
Title PROPOSED ROAD / LANDSCAPE RESERVE LOT CHANGE			
Project no.	135041		
Scale			
Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG		
Drawing no.	C300-11	Rev	A



LOT 2 SUB-TBC

REFER TO PLAN C300-11

LOT 2 DP 540945

LOT 4 DP 481968

LOT 3 DP 481968

FOR INFORMATION

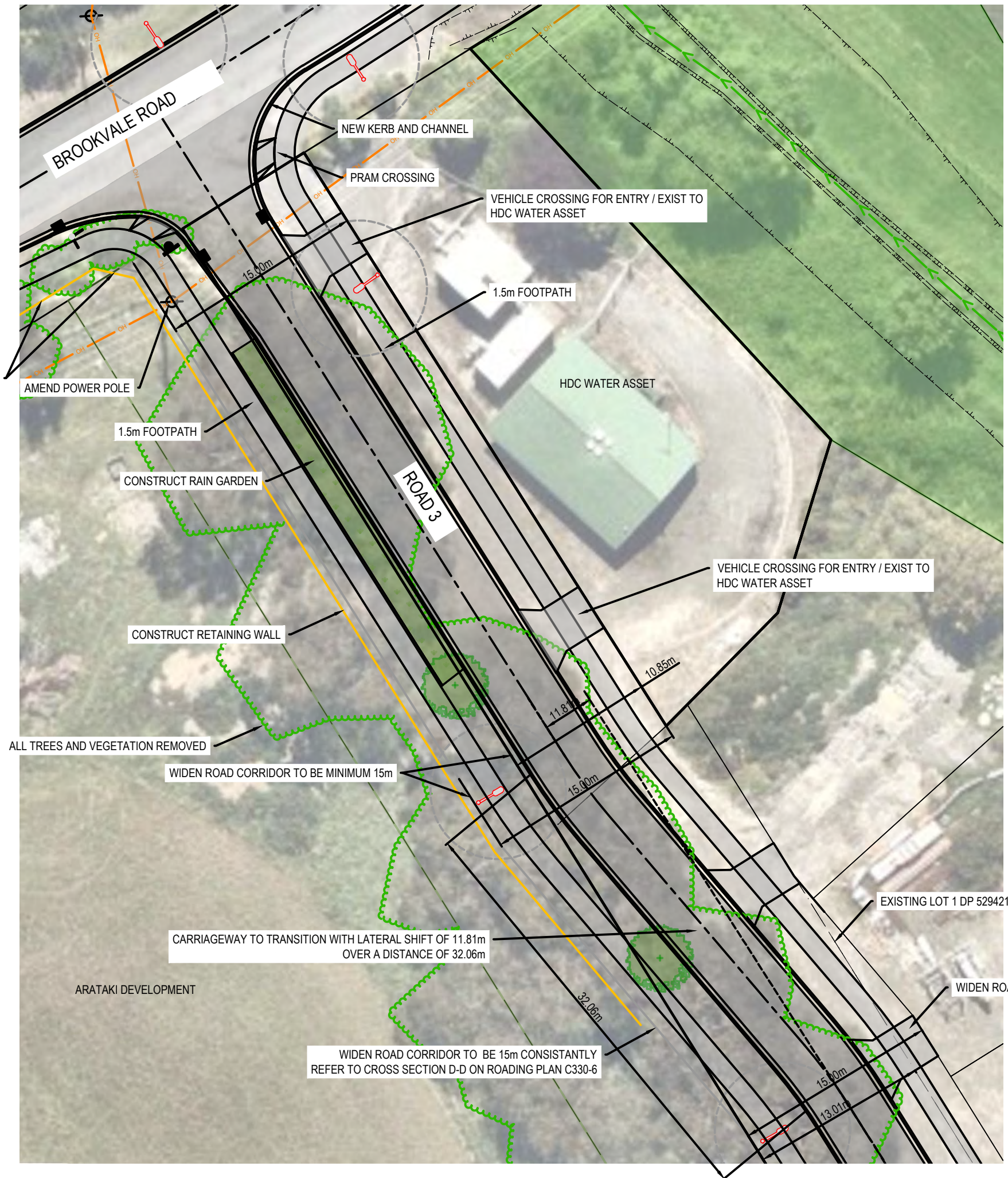
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Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
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Project
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Title
**PROPOSED
ROAD / LANDSCAPE
RESERVE LOT CHANGE**

Project no.	135041
Scale	
Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
Drawing no.	C300-12
Rev	A



RETAINING WALL
CONTINUES AROUND BROOKVALE ROAD CORNER

BROOKVALE ROAD

NEW KERB AND CHANNEL

PRAM CROSSING

VEHICLE CROSSING FOR ENTRY / EXIST TO
HDC WATER ASSET

1.5m FOOTPATH

HDC WATER ASSET

1.5m FOOTPATH

CONSTRUCT RAIN GARDEN

ROAD 3

CONSTRUCT RETAINING WALL

VEHICLE CROSSING FOR ENTRY / EXIST TO
HDC WATER ASSET

ALL TREES AND VEGETATION REMOVED

WIDEN ROAD CORRIDOR TO BE MINIMUM 15m

CARRIAGEWAY TO TRANSITION WITH LATERAL SHIFT OF 11.81m
OVER A DISTANCE OF 32.06m

ARATAKI DEVELOPMENT

WIDEN ROAD CORRIDOR TO BE 15m CONSISTANTLY
REFER TO CROSS SECTION D-D ON ROADING PLAN C330-6

EXISTING LOT 1 DP 529421 BOUNDARY

WIDEN ROAD CORRIDOR TO 15m

FOR INFORMATION

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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Title
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RESERVE LOT CHANGE**

Project no.	135041
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Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
Drawing no.	C300-13
Rev	A



A	SUBSTANTIVE APPLICATION	BB	06/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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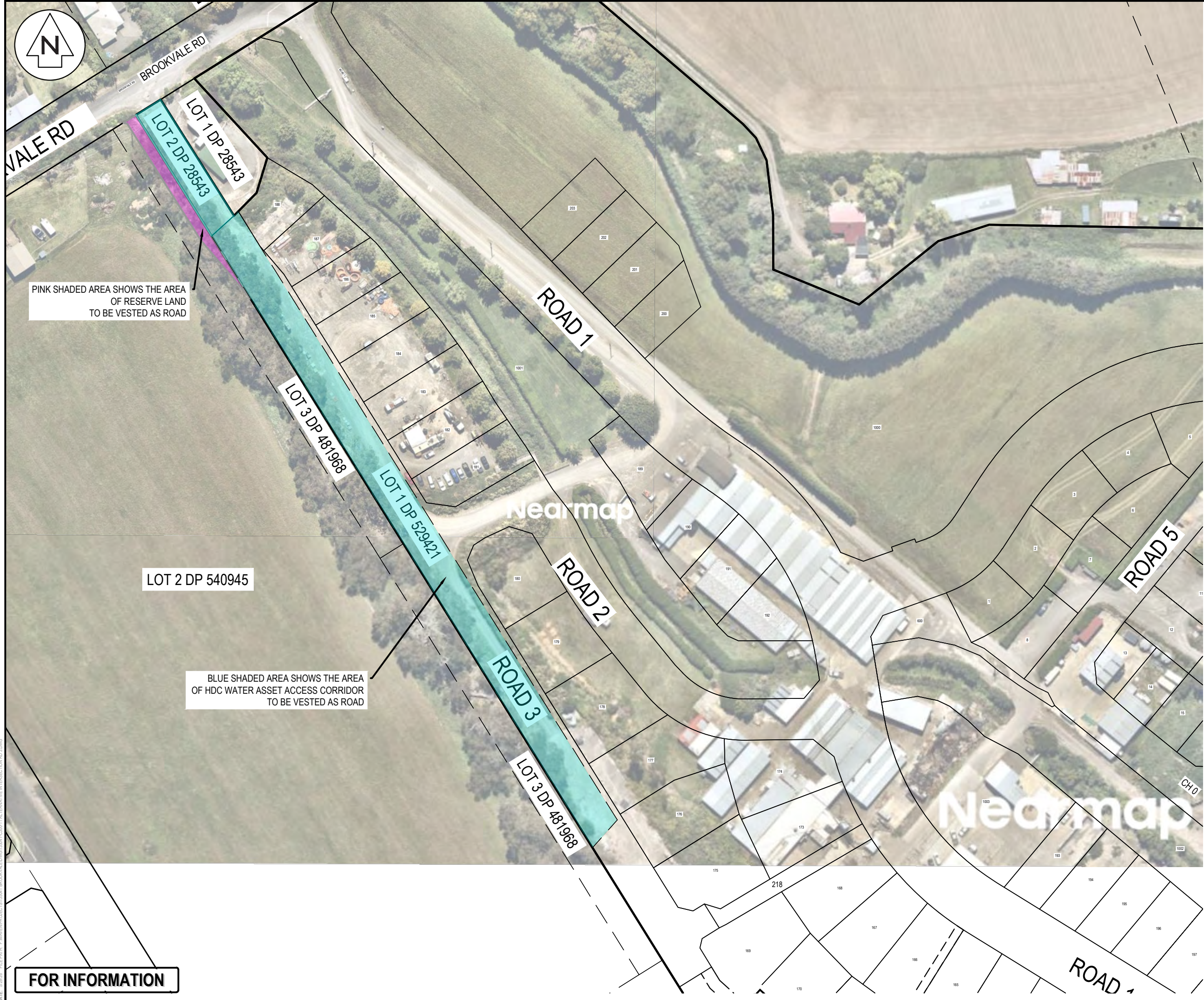
5 Owens Road, Epsom

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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED HDC
OWNED LAND
TO VEST AS ROAD**

Project no.	135041
Scale	
Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
Drawing no.	C300-14
Rev	A



PINK SHADED AREA SHOWS THE AREA
OF RESERVE LAND
TO BE VESTED AS ROAD

BLUE SHADED AREA SHOWS THE AREA
OF HDC WATER ASSET ACCESS CORRIDOR
TO BE VESTED AS ROAD

FOR INFORMATION

A	SUBSTANTIVE APPLICATION	BB	06/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

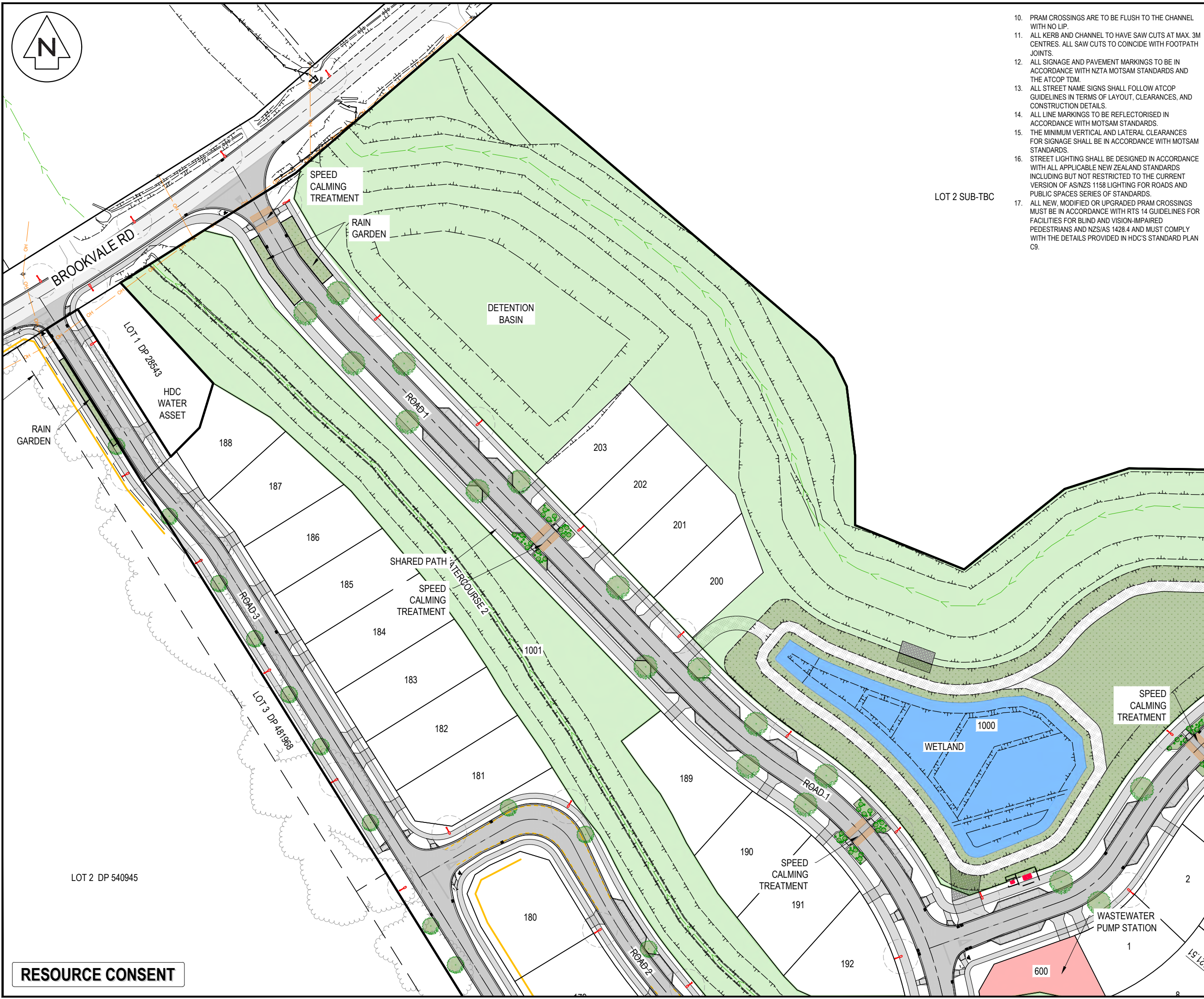
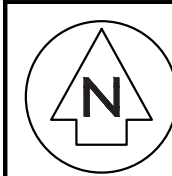


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Project
**BROOKVALE GREEN
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Title
**PROPOSED HDC
OWNED LAND
TO VEST AS ROAD**

Project no.	135041
Scale	
Cad file	135041-C300-11 ALTERNATIVE INTERSECTION RD 3.DWG
Drawing no.	C300-14
Rev	A



- 10. PRAM CROSSINGS ARE TO BE FLUSH TO THE CHANNEL WITH NO LIP.
- 11. ALL KERB AND CHANNEL TO HAVE SAW CUTS AT MAX. 3M CENTRES. ALL SAW CUTS TO COINCIDE WITH FOOTPATH JOINTS.
- 12. ALL SIGNAGE AND PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH NZTA MOTSAM STANDARDS AND THE ATCOP TDM.
- 13. ALL STREET NAME SIGNS SHALL FOLLOW ATCOP GUIDELINES IN TERMS OF LAYOUT, CLEARANCES, AND CONSTRUCTION DETAILS.
- 14. ALL LINE MARKINGS TO BE REFLECTORISED IN ACCORDANCE WITH MOTSAM STANDARDS.
- 15. THE MINIMUM VERTICAL AND LATERAL CLEARANCES FOR SIGNAGE SHALL BE IN ACCORDANCE WITH MOTSAM STANDARDS.
- 16. STREET LIGHTING SHALL BE DESIGNED IN ACCORDANCE WITH ALL APPLICABLE NEW ZEALAND STANDARDS INCLUDING BUT NOT RESTRICTED TO THE CURRENT VERSION OF AS/NZS 1158 LIGHTING FOR ROADS AND PUBLIC SPACES SERIES OF STANDARDS.
- 17. ALL NEW, MODIFIED OR UPGRADED PRAM CROSSINGS MUST BE IN ACCORDANCE WITH RTS 14 GUIDELINES FOR FACILITIES FOR BLIND AND VISION-IMPAIRED PEDESTRIANS AND NZS/AS 1428.4 AND MUST COMPLY WITH THE DETAILS PROVIDED IN HDC'S STANDARD PLAN C9.

- NOTES
- 1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 - 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
 - 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 .
 - 4. ORIGIN OF LEVELS = IT IV SO1837 SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 - 5. CONTRACTOR IS TO AVOID USING GPS FOR SET OUT OF THE KERB LEVELS WHERE GRADIENTS ARE LESS THAN 1%.
 - 6. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL SERVICES THAT MAY BE AFFECTED BY THEIR OPERATIONS.
 - 7. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT HEALTH AND SAFETY REQUIREMENTS.
 - 8. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.
 - 9. FINAL PAVEMENT DESIGN SUBJECT TO CBR/BEAM TESTS ON SUBGRADE MATERIAL.
 - 10. SETOUT SCHEDULE WITH COORDINATES OF CHAINAGE POINTS ALONG ROAD CENTRELINE TO BE SUPPLIED TO THE CONTRACTOR PRIOR TO CONSTRUCTION.
 - 11. REFER TO LONG SECTION FOR FINISHED CENTRELINE LEVELS. REFER TO TYPICAL CROSS SECTIONS TO OBTAIN LEVELS FOR OTHER LOCATIONS.
 - 12. ALL DUCTS SHALL HAVE LOCATIONS MARKED ON KERB LINES IN ACCORDANCE WITH SPECIFICATION.

LEGEND

---	EX BDY ABUTTAL
---	PROP BDY
---	TOP OF BATTER
---	BOTTOM OF BATTER
---	PR RETAINING WALL
---	PR WETLAND
---	RESERVE AREA
---	PR RAIN GARDEN
---	PROP SWCP SINGLE
---	PROP STREET LIGHT
---	PROP STREET SIGN
---	ROAD NAME SIGN
---	STREET TREE

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ROADING
PLAN**

Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-1
Rev	A

RESOURCE CONSENT



LOT 21 DP 3449

10. PRAM CROSSINGS ARE TO BE FLUSH TO THE CHANNEL WITH NO LIP.
11. ALL KERB AND CHANNEL TO HAVE SAW CUTS AT MAX. 3M CENTRES. ALL SAW CUTS TO COINCIDE WITH FOOTPATH JOINTS.
12. ALL SIGNAGE AND PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH NZTA MOTSAM STANDARDS AND THE ATCOP TDM.
13. ALL STREET NAME SIGNS SHALL FOLLOW ATCOP GUIDELINES IN TERMS OF LAYOUT, CLEARANCES, AND CONSTRUCTION DETAILS.
14. ALL LINE MARKINGS TO BE REFLECTORISED IN ACCORDANCE WITH MOTSAM STANDARDS.
15. THE MINIMUM VERTICAL AND LATERAL CLEARANCES FOR SIGNAGE SHALL BE IN ACCORDANCE WITH MOTSAM STANDARDS.
16. STREET LIGHTING SHALL BE DESIGNED IN ACCORDANCE WITH ALL APPLICABLE NEW ZEALAND STANDARDS INCLUDING BUT NOT RESTRICTED TO THE CURRENT VERSION OF AS/NZS 1158 LIGHTING FOR ROADS AND PUBLIC SPACES SERIES OF STANDARDS.
17. ALL NEW, MODIFIED OR UPGRADED PRAM CROSSINGS MUST BE IN ACCORDANCE WITH RTS 14 GUIDELINES FOR FACILITIES FOR BLIND AND VISION-IMPAIRED PEDESTRIANS AND NZS/AS 1428.4 AND MUST COMPLY WITH THE DETAILS PROVIDED IN HDC'S STANDARD PLAN C9.

- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 .
 4. ORIGIN OF LEVELS = IT IV SO1837 SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 5. CONTRACTOR IS TO AVOID USING GPS FOR SET OUT OF THE KERB LEVELS WHERE GRADIENTS ARE LESS THAN 1%.
 6. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL SERVICES THAT MAY BE AFFECTED BY THEIR OPERATIONS.
 7. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT HEALTH AND SAFETY REQUIREMENTS.
 8. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.
 9. FINAL PAVEMENT DESIGN SUBJECT TO CBR/BEAM TESTS ON SUBGRADE MATERIAL.
 10. SETOUT SCHEDULE WITH COORDINATES OF CHAINAGE POINTS ALONG ROAD CENTRELINE TO BE SUPPLIED TO THE CONTRACTOR PRIOR TO CONSTRUCTION.
 11. REFER TO LONG SECTION FOR FINISHED CENTRELINE LEVELS. REFER TO TYPICAL CROSS SECTIONS TO OBTAIN LEVELS FOR OTHER LOCATIONS.
 12. ALL DUCTS SHALL HAVE LOCATIONS MARKED ON KERB LINES IN ACCORDANCE WITH SPECIFICATION.

LEGEND

	EX BDY ABUTTAL
	PROP BDY
	TOP OF BATTER
	BOTTOM OF BATTER
	PR RETAINING WALL
	PR WETLAND
	RESERVE AREA
	PR RAIN GARDEN
	PROP SWCP SINGLE
	PROP STREET LIGHT
	PROP STREET SIGN
	ROAD NAME SIGN
	STREET TREE

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
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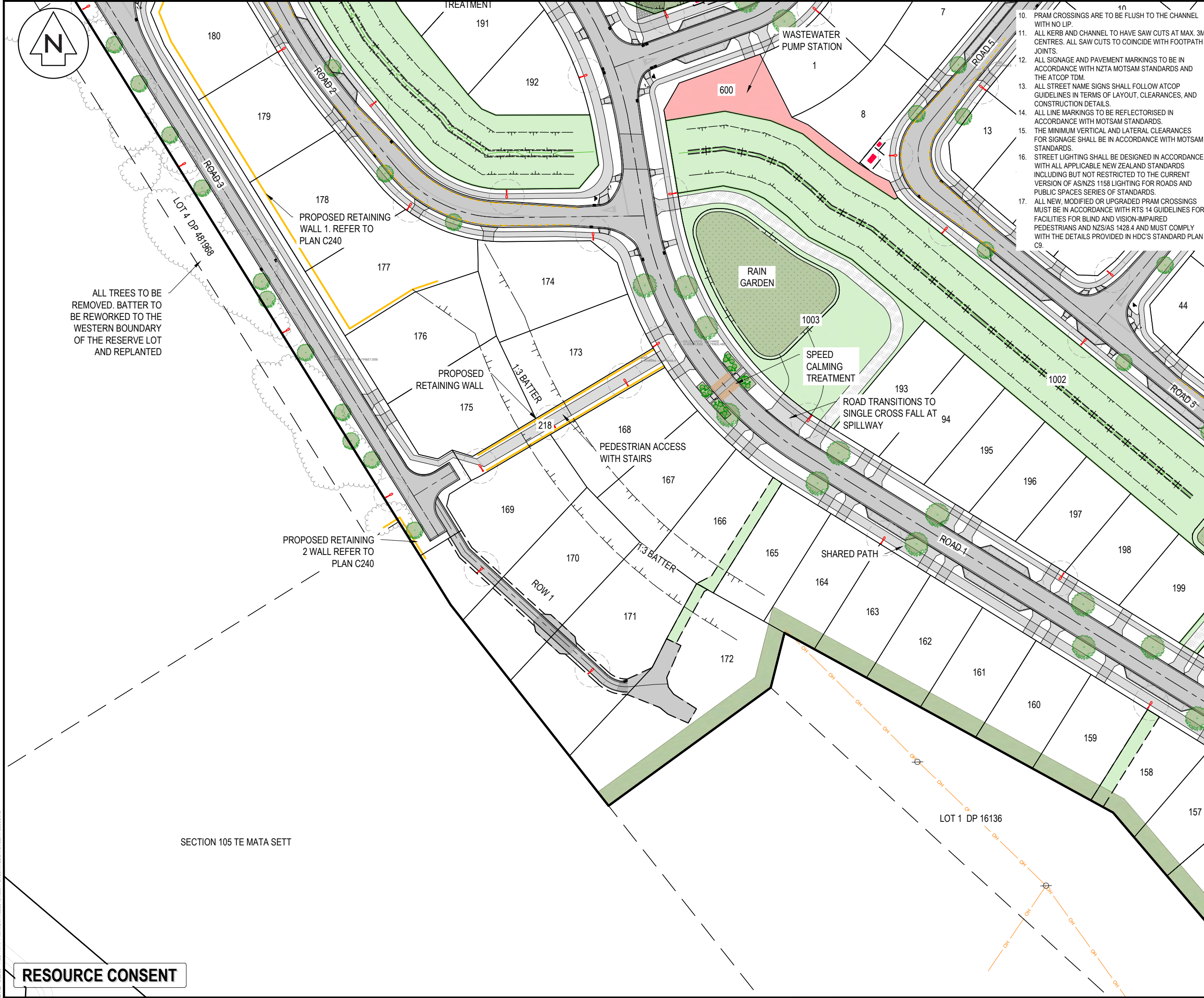
Project
**BROOKVALE GREEN
HAVELOCK NORTH
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Title
**PROPOSED
ROADING
PLAN**

Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-2
Rev	A

RESOURCE CONSENT

DATE: 5/20/26 FILEPATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C300.DWG



- 10. PRAM CROSSINGS ARE TO BE FLUSH TO THE CHANNEL WITH NO LIP.
- 11. ALL KERB AND CHANNEL TO HAVE SAW CUTS AT MAX. 3M CENTRES. ALL SAW CUTS TO COINCIDE WITH FOOTPATH JOINTS.
- 12. ALL SIGNAGE AND PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH NZTA MOTSA standards AND THE ATCOP TDM.
- 13. ALL STREET NAME SIGNS SHALL FOLLOW ATCOP GUIDELINES IN TERMS OF LAYOUT, CLEARANCES, AND CONSTRUCTION DETAILS.
- 14. ALL LINE MARKINGS TO BE REFLECTORISED IN ACCORDANCE WITH MOTSA standards.
- 15. THE MINIMUM VERTICAL AND LATERAL CLEARANCES FOR SIGNAGE SHALL BE IN ACCORDANCE WITH MOTSA standards.
- 16. STREET LIGHTING SHALL BE DESIGNED IN ACCORDANCE WITH ALL APPLICABLE NEW ZEALAND STANDARDS INCLUDING BUT NOT RESTRICTED TO THE CURRENT VERSION OF AS/NZS 1158 LIGHTING FOR ROADS AND PUBLIC SPACES SERIES OF STANDARDS.
- 17. ALL NEW, MODIFIED OR UPGRADED PRAM CROSSINGS MUST BE IN ACCORDANCE WITH RTS 14 GUIDELINES FOR FACILITIES FOR BLIND AND VISION-IMPAIRED PEDESTRIANS AND NZS/AS 1428.4 AND MUST COMPLY WITH THE DETAILS PROVIDED IN HDC'S STANDARD PLAN C9.

