

**BEFORE A COMMISSIONER APPOINTED BY ASHBURTON DISTRICT  
COUNCIL**

**UNDER** the Resource Management Act 1991 ("RMA")

**IN THE MATTER OF** An application for a resource consent under section 88 of the RMA by Midland Properties Ltd to establish and operate a facility primarily for seed and plant research for agricultural and pastoral purposes including trial plots, storage and laboratory assessment, operational storage, office management and administration, staff and visitor car parking, earthworks and site landscaping at Racecourse Road, Ashburton (Application LUC25/0001)

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**RIGHT OF REPLY  
ON BEHALF OF MIDLAND PROPERTIES LIMITED**

**Date: 22 DECEMBER 2025**

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## 1. COMMISSIONER MINUTE 2

- 1.1 Hearing Commissioner Willis issued Minute 2 on 5th November 2025 outlining the matters to be addressed within the applicants right of reply including updated draft conditions, traffic access matters and other matters following the discussion at the hearing.

### **Minute 2**

#### **Consent Conditions**

- 1.2 I have caucused with Mr Fletcher, Councils reporting planner. A copy of the recommended changes was prepared by Mr Fletcher. I agree with those conditions except I request consideration of a couple of changes. There is some wording to be deleted from Conditions 2 and 3 and advice notes added.
- 1.3 These amendments are attached as Annexure 1 to this right of reply.
- 1.4 Specifically condition 2 addresses the scope of the application which defines the activities that are proposed as part of this proposal. This wording captures the activities undertaken by Midlands for this site.

#### **Issue regarding access in relation to the landowner opposite – Van Polanen**

- 1.5 Consultation was undertaken during the hearing regarding the proposed upgraded access formation and its effects on the existing vehicle crossings to the property owned by the submitters, the Van Polanens. Discussion was had during the hearing regarding matters around effects of the new Midlands vehicle crossing in relation to the existing vehicle crossings to the Van Polanen property. In particular in relation to existing vehicle movements from the submitters property that may conflict with the new Midlands crossing and vehicle movements, stormwater management from the road and issues around seal widening.
- 1.6 The traffic engineer from Novo Group Ltd, Ms Allie Mace-Cochrane, considered the matter and prepared an initial response and some tracking which included
- a tour coach turning right into the Midlands site, and
  - an articulated vehicle (truck and trailer), and

- a large rigid vehicle (if a trailer were attached to this vehicle, then the trailer will track towards the south rather than impacting the vehicle turning into Midlands)

turning into the Van Polanen site.

- 1.7 This shows that two opposing right-turn vehicles can turn right with more than 1.0m of clearance. A copy of those diagrams labelled 0206-045 DWD1001-A to DWD1004-A included as Annexure 2.
- 1.8 In relation to those diagrams and the initial response, the submitter responded as follows,

*The room to turn right has not been an issue for a truck and trailer unit for us and will not be under the proposed plan. Would you please be able to use your vehicle tracking model to investigate the following two concerns?*

1. *Currently when we turn left into our driveway with a truck and trailer unit, we start the turning manoeuvre from the centre line of the road. Under the proposed design where we will be one and a half meters closer to the gateway there is insufficient room to fit through the current gateway. Our concern is if we stay out in the centre line, even with indicating, vehicles will be tempted to undercut on the left of the turning unit.*
2. *Under the proposed plan, when exiting the property with a front-end loader tractor, there will be insufficient distance for the driver to have a clear view both ways before the loader gets to the edge of the widened road.*

*We feel these concerns could be addressed by widening the gateways and sealed access into the gateways. This would give more room for a vehicle to stay to the left of the road when turning left into our gateway and would allow a tractor to exit the gateway and veer to the left or right for better vision before the loader reaches the seal.*

- 1.9 Ms Mace Cochrane then provided a further detailed response which is included as Annexure 3. This in summary outlined that,

*We consider that Midlands is not required to undertake any upgrades (widening or sealing) of the 448 Racecourse Road site accesses:*

- *The centre line and existing traffic lane will remain in their current position, subsequently all turning movements into and out of the 448 Racecourse Road accesses can occur as they do currently. There is no requirement for a vehicle turning left into the 448 Racecourse Road accesses to do so from the edge of the seal widening and it is illegal to pass a vehicle on the lefthand side (as discussed above). If vehicles turning into the 448 Racecourse Road accesses cannot do so within the extents of the carriageway (for their direction of travel) then we consider it is the responsibility of the 448 Racecourse Road property owners(s) to address any deficiencies in the site access design.*

