

Attachment 7E

CDL New Zealand Limited Consultation

[REDACTED]

From:

Sent: Friday, 8 May 2026 10:06 am

To:

Cc:

Re: Brookvale Green FT - Arataki CDL development - Project synergies

Hi [REDACTED]

Thanks for getting in touch, yes happy to have a chat regarding Brookvale road whenever suits.

Cheers

[REDACTED]
General Manager/Senior Development Manager
[REDACTED]

From:

Sent: 06 May 2026 2:50 PM

To:

Cc:

Subject: Brookvale Green FT - Arataki CDL development - Project synergies

[CAUTION: This is an external email from [REDACTED] Please exercise with care.]

Afternoon [REDACTED]

I hope you are all well and development is progressing for Arataki as planned. Eastern Havelock North is certainly in the housing spotlight!

I've been assisting [REDACTED] in my office with various projects, including the Brookvale Green FT development at 174-176 Brookvale Road. Upon reviewing the engineering plans this week, and following discussion with [REDACTED], I felt it would be prudent to put you in touch with each other regarding works around the Brookvale Road frontage and road corridor. There is a lot going on in this space for both developments and there may be the opportunity to work together to achieve a more efficient (and cost effective) outcome for civil works in this space, including the gateway treatment changes and alignment of infrastructure / changes to the network lines through here.

I said to [REDACTED] I would send an email of introduction to you with the intention of perhaps [REDACTED] and the two engineers getting together to discuss each project and share plans. [REDACTED] – can I leave it in your hands to arrange a catch up with CDL in this regard?

Thanks,
[REDACTED]

Ngā mihi | Kind regards,

[REDACTED]
Senior Associate
[REDACTED]

B&A

Urban & Environmental



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

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Brookvale Green Masterplan

Consultation Pack | Brookvale Road, Havelock North | April 2026



Contents

1.0 Introduction

- 1.1 Wider Context
- 1.2 Subject Site
- 1.3 Planning Context
- 1.4 Opportunities and Constraints

2.0 Design Response

- 2.1 Brookvale Green Masterplan
- 2.2 Project Benefits
- 2.3 Technical Inputs
- 2.4 Lot Layout and Density
- 2.5 Indicative Staging Plan
- 2.6 Fast-Track Substantive Application Process and Timeframes

1.0 Introduction

1.1 Wider Context

The Brookvale Green site is located on the north eastern fringe of Havelock North, on the southern side of Brookvale Road. Brookvale Road is a secondary collector road which links the subject site to the Havelock North Village Centre, located approximately 3.5km to the west. The site is also located approximately 6km to the south-east of Hastings Central.

Havelock North is situated at the base of Te Mata Peak, which creates areas of steep topography at the southern edge of the village. This includes along the south-western edge of the subject site. Two streams which connect to Karamu Stream along Havelock North's northern boundary are also located within the subject site.

The site is situated between existing residential activities to the west, and rural land to the east. It adjoins the Arataki Extension (CDL Site) which is a fast-track listed project which proposed to develop approximately 150 to 200 residential allotments on an 11-hectare site.

Nearby community amenities in the surrounding suburb of Te Mata include schools such as Te Mata School, Havelock North Intermediate and Havelock North High School and a network of green spaces and walkways adjoining Karitūwhenua Stream.

Legend

Subject Site

 Existing open space / reserves

Figure 1 Site within the wider Havelock North Context



Scale 1:6,000 @ A3

1.2 Subject Site

The *Brookvale Green* site has an approximate area of 23.99 hectares and is made up of three titles. The site is known as Te Mata Mushroom site due to its former use for mushroom growing, production and composting operations, which were ceased in 2022. Te Mata Mushroom Factory was located in the southwestern portion of the subject site and was initially established in 1967.

The subject site contains approximately 8,800m² of existing buildings, in the form of disuse spawning and picking sheds, warehousing, packhouses, compost bunkers, implement shedding, office space and staff amenities. Approximately 13,300m² of yard space is also located throughout the site in support of the previous activity for storage, vehicle maneuvering, loading and parking, and compost making purposes.