- NOTES
- 1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
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 - 8. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.
 - 9. FINAL PAVEMENT DESIGN SUBJECT TO CBR/BEAM TESTS ON SUBGRADE MATERIAL.
 - 10. SETOUT SCHEDULE WITH COORDINATES OF CHAINAGE POINTS ALONG ROAD CENTRELINE TO BE SUPPLIED TO THE CONTRACTOR PRIOR TO CONSTRUCTION.
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- PROP BDY
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- PR WETLAND
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- PR RAIN GARDEN
- PROP SWCP SINGLE
- PROP STREET LIGHT
- PROP STREET SIGN
- ROAD NAME SIGN
- STREET TREE

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
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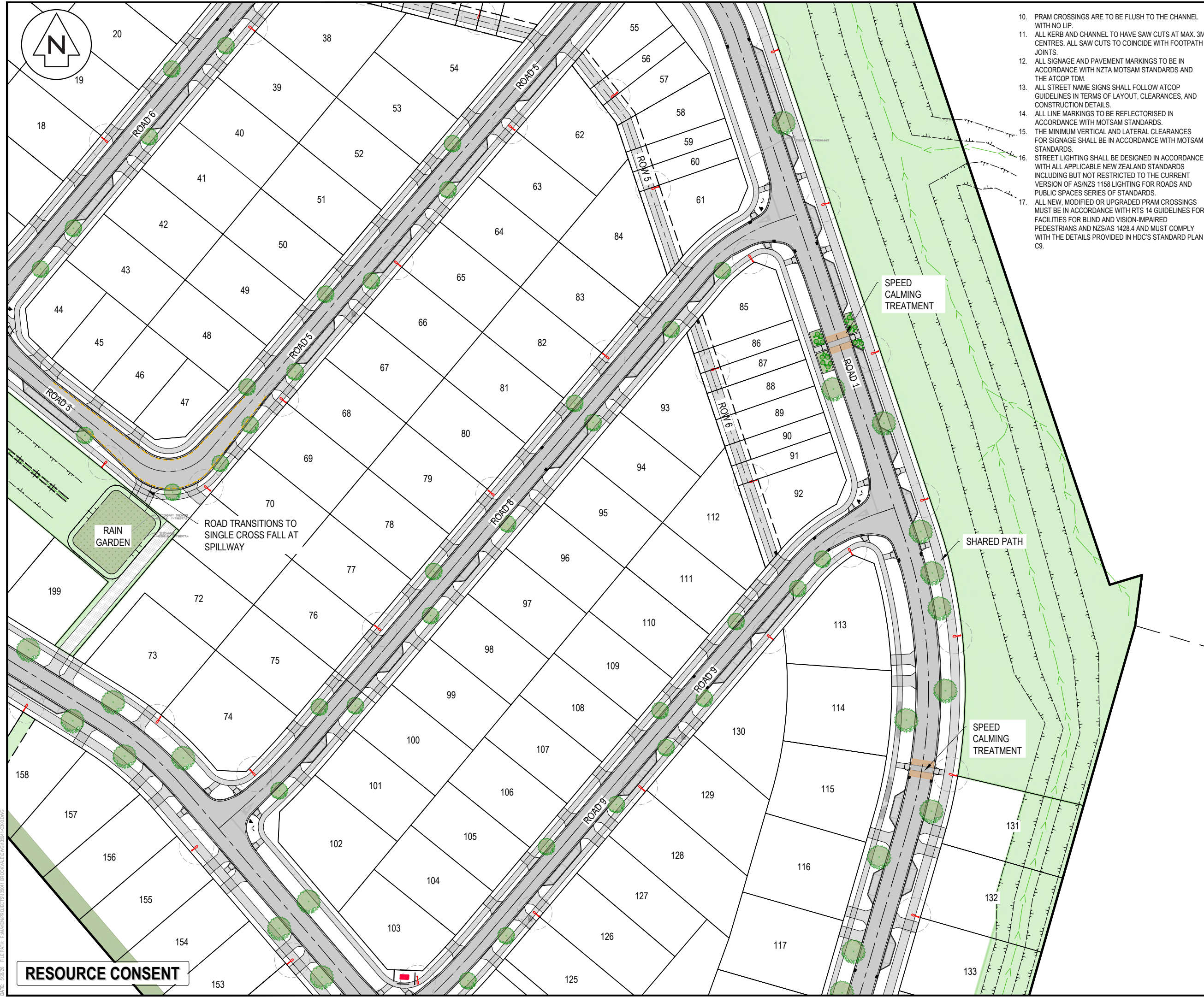
M **Maven Associates**
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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title	PROPOSED ROADING PLAN		
Project no.	135041		
Scale	1:1000 @ A3		
Cad file	135041-C300.DWG		
Drawing no.	C300-3	Rev	A

RESOURCE CONSENT

DATE: 5/28/26 FILE PATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C300.DWG



- 10. PRAM CROSSINGS ARE TO BE FLUSH TO THE CHANNEL WITH NO LIP.
- 11. ALL KERB AND CHANNEL TO HAVE SAW CUTS AT MAX. 3M CENTRES. ALL SAW CUTS TO COINCIDE WITH FOOTPATH JOINTS.
- 12. ALL SIGNAGE AND PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH NZTA MOTSAM STANDARDS AND THE ATCOP TDM.
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- NOTES
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LEGEND

	EX BDY ABUTTAL
	PROP BDY
	TOP OF BATTER
	BOTTOM OF BATTER
	PR RETAINING WALL
	PR WETLAND
	RESERVE AREA
	PR RAIN GARDEN
	PROP SWCP SINGLE
	PROP STREET LIGHT
	PROP STREET SIGN
	ROAD NAME SIGN
	STREET TREE

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

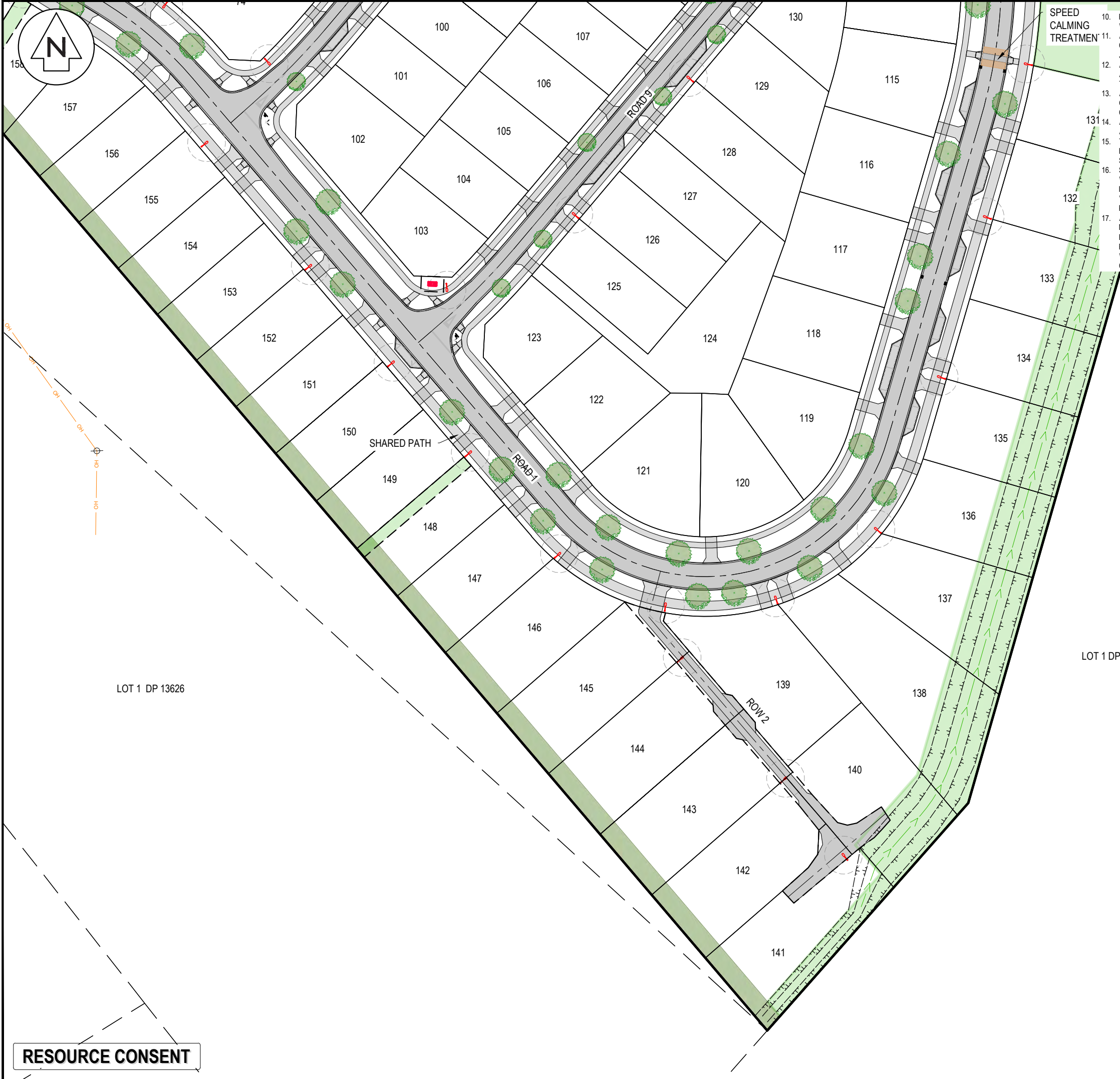
Maven Associates
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5 Owens Road, Epsom
Auckland 1023

Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ROADING
PLAN**

Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-4
Rev	A

RESOURCE CONSENT



- SPEED CALMING TREATMENT**
- PRAM CROSSINGS ARE TO BE FLUSH TO THE CHANNEL WITH NO LIP.
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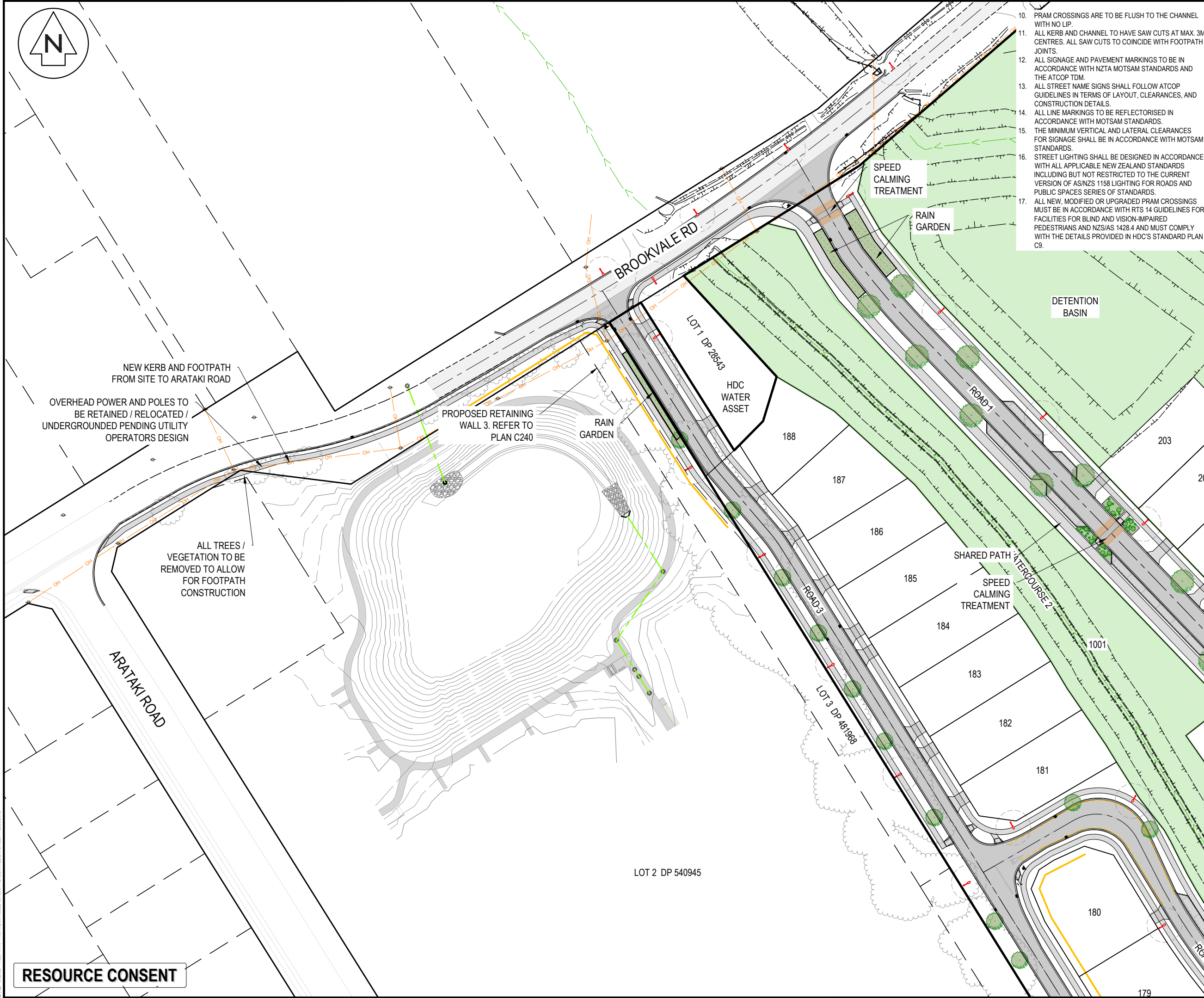
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Project no.	135041
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Drawing no.	C300-5
Rev	A

RESOURCE CONSENT



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Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-6
Rev	A

RESOURCE CONSENT

DATE: 5/28/26 FILEPATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C300.DWG



EXISTING VEHICLE
CROSSING TO REMAIN

NEW KERB INSTALLED

BROOKVALE RD

ROAD 1

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Title
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Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-7
Rev	A

OVERHEAD POWER AND POLES TO
BE RETAINED / RELOCATED /
RESOURCE CONSENT ING UTILITY
OPERATORS DESIGN

DATE: 5/20/26 FILE PATH: F:\Maven\PROJECTS\135041 BROOKVALE.DWG\135041-C300.DWG



EXISTING VEHICLE
CROSSING TO REMAIN

BROOKVALE RD

NEW KERB INSTALLED

OVERHEAD POWER AND POLES TO
BE RETAINED / RELOCATED /
UNDERGROUNDED PENDING UTILITY
OPERATORS DESIGN

PROPOSED NEW PUMP
STATION ENTRANCE

HDC
WATER
ASSET

PROPOSED RETAINING
WALL 3. REFER TO
PLAN C240

EXISTING VEGETATION

EXISTING VEGETATION

ALL TREES TO BE
REMOVED. BATTER TO
BE REWORKED TO THE
WESTERN BOUNDARY OF
THE RESERVE LOT
AND REPLANTED

COUNCIL
RESERVE
LOT

ROAD 3

PROPOSED NEW PUMP
STATION ENTRANCE

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Project no.	135041
Scale	1:250 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-8
Rev	A

RESOURCE CONSENT



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Cad file	135041-C300.DWG		
Drawing no.	C300-9	Rev	A

NEW KERB AND FOOTPATH
FROM SITE TO ARATAKI ROAD

FOOTPATH CROSSES
INTO COUNCIL
RESERVE LOT VESTED
AS PART OF
NEIGHBOURING
SUBDIVISION

ALL TREES / VEGETATION TO BE
REMOVED TO ALLOW FOR FOOTPATH
CONSTRUCTION

OVERHEAD POWER AND POLES TO
BE RETAINED / RELOCATED /
UNDERGROUNDED PENDING UTILITY
OPERATORS DESIGN

DETENTION BASIN TO
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RESOURCE CONSENT



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Checked	BB		05/2026

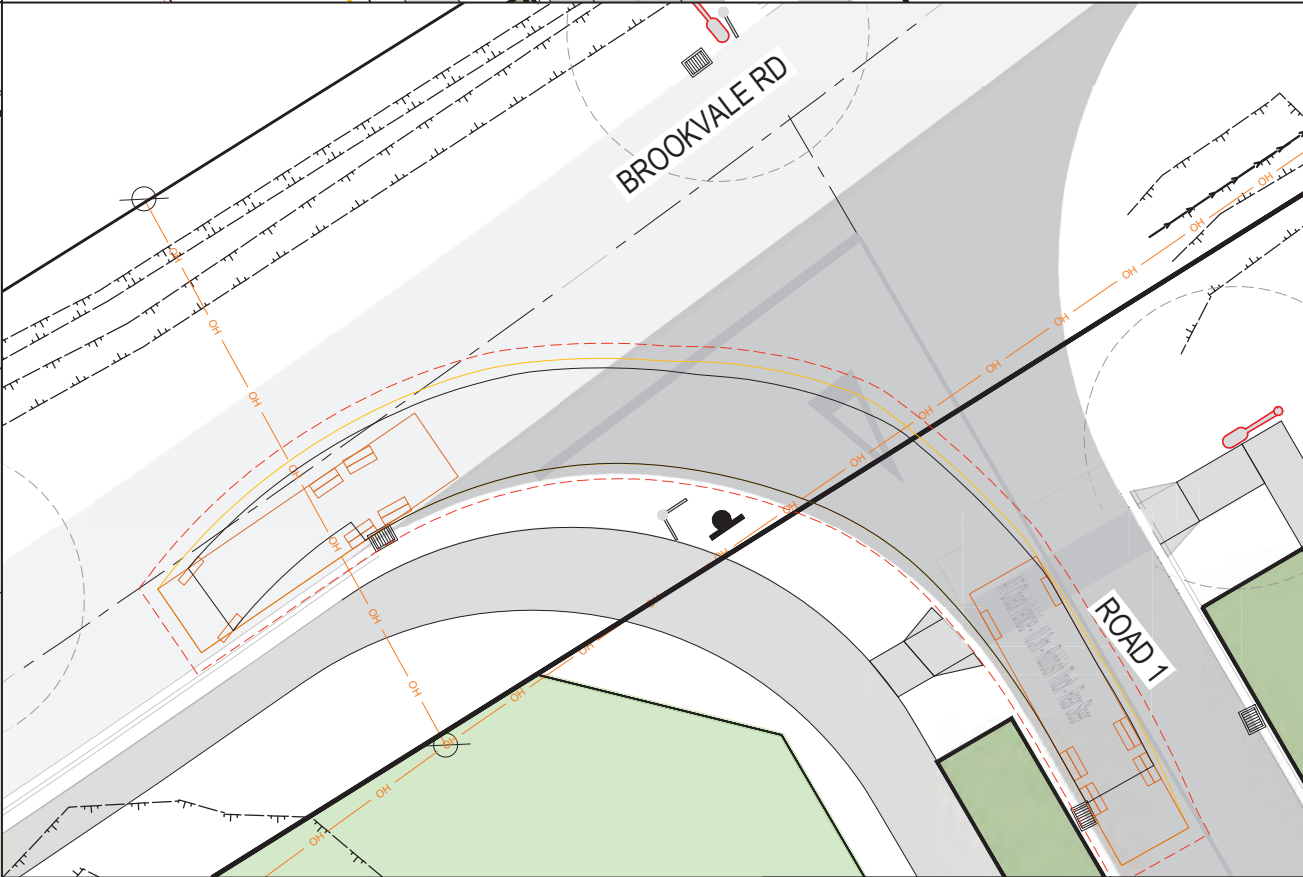
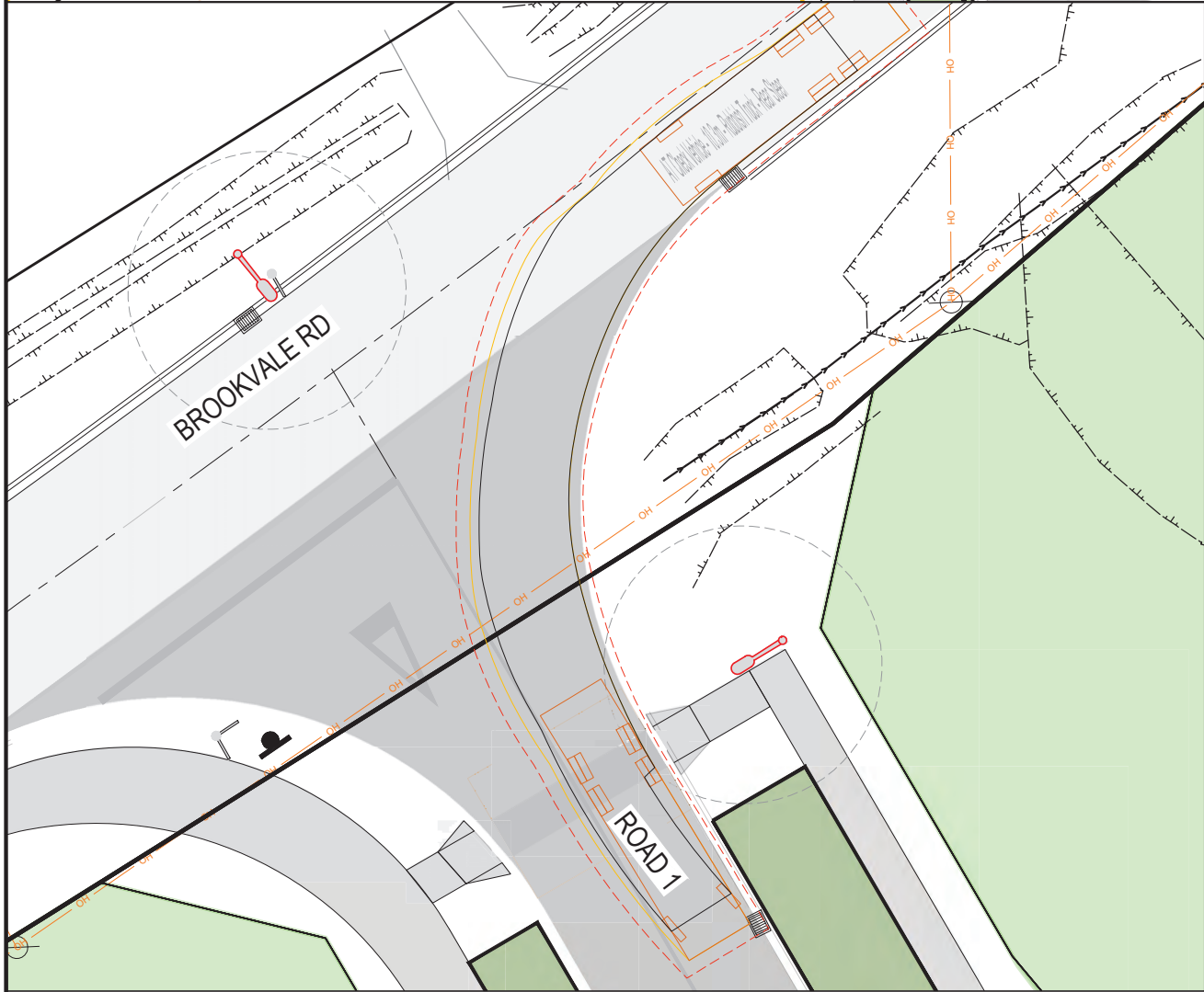
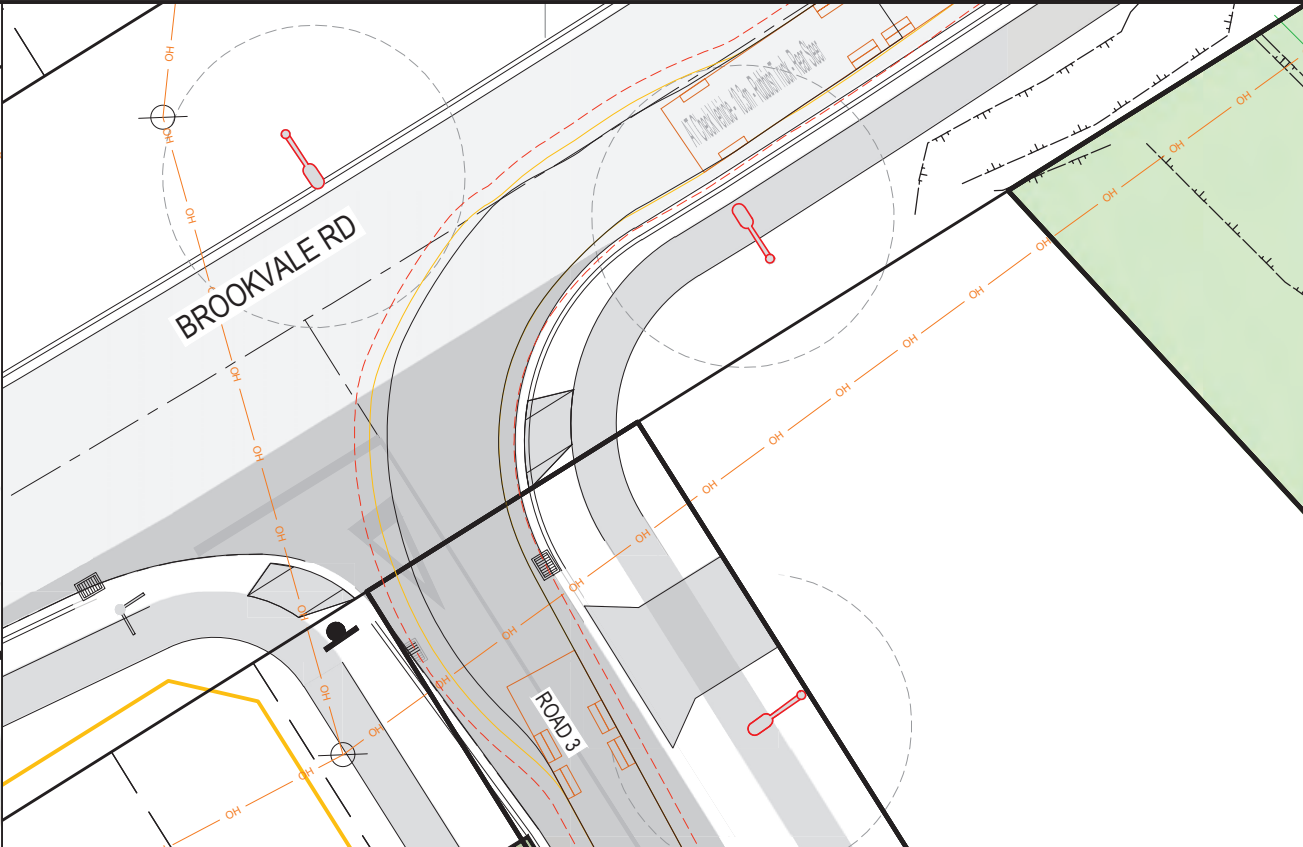
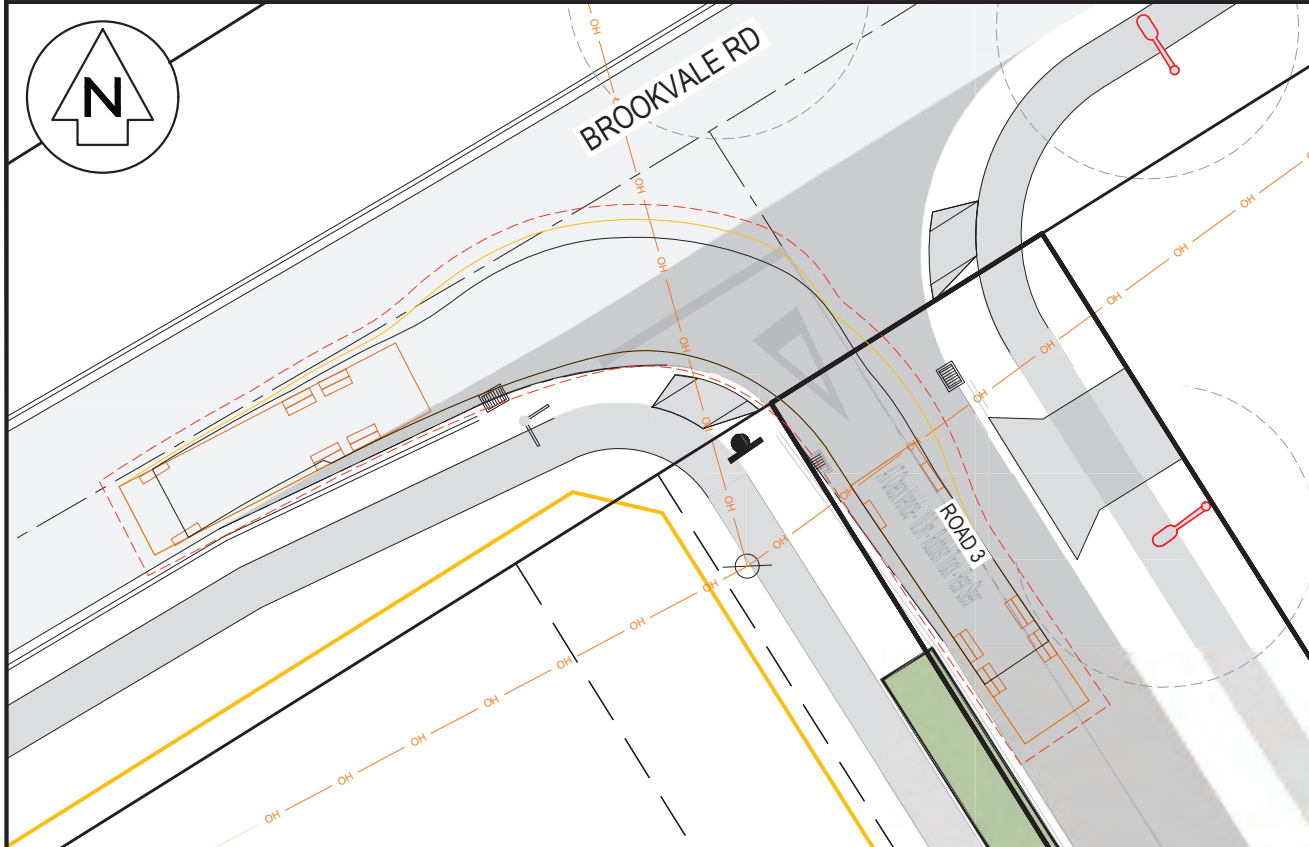
M **Maven Associates**
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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ROADING
PLAN**

Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C300.DWG
Drawing no.	C300-10
Rev	A

RESOURCE CONSENT



- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. SWEEP PATH ANALYSIS CONDUCTED USING AUTODESK VEHICLE TRACKING 2021.
 3. LARGE VEHICLE USED IS A 10.3M RUBBISH TRUCK.
 4. FACE OF KERB AND EDGE OF SEAL SHOWN.