- *As noted above, there remains approximately 7.3m of berm width between the edge of the seal widening and the property boundary. Whilst it is acknowledged that the Submitter has established vegetation along their site boundary, this does encroach into the road corridor. The road corridor is a Council asset, and it is not an unreasonable request for vegetation within the road corridor to be trimmed and maintained to retain sight distance if this is of concern.*

1.10 Therefore, it is our view that this is as far as the applicant can consider the roading and access upgrade. Importantly as part of this upgrade will be the installation of stormwater soakage pits or similar to manage the road generated stormwater.

1.11 The traffic engineers don't consider there is anything further that can be done to improve the situation and would say that as far as the roading stormwater management is concerned, the contractor will be required to install appropriate soakage to address the additional hardstand area created via this road.

#### **Other Matters**

1.12 The matter of the submission from Mr Bray regarding the effects of bees on the site and in particular whether a honey processing facility would be established was well covered at the hearing. This is not an issue, and no processing facility is proposed. Other matters raised about use of bees and placement of bees around the site are not an issue as this would be a permitted activity under the farming activity definition of the District Plan.

1.13 Discussion at the hearing related to the commercial aspect of the facility being the location of the head office and administration within the rural zone. This was covered in terms of it being necessary to create a world class facility for Midlands which is vitally important for the visitors and customers who visit the site from time to time. The commercial aspect is required to be on the same site for efficiency and necessity.

1.14 This then turned to a question of the number of visits that could occur over a given period. In all reality, the applicants very rarely have mass field days. Most visits are by their customers and suppliers at between 2-10 people each visit over varied times of the year travelling as a group in smaller vehicles. The purpose of the visits includes the demonstration and capability as part of the research and development with emphasis on new varieties of seed for the farming community. Group visits to rural activities are permitted

provided the number of bus movements and car movements over a given day are not exceeded.

- 1.15 Importantly, this the primary purpose is the seed trials, research and development which is directly linked to a farming activity with the ancillary or secondary aspect to this being the commercial and administration aspect of the facility.
- 1.16 The question was asked about elevations for the proposed farm storage sheds on the site. An example of an enclosed four bay shed below which is approximately 6m x 15m (90m<sup>2</sup>) is an example of the type of enclosed sheds the applicants could install of the site. This is a closed type of shed but the open bay or haybarn type option is also available. It is dependent on the specific machinery and equipment storage requirements for the site once establishment starts. Note there could be more than one shed placed on the site in the area marked on the site plans.



- 1.17 The last matter raised was a question around the objectives and policies of the District Plan in relation to commercial activities occurring within the Rural zone, namely the head office and administration facilities.

- 1.18 Objective 5.1 of the Business zone Chapter of the District Plan states,

*Objective 5.1: Business Area Development and Effects*

*The contribution of business activities to the economic and social wellbeing of the district is recognised and provided for, with:*

*1. Commercial activities and retail activities primarily focused to support vibrant and viable centres, and*

*2. Business activities able to operate efficiently and effectively within the District's business zones as subject to environmental standards which reflect their function, location and role.*

1.19 Policy 5.1 relates to the protection of the function, integrity and viability of the inner commercial area of Ashburton. This proposal is not antagonistic and has no conflict to the objective and policy as it's not a proposal that would establish in the CBD area based on the core research and development and farming systems proposed. The administration aspect is ancillary to the agricultural and pastoral related facility that is Midlands.



**David Harford**

19 December 2025

## Annexure 1- Draft Conditions - Applicant and ADC

## Draft Conditions Amended

As discussed at the hearing, I have prepared the following updated draft conditions for the Midlands Properties resource consent application (LUC25/0001):

### General

1. The activity shall be carried out in accordance with the plans and all information submitted with the application, being:
  - Application Form and Assessment of Effects prepared by David Harford Consulting Ltd, Reference 22 - 296 and dated December 2024;
  - Further information received from the applicant dated 26 February 2025;
  - Further information received from the applicant dated 26 August 2025;
  - The site plan and shed plans and referenced by Council as LUC25/0001 Sheets 1-4;

### Scope of Proposed Activity

2. Resource consent is granted on the basis of only the following activities being consented to occur on the application site:
  - The establishment and operation of trial farm plots for research and display;
  - Tours and demonstrations of trial crops
  - The operation of a field office providing a base and support services for staff;
  - The operation of a building as head office for management and administrative staff and to provide a reception area for visitors and customers;
  - Farming activities primarily consisting of the planting, growing and harvesting of crop species.
  - Storage sheds for farming activities;
  - Ancillary facilities including car parking, vehicle accessways and landscaping.