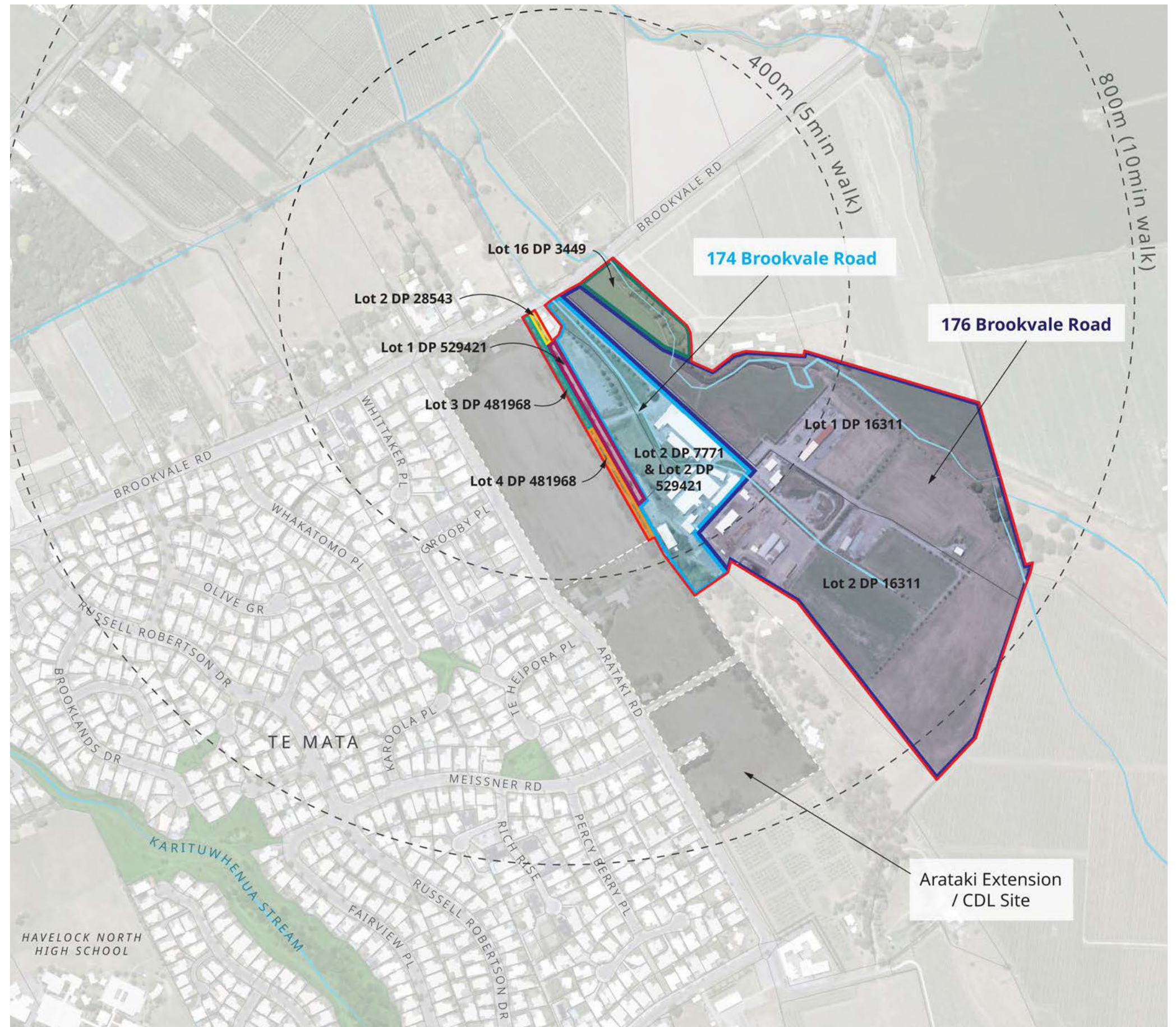


Figure 2 Site Context within Te Mata neighbourhood and adjoining properties



Scale 1:6,000 @ A3

1.3 Planning Context

The site is currently situated within the Plains Production Zone of the Hastings District Plan. The direct surroundings of the site are also zoned Plains Production.

The residential area to the west is zoned General Residential and Te Mata Special Character Area is located to the south of the site.