LEGEND

	EX BDY ABUTTAL
	PROP BDY
	PR WETLAND
	RESERVE AREA
	PR RAIN GARDEN
	PROP SWCP SINGLE
	PROP STREET LIGHT
	PROP STREET SIGN
	ROAD NAME SIGN
	PROP STREET TREE
	0.5m OFFSET
	VEHICLE BODY

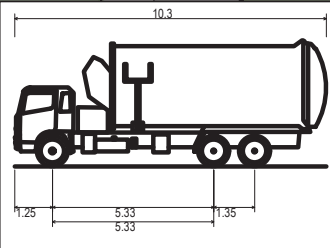
A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
VEHICLE TRACKING
PLAN**

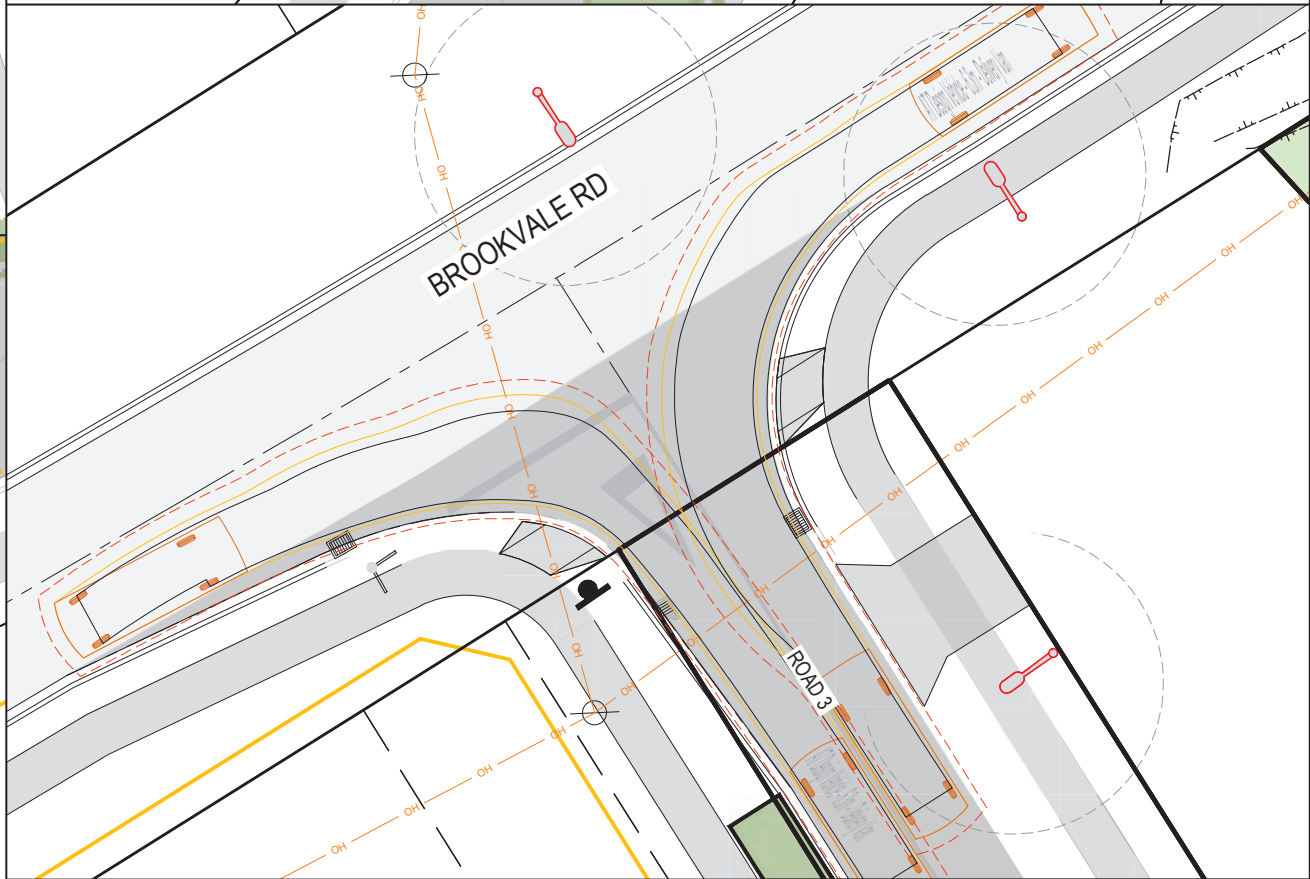
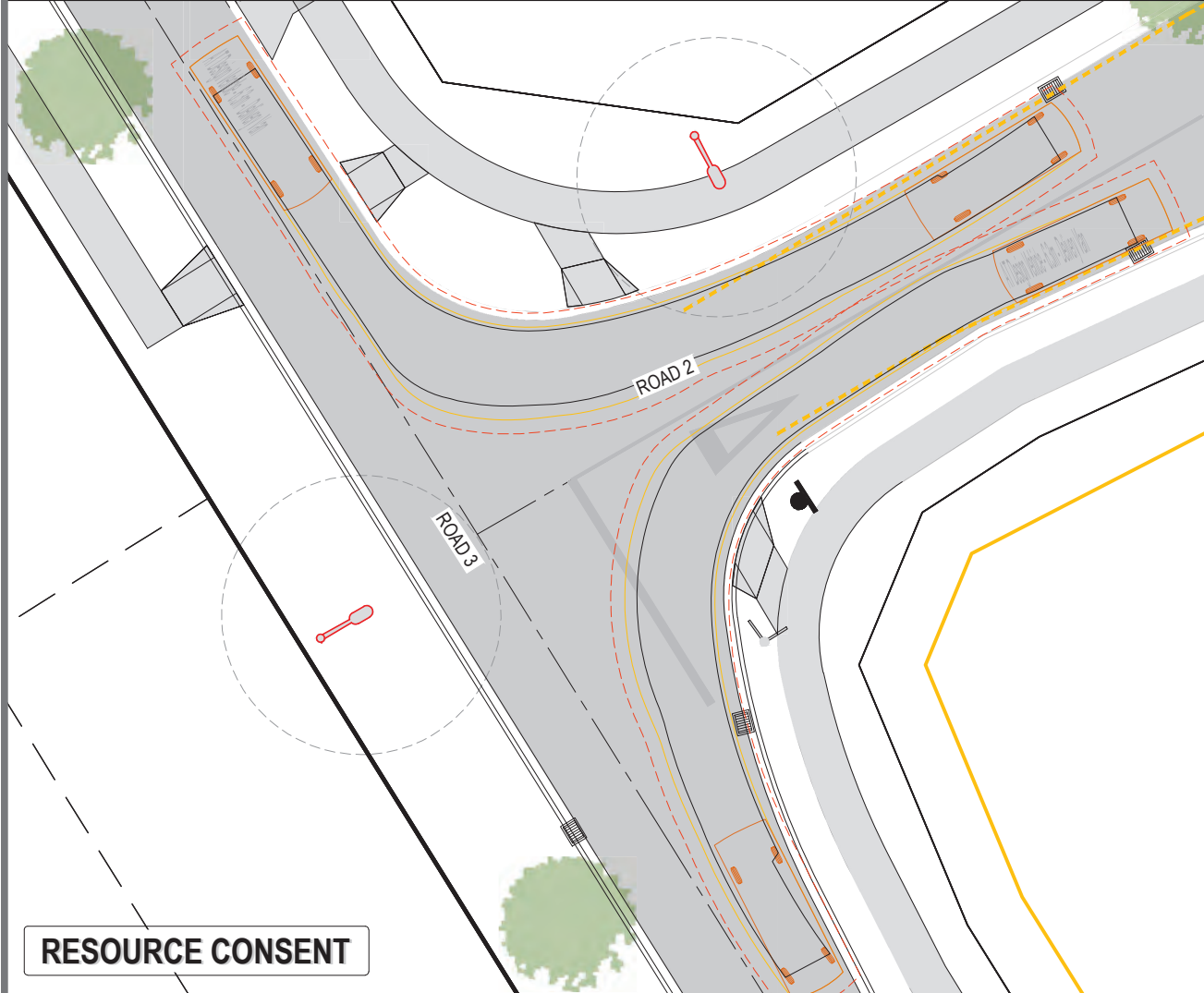
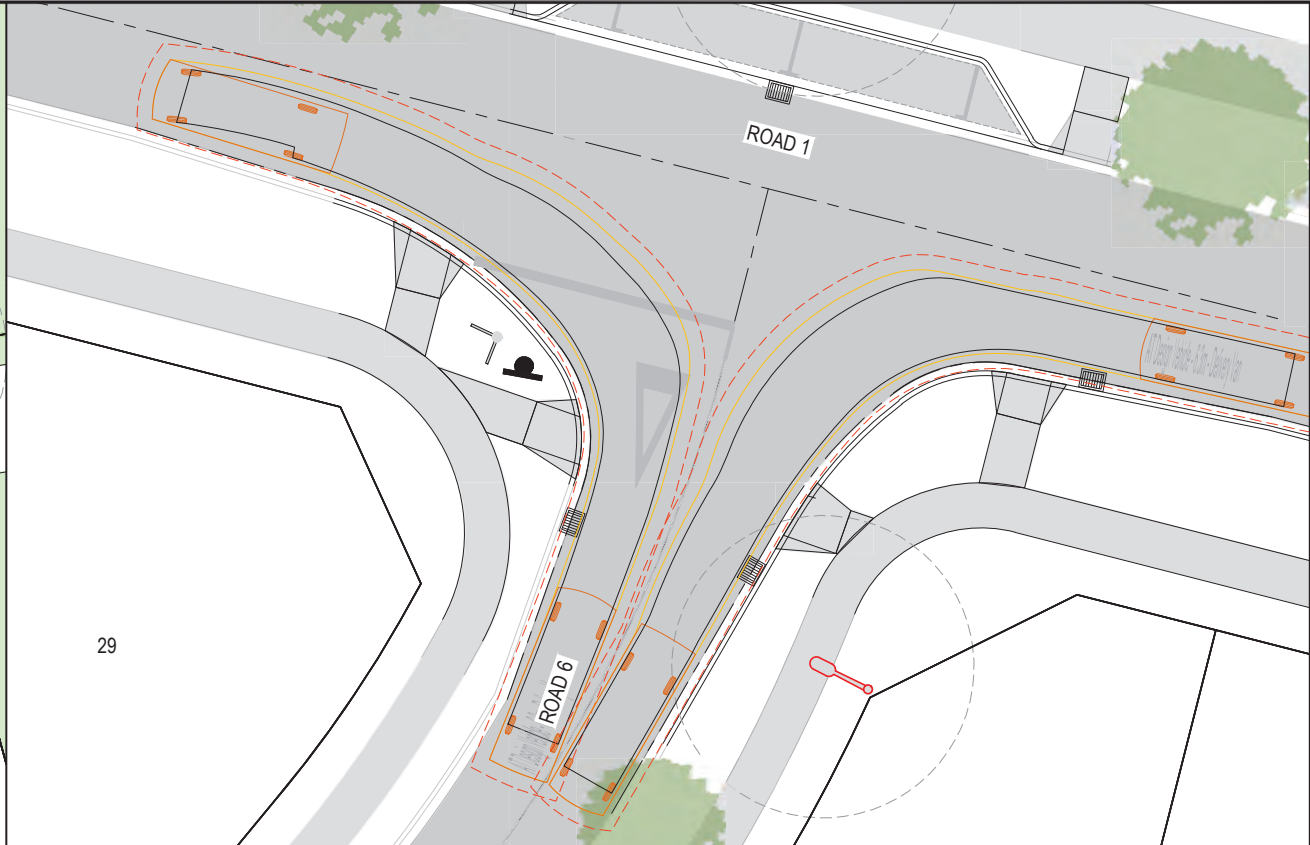
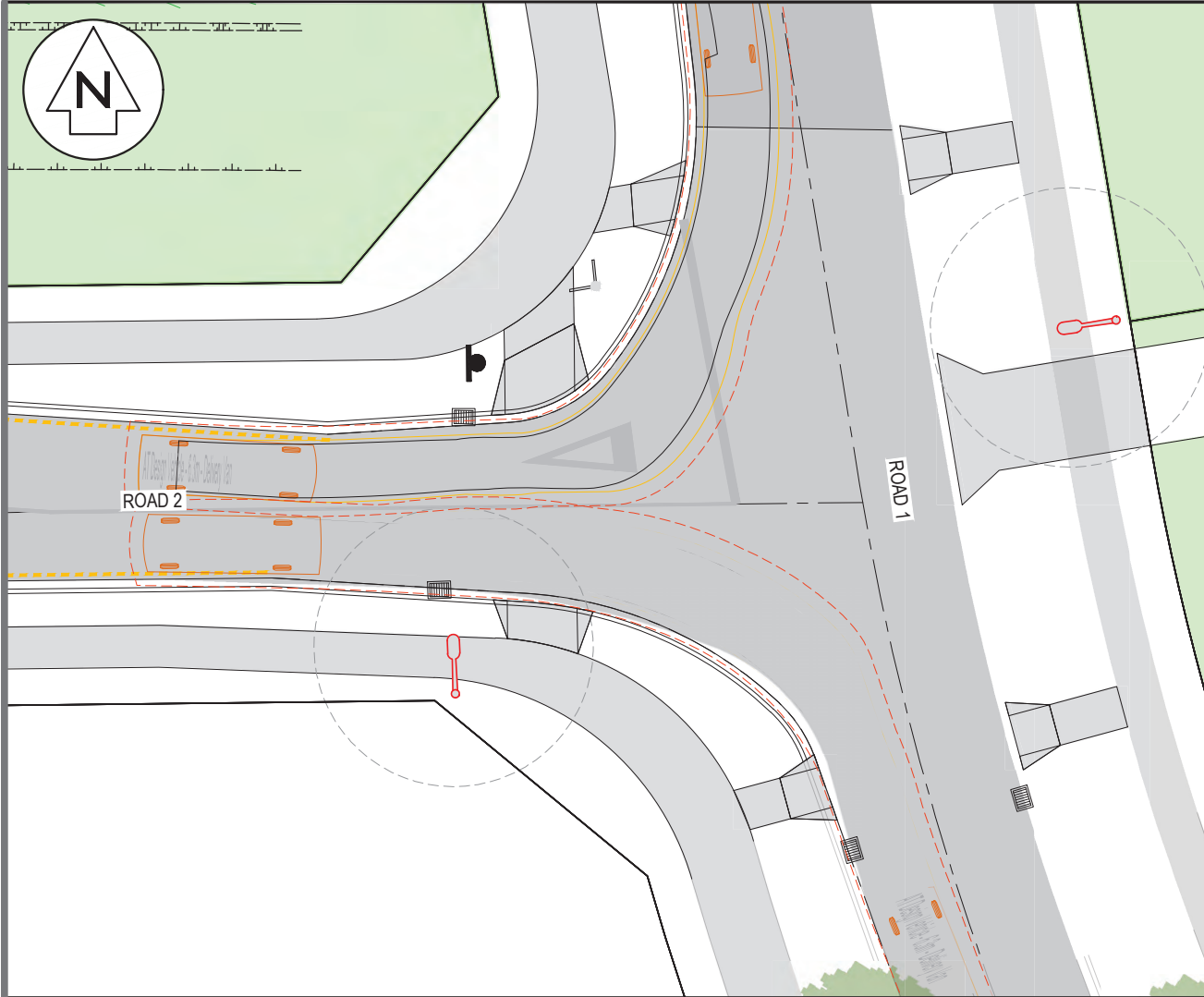
Project no.	135041
Scale	1:250 @ A3
Cad file	135041-C340 VT.DWG
Drawing no.	C340-8
Rev	A



AT Check Vehicle - 10.3m - Rubbish Truck - Rear Steer

Overall Length	10.300m
Overall Width	2.550m
Overall Body Height	4.163m
Min Body Ground Clearance	0.443m
Track Width	2.550m
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	47.00°

RESOURCE CONSENT



NOTES

1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.

2. SWEEP PATH ANALYSIS CONDUCTED USING AUTODESK VEHICLE TRACKING 2021.

3. LARGE VEHICLE USED IS A 10.3M RUBBISH TRUCK.

4. FACE OF KERB AND EDGE OF SEAL SHOWN.

LEGEND

EX BDY ABUTTAL

PROP BDY

PR WETLAND

RESERVE AREA

PR RAIN GARDEN

PROP SWCP SINGLE

PROP STREET LIGHT

PROP STREET SIGN

ROAD NAME SIGN

PROP STREET TREE

0.5m OFFSET

VEHICLE BODY

A	SUBSTANTIVE APPLICATION		RH	05/2026
Rev	Description	By	Date	
Survey	TECH SP		02/2025	
Design	RH		05/2026	
Drawn	RH		05/2026	
Checked	BB		05/2026	

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Project

BROOKVALE GREEN

HAVELOCK NORTH

FOR

VERMONT STREET

PARTNERS NO. 4 LIMITED

Title

PROPOSED

VEHICLE TRACKING

PLAN

Project no.	135041		
Scale	1:250 @ A3		
Cad file	135041-C340 VT.DWG		
Drawing no.	C340-12	Rev	A

6.363

0.948

4.035

AT - Delivery Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock-to-lock time

Curb to Curb Turning Radius

6.363m

2.050m

2.432m

0.206m

1.810m

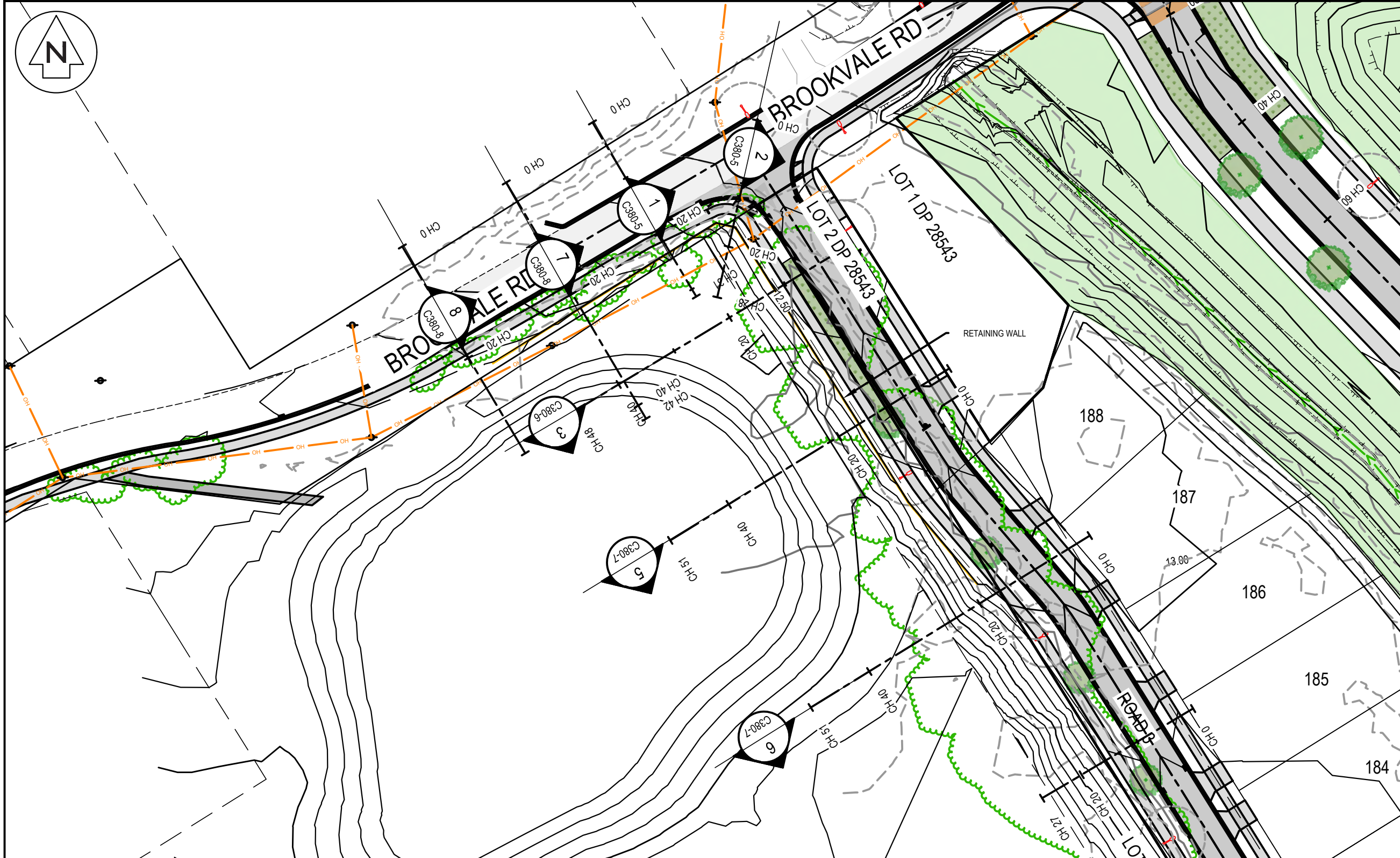
4.00s

7.200m

DATE: 5/26/26

FILE PATH: F:\MAVEN\PROJECTS\135041 BROOKVALE\DWG\135041-C340-VT.DWG

RESOURCE CONSENT



REFER TO PLAN C380-9 FOR FURTHER SECTIONS TO THE SOUTH

Rev	Description	By	Date
A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026



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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