As part of this condition this resource consent does not include or permit direct retail sales ~~or the establishment, and operation, of a honey processing facility.~~

### Hours of Operation

3. Hours of operation for the following activities shall be limited to 7.30am to 6.00pm Monday to Friday:
  - Office administration
  - Visitor demonstrations, meetings and tours; and
  - Operation of the head office building.

Farming activities are exempt from the above restriction. Meetings where a limited number of staff (maximum of 5) are required on site ~~are exempt from this condition, due to international date / time requirements are also exempt from this condition.~~



### Staff

4. No more than 30 full time equivalent staff, working in the field team building or the administrative building, shall work on site at any one time.
5. Other than those staff provided for in condition 4, no more than 10 full time equivalent staff shall work in casual or ancillary roles on site at any one time.

### Sheds

6. Resource consent is granted for the erection of up to a total of four single storey buildings on the application site, being a field team building, an administrative building and two future buildings.
7. Those buildings identified as 'future buildings' on the approved application plans shall be limited in use to farm buildings for the purpose of the agricultural use of the site. Each of the farm buildings shall be up to a maximum footprint area of 250m<sup>2</sup>, have a maximum height of 6 metres, be single storey and be located in accordance with the approved plan.

### Lighting

8. Any lighting established as part of the consented activity shall be limited to sensor operated security lighting. All lighting shall be orientated away from the boundaries of the property.

### Vehicle Crossings

9. Prior to the operation of the consented activity all vehicle crossings connecting to Racecourse Road shall be upgraded and formed in accordance with District Plan requirements, and approved plans, as follows:
  - (i) The primary vehicle crossing connecting to Racecourse Road, nearer the southern end of the site frontage, shall be formed in accordance with Appendix 10-8 of the Ashburton District Plan (Standards for the Design and Construction of Vehicle Crossings on Arterial and Principal Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are 30 or more equivalent car trips per day).
  - (ii) The secondary vehicle crossing connecting to Racecourse Road, nearer the northern end of the site frontage, shall be formed in accordance with Appendix 10-7 of the Ashburton District Plan (Standards for the Design and Construction of Vehicle Crossings on Arterial and Principal Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are less than 30 equivalent car trips per day).

### Services

10. Prior to the commencement of construction the consent holder shall prepare the following detailed design reports (prepared by a suitably qualified person) to Council for certification, regarding the servicing of the site:
  - (i) A detailed design for an onsite wastewater treatment and disposal system;
  - (ii) A detailed design for onsite stormwater management from all impervious surfaces; and
  - (iii) A detailed design for the supply of potable water for the site.
11. The consent holder shall ensure that all new buildings are provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS 4509:2008) and evidence of this shall be provided to Council.

#### Landscaping

12. Within the first planting season of buildings being constructed the consent holder shall establish the landscaping detailed as part of the approved application plans.
13. Landscaping shall be maintained and, if necessary irrigated, to ensure ongoing plant growth. If any tree should become diseased or die it shall be replaced within the next planting season with a tree of the same or similar species.

#### Earthworks

14. Prior to the commencement of works on site the consent holder shall submit an earthworks management plan to Council for certification. The earthworks management plan shall include measures to mitigate potential dust and sediment effects, maintaining of overland flow paths, storage and revegetation of earthworks and the avoidance of the tracking of materials on to local roads.