Legend

Subject Site

Existing Zoning

Plains Production

Havelock North - General Residential

Deferred Residential

Te Mata Special Character

Open Space

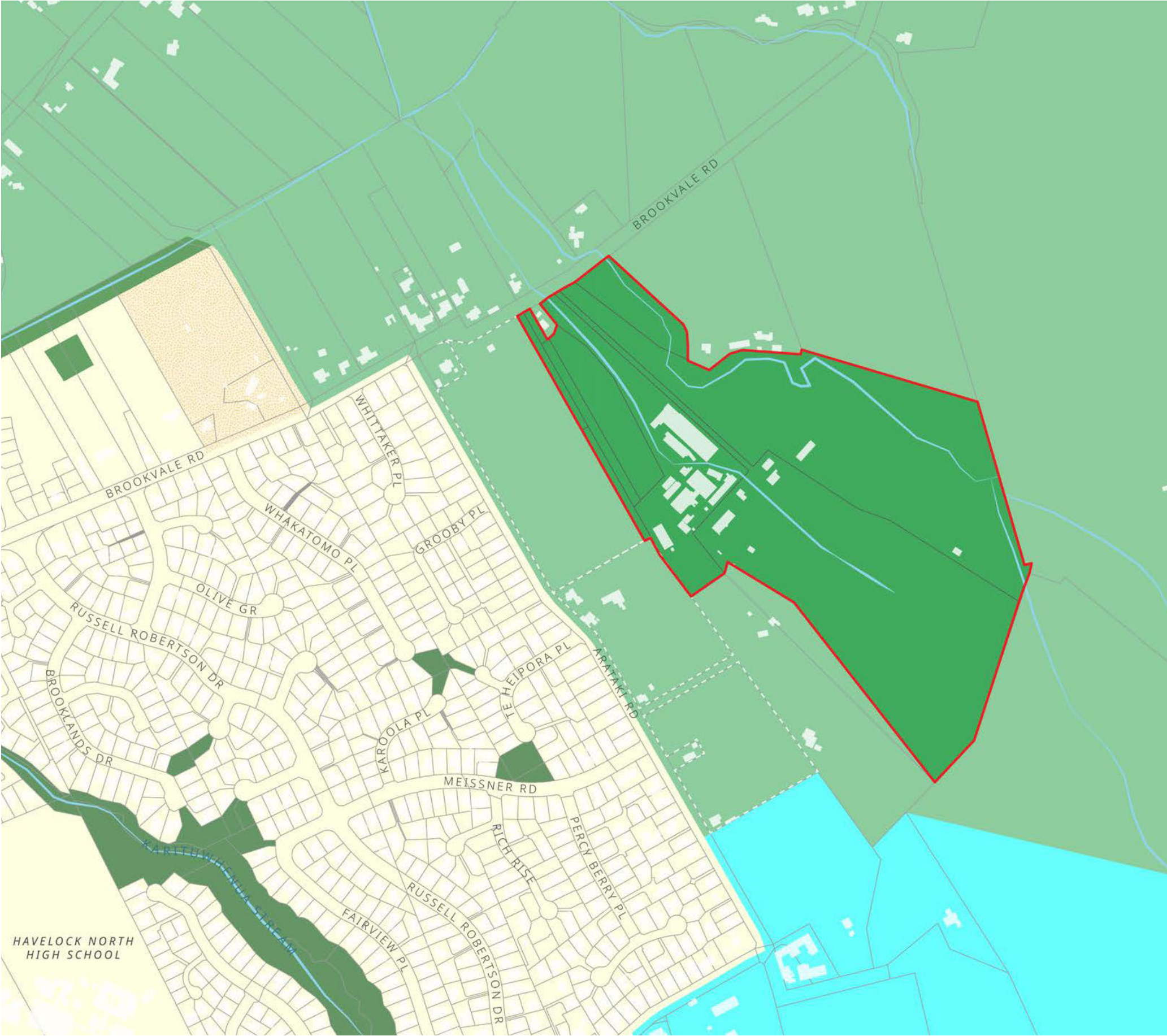


Figure 3 Existing Zoning Context

1.4 Opportunities and Constraints



Scale 1:4,000 @ A3

- 1 Access to the site is limited to Brookvale Road, which constrains direct vehicular connections to the wider network.
- 2 Steep topography along the western boundary of the site due to the Te Mata Peak ridgeline. This will be a constraint for transport and access as well as placement of building platforms. As the topography is located to the south west, it will have limited effect on shading.
- 3 Possible opportunity to connect to Arataki Road via future neighbouring development site (Arataki Extension). Discussions with adjoining land landowners required.
- 4 Existing council reserves (with continuous stand of Eucalyptus trees) located between the site and Arataki Extension development area. Will need to be considered as part of interface treatment and future access.
- 5 Opportunity to maintain and enhance the streams within the site as multi-purpose green spaces which provide for ecological buffers, stormwater management, passive recreation and visual amenity.
- 6 The stream along the site's northern boundary provides an opportunity for amenity and accessibility for future residents. It also establishes a natural edge to the site and a clear boundary between residential and rural land.
- 7 The site is irregular in shape due to landholdings which will limit options when creating a clear grid and a well connected street network.
- 8 Narrow portions of the site are constrained by its irregular shape and the existing stream network, limiting development capacity in these areas and placing greater emphasis on access and connectivity.
- 9 Opportunity to focus development capacity within the less constrained flatter areas at the centre of the site. Also well located to take advantage of close proximity to stream network creating opportunities for visual amenity, passive recreation and outlook.
- 10 Opportunity to have larger lots on the south / south-eastern boundary of the site to create a visual buffer between residential lots and rural land. An additional buffer can also be provided through vegetation.
- 11 Opportunity to take advantage of the site's northern aspect with east/west orientated blocks creating lots with good sunlight access.