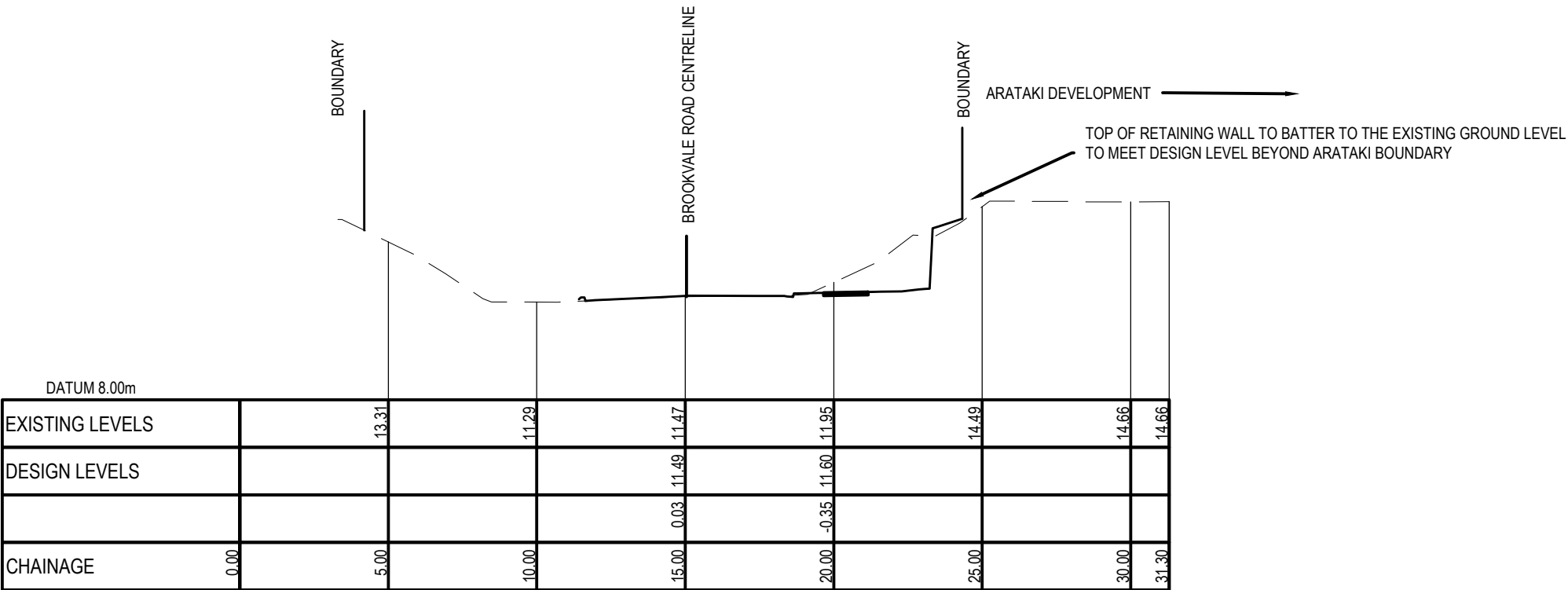
Title
**PROPOSED
BATTER SLOPE
SECTIONS PLAN**

Project no.	135041		
Scale	1:1000 @ A3		
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG		
Drawing no.	C380-1	Rev	A

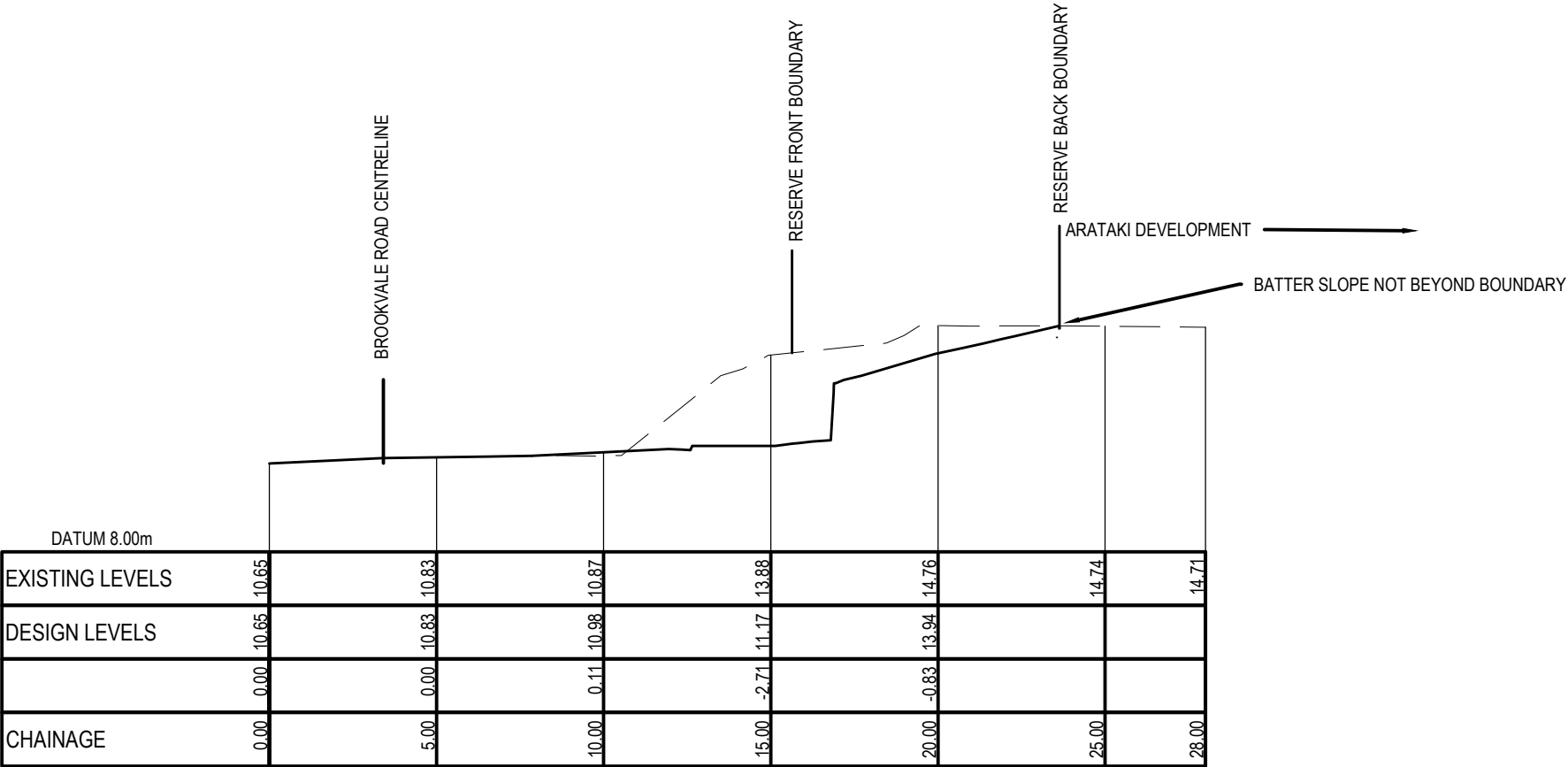
RESOURCE CONSENT

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RESOURCE CONSENT

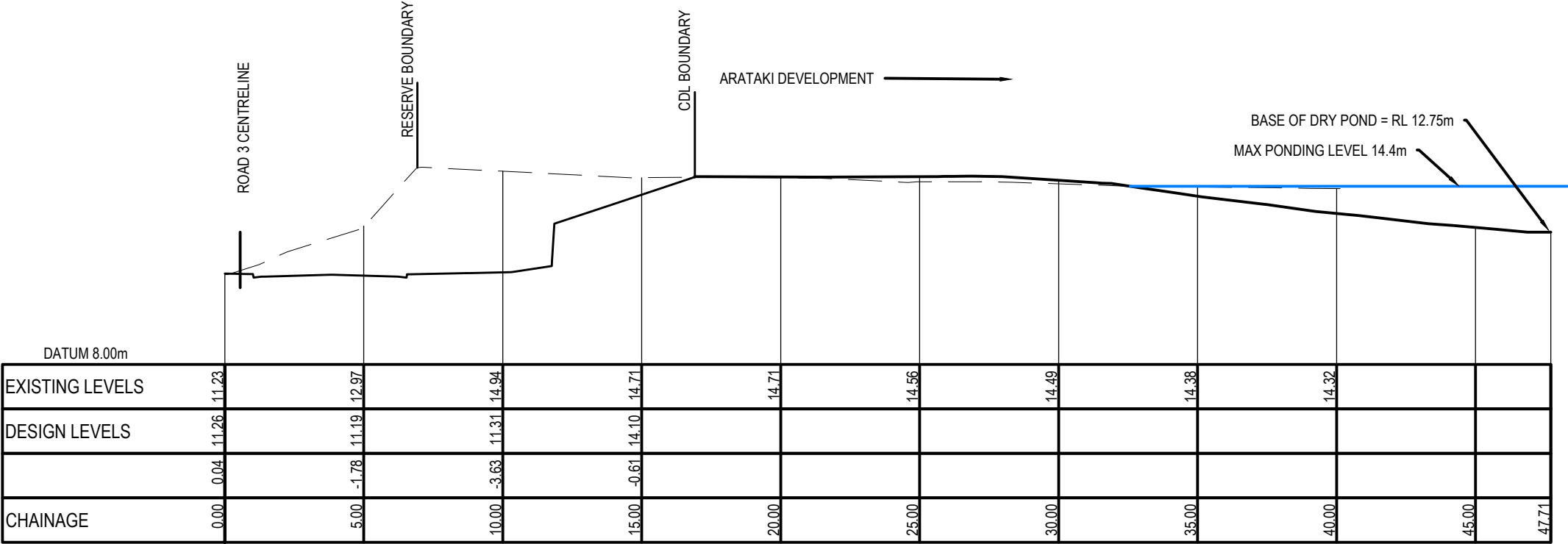


PV - Brookvale Batter 1



PV - Brookvale batter 2

A	SUBSTANTIVE APPLICATION	RH	04/2026
Rev	Description	By	Date
	By	Date	
Survey	TECH SP	02/2025	
Design	RH	02/2026	
Drawn	RH	02/2026	
Checked	BB	02/2026	
M M A E N Maven Associates 09 571 0050 info@maven.co.nz www.maven.co.nz 5 Owens Road, Epsom Auckland 1023			
Project BROOKVALE GREEN HAVELOCK NORTH FOR VERMONT STREET PARTNERS NO. 4 LIMITED			
Title PROPOSED BROOKVALE ROAD BATTER TO ARATAKI			
Project no.	135041		
Scale	1:200 @ A3		
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG		
Drawing no.	C380-5	Rev	A



PV - Road 3 batter 3
SCALE: HORI 1:500 VERT 1:500

ARATAKI LEVELS				14.74	14.75	14.62	14.05	13.43	12.92	12.75
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RESOURCE CONSENT

A	SUBSTANTIVE APPLICATION	RH	04/2026
Rev	Description	By	Date
	By	Date	
Survey	TECH SP	02/2025	
Design	RH	02/2026	
Drawn	RH	02/2026	
Checked	BB	02/2026	

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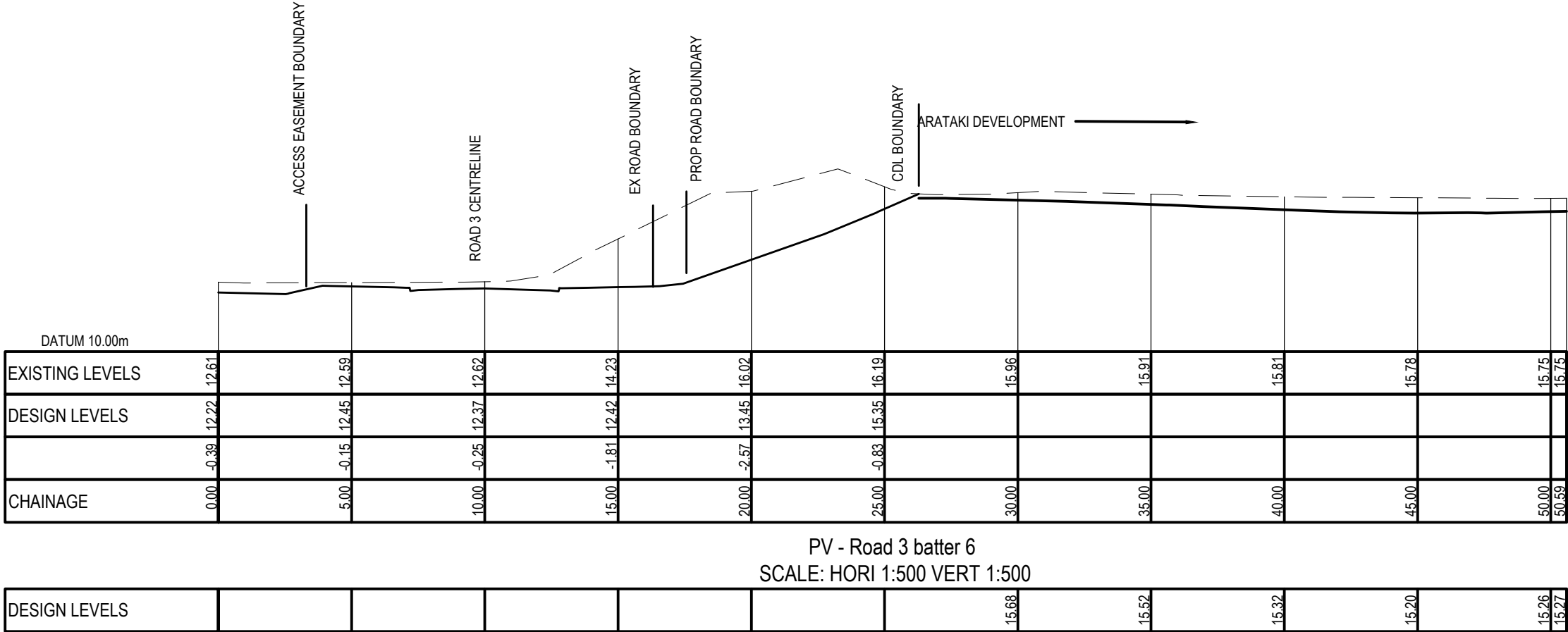
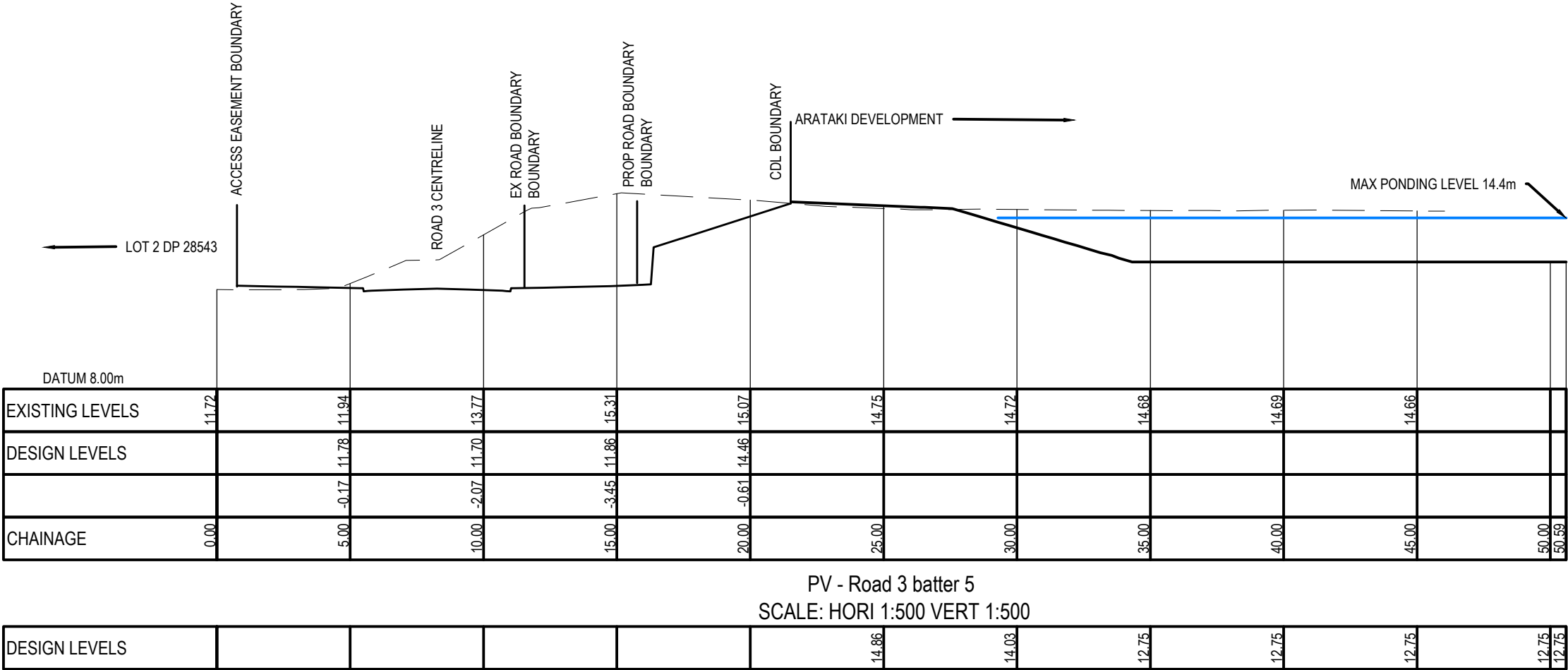
BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED

Title

PROPOSED
ROAD 3 BATTER
PLAN

Project no.	135041		
Scale	1:200 @ A3		
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG		
Drawing no.	C380-6	Rev	A

DATE: 5/26/26 FILE PATH: F:\Maven\PROJECTS\135041-BROOKVALE\DWG\135041-C380-WESTERN BATTER DETAILS.DWG

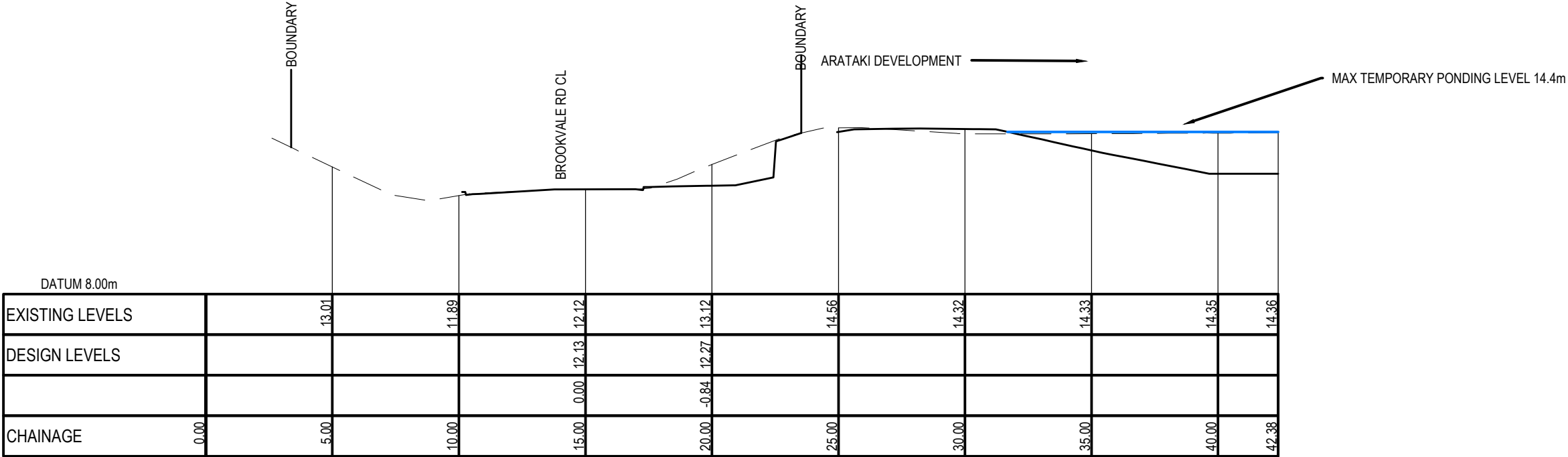


RESOURCE CONSENT

A	SUBSTANTIVE APPLICATION	RH	04/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		02/2026
Drawn	RH		02/2026
Checked	BB		02/2026
M Maven Associates 09 571 0050 info@maven.co.nz www.maven.co.nz 5 Owens Road, Epsom Auckland 1023			
Project			
BROOKVALE GREEN			
HAVELOCK NORTH			
FOR			
VERMONT STREET			
PARTNERS NO. 4 LIMITED			
Title			
PROPOSED			
ROAD 3 BATTER			
PLAN			
Project no.	135041		
Scale	1:200 @ A3		
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG		
Drawing no.	C380-7	Rev	A

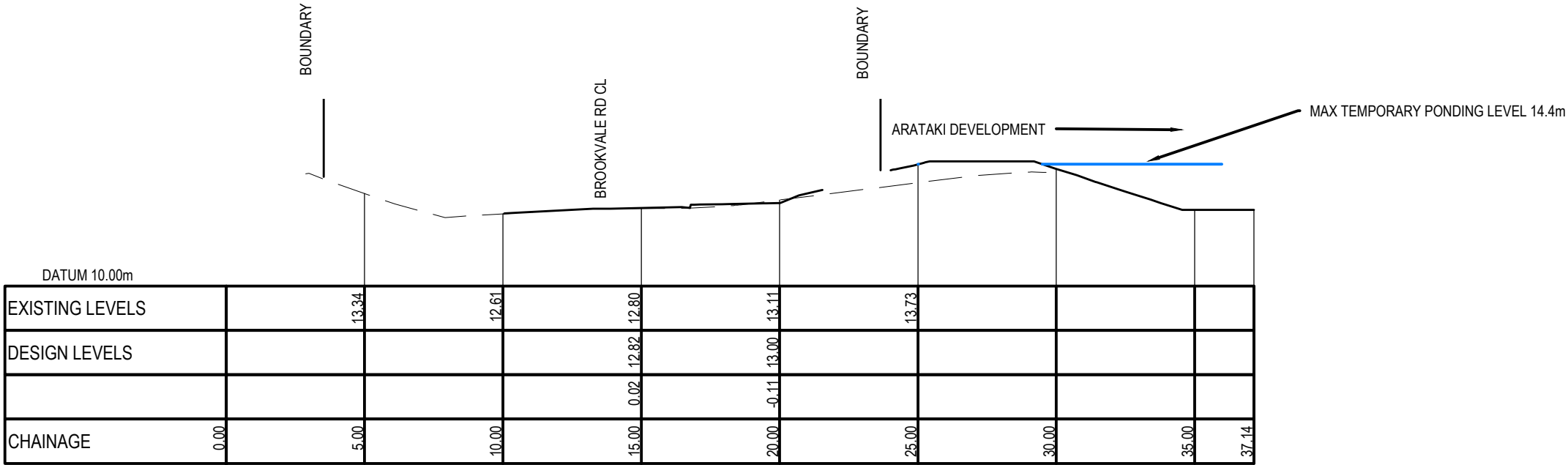
DATE: 5/26/26 FILEPATH: F:\Maven\PROJECTS\135041-BROOKVALE\DWG\135041-C380-WESTERN BATTER DETAILS.DWG

RESOURCE CONSENT



PV - Brookvale Batter 7
SCALE: HORI 1:500 VERT 1:500

DESIGN LEVELS	13.01	11.89	12.12	13.12	14.56	14.32	14.33	14.35	14.36
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PV - Brookvale Batter 8
SCALE: HORI 1:500 VERT 1:500

DESIGN LEVELS	13.34	12.61	12.80	13.11	13.73				
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A	SUBSTANTIVE APPLICATION	RH	04/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP	02/2025	
Design	RH	02/2026	
Drawn	RH	02/2026	
Checked	BB	02/2026	

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Project

**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title

**PROPOSED
BROOKVALE ROAD
BATTER TO ARATAKI**

Project no.	135041		
Scale	1:200 @ A3		
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG		
Drawing no.	C380-8	Rev	A



REFER TO PLAN C380-1 FOR FURTHER SECTIONS TO THE NORTH



A			
SUBSTANTIVE APPLICATION			
Rev		Description	
By		Date	
Survey		TECH SP	
Design		RH	
Drawn		RH	
Checked		BB	
Date		05/2026	



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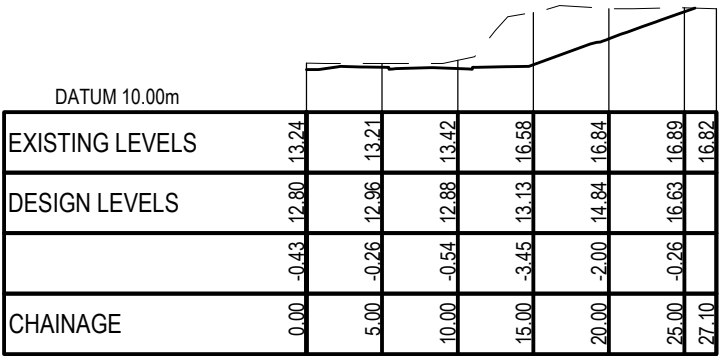
Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
BATTER SLOPE
SECTIONS PLAN**

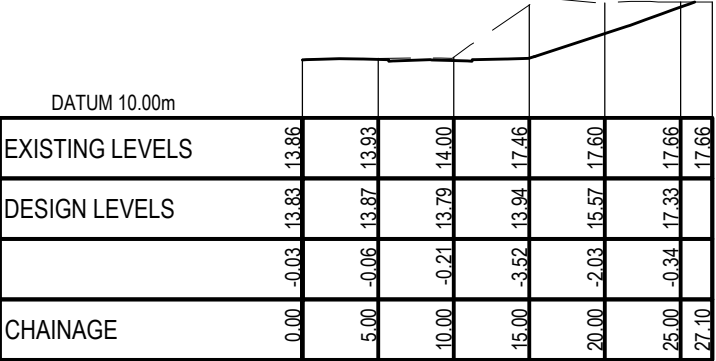
Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG
Drawing no.	C380-9
Rev	A

RESOURCE CONSENT

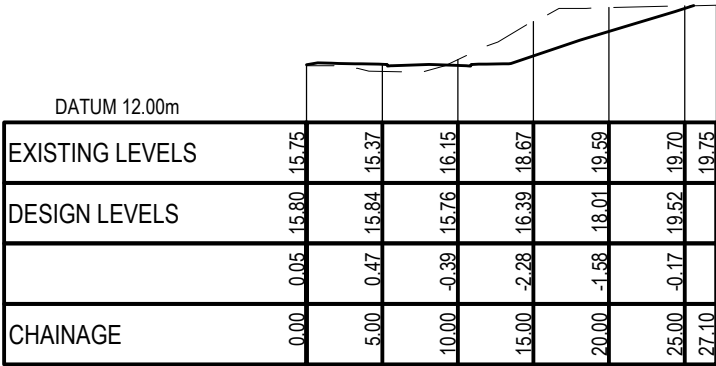
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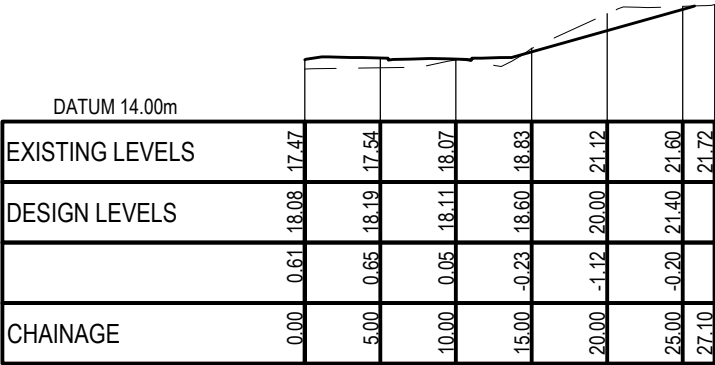
PV - General Batter 10
SCALE: HORI 1:500 VERT 1:500