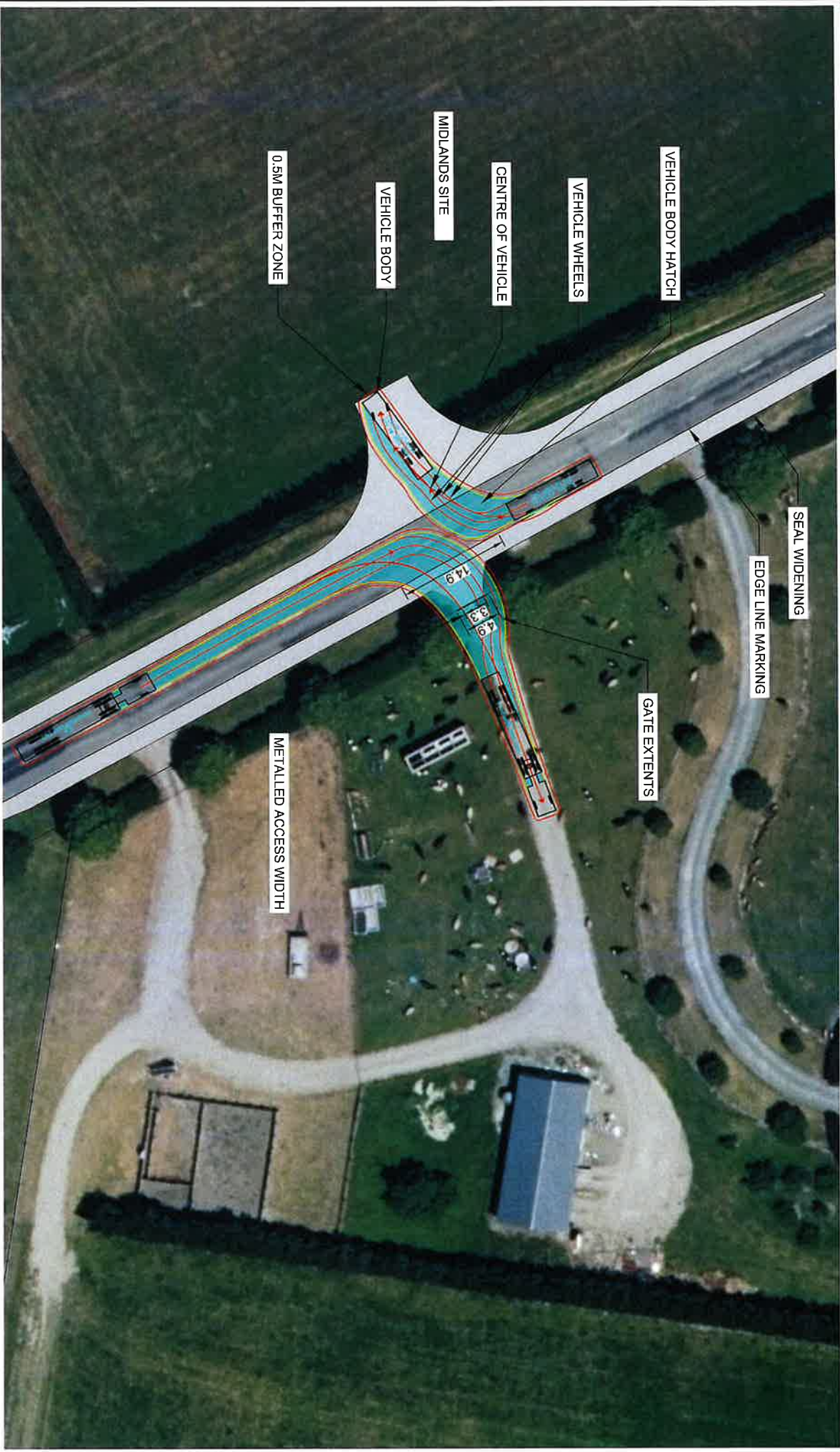
#### Review

15. Pursuant to section 128 of the RMA the conditions of this consent may be reviewed by the Council at the consent holder's cost at any time to
  - a. To deal with any adverse effect on the environment which may arise or potentially arise from the exercise of the consent and which it is appropriate to deal with at a later stage.
  - b. At any time, if it is found that the information made available to council in the application contained inaccuracies which materially influenced the decision and the effects of the exercise of the consent are such that it is necessary to apply more appropriate conditions.

## ADVICE NOTES

- 1) Pursuant to section 125 of the Resource Management Act 1991, if not given effect to, this resource consent shall lapse five years after the date of this decision unless a longer period is specified by the Council upon application under Section 125 of the Act.
- 2) This consent does not include the establishment or operation of a honey processing facility.
- 4)3) Meetings on site after hours for up to five people can include international and national communication due to time and availability constraints.