Figure 4 Site opportunities and constraints map

The background is a dark, teal-tinted photograph of a rural landscape. In the foreground, there is a grassy field. A wooden fence runs across the middle ground. Behind the fence, there are several trees of varying heights and densities. The overall scene is dimly lit, with the teal color giving it a moody, atmospheric feel.

2.0

Design Response

2.1 Brookvale Green Masterplan



Scale 1:3,000 @ A3

Brookvale Green provides a unique opportunity to deliver a comprehensive residential community comprising of 203 new homes within a well-connected, high-quality and distinctive living environment.

- **Recreational Green Network:** create a defined rural/urban boundary while enhancing the site's natural ecological features with multi-purpose green spaces.
- **Diverse Housing Options:** The design has been guided by a series of design principles focused on delivering a livable, connected and green environment, with enhanced public spaces and diverse housing options.



200m² lot (terrace house) (images - Wānaka)



500m² (detached) (image - Queenstown / Wānaka)



800m² (detached) (image - Dunedin / Queenstown)



Figure 5 Brookvale Green Masterplan

2.2 Project Benefits

1.

Assist central government in delivering much needed housing supply by delivering a considered master planned community and shovel ready development in a fast-growing region of NZ.

2.

Assist local government in meeting its regional housing obligations under the NPS-UD.

3.

Address the greenfield development shortfall of the recently adopted Future Development Strategy.

4.

Deliver significant economic benefits to the Hawkes Bay Region including:

1. A one-time economic boost in GDP of \$81 million to the Hawkes Bay Region.
2. Create 81 full time jobs over 7 years
3. additional household incomes of \$49 million.

5.

Deliver substantial ecological and environmental enhancements compared to the site's current condition. Including:

1. including the revegetation of 4.3 hectares of riparian margins with indigenous species;
2. establishment of a 10-metre ecological buffer on either side of the site's two existing waterways.

These restored areas will serve as recreational open spaces for residents, fostering both biodiversity and community wellbeing.

6.

The development incorporates civil engineering measures specifically designed to mitigate both actual and potential flooding impacts, based on a conservative and robust stormwater modelling approach. The proposal ensures there will be no adverse effects on downstream properties already susceptible to flooding. The model accounts for a 100-year Average Recurrence Interval (ARI) storm event, includes allowances for climate change, and assumes maximum probable development within the upstream catchment.

7.

Foster strong partnerships with local iwi through meaningful engagement, leading to positive cultural outcomes by enhancing local waterways and elevating mana whenua presence through potential street and place naming within the development area.