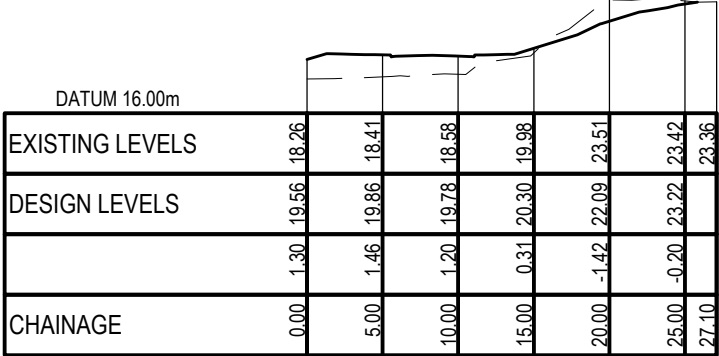
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SCALE: HORI 1:500 VERT 1:500



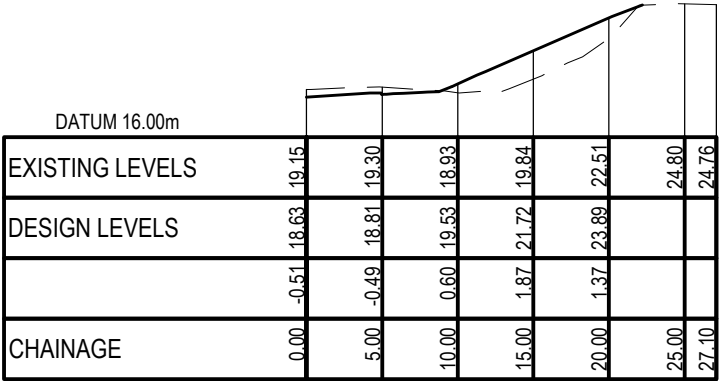
PV - General Batter 12
SCALE: HORI 1:500 VERT 1:500



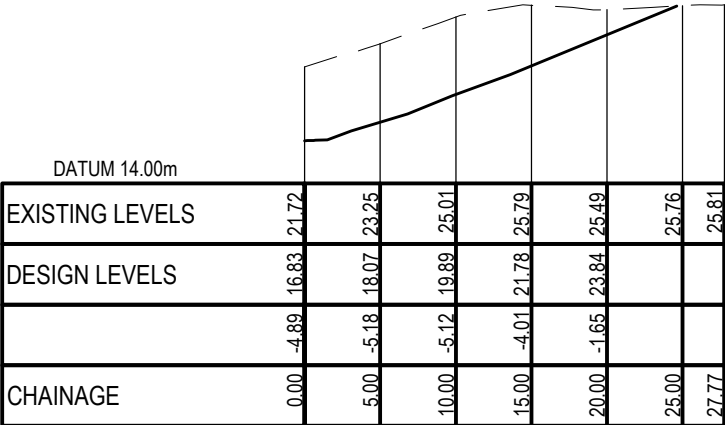
PV - General Batter 13
SCALE: HORI 1:500 VERT 1:500



PV - General Batter 14
SCALE: HORI 1:500 VERT 1:500



PV - General Batter 15
SCALE: HORI 1:500 VERT 1:500



PV - General Batter 16
SCALE: HORI 1:500 VERT 1:500

RESOURCE CONSENT

A	SUBSTANTIVE APPLICATION	RH	04/2026
Rev	Description	By	Date
	By	Date	
Survey	TECH SP	02/2025	
Design	RH	02/2026	
Drawn	RH	02/2026	
Checked	BB	02/2026	
M Maven Associates 09 571 0050 info@maven.co.nz www.maven.co.nz 5 Owens Road, Epsom Auckland 1023			
Project BROOKVALE GREEN HAVELOCK NORTH FOR VERMONT STREET PARTNERS NO. 4 LIMITED			
Title PROPOSED BROOKVALE ROAD BATTER TO ARATAKI			
Project no.	135041		
Scale	1:200 @ A3		
Cad file	135041-C380 - WESTERN BATTER DETAILS.DWG		
Drawing no.	C380-10	Rev	A



- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 .
 4. ORIGIN OF LEVELS = IT IV SO1837 SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 5. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL SERVICES THAT MAY BE AFFECTED BY THEIR OPERATIONS.
 6. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT HEALTH AND SAFETY REQUIREMENTS.
 7. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.

LEGEND

	EX BDY ABUTTAL
	PROP BDY
	TOP OF BATTER
	BOTTOM OF BATTER
	PR RETAINING WALL
	PR WETLAND
	RESERVE AREA
	PR RAIN GARDEN
	PROP SWCP SINGLE
	PROP STREET LIGHT
	PROP STREET SIGN
	ROAD NAME SIGN
	STREET TREE
	EX MAJOR CONTOUR
	EX MINOR CONTOUR
	PR MAJOR CONTOUR
	PR MINOR CONTOUR

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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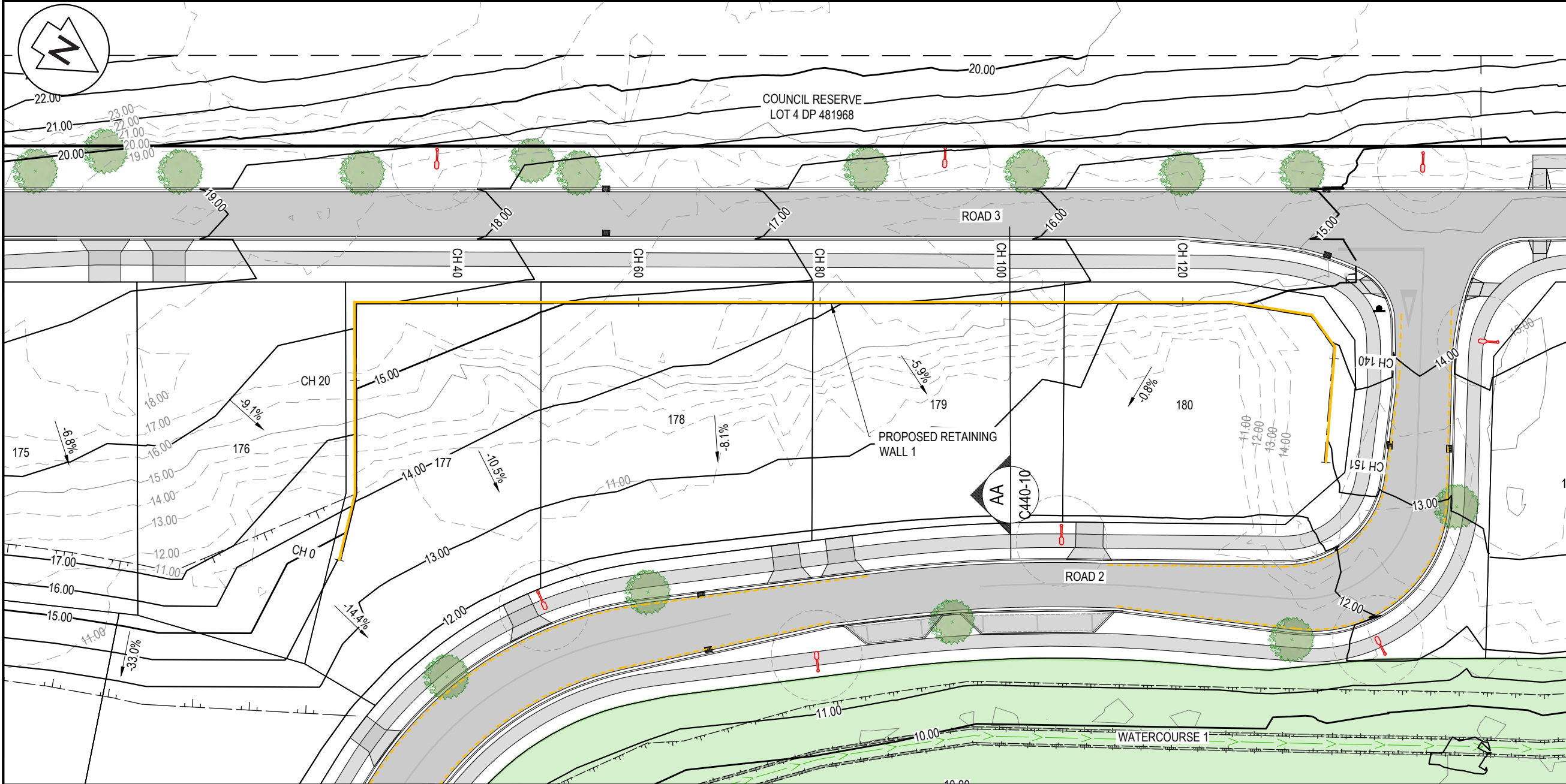
Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
RETAINING WALL
OVERVIEW PLAN**

Project no.	135041
Scale	1:3000 @ A3
Cad file	135041-C240 RW.DWG
Drawing no.	C240-0
Rev	A



DATE: 5/20/26 FILEPATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C240-RW.DWG



- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 .
 4. ORIGIN OF LEVELS = IT IV SO1837 SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 5. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL SERVICES THAT MAY BE AFFECTED BY THEIR OPERATIONS.
 6. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT HEALTH AND SAFETY REQUIREMENTS.
 7. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.

LEGEND

- EX BDY ABUTTAL
- PROP BDY
- TOP OF BATTER
- BOTTOM OF BATTER
- PR RETAINING WALL
- PR WETLAND
- RESERVE AREA
- PR RAIN GARDEN
- PROP SWCP SINGLE
- PROP STREET LIGHT
- PROP STREET SIGN
- ROAD NAME SIGN
- STREET TREE
- EX MAJOR CONTOUR
- EX MINOR CONTOUR
- PR MAJOR CONTOUR
- PR MINOR CONTOUR

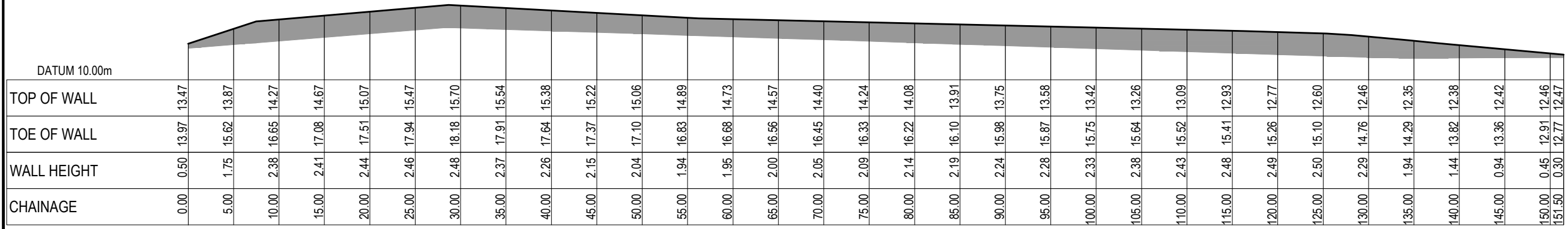
A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

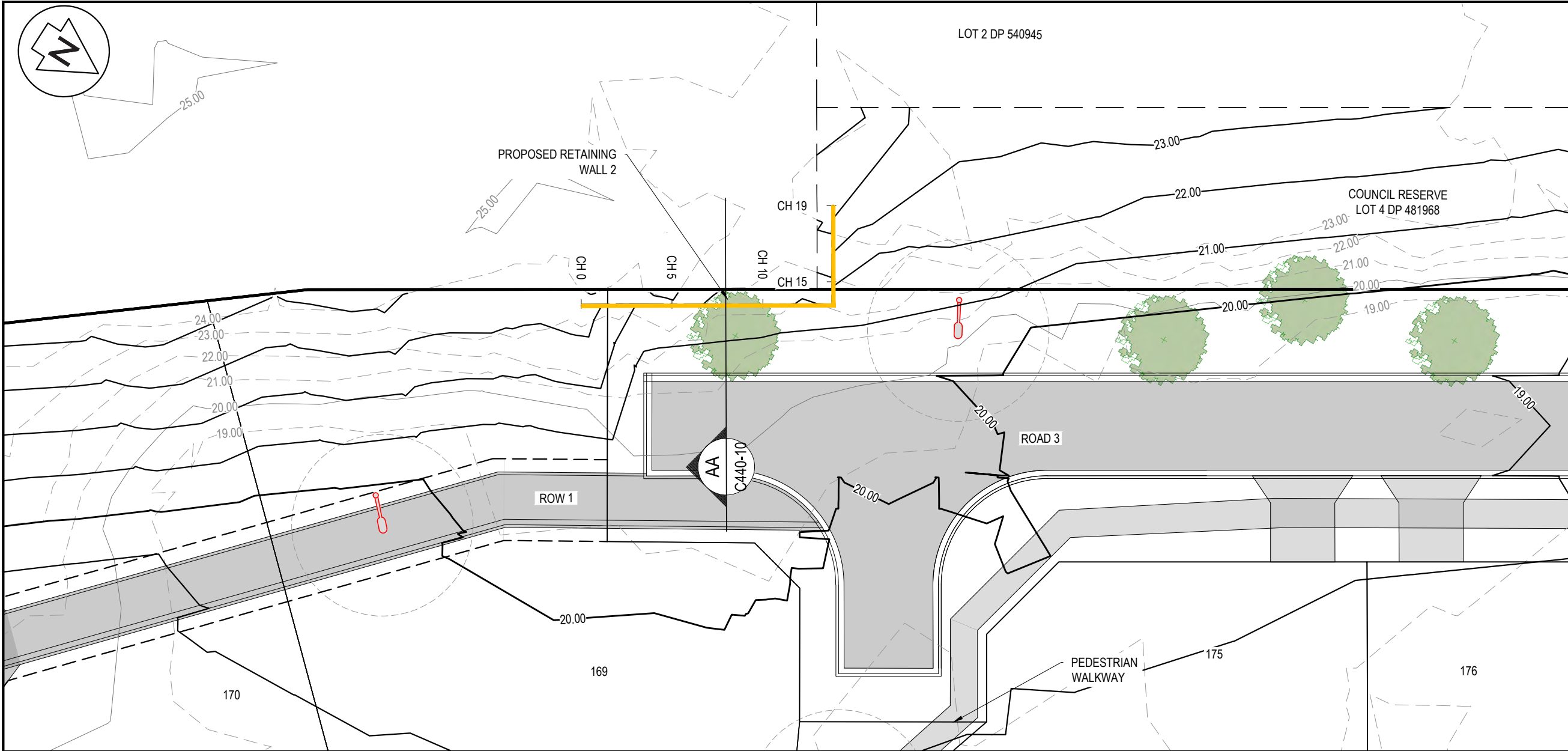
Title
**PROPOSED
RETAINING WALL 1
PLAN**

Project no.	135041
Scale	1:500 @ A3
Cad file	135041-C240 RW.DWG
Drawing no.	C240-1
Rev	A



PROPOSED RETAINING WALL 1 LONG SECTION
SCALE: 500 / 500

RESOURCE CONSENT



- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 .
 4. ORIGIN OF LEVELS = IT IV SO1837 SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
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 7. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.

LEGEND

	EX BDY ABUTTAL
	PROP BDY
	TOP OF BATTER
	BOTTOM OF BATTER
	PR RETAINING WALL
	PR WETLAND
	RESERVE AREA
	PR RAIN GARDEN
	PROP SWCP SINGLE
	PROP STREET LIGHT
	PROP STREET SIGN
	ROAD NAME SIGN
	STREET TREE
	EX MAJOR CONTOUR
	EX MINOR CONTOUR
	PR MAJOR CONTOUR
	PR MINOR CONTOUR

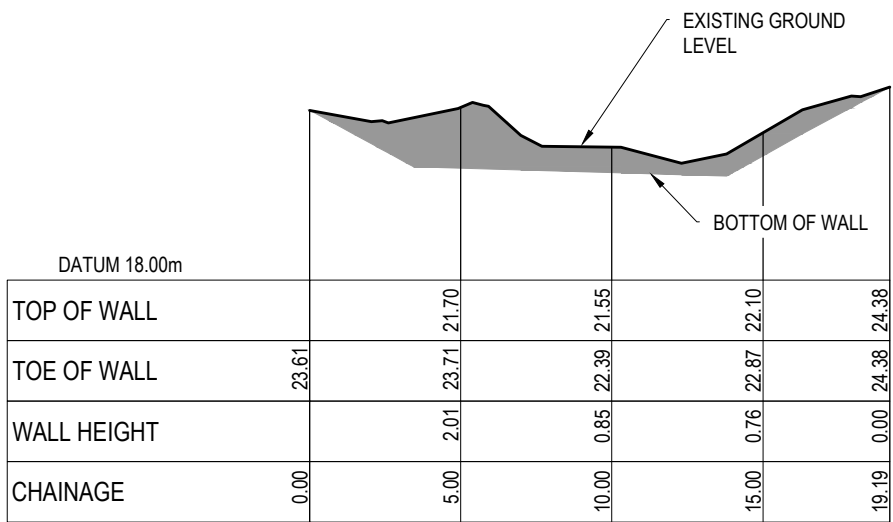
A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
	By	Date	
Survey	TECH SP	02/2025	
Design	RH	05/2026	
Drawn	RH	05/2026	
Checked	BB	05/2026	

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Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
RETAINING WALL 2
PLAN**

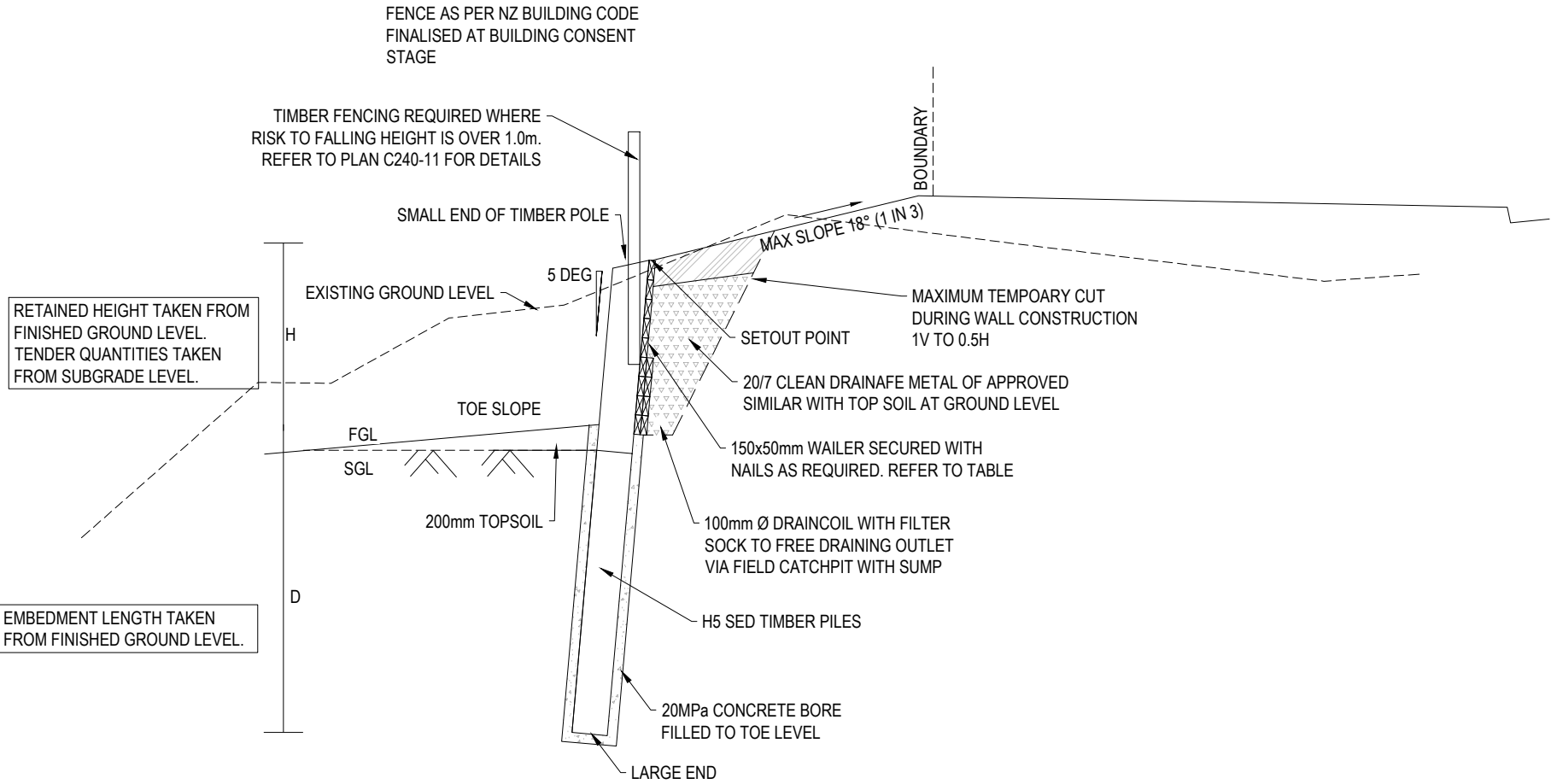
Project no.	135041
Scale	1:250 @ A3
Cad file	135041-C240 RW.DWG
Drawing no.	C240-2
Rev	A



PROPOSED RETAINING WALL 2 LONG SECTION
SCALE: 500 / 500

RESOURCE CONSENT

RETAINING WALL DESIGN
INDICATIVE ONLY. FINAL DESIGN
SUBJECT TO GEOTECHNICAL
INVESTIGATION.



H CONSTRUCTED HEIGHT (m)	S SPACING (m)	MINIMUM SMALL END DIA (mm) (H5 TREATED)	CONCRETE BORE DIA (mm)	D MINIMUM EMBEDDED LENGTH (m)	TIMBER RAILS (H4 TREATED)
0 - 1.0	1	200 HD	350	1.7	150mmx50mm
1 - 1.5	1	275 HD	425	2.2	2/150mmx50mm
1.5 - 2	1	275 HD	425	3.1	2/150mmx50mm
2 - 2.5	1	375 HD	525	5.1	2/150mmx50mm
2.5 - 3	1	450 HD	600	6.8	2/150mmx50mm

*HD = HIGH DENSITY TIMBER POLES
(BENDING STRESS OF 52 MPA)

NOTES: OPTION 1:

- RETAINING WALL DESIGNED FOR: BACK SLOPE = 18° MAX: SURCHARGE 12kPa.
- DESIGN PARAMETERS FROM GEOTECH REPORT TO BE VERIFIED ON SITE
SOIL DENSITY = 17.5kN/m³; ANGLE OF SOIL FRICTION = 30 DEG; Su = 60kPa.
- WALER SHALL BE CONTINUOUS OVER MINIMUM 3 SPANS.

RESOURCE CONSENT



TYPICAL TIMBER RETAINING WALL

NOTES

- ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
- ALL EXISTING AND PROPOSED SERVICES SHALL BE MARKED AND PROTECTED DURING CONSTRUCTION WORKS.
- THE EXTENT OF EXCAVATION REQUIRED SHALL BE MARKED OUT ON THE GROUND HAVING REGARD TO THE POSITIONS OF POLES, WORKING SPACE FOR CONSTRUCTION, BACKFILL AND DRAINAGE PROVISIONS.
- COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000.
- LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 .
- ORIGIN OF LEVELS = IT IV SO1837 SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
- TIMBER POLE WALL.
 - ALL TIMBER POLES SHALL BE H5 TREATED RADIATA PINE, 'HIGH' DENSITY (WITH A MINIMUM CHARACTERISTIC BENDING STRESS OF 52 MPA) IN ACCORDANCE WITH NZS 3603 UNLESS OTHERWISE SPECIFIED.
 - ALL TIMBER POLES SHALL HAVE CONCRETE ENCASEMENT BELOW THE GROUND LEVEL WITH A MINIMUM OF 75MM SIDE COVER. THE CHARACTERISTIC COMPRESSIVE STRENGTH OF THE CONCRETE ENCASEMENT SHALL BE F'C = 20 MPA UNLESS OTHERWISE NOTED.
 - POLES ARE EXPRESSED AS A MINIMUM SMALL END DIAMETER Ø (SED) AND SHALL BE INSTALLED SMALL END UPWARDS. CUT ENDS SHALL NOT BE PUT INTO THE GROUND.
 - THE TIMBER RAILING SHALL BE H4 TREATED RADIATA PINE AND SHALL BE FIXED TO THE BACK OF THE POLES WITH HOT DIPPED GALVANIZED M12 COACH BOLTS/NAILS. RAILS SHALL HAVE MINIMUM 10MM GAP BETWEEN THEM.
 - CUTTING OF TIMBERS SHALL BE AVOIDED WHEREVER POSSIBLE. IF CUTTING IS NECESSARY, THE EXPOSED SURFACES SHALL BE FLOODED WITH A COPPER NAPHTHENATE TYPE WOOD PRESERVATIVE.
- THE MAXIMUM RETAINED HEIGHT SHALL BE AS SPECIFIED ON THE DRAWING AND SHALL NOT BE EXCEEDED UNLESS APPROVED BY MAVEN IN WRITING.
- THE CONCRETE ENCASEMENT SHALL BE ADEQUATELY VIBRATED WITH A PENCIL VIBRATOR TO AVOID "HONEY COMBING".
- EXCAVATIONS FOR FOUNDATIONS SHALL BE TAKEN OUT BY AUGERING TO THE DIMENSIONS DETAILED WITH ALL SURPLUS SOIL BEING DISPOSED OF AWAY FROM THE SITE.
- ALLOWANCE SHALL BE MADE IN POSITIONING AUGERED HOLES FOR THE SLOPE OF THE WALL AND FOR CONCRETE SURROUND TO POLES.
- DRIVING OF POLES IS NOT ACCEPTABLE AS AN ALTERNATIVE TO AUGURING.
- THE CONTRACTOR SHALL VERIFY THE POSITION OF ALL UNDERGROUND SERVICES AND CONFIRM THAT THERE ARE NO CLASHES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL REFER TO MAVEN AS SOON AS POSSIBLE FOR FURTHER INSTRUCTION SHOULD ANY UNFORESEEN CIRCUMSTANCE OR ABNORMAL SITE CONDITION BE ENCOUNTERED DURING CONSTRUCTION.
- INSPECTIONS ARE REQUIRED BY GEOTECHNICAL ENGINEER DURING CONSTRUCTION TO CONFIRM ASSUMED GROUND CONDITIONS.
- MAVEN SHALL INSPECT AND APPROVE THE FOUNDING DEPTH AND CONDITION OF ALL PILE HOLES PRIOR TO INSTALLATION OF THE POLES AND POURING OF CONCRETE.
- ANY GROUNDWATER AND ASSOCIATED SEDIMENT/SLUDGE WITHIN THE PILE HOLES SHALL BE REMOVED PRIOR TO INSTALLING THE TIMBER POLES AND THE POURING OF CONCRETE.
- IF THERE IS POTENTIAL FOR HOLE COLLAPSE E.G. DUE TO WEAK GROUND CONDITION OR GROUNDWATER INGRESS, IT IS RECOMMENDED THAT ALTERNATE HOLES BE DRILLED INITIALLY AND BACKFILLED WITH CONCRETE PRIOR TO THE DRILLING OF THE REMAINING HOLES.
- CONCRETE ENCASEMENT TO EXTEND TO TOE OF PERMANENT RETAINING WALL I.E. POST FUTURE BACKFILLING IN FRONT OF WALL.
- THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT HEALTH AND SAFETY REQUIREMENTS.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVAL FROM UTILITY OPERATORS BEFORE COMMENCING WORK UNDER OR NEAR THEIR SERVICES.
- RETAINING WALLS ARE SUBJECT TO BUILDING CONSENT APPROVAL

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

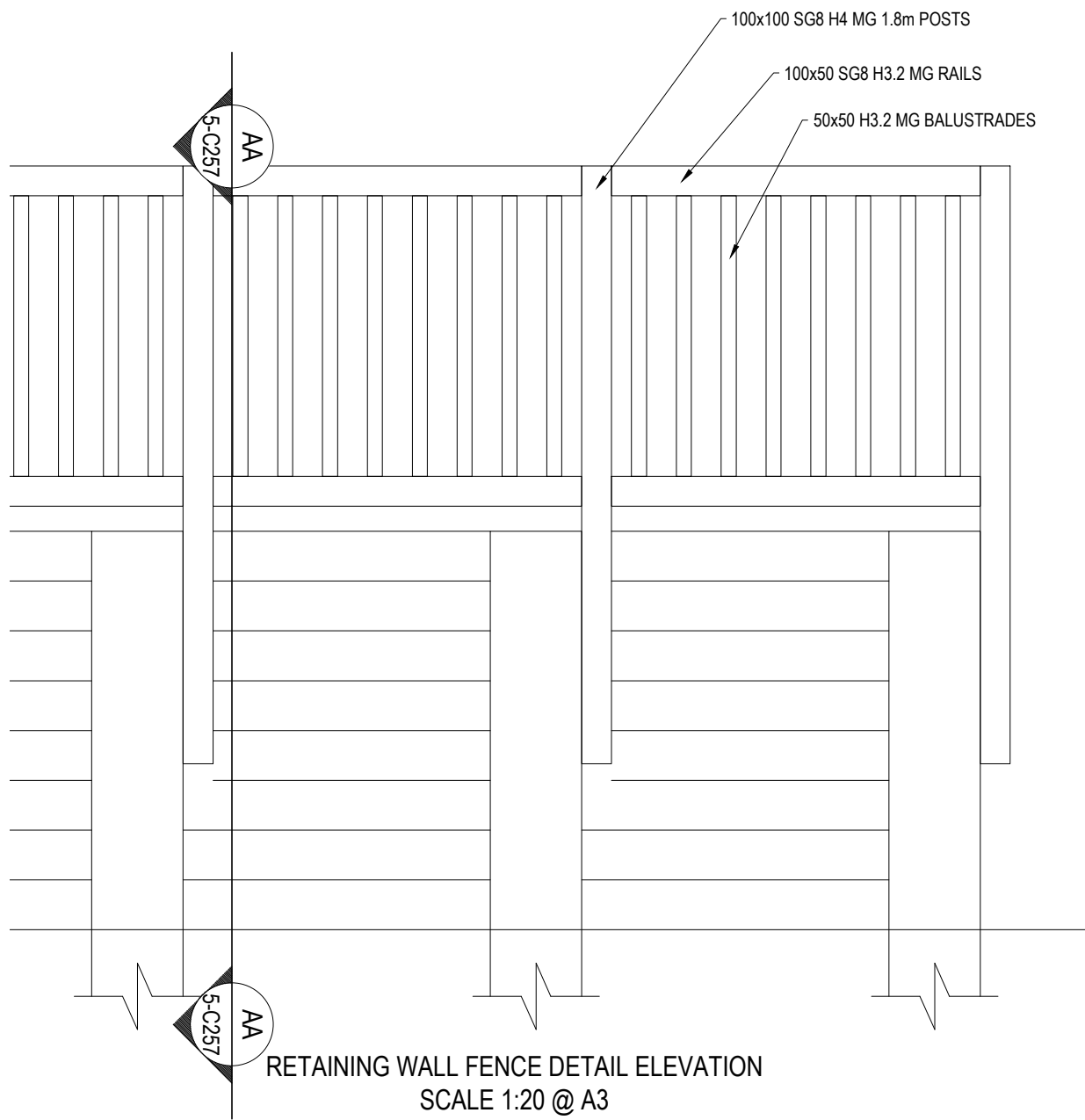


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www.maven.co.nz
5 Owens Road, Epsom
Auckland 1023

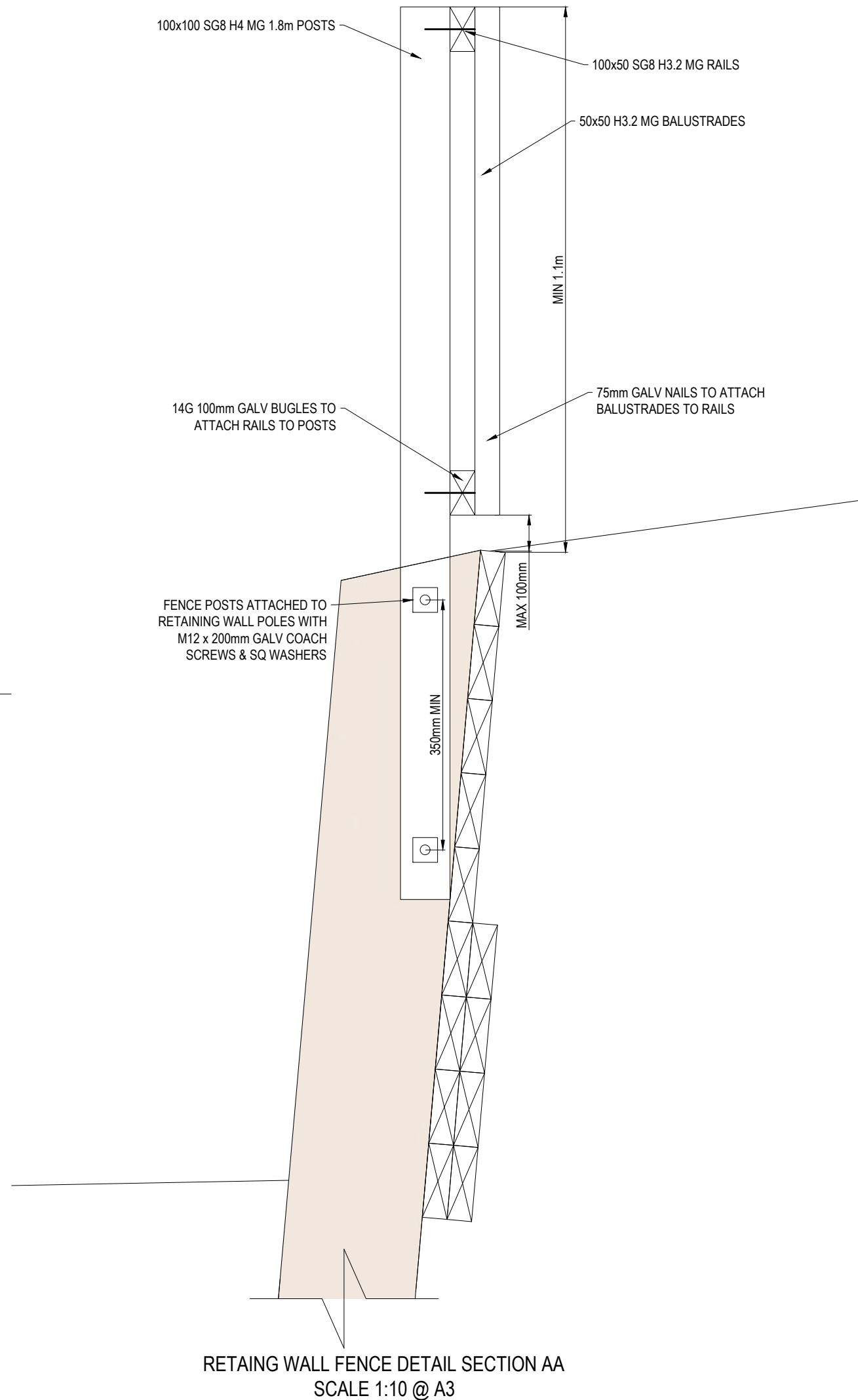
Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
RETAINING WALL 1
PLAN**

Project no.	135041
Scale	1:1000 @ A3
Cad file	135041-C240 RW.DWG
Drawing no.	C240-10
Rev	A



RESOURCE CONSENT



- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. TIMBER FENCING REQUIRED WHERE RISK TO FALLING HEIGHT IS OVER 1.0M.
 3. FITTINGS TO BE AS SHOWN OR APPROVED EQUIVALENT.
 4. FINAL DESIGN SUBJECT TO BUILDING CONSENT APPROVAL.

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
		By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026



Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title	PROPOSED RETAINING WALL 1 PLAN		
Project no.	135041		
Scale	1:1000 @ A3		
Cad file	135041-C240 RW.DWG		
Drawing no.	C240-11	Rev	A

[REDACTED]

From: [REDACTED]
Sent: Friday, 29 May 2026 11:08 am
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Brookvale Green Ecology, Wetland and Groundwater Pre-App Feedback

Thanks [REDACTED] for the invitation to participate in a joined up conversation. I will accept the meeting invite now.

[REDACTED]
Asset Manager - Drinking Water

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāea/Phone [REDACTED]

From: [REDACTED]
Sent: Thursday, 28 May 2026 2:57 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Brookvale Green Ecology, Wetland and Groundwater Pre-App Feedback

Hi all

Copying in [REDACTED] to this email. [REDACTED] – please see below where HBRC have asked whether you are able to attend the regional council meeting on Brookvale Green next week so we can achieve cross council coordination on this matter. I have attached the feedback that HBRC have pulled together on the groundwater assessment along with the application's draft report. I have also forwarded you through the meeting invite. Please feel free to give me a call if you need any other background.

[REDACTED] – FYI for your coordination purposes.

Thanks,
[REDACTED]

Ngā mihi | Kind regards,

[REDACTED]
Senior Associate

B&A
Urban & Environmental



barker.co.nz 

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From: [REDACTED]
Sent: Thursday, 28 May 2026 9:25 am
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Brookvale Green Ecology, Wetland and Groundwater Pre-App Feedback

Hi [REDACTED]

Could I ask that you invite HDC's Drinking Water Manager to the workshop with HBRC next week? It might be the most efficient way to resolve concerns and align solutions regarding about groundwater if HDC's drinking water manager were included in those conversations too.

Kind regards,

[REDACTED]



[REDACTED]
Senior Consents Planner

[REDACTED]
Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui
159 Dalton Street, Napier 4110 | hbrc.govt.nz

Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau Taiao



From: [REDACTED]
Sent: Wednesday, 27 May 2026 5:16 pm
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Brookvale Green Ecology, Wetland and Groundwater Pre-App Feedback

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Thanks [REDACTED] for getting these through ahead of the further feedback on Friday. It is much appreciated.

Ngā mihi | Kind regards,

[REDACTED]
Partner

[REDACTED]

barker.co.nz



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<https://givealittle.co.nz/cause/shave-for-archie>

From: [REDACTED]
Sent: Wednesday, 27 May 2026 5:13 pm
To: [REDACTED]
Cc: [REDACTED]
Subject: Brookvale Green Ecology, Wetland and Groundwater Pre-App Feedback

Hi [REDACTED]

Please find attached the Ecology, Wetlands and Groundwater feedback on the draft information provided.

It is looking as though my memo (consolidating all expert feedback plus planning/consenting feedback) will be provided closer on Friday at this stage.

Kind regards,

[REDACTED]

[REDACTED]

Senior Consents Planner

[REDACTED]



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159 Dalton Street, Napier 4110 | hbrc.govt.nz

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[REDACTED]

From: [REDACTED]
Sent: Wednesday, 3 June 2026 3:35 pm
To: [REDACTED]
Subject: RE: Brookvale Green Feedback
Attachments: Comments on Brookvale Draft Reports.pdf

Hi [REDACTED]

Please see the attached comments. Apologies for the delay.

Kindly

[REDACTED]
Acting Team Leader - Environmental Planning
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāaea/Phone [REDACTED]

From: [REDACTED]
Sent: Wednesday, 3 June 2026 12:30 PM
To: [REDACTED]
Subject: RE: Brookvale Green Feedback

Thanks [REDACTED]

Cheers,
[REDACTED]

Ngā mihi | Kind regards,

[REDACTED]
Senior Associate

[REDACTED]
barker.co.nz



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From: [REDACTED]
Sent: Wednesday, 3 June 2026 12:28 pm
To: [REDACTED]
Subject: RE: Brookvale Green Feedback

Hi [REDACTED]

Doing our best to have these by this afternoon.

Kindly



Acting Team Leader - Environmental Planning

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone

From:

Sent: Wednesday, 3 June 2026 12:12 PM

To:

Subject: Brookvale Green Feedback

Hi

I am following up on the Brookvale Green expert report feedback from Hastings District Council. Are we able to have this through this afternoon so our team has a chance to review comments ahead of tomorrow's workshop meeting? Would be good to have a steer for the discussion, even if those comments are still draft without prejudice.

Many thanks,

Ngā mihi | Kind regards,

Joanne Sunde
Senior Associate

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz



Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

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Please consider the environment before printing this e-mail

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 3 June 2026 7:20 am
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Waste and recycling collection

[REDACTED]

Thanks for that.

Regards.

[REDACTED]

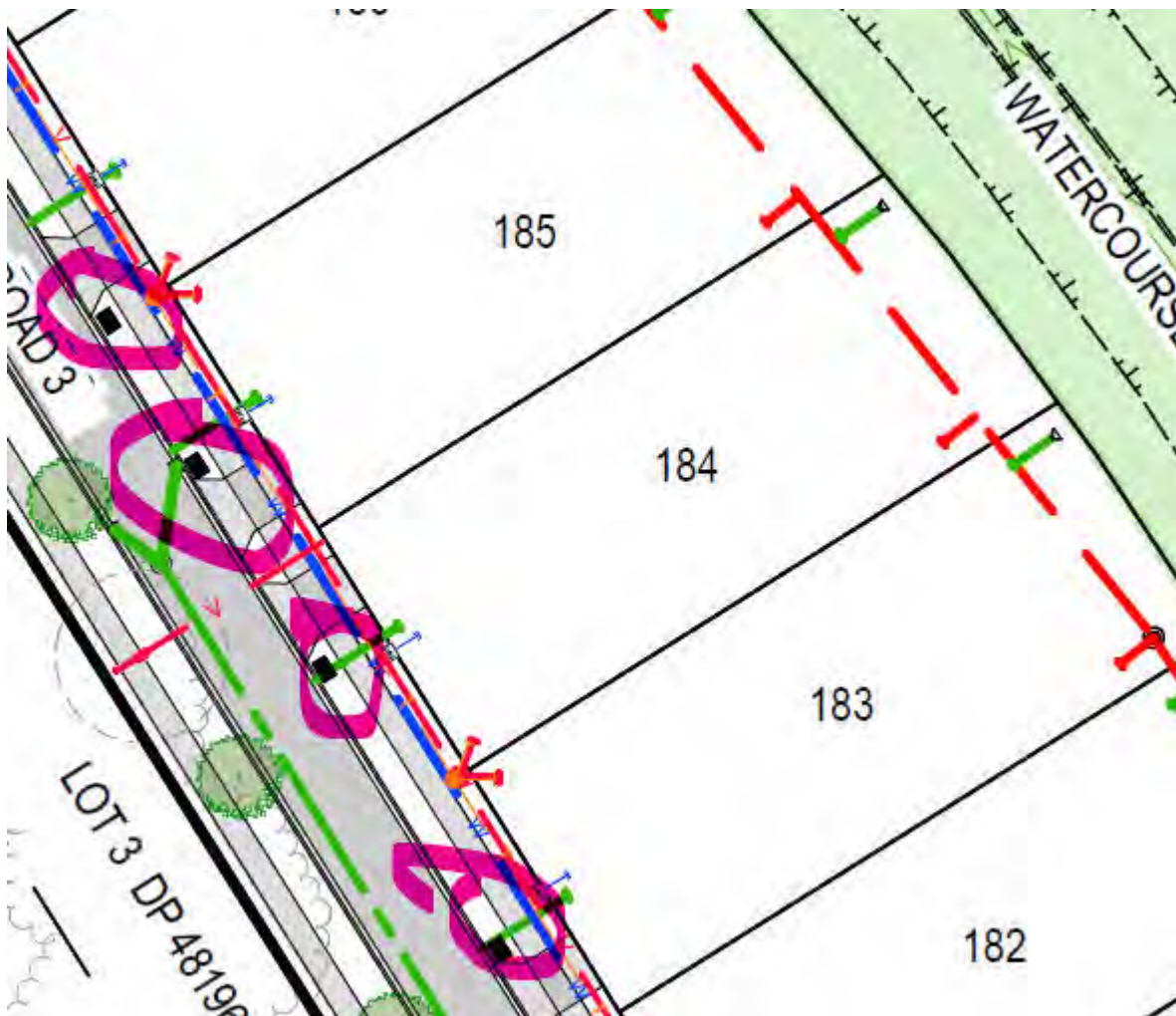
[REDACTED]

Transportation Policy & Planning Manager
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāaea/Phone + [REDACTED]

From: [REDACTED]
Sent: Friday, 29 May 2026 3:58 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Waste and recycling collection

Hi [REDACTED]

The areas available for a wheelie bin / refuse / recycling have been added to the attached plan. Scale-wise it is a pretty small item so if you blink you will miss it. But if you scroll down the set and maybe zoom in you will see the location of the proposed bin locations which show that every lot will be able to use space in the berm on collection day without too much effort.



Regards

[REDACTED]

PRINCIPAL / PUKEKOHE MANAGER

Dip MechE, NZDE, BEngTech, CMEngNZ (Eng. Technologist)



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[REDACTED]

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1 Wesley Street, Pukekohe

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From: Bruce Conaghan <brucec@hdc.govt.nz>

Sent: Monday, 25 May 2026 7:47 am

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Waste and recycling collection

[REDACTED],

Thanks for that. Much appreciated.

Regards.

[REDACTED]

[REDACTED]
Transportation Policy & Planning Manager

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Wāaea/Phone [REDACTED]

From: [REDACTED]
Sent: Thursday, 14 May 2026 11:13 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Waste and recycling collection

Hi [REDACTED]

We will indicate some space on the berms on a “for information” plan to show that the below has been considered. We checked the vehicle tracking and we have updated the kerb design to accommodate the refuse and recycling. Updated information attached. I know we will be passing on more detailed roading drawings in the near future for comment also. We have also updated the streetlight layout in accordance with your previous comments and I will send that to you in an email after this.

Regards

[REDACTED]
PRINCIPAL / PUKEKOHE MANAGER

Dip MechE, NZDE, BEngTech, CMEngNZ (Eng. Technologist)



MAVEN ASSOCIATES LIMITED

[REDACTED]

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1 Wesley Street, Pukekohe

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From: [REDACTED]
Sent: Tuesday, 5 May 2026 11:15 am
To: [REDACTED]
Subject: RE: Waste and recycling collection

[REDACTED]
Thanks for that.

Happy with 1) below. Key aspect is that a truck and a car can cross each other on the bend without the need to give way.

With 2), all refuse and recycling containers are placed on the front berm where that is available and all new design are to provide for that front berm. The HDC Engineering Code of Practice will give an idea of what width is required in that respect. The only recycling undertaken in the urban area of Hastings (Hastings / Havelock North / Flaxmere) is paper and cardboard, plastics and cans, and bottles. The refuse is in wheeled 120l bins that are picked up from the kerbside by mechanical arm on the truck and lifted to be tipped into the collection area of the truck from above it. The recyclables are handled and sorted into the truck by the contractor at the kerbface.

While there is no food scraps collection, there is green waste collection that individual properties can pay for i.e. it is not funded at large by the ratepayer. The green waste is in either 120l or 240l wheeled bins.

Hopefully that helps but happy to answer any queries re the above.

Regards.

[REDACTED]

[REDACTED]

Transportation Policy & Planning Manager

Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council

Wāaea/Phone [REDACTED]

From: [REDACTED]

Sent: Thursday, 30 April 2026 9:06 AM

To: [REDACTED]

Subject: Waste and recycling collection

Hi [REDACTED]

- 1) Thanks for your time yesterday. We will check the tight bends around the site with a 10.3m rubbish truck and provide local widening of the kerbs. In Auckland we have to show this type of truck pass a van in the opposite around the bend without issues, and that is what determines the local widening. Does this sound ok to you or do you have a different check which you can recommend?
- 2) Can you please confirm if there is a waste collection programme in Havelock north which requires a suitable location to place a wheelie bin on the side of the road? And is that the same requirement for recycling collection? Do you have food scraps collection? Is there a minimum area which we need to reserve for the placement of bins for each dwelling in your area? In Auckland nowadays we have to provide 0.7 x 1.4m area, away from trees and close enough to the kerb for each new dwelling to ensure waste collection services can function properly.

Any guidance here appreciated.

Regards

[REDACTED]

PRINCIPAL / PUKEKOHE MANAGER

Dip MechE, NZDE, BEngTech, CMEngNZ (Eng. Technologist)



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- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
 3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016
 4. ORIGIN OF LEVELS = IT IV SO1837/SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 5. LOCATION OF TELECOM AND POWER INDICATIVE ONLY. FINAL DESIGN TO BE COMPLETED BY CHORUS AND UNISON.

- LEGEND
- EX BDY ABUTTAL
 - PROP BDY
 - EX PUBLIC WW
 - PR PUBLIC WW
 - PR PRIVATE WW
 - PR WW RISING MAIN
 - EX STORMWATER
 - PR STORMWATER
 - EX/PROP SWMH
 - PROP SWCP
 - EX/PROP WWMH
 - EX TELECOM
 - PROP TELECOM
 - PROP POWER
 - PROP POWER HV
 - PROP POWER LV
 - EX OHP REMOVED
 - PROP STREET LIGHT
 - PROP PWR POLE
 - EX PWR POLE REMOVED
 - PROP PWR CHAMBER
 - PROP PWR PLINTH
 - PROP PWR RMU
 - PROP TRANSFORMER
 - PROP PWR PILAR
 - PROP TELECOM PLINTH
 - PROP TELECOM CHAMBER
 - PR WETLAND
 - PR WW PUMP STATION
 - PR RAIN GARDEN
 - PR TREE
 - PR BIN LOCATION

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026



Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ALL SERVICES
PLAN**

Project no.	135041
Scale	1:1 ORIG @ A3
Cad file	135041-C700 ALL SERVICES.DWG
Drawing no.	C700-1
Rev	A

FOR INFORMATION



LOT 21 DP 3449

- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
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 4. ORIGIN OF LEVELS = IT IV SO1837/SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
 5. LOCATION OF TELECOM AND POWER INDICATIVE ONLY. FINAL DESIGN TO BE COMPLETED BY CHORUS AND UNISON.