Figure 6 Brookvale Green Masterplan

2.3 Technical Inputs

Discipline / Assessment	Consultany	Summary of Outputs
Infrastructure/ Infrastructure Report	Maven & Associates	Civil engineering assessment and plans addressing relevant servicing requirements for water supply, wastewater and stormwater management. The report concludes that the site can be adequately serviced, with an overall improvement for stormwater management on the site and locality.
Transport / Integrated Transport Assessment	East Cape Consulting	Assessing the roading and transport implications for the proposal. This identifies that the site can be safely accessed from Brookvale Road, with an internal roading design that provides accessibility and connectivity.
Ecology	Wild Ecology	Detailed ecological assessment of existing features on the site. The site is largely degraded, and the proposal will result in significant positive ecological effects through ecological and stream restoration and riparian planting.
Fauna Management Plan	Stantec	Under an abundance of caution, a Fauna Management Plan is being prepared to ensure that any indigenous fauna (e.g., lizards and bats) while unlikely on site, are appropriately managed during development to ensure that they are adequately protected.
Hydrology	Land Water People	Given the stream realignment proposed by the ecology assessment, this provides an assessment of the geology and hydrology of the site and outlines recommendations to ensure that the proposed stream works do not result in adverse effects on the underlying groundwater resource.
Noise and Vibration	Styles Group	This assesses the noise, vibration and potential reverse sensitivity effects of the proposal, given that it adjoins existing rural environment. It concludes that the noise effects on the Site will be consistent with the permitted noise environment for residential activities within and adjacent to the PPZ- including the nearby Residential Zone on the western side of Arataki Road. These noise effects are anticipated and provided for by the District Plan.
Geotech	Hawkes Bay Geotech	Considers the existing ground conditions on the site, and concludes that there is no stability or geotechnical issues that would hinder the development of the site.
Land Contamination	EAM NZ Limited	Provides a detailed site investigation of the site, including soil samples across 78 sample locations. Based on these results, the soils at the site are highly unlikely to pose a risk to human health.
Landscape and Visual	LA4 Landscape Architects	Assesses the landscape and visual aspects of the proposal, confirming that there are no significant landscape values present. This also proposes a comprehensive planting plan for the development to deliver a quality built environment with opportunities for further landscape enhancement.
Urban Design	Barker & Associates Limited	Confirms that the development has applied sound urban design principles to provide a connected, high quality master planed community.
Planning	Barker & Associates Limited	A comprehensive planning report to accompany the Fast-track substantive application. This addresses all of the relevant requirements under the Fast-track Approvals Act 2024 and demonstrates that the Brookvale Green projects is worthwhile of approval.

2.4 Brookvale Green Lot Layout and Density



Scale 1:3,000 @ A3

Block	Area (m²)	Approximate Average lot size (m²)	Yield (approx.)
1	4,186	500	8
2	4,911	500	9
3	1,451	350	4
4	1,594	200	8
5	1,559	200	8
6	7,045	500	13
7	1,449	350	4
8	1,624	200	7
9	12,435	500	23
10	1,716	200	8
11	10,440	500	20
12	12,416	700	18
13	15,786	800	17
14	10,200	600	17
15	2,758	700	4
16	3,263	800	4
17	1,688	800	2
18	2,621	800	3
19	2,510	800	3
20	5,038	600	8
21	2,572	600	4
22	3,700	500	7
23	2,358	600	4
Yield (lots)			203



Figure 7 Brookvale Green Lot Layouts and Yield Study

- A** Focus density at the centre of the site close to the open space amenities to the north.
- B** Larger 800m² lots located along the southern and eastern boundary where there is steeper topography, and where the site adjoins rural land.
- C** Provision of limited rear lots. Those shown are due to irregular shape of the proposed block.
- D** Well connected block structure due to proposed central loop road and regular grid. Potential to connect to the Arataki Extension.

2.5 Indicative Staging Plan



Scale 1:3,000 @ A3

Stage 1:

- 62 lots
- 1 - 2 x stormwater devices
- Realignment of Northern Stream
- Wastewater Pump Station

Stage 2:

- 43 lots

Stage 3:

- 16 lots
- 1 x stormwater device

Stage 4:

- 44 lots
- 1 x stormwater device

Stage 5:

- 38 Lots



Figure 8 Indicative Staging Plan

2.6 Fast-Track Substantive Application Process and Timeframes

Fast-track is a streamlined approvals pathway for projects with significant regional or national benefits. It is designed as a “one-stop-shop”, with approvals considered together through one application package called a “substantive application”. The application is considered by an independent Expert Panel and administered by the EPA (Environmental Protection Agency). Councils, mana whenua, agencies, and other specified parties are invited to provide comment during the process. The basic stages of the Fast-track process involves:

1. Preparation of the substantive application

The applicant prepares the substantive application and completes the required pre-lodgement consultation. This is the key stage where affected parties, councils, iwi/Māori groups, agencies, and other stakeholders may have an opportunity to be involved before the application is formally lodged.

2. Application is lodged

The substantive application is lodged through the Fast-track application portal and checked for completeness.

3. Expert panel is established

An expert panel is set up to consider the application. This panel is the body that ultimately makes the decision on the substantive application.

4. Comments are invited & Applicant responds

The panel invites comments from the parties specified under the Act. This is a further formal opportunity for input after lodgement. The applicant has an opportunity to respond to the comments received.

5. Panel makes its decision

The panel considers the application, comments, advice, and reports, and may seek further advice if needed. It then decides whether to approve or decline the application, and what conditions should apply if approval is granted.

Timeframes:

VSP are currently underway with design, preparation of expert reports and stakeholder engagement.
VSP intend to lodge the substantive application with the EPA in July 2026.
Once lodged with the EPA, the approvals process typically takes 6 to 10 months.



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