LEGEND

---	EX BDY ABUTTAL
---	PROP BDY
---	EX PUBLIC WW
---	PR PUBLIC WW
---	PR PRIVATE WW
---	PR WW RISING MAIN
---	EX STORMWATER
---	PR STORMWATER
---	EX/PROP SWMH
---	PROP SWCP
---	EX/PROP WWMH
---	EX TELECOM
---	PROP TELECOM
---	PROP POWER
---	PROP POWER HV
---	PROP POWER LV
---	EX OHP REMOVED
---	PROP STREET LIGHT
---	PROP PWR POLE
---	EX PWR POLE REMOVED
---	PROP PWR CHAMBER
---	PROP PWR PLINTH
---	PROP PWR RMU
---	PROP TRANSFORMER
---	PROP PWR PILAR
---	PROP TELECOM PLINTH
---	PROP TELECOM CHAMBER
---	PR WETLAND
---	PR WW PUMP STATION
---	PR RAIN GARDEN
---	PR TREE
---	PR BIN LOCATION

A	SUBSTANTIVE APPLICATION	RH	05/2026
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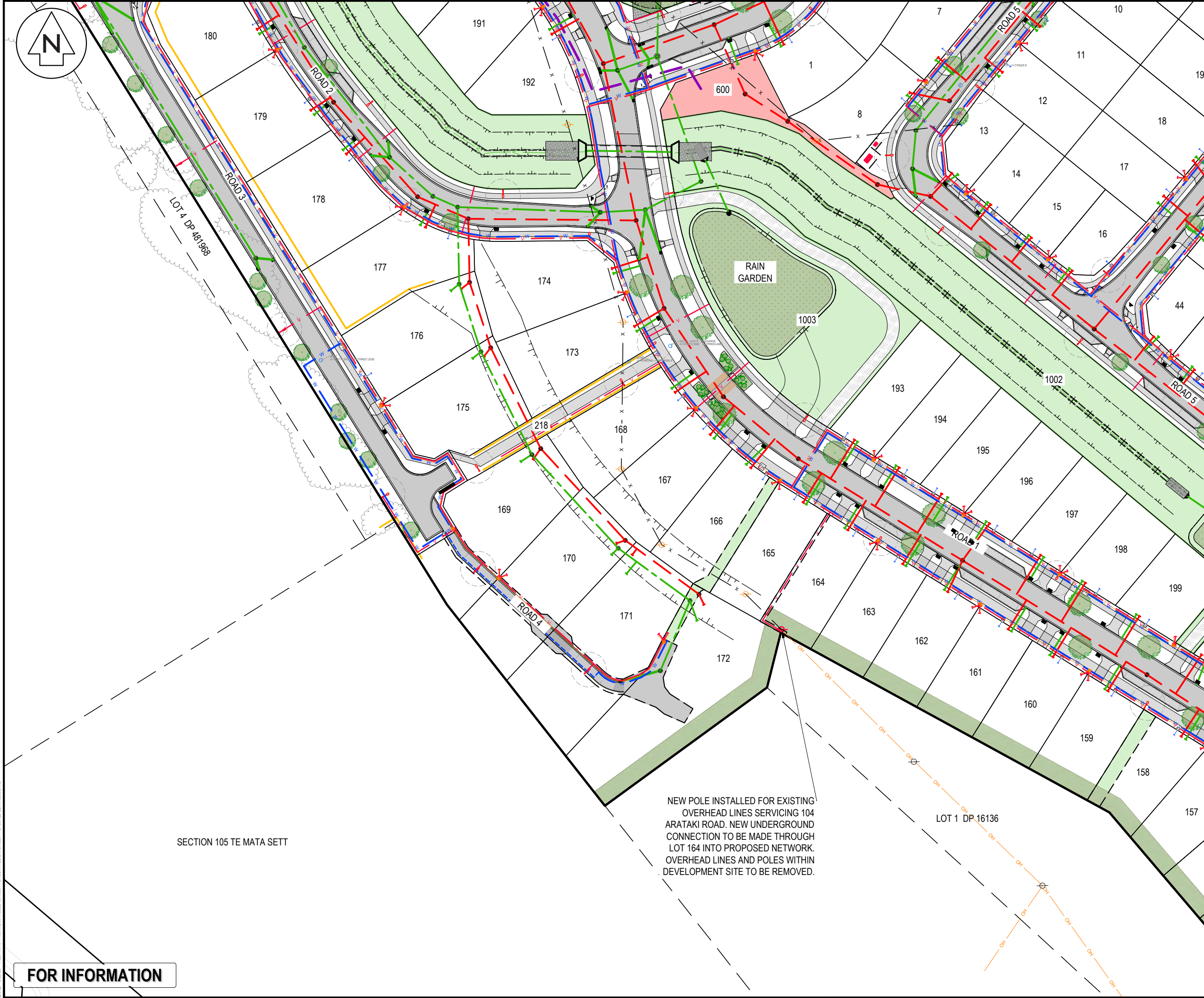
Project
**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ALL SERVICES
PLAN**

Project no.	135041
Scale	1:1 ORIG @ A3
Cad file	135041-C700 ALL SERVICES.DWG
Drawing no.	C700-2
Rev	A

DATE: 5/20/26 FILEPATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C700 ALL SERVICES.DWG

FOR INFORMATION



- NOTES
1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
 2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
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LEGEND

---	EX BDY ABUTTAL
---	PROP BDY
---	EX PUBLIC WW
---	PR PUBLIC WW
---	PR PRIVATE WW
---	PR WW RISING MAIN
---	EX STORMWATER
---	PR STORMWATER
---	EX/PROP SWMH
---	PROP SWCP
---	EX/PROP WWMH
---	EX TELECOM
---	PROP TELECOM
---	PROP POWER
---	PROP POWER HV
---	PROP POWER LV
---	EX OHP REMOVED
---	PROP STREET LIGHT
---	PROP PWR POLE
---	EX PWR POLE REMOVED
---	PROP PWR CHAMBER
---	PROP PWR PLINTH
---	PROP PWR RMU
---	PROP TRANSFORMER
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A				SUBSTANTIVE APPLICATION		RH	05/2026
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Checked	BB			05/2026			

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Project
**BROOKVALE GREEN
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VERMONT STREET
PARTNERS NO. 4 LIMITED**

Title
**PROPOSED
ALL SERVICES
PLAN**

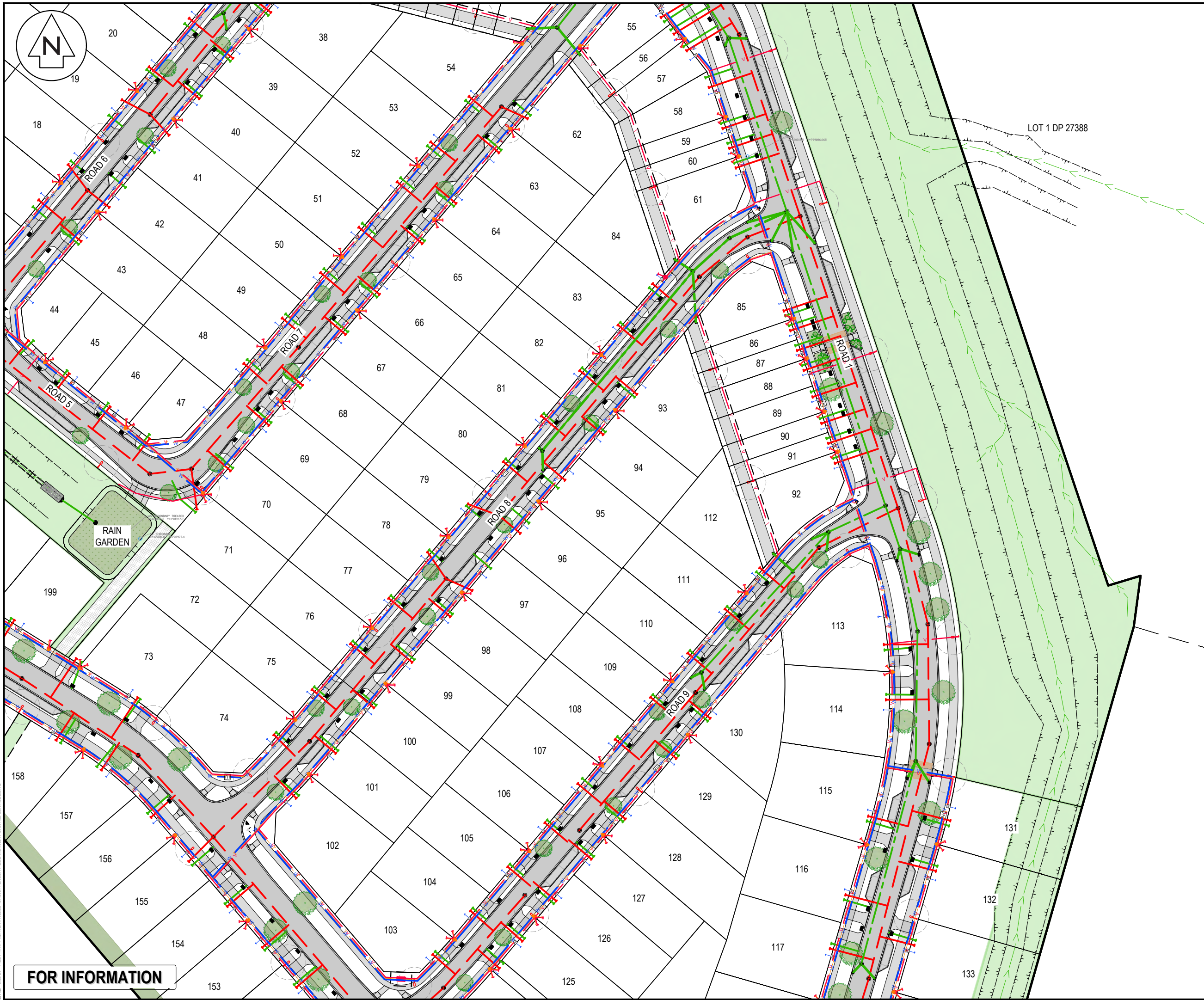
Project no.	135041		
Scale	1:1 ORIG @ A3		
Cad file	135041-C700 ALL SERVICES.DWG		
Drawing no.	C700-3	Rev	A

NEW POLE INSTALLED FOR EXISTING OVERHEAD LINES SERVICING 104 ARATAKI ROAD. NEW UNDERGROUND CONNECTION TO BE MADE THROUGH LOT 164 INTO PROPOSED NETWORK. OVERHEAD LINES AND POLES WITHIN DEVELOPMENT SITE TO BE REMOVED.

SECTION 105 TE MATA SETT

FOR INFORMATION

DATE: 5/20/26 FILE PATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C700 ALL SERVICES.DWG



NOTES

1. ALL WORKS TO BE IN ACCORDANCE WITH HASTINGS COUNCIL STANDARDS.
2. COORDINATES IN TERMS OF NZ GEODETIC DATUM HAWKES BAY 2000
3. LEVELS IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016
4. ORIGIN OF LEVELS = IT IV SO1837/SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
5. LOCATION OF TELECOM AND POWER INDICATIVE ONLY. FINAL DESIGN TO BE COMPLETED BY CHORUS AND UNISON.

LEGEND

---	EX BDY ABUTTAL
---	PROP BDY
---	EX PUBLIC WW
---	PR PUBLIC WW
---	PR PRIVATE WW
---	PR WW RISING MAIN
---	EX STORMWATER
---	PR STORMWATER
---	EX/PROP SWMH
---	PROP SWCP
---	EX/PROP WWMH
---	EX TELECOM
---	PROP TELECOM
---	PROP POWER
---	PROP POWER HV
---	PROP POWER LV
---	EX OHP REMOVED
---	PROP STREET LIGHT
---	PROP PWR POLE
---	EX PWR POLE REMOVED
---	PROP PWR CHAMBER
---	PROP PWR PLINTH
---	PROP PWR RMU
---	PROP TRANSFORMER
---	PROP PWR PILAR
---	PROP TELECOM PLINTH
---	PROP TELECOM CHAMBER
---	PR WETLAND
---	PR WW PUMP STATION
---	PR RAIN GARDEN
---	PR TREE
---	PR BIN LOCATION

A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
Survey	TECH SP		02/2025
Design	RH		05/2026
Drawn	RH		05/2026
Checked	BB		05/2026

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Auckland 1023

Project

**BROOKVALE GREEN
HAVELOCK NORTH
FOR
VERMONT STREET
PARTNERS NO. 4 LIMITED**

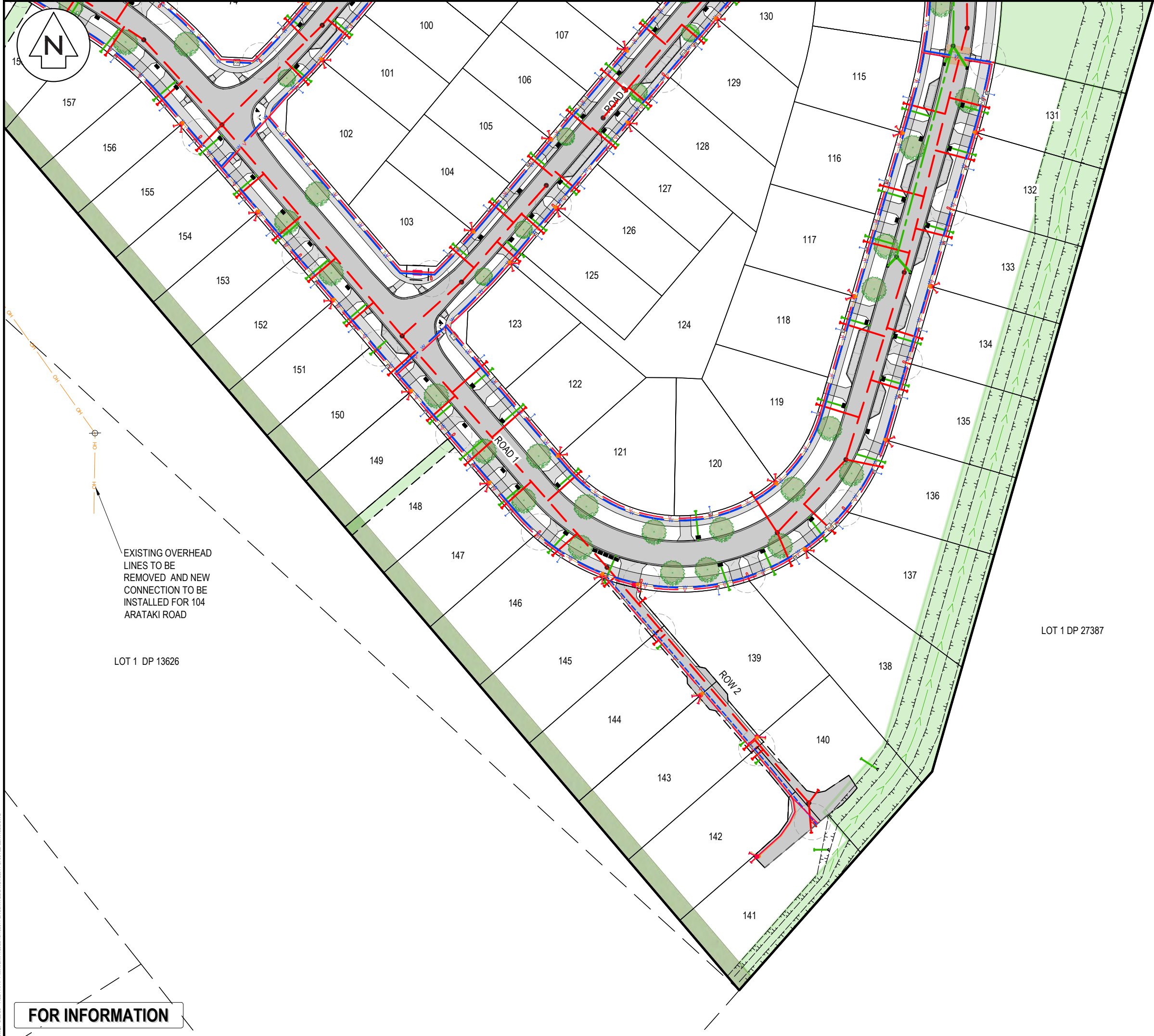
Title

**PROPOSED
ALL SERVICES
PLAN**

Project no.	135041		
Scale	1:1 ORIG @ A3		
Cad file	135041-C700 ALL SERVICES.DWG		
Drawing no.	C700-4	Rev	A

FOR INFORMATION

DATE: 5/20/26 FILEPATH: F:\Maven\PROJECTS\135041 BROOKVALE\DWG\135041-C700 ALL SERVICES.DWG



- NOTES
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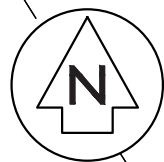
A	SUBSTANTIVE APPLICATION	RH	05/2026
Rev	Description	By	Date
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Survey	TECH SP		02/2025
Design	RH		05/2026
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Project no.	135041
Scale	1:1 ORIG @ A3
Cad file	135041-C700 ALL SERVICES.DWG
Drawing no.	C700-5
Rev	A



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PLAN**

Project no.	135041
Scale	1:1 ORIG @ A3
Cad file	135041-C700 ALL SERVICES.DWG
Drawing no.	C700-6
Rev	A

FOR INFORMATION

LOT 2 DP 540945

DATE: 5/28/26 FILEPATH: F:\Maven\PROJECTS\135041 BROOKVALE.DWG\135041-C700 ALL SERVICES.DWG

Subject: Brookvale Green - Urban Design Feedback
Location: Microsoft Teams Meeting

Start: Tue 16/06/2026 1:00 pm
End: Tue 16/06/2026 2:00 pm
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer:

Required Attendees

Kia ora all,

Further to our meeting yesterday [REDACTED] and I have sat down and worked out a plan for addressing urban design feedback on the Brookvale Green project. We are aiming to provide [REDACTED] updated urban design assessment to Council next Friday 12 June for review.

To assist with that review process, we thought it would be useful to meet mid-week the following week to walk through the report findings, discuss the design approach in more detail and address any clarifications that might be needed. The intention would then be for [REDACTED] to have an opportunity to reflect on both the report and the discussion before providing any final formal written feedback on the application. Given the focus of the meeting, I suggest attendance is limited to the planning and urban design team members only.

Please let me know if the proposed meeting time does not work for you and we can look at alternative options.

[REDACTED] – note I am working on a revised programme for lodgement today and will update council on Monday.

Kind regards,

Microsoft Teams meeting

Join:

<https://teams.microsoft.com/meet/49290803266766?p=L8f1ioO2d6a0HRtuAx>

Meeting ID: [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 8 June 2026 10:48 am
To: [REDACTED]
Cc: [REDACTED]
Subject: Brookvale Green - HDC & Applicant Workshop Meeting Minutes 04/06/2026
Attachments: 2026 - 06 - 04 - Workshop Minutes HDC Officers_FINAL.docx; BG_HDC Feedback Initial Reponse Table 08062026.pdf

Kia ora koutou,

Thank you again for your time at last week's workshop and for reviewing the draft application material to provide feedback on Brookvale Green.

Minutes / Response Table

Attached for your review are:

- Workshop minutes from the meeting held on 4 June 2026
- An initial applicant response table addressing the HDC memo feedback received on 3 June 2026

The response table is intended as a preliminary response and reflects the discussions held at the workshop. A more comprehensive response, together with updated reports, plans and supporting documentation, will be provided as part of the substantive application package or as part of follow up meetings that have been arranged over the next two weeks.

Could you please review the workshop minutes and advise in a collective response coordinated via Nellie* if there are any amendments required to accurately reflect the discussions and agreed actions. I have left these as WORD versions for easy editing.

Programme

As discussed at the meeting, we have reviewed the project programme and will extend the lodgement timeframe to address the feedback received from HDC both in the memo and at the workshop. This will provide better opportunity to review the additional information being prepared and tie up loose ends prior to lodgement. We are hopeful that this additional engagement will help narrow the issues raised by HDC, ensure a no surprises approach going forward, and ultimately assist all parties through the substantive process. Our aim is to make the application as streamlined as possible on all fronts to assist the Panel in making a decision.

Action / Milestone	Responsibility	Date	Notes
Hydrogeology / Water Supply Meeting	HDC, HBRC and Applicant	Wed 10 June	
B&A provide draft conditions suite to HDC for review	B&A Planning	Wed 10 June	
HDC to confirm Reserve Land position	HDC – [REDACTED]	Wed 10 June	This is critical path re scope
HDC / HBRC SW asset / consent holder meeting	HDC, HBRC and Applicant	Thurs 11 June	

B&A to issue updated UD report and supporting drawings to HDC for final urban design review	Civil, Urban Design, Landscaping	Fri 12 June	
Urban design workshop / review meeting with urban designers/planners	B&A Planning & UD HDC [REDACTED]	Tues 16 June	
Receive HDC formal urban design review feedback	HDC – [REDACTED]	Fri 19 June	Allows 5 working days review time**
Receive HDC feedback on buffer strip planting	HDC – [REDACTED]	Fri 19 June	Allows 5 working days review time**
Receive HDC feedback on conditions suite	HDC – [REDACTED]	Mon 22 June	Allows 8 working days review time
B&A complete lodgement package and submit application with EPA	B&A Planning	Tues 30 June	

*Note: I have put [REDACTED] name in here as coordinator of feedback from HDC team

**Note: [REDACTED] advice to allow 5 days

[REDACTED] - could you please advise if any of the above dates are not able to be met due to key officers being on planned leave.

Next Steps

In the meantime, we will continue progressing the follow-up actions discussed at the workshop, including the urban design review process and the additional meetings relating to water supply, flood modelling, stormwater vesting and ownership matters.

Lastly, if there are **any other matters** that have not previously been raised either in the written feedback or at the workshop on Thursday that our project team should be aware of for the substantive application, we would appreciate that this is communicated to us as early as possible so that this can be addressed prior to lodgement. As we know from previous FT applications, the RFI timeframes are tight and we are keen to iron out as many issues as possible for the Panel ahead of lodgement.

Thanks again for your work on this project. Cheers,

[REDACTED]

Ngā mihi | Kind regards,

[REDACTED]
Senior Associate

[REDACTED]

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Urban & Environmental



Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

Brookvale Green – Preliminary Response to Council Officer Feedback

Site / Project	Brookvale Green Substantive	HDC Feedback Received:	3 June 2026	Applicant Initial Response:	8 June 2026
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HDC Feedback Item	Applicant Response
Planning Comments	
Draft comments	
I am providing comments on the draft reports for this fast-track application based on the information currently available to me. These comments are made without the benefit of having reviewed any associated planner's report and therefore should be considered in that context.	Noted. We acknowledge that the planning assessment has not yet been provided and that a number of matters raised will be addressed through the integrated planning evaluation accompanying the substantive application.
I have not been given any draft conditions of consent or proposed consent notices. However, councils position would be that in terms of overriding the underlying zoning provisions the proposed residential development aligns with our existing residential zone provisions and do not support numerous bespoke consent notice conditions - these are more appropriately imposed via private covenants.	Noted. A draft conditions package is currently being prepared and will be circulated next week. The proposal generally adopts the Hastings District Plan (HDP) residential framework, with any project-specific controls focused on managing identified effects. Where appropriate, design outcomes will be supported through private covenants.
Geotechnical	
Disconnect between the engineering design documentation and the geotechnical assessment provided. The geotechnical report references and provides design guidance for only a single retaining wall within the western portion of the site, whereas the engineering plans indicate the presence of multiple retaining structures across the development. This raises concern as to whether all retaining elements have been appropriately assessed from a geotechnical perspective, including stability, bearing capacity, and interaction with fill slopes.	The geotechnical and engineering teams are currently reviewing the design documentation to ensure alignment between the engineering plans, retaining structures and geotechnical recommendations. Updated reporting will be provided with the final application.
It is also unclear if the geotechnical assessment has adequately considered the effects of the proposed subdivision development located upslope/adjacent to the site, including the potential for undermining or destabilisation during earthworks, or the impact of additional surcharge loads on slope stability.	Completed investigation shows no fundamental constraints to engineering this interface. Design recommendations to be adhered to. Report findings will be issued to HDC.

Barker & Associates

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HDC Feedback Item	Applicant Response
In addition, there is particular concern regarding the stability of land adjacent to Council's reserve strip. The engineering plans indicate that earthworks, including areas of cut, extend up to and through the reserve strip. However, the current geotechnical assessment does not appear to sufficiently test or consider slope stability in this location. This is a significant issue given it is proposed that Council will ultimately vest and manage land below these areas, including provision for public access. Inadequate assessment of stability along this interface creates potential risk to public safety and future asset management.	Completed investigation shows no fundamental constraints to engineering this interface. Design recommendations to be adhered to. Report findings will be issued to HDC.
There is limited evidence within the report of a comprehensive assessment of global stability that incorporates both the proposed earthworks and adjacent land uses (including the largescale subdivision to the west of the site), and clarification is required as to whether the analyses undertaken fully capture these cumulative effects. At this stage due to the uncertainty around certain elements of the geotechnical assessment, there is a likelihood that Council will request peer audit of the existing geotechnical report to provide satisfactory assurance that all stability and liquefaction issues have been addressed appropriately.	Completed investigation shows no fundamental constraints to engineering this interface. Design recommendations to be adhered to. Report findings will be issued to HDC. The applicant recommends that a decision to peer review is made once the updated Geotech findings are reviewed.
Reverse Sensitivity (Acoustic)	
Council is not satisfied that the Acoustic Assessment provides a sufficiently robust basis to conclude that noise effects and reverse sensitivity have been appropriately addressed.	The applicant does not agree with this conclusion. The Acoustic Assessment has been prepared by a suitably qualified and experienced acoustic specialist [REDACTED] using recognised industry methodologies and provides a robust basis for assessing potential noise and reverse sensitivity effects. Jon has been involved in approximately 30 fast-track applications and is well versed in effects in these environments.
The assessment appears to rely predominantly on computer modelling, assumptions, and existing datasets, rather than site-specific baseline monitoring or noise measurements. Given the scale and sensitivity of the proposed (being a large residential development within a productive rural environment), it would be anticipated that the assessment includes field measurements and/or attended monitoring of existing noise sources.	[REDACTED] considers that the methodology adopted is appropriate and consistent with accepted acoustic assessment practice. The assessment relies on measured and published source noise data combined with predictive modelling, which provides a robust basis for assessing potential future noise environments and reverse sensitivity effects.

HDC Feedback Item	Applicant Response
Given the acknowledged intermittent and sometimes high-level nature of rural noise sources (e.g. bird scarers and frost protection devices), reliance on a primarily desktop exercise introduces uncertainty and risk in the assessment conclusions.	██████ does not agree that the methodology introduces uncertainty. For intermittent rural noise sources such as frost fans and bird scarers, predictive modelling based on measured source noise emissions is generally a more reliable assessment tool than short-term site monitoring, which may not capture infrequent or seasonal activities.
The application concludes that the proposal will not introduce reverse sensitivity effects or constrain existing lawful activities. However, Council does not consider that this conclusion is sufficiently substantiated. The reliance on existing compliance points assumes a static environment and does not reflect the dynamic nature of rural production activities, which may change in intensity, location, or type over time. There is also limited evidence of on-site design mitigation measures (e.g. building orientation, acoustic insulation, no-complaints covenants, or sufficient buffer treatments) specifically targeted at managing these reverse sensitivity effects.	██████████ have explored noise sources associated with the permitted baseline activities and existing lawful activities extensively. For this site's context, it is considered that the assessment undertaken in the report accurately considers the likely activities that could establish in the area.
Reverse Sensitivity (Fruition Report)	
The Fruition report recommends shelterbelt as a form of mitigation for reverse sensitivity effects, however this also some practical concerns in light of the District Plan's shading and boundary setback provisions (performance standard 6.2.5H Shading of Land, Buildings and Roads):	Noted and identification of this rule is appreciated. The landscape design is being refined to ensure that proposed planting and mitigation measures can be accommodated while maintaining appropriate separation distances, consideration of maintenance and achieving the intended reverse sensitivity outcomes.
The report recommends shelterbelt planting along all rural interfaces, including planting relatively close to boundaries (with the report suggesting setbacks as low as 2 m) and achieving heights of approximately 3–4 m at maturity. However, the Hastings District Plan requires shelterbelt planting over 20 m in length to be set back at least 5 m from boundaries, with height controls linked to that setback. These provisions generally allow for maintenance of shelterbelts within horticultural properties. It is noted that the applicant has not addressed the ongoing maintenance of these shelterbelts, particularly the need to provide space to allow appropriate machinery to access the trees. It is requested that the applicant provide details of ongoing maintenance to ensure the proposed mitigation approach is the most appropriate for this development.	It is noted that the proposed 10m landscape setback provides sufficient space to accommodate any refinements required to the planting design while maintaining the effectiveness of the buffer treatment.

HDC Feedback Item	Applicant Response
While shelterbelts are presented as the primary mitigation measure, the report does not fully address the potential for those plantings to create adverse effects themselves, including shading, root spread, and ongoing maintenance requirements. The District Plan provisions are intended to ensure adjoining land is not significantly adversely affected by such effects, but additionally we have concerns of the internal effects of shelterbelt planting on the residential lots.	
The report does not clearly demonstrate how compliance with these standards will be achieved alongside the proposed narrow setbacks and continuous planting approach. As a result, further clarification is needed to show that the shelterbelt design both functions effectively for spray drift mitigation and complies with the relevant boundary, height, and shading controls without creating new reverse sensitivity or amenity issues for neighbouring properties or internally to the subdivision. It is also not suitable to rely on surrounding sites having mitigations on their own site in terms of reverse sensitivity effects (e.g. shaggy range shelter belt), This aspect of the report should be reassessed.	The proposal has been assessed on the basis of its actual and potential effects, including reverse sensitivity effects associated with adjoining rural activities. The proposed Pittosporum hedging and associated graduated landscape planting have been developed having regard to the recommendations of the Fruition assessment and are intended to provide an effective and self-sustaining buffer along the rural interface. The mitigation proposed is located wholly within the development site and does not rely on planting or mitigation measures located on adjoining properties. Further detail regarding the final landscape design and buffer treatment will be provided with the final application documentation.
It is noted that proposed lot 141 only shows a 5 buffer landscaping area but the Reverse Sensitivity report recommends a 10m setback from the Vineyard, given the site shape and size it may not be feasible to develop this lot and meet the recommended 10m setback. This needs to be addressed.	The layout and developability of Lot 141 is currently being reviewed. Updated plans will be provided with the final application.
There is an inconsistency between the Fruition report and the supporting landscape plans in relation to the Shaggy Range boundary. The Fruition report recommends a setback of only 2 m in this location, whereas the landscape plans submitted with the application show a wider 5 m buffer. This discrepancy creates uncertainty as to what is actually proposed and relied upon as mitigation. Clarification is therefore needed to confirm which setback is intended to be implemented.	The final planning assessment and landscaping plans will clarify the distinction between the Fruition recommendations, which address spray drift mitigation, and the landscape plans, which show the broader proposed interface treatment. The landscape design is being refined to provide a consistent 10m setback/buffer response where required, including along the Shaggy Range boundary. The final plans and reporting will be updated to ensure the proposed setback, planting treatment and mitigation relied on are consistent across the application material.

HDC Feedback Item	Applicant Response
While it is unclear what the final proposed setback of lots that sit on the interface with existing rural activities, the significant reduction of the underlying 15m setback requirements does raise concerns. Reduced setbacks will erode the open character and amenity anticipated for the Plains Production Zone and limit effective separation between buildings on adjacent lifestyle sites. The 15 m yard is a consistent and established standard across other rural-based zones, including the Rural Zone, Rural Residential Zone, Havelock North Rural Residential Zone, Tuki Tuki Special Character Zone, and Te Mata Special Character Zone, reflecting a deliberate planning approach to maintaining openness and managing land use conflict. Departing from this framework risks creating a more urbanised environment that is incompatible with surrounding productive land uses and does not achieve the intended outcomes for the zone.	The proposal has been assessed on the basis of its actual and potential effects. The reverse sensitivity, landscape and urban design assessments collectively demonstrate that appropriate separation and mitigation measures can be achieved along the rural interfaces. Further explanation will be provided in the planning assessment. In any case, significant portion of our external boundary is stream corridor where a significant landscape set back is proposed.
Watercourses within private lots	
Council does not support the inclusion of watercourses within private property as part of subdivision design due to the inherent and unacceptable flood risk this creates. The proposal's reliance on a watercourse, with adjacent native planting as a reverse sensitivity buffer, is therefore not supported.	The feature referred to is an overland flow path rather than a natural watercourse. Appropriate legal mechanisms, maintenance responsibilities and design controls will be established to ensure its long-term functionality and management. Further detail will be provided in the final application.
Watercourses require ongoing maintenance. Where located on private land, there is no certainty this will occur, leading to vegetation overgrowth, and blockages. This reduces channel capacity and increases the likelihood and extent of flooding on-site and to adjoining properties. The addition of planting further exacerbates this risk if not actively managed.	The landscape and engineering design will be coordinated to ensure that planting, fencing and drainage functions are compatible and that ongoing maintenance requirements are appropriately addressed. This will be further secured by legal mechanisms such as easements and covenants. A copy of the draft conditions set will be provided to HDC next week for review.
This approach transfers long-term flood risk to future property owners, with potential pressure on Council to intervene. The application does not adequately address maintenance responsibilities, long-term performance, or flood risk implications. As such, this aspect of the proposal is not supported.	Again, the feature referred to is an overland flow path rather than a natural watercourse. The applicant considers that overland flow paths within private property can be appropriately managed through consent notices, easements and associated legal mechanisms. Further information regarding ownership, maintenance responsibilities and design controls will be provided with the final application

HDC Feedback Item	Applicant Response
Water Supply	
HDC holds groundwater consent which allows 18 million m ³ per year to be abstracted from the Heretaunga Plains Aquifer to supply the Hastings urban area (currently approximately 65,026 residents). Given the fully allocated nature of the Aquifer, and the current regional planning settings, there is a low likelihood of additional water being allocated to HDC in the foreseeable future.	Noted.
Developers should be aware that HDC is operating with a constrained resource and will be carefully considering all development proposals, and their water needs, whether within the FDS identified growth area or outside it, within that constrained context.	Noted. As discussed at the workshop, Council acknowledged that this issue had not previously been raised through the referral or substantive application process. The applicant has arranged a follow-up meeting with HDC and HBRC to better understand the implications for the project.
Developers are encouraged to proactively identify options to minimise increased demand for water and to discuss these with HDC at the earliest possible stage. Such options should include transferring any privately held water allocation for the subject site to HDC.	The applicant is willing to explore the transfer of water rights with both councils at the forthcoming meeting. The overall demand is fairly low. Additional retention of water for re-use can be considered
<i>Referral position: Water supply capacity is limited. Addressing this projected shortfall will require much more efficient use of existing water sources, demand management, new ways of securing water supplies. The applicant will need to address this as part of any development proposal and encouraged to discuss options with out 3 waters team.</i>	Three Waters team have previously been consulted regarding the demand and capacity was confirmed for this development. The applicant will meet with HBRC and HDC to discuss further.
Public Spaces Comments - Existing Buffer Strip (Lot 3-4 Deposited Plan 481968)	
The buffer strip, held as an amenity reserve under the Reserves Act, was originally established to provide a reverse sensitivity buffer between residential activity and adjacent land-based primary production. Should this application be approved, the purpose and need for the buffer in this location would effectively cease or at least shift elsewhere. Beyond simply meeting ECOP requirements, consideration should be given to whether alternative approaches are available for this land, including the potential for it to be incorporated into adjoining properties given its original function would no longer apply. While the proposed, pink-shaded area appears to meet ECOP requirements, it does not address broader considerations related to achieving good open space outcomes, and there is insufficient detail to enable a clear and robust	The applicant acknowledges Council's comments regarding the existing reserve land. The applicant will await further direction from Council regarding the inclusion of the reserve land in principle and is happy to work through design detail (i.e. retaining walls) where required.

HDC Feedback Item		Applicant Response
	assessment of what is ultimately being proposed. As part of this we need a very good understanding of any proposed new assets including retaining walls and have thought though how access would be obtained for maintenance purposes. Clarity is needed about whether there is any intention to replace the open space land which is proposed to transfer (275m2) and vest as road.	
	We share and support comments made on geotechnical matters. The engineering plans indicate crucial engineering works extending through the full length of the buffer strip to the edge of Arataki Extension. Further detail is needed regarding the proposed earthworks and engineering solutions, finished levels and landscaping intentions. Relevant permissions will also be required to undertake works in this area, and these cannot be commented on until sufficient information is provided. Greater detail is needed before any briefings and / or reporting to Council occurs.	Updated geotechnical analysis confirms there are no fundamental engineering constraints associated with the proposed reserve interface works. The applicant will provide the updated geotechnical information to Council once finalised.
	Transport	
	In addition to previous comments and emails the Transportation Policy & Planning Manager notes that the second access (Road 3) will be formed to be two way over its full length i.e. there will be no one way section of road.	Noted and design updated
	Development Engineer	
	Flooding	
F1	Flood model shows post-development peak flows increasing by +0.9 to +2.1 m ³ /s (6–17%) at Cross-Section F. Localized flood-level increases of 50–60 mm at 163 Brookvale Rd and 34–50 mm at 185 Brookvale Rd. Applicant attempts to “net” increases against benefits elsewhere	There is an increase in flow through the stream channel outlined within Cross-section F. This is a result of more flood waters being conveyed via the culverts under Brookvale Road rather than spilling over the broader crest in the pre-development scenario. This increased velocity is localised and normalises near the northern end of No. 163 Brookvale Road. Maven will provide more cross-sections and expand on this section in final report. Maven has been working with both immediate downstream property owners, and we have affected party approval from No. 185 Brookvale Road, who are accepting of the localised increase in levels in their site, on the basis that there is a net reduction of sheet flow and flood levels near their dwelling and outbuilding.

HDC Feedback Item		Applicant Response
		Similarly, within 163 Brookvale Road, whilst we acknowledge that there is localised increase in flood depths (within both channels), this allows for reduced flood depths and extents in the centre of the site, which supports a non-habitable garage.
F2	Wastewater pump station not shown to be flood-resilient. Need a site-specific map to show the extent and depth of flooding in and around the WWPS to understand risk to the access and operating PS in the flooding scenario	Maven will prepare a specific plan relative to the pump station and can include in final reporting.
F3	The provided plans (C404 set) show the overland flow but not the flood extent. While the flood modelling report shows flooding on the plans, it is hard to understand the extent of flooding within the development and how it will affect the proposed properties. If the applicant can provide a single site plan showing the overland flow path and flooding across the subject site.	The applicant notes that the documentation provided was final draft. Maven can coordinate plan set to match outputs of flood plans/drawings in final issue.
F4	No single consolidated flood extent plan; information split between C404 and modelling report.	The applicant notes that the documentation provided was final draft. Maven can coordinate plan set to match outputs of flood plans/drawings in final issue.
F5	The scale of the proposal and the watercourse modification warrant independent peer review, as was the case with other recent large developments in HDC.	Noted. Further discussion to be had between HDC and the applicant.
Stormwater		
S1	No defined owner or maintainer for the watercourse section. As this watercourse is within the TANK catchment, the regulatory authority would be HBRC, and consent for the realignment and work within the watercourse would be issued by them. Will this watercourse then be vested in the HBRC, or will HDC still remain unclear? One thing to note is that vested Watercourse 1 and 2 will accept upstream rural catchment and will discharge to the downstream rural catchment.	HBRC have advised that the area is covered by HDC network discharge consent that is currently in for processing. This includes Crombie Drain transferring to HDC in the future. High level email received from Kelly Nikora has confirmed that HDC will take over as consent holder provided applicant meets various pre handover conditions and that 3 Waters team reviews the discharge consent conditions. A meeting has been arranged with HDC and HBRC to more fully understand the ownership and consent holder requirements and to align agreement prior to lodgement.
S2	No defined owner or maintainer for the downstream watercourse from Brookvale Rd to the Crombie Drain. Watercourse 1 vests in Council, but the downstream reach has not been maintained by the HDC or HBRC.	

HDC Feedback Item		Applicant Response
S3	The capacity of the downstream network is unclear. The existing culverts under the road are undersized (hence the requirement for the upgrade); however, it is most likely that the downstream capacity is also undersized.	This is an existing situation, and whilst likely that downstream culverts are undersized, Maven's modelling has shown that flows and levels normalise before any downstream infrastructure, therefore, we would be of the position that this upgrade would not fall on Brookvale Green, and would instead be a District/Regional Council resilience / upgrade cost.
S4	Rain gardens RG3/4/5 too narrow to fit 1:3 batters	Roadside raingardens are proposed. See detail on plans
S5	Some new and some increased culverts under Brookvale Rd. Potential worsening of downstream flooding and effects not addressed. Upgraded/new culverts may create perception of increased discharge to downstream private land.	Maven have indicated that this is normalised beyond the immediate downstream. Additional mapping and discussion to be added to final report to address.
S6	Limited space behind Lots 200– 201 for watercourse maintenance. Basin D has no setback from Lot 203. Watercourse 2 (Lots 181–188) has constrained access. In general, HDC would require a 6m setback from the drains and watercourses. This would be applicable in this case.	Maven can provide a cross section in that area to show how wide and "flat" the area is and how far it is already separated from the drain.
S7	Can the applicant confirm the side slopes for the proposed watercourse, swales, and drains, and assess the maintenance of these elements?	All swales / watercourse / drains have proposed side slopes of 1 in 3. The wetland internal side slope is 1 in 5. All fully planted, no mowing. Refer landscape plan set.
S8	Rear-lot swale (Lots 131–141) occupies >1/3 of each lot; privately maintained -High long-term failure risk.	Refer to discussion above regarding private lot swale.
S9	Unclear to what performance the watercourses are modelled; in short grass, some do not have access to maintain design Manning performance. Manning's roughness may increase due to vegetation; only one side is maintainable. Stress test on higher Manning and peer review flood report	Maven to undertake / remodel on the finalised planting design and assume correct Mannings values. Final reporting to address.
S10	SW outlets, as bubble-up chambers, indicate constant surcharge operation for the stormwater pipes. This is a bit unusual and will need to be confirmed	Maven advise that bubble-up chambers are not unusual. Refer to HDC standard detail WS106 for example which is a council standard and uses a bubble-up chamber for typical residential dwelling's stormwater discharge to kerb quite well. One benefit of bubble-up chambers is that they slow down the velocity quite well and ensures much less erosion downstream. Up flow (bubble-up) chambers can not be avoided in the design without

HDC Feedback Item		Applicant Response
		significant design parameter changes i.e. more filling, raising road 1 by say 0.5m. Changing the location and layout of wetland extents etc.
S11	Public stormwater over private properties (169-177). The general approach is that public SW over private property is not preferred. Maybe this can be redesigned for individual private easement over lower properties	Public SW with an easement in favour of council is common in the district and in most areas of NZ and can exist without any easement at all. Individual private easements complicates construction and long term maintenance requirements for lots 165 to 174 as well, whereas a public pipe as shown in the design simplifies it and keeps it within lots 169 to 177 only.
Roading		
R1	Road long-section shows 0.27% grade (below 0.4% minimum).	Please advise where this location was identified as Maven is unaware of any 0.27% grade in their design.
R2	1:3 berm batters shown on C330-5/6 are too steep for standard mowing; long-reach mowing may not be feasible.	Landscape plans show the intention of fully planted batter. No mowing necessary.
R3	Lots 177–180 have dual-frontage exposure; Lot 180 exposed on three sides.	These have large retaining walls to the west. It is an atypical lot layout, but will work given the site context.
R4	Visibility splays at Road 5 are obstructed by the Lot 5 fence and vegetation near Lots 6. Turning Lots 6 - view through the vegetation – confirm the size of the plans Road 5 – view through the Lot 55 boundary	The applicant has already addressed this concern by lowering the design speed. The design response has been reviewed by Bruce Conaghan. The applicant will ensure that the design retains clear visibility with no street trees / fences.
Wastewater		
W1	Opportunity to extend the gravity main to reduce the rising main length along the Brookvale Road. Connection from the rising main to the gravity should be on an individual receiving chamber to reduce disturbance of the existing flow.	PS and rising main is to be finalised during EPA. The location of the PS will shift if the rising main is to be shortened. A better location for the PS would be hard to find in terms of access, not creating amenity / aesthetics issues but can be discussed if there is a desire to move it at EPA stage.
W2	Some pipes at minimum grade (0.48%). Self cleaning velocities to be provided.	Self-cleaning velocity checks can be revisited. There is room to make pipes steeper.

HDC Feedback Item		Applicant Response
W3	Lots 181 to 188 would ideally have public connection on the road rather than at the back of the site, where it is hard to access, and any future inspection and maintenance is challenging. similar comments for the Lots 169- 177	For lot 181 to 188 to have a connection to Road 3, there will need to be a higher batter along watercourse 2, more earthworks fill to provide a higher floor level and drain towards Road 3. Inspection of public drains in private property is harder than when they are located in the road reserve but not uncommon and not a barrier. Each dwelling owner will have a vested interest to allow the utility operator to inspect and maintain as required.
Earthworks		
E1	Retaining Wall 2 is located in the road reserve; Council generally does not accept walls in the road reserve due to the Long-term liability for Council.	Noted. Discussed the ability to batter to the road reserve as an alternate option. Maven will revisit design.
E2	For the battering, a general movable slope is 1in5 that; anything steeper than that it will have to be accessible with the long reach mover or permanent planting. Please note that long reach mowers do have limited extension so in some cases won't be able to reach other side of the bank, stream or watercourse.	We are not proposing any 1 in 3 batters that need to be mowed. All batters are planted so that they are low maintenance – please refer to the landscaping plans. If there are any particular areas that Council is concerned about, please advise Maven so we can discuss options.
Urban Design		
1	Why does the stream need a wide reserve for the majority of its length and then only need a narrow reserve / width? What attributes of the stream change at this point?	Regarding the smaller planted drain, it is currently an artificial drain rather than a natural watercourse under Item 1 (Urban Design). It is being retained/further extended primarily for stormwater conveyance purposes rather than to provide any significant ecological or landscape enhancement. The planting associated with this feature is intended to soften its appearance and better integrate it into the overall subdivision design.
2	How will the rear boundaries of lots that edge public reserves and streams be managed? Re. privacy and safety	Rear boundaries adjoining reserves and stream corridors will be managed through a combination of fencing and landscape controls. A 1.8m high visually permeable fence is proposed in accordance with Council Parks team feedback and will be secured through consent notices and fencing plan. This approach will maintain passive surveillance and visibility between private lots and adjoining public spaces, while landscape planting within the reserve and stream corridors will provide separation, screening

HDC Feedback Item		Applicant Response
		and amenity benefits. Fencing plan and urban design report to be provided for review once complete. This matter will be discussed further through the agreed follow-up workshop process.
3	How will lots that have dual street frontages be managed? Regarding privacy, activation and safety.	Lots with dual street frontages have been specifically considered through the subdivision design process. In many instances, the secondary frontage is separated from the lot by level changes and retaining structures, reducing privacy and interface issues. Appropriate fencing and landscape treatments will be identified on the fencing and landscape plans to ensure privacy, passive surveillance, activation and amenity outcomes are achieved while maintaining an attractive streetscape. Fencing plan and urban design report to be provided for review once complete. This matter will be discussed further through the agreed follow-up workshop process.
4	Why not incorporate this green space into a proper road and/or the private lots?	Agree – this area is now incorporated into the private lots.
5	Where will private outdoor space be located for lots that have a north-facing boundary on a street edge? How will you mitigate this?	The developability of lots with north-facing street boundaries has been tested through detailed lot testing undertaken by the urban design team. The testing demonstrates that functional dwellings, private outdoor living areas and parking can be accommodated within these lots. Design guidelines will also be prepared to support future dwelling design and ensure good solar access, privacy and residential amenity outcomes are achieved. This matter will be discussed further through the agreed follow-up workshop process.
6	How wide are the access lanes (3m?) and how will privacy to properties on both sides be managed without creating safety concerns and/or limiting solar access to private outdoor spaces?	The access lanes are 6m legal width – please refer to the engineering roading drawings set cross sections. Fencing plan and urban design report to be provided for review once complete to demonstrate how privacy / solar access is achieved. This matter will be discussed further through the agreed follow-up workshop process.

	HDC Feedback Item	Applicant Response
7	Have you drawn sections to test how built form, private open space and anticipated fence heights (1.8m for privacy) will work together?	Yes. The urban design assessment has included both detailed lot testing and 3D modelling. This work demonstrates that the proposed lots can accommodate dwellings and private outdoor living areas while achieving appropriate privacy, amenity and streetscape outcomes. Fencing plan and urban design report to be provided for review once complete.
8	Can you reduce yield and provide a typical width lane to these properties? So to avoid a shared driveway for six lots (12+ cars). OR can you bring the street further south (sharper corner) so more properties can have standard street access?	The current layout reflects the opportunities and constraints of the site, including its shape, topography and road network configuration. At this stage of the project, the applicant does not propose material amendments to the approved masterplan framework. The urban design assessment and lot testing demonstrate that acceptable access outcomes can be achieved.
9	Do you anticipate single or double storey houses, particularly in locations where double storey would provide passive surveillance over public spaces?	The proposal does not prescribe whether future dwellings will be single or double storey. The applicable development controls would enable double storey dwellings where appropriate, including in locations where this may support passive surveillance of adjoining public spaces. Single storey dwellings can also provide appropriate surveillance when combined with reserve frontage fencing controls, building orientation and landscape design.
10	With the 'secondary' road now being increased to standard width (w/c 25/05) it should be anticipated to be used by a large quantity of traffic accessing the site – with this change in function, would you edit the master plan in any way (see suggestions on following page)?	No comments have been provided by the applicant's transport engineer or [REDACTED] to suggest traffic flow through here is an issue. The vehicle tracking shows the intersections are sufficient for traffic in a development such as this.
11	Is driveway placement shown in landscape masterplan drawings fixed? Some placements will reduce the quality of the lot, preventing preferred placement of the dwelling and private outdoor space. E.g. lot 174 below.	Driveways are set to address intersection set back requirements, street furniture, parking bays, etc. Lots which are constrained have been lot tested. This matter will be discussed further through the agreed follow-up workshop process.
12	What fencing controls will be used – anything specific for the development or all in keeping with the district plan provisions?	A project-specific fencing plan is currently being prepared and will be provided for review. The fencing approach will generally align with the HDP provisions, while incorporating targeted

HDC Feedback Item		Applicant Response
		controls in key locations, such as reserve frontages, stream corridors and public open space interfaces, to achieve appropriate amenity, safety, passive surveillance and streetscape outcomes. This matter will be discussed further through the agreed follow-up workshop process.
13	Do you propose attached typologies in any locations, to work with the narrow lots proposed? For example, are lots 25 and 26 7.5m wide?	Yes, we will provide lot testing for review. Design guidelines will also be provided for the development. This matter will be discussed further through the agreed follow-up workshop process.
14	Will there be sufficient separation distance between rows of terrace houses and detached houses on neighbouring lots? (Best practice is 15m between walls) e.g. lots 87 and 93.	The proposed layout has been tested from an urban design perspective and is considered to provide an appropriate level of separation between future dwellings. The arrangement of lots, garages, fencing, accessways and building platforms provides effective separation, privacy and amenity for future residents. Detailed lot testing undertaken as part of the urban design assessment demonstrates that the proposed layout can accommodate appropriate built form and residential amenity outcomes. This matter will be discussed further through the agreed follow-up workshop process.
15	Have you tested lot designs for a-typical shape lots and those with multiple frontages? E.g. lot 5 below.	Yes, atypical lots have been lot tested which we can share.
16	What size of developable land area does lot 131 have if the stream corridor needs the expanse shown.	The lot has an overall depth of approximately 37m, providing sufficient space to accommodate a dwelling, outdoor living area, access and landscaping while maintaining the swale corridor.
17	Is the stream along the NE edge of the draft masterplan being moved from its current position? Why?	Yes. The stream alignment has been refined as part of the integrated subdivision and stormwater design. The revised alignment improves the efficiency of stormwater conveyance through the site while also enabling a more functional subdivision layout. Retaining the stream in its current location would create an isolated area of land within the northern portion of the site and would likely require an additional stream crossing. The

HDC Feedback Item		Applicant Response
		proposed alignment avoids these outcomes while maintaining the intended functions of the stream corridor.
18	If the NE stream is being shifted, why wouldn't you shift the stream and block 22 so those lots can be incorporated into blocks 2 and 6, removing their dual street frontage.	This is the natural alignment of the stream and based on the feedback from the project ecologist at the beginning of the project it was recommended that this stream maintain its current position.
A	Amend master plan so to reduce dual frontage lots/blocks and reduce lots with northern boundary on edge of street or public space	This is a significant change. Lots with northern boundary street frontage are limited and have been applied to provide a back to back arrangement with neighbouring lots. The terrace housing blocks are designed to have outlook and passive surveillance towards the north-eastern stream and adjoining reserve. Outdoor spaces will be managed through development controls and design guidelines (terrace houses).
B	If acceptable to move the northern stream, would moving the central stream help facilitate the above objective?	As per above comment, based on advice from the project ecologist, the realignment of this stream was not supported.
C	Check cross sections where adjacent lots have different orientation	B&A will provide lot tests between terrace houses and adjoining lots to the south. This matter will be discussed further through the agreed follow-up workshop process.
D	Test developability of individual lots with difficult topography, narrow widths and/or northern front boundaries	Yes, this is being completed as part of the lot testing. Urban design report to be provided for review once complete.

From:

Friday, 12 June 2026 9:09 pm

To:

Cc:

Subject:

Brookvale Green - Updated Package & Conditions

Good evening team,

Please find enclosed onedrive link to the updated documentation for Brookvale Green [Brookvale Green FT - Draft Documentation 12 June 2026](#). This includes the following final draft documentation on a without prejudice basis:

- Updated Maven Engineering Drawings (updated)
- Updated LA4 Landscape Plans (updated)
- B&A Urban Design Report (new)
- B&A Draft Conditions Set (new)

Urban Design

The Urban Design Report and updated plans are primarily provided for Anna Wood's review ahead of next week's urban design workshop. The report should provide a useful basis for the upcoming meeting. The report is 90% complete and is reliant on further discussion with HDC before we address the last few matters. We also intend to discuss the details of the superlot design guidelines at our Tuesday meeting before finalising these for review.

Drawing Sets

We have included an updated set of engineering plans and landscaping plans to respond to some of the feedback received in HBRC/HDC's review of the draft documentation. They also assist with rounding out the urban design review process.

We are keen to get feedback on the planted landscape buffers composition / proposed planting mix as per our meeting discussion last week.

Andre may want to look through the engineering set again and is welcome to contact Barry (Maven engineer) if he has any queries.

Conditions

We have also included the draft conditions set for Council's review. This is provided on a without prejudice basis and we anticipate further refinement of these through discussions with both HDC and HBRC. Given Council's future ownership and operation of the stormwater management system, we would particularly welcome feedback on the stormwater, monitoring, maintenance and vesting-related provisions from Kelly Nikora's team following the constructive meetings we had this week.

To assist with review, we have provided the conditions in Word format. If possible, it would be helpful to receive feedback as a marked-up version of the conditions with comments providing reasoning for changes. Ideally, feedback would be coordinated through Nellie as a consolidated Council response, however we appreciate that doesn't always pan out(!). If in the interest of time individual teams need to provide comments separately, I am happy consolidate feedback on our side.

Timeframes

To assist with progressing the application, it would be appreciated if comments on the draft conditions could be provided by **Wednesday 24 June**. We trust this will allow sufficient time for review. We are also happy to work with council through the Panel process on refining conditions further if required.

Please feel free to contact me at any stage next week if there are any questions on the draft conditions or supporting material. Nellie – could you kindly forward this to other HDC team members as required.

A copy of the draft conditions is also being provided to Hawke's Bay Regional Council for review today.

Kind regards,



Ngā mihi | Kind regards,


Senior Associate



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B&A

Urban & Environmental



Kerikeri, Whangārei, Warkworth,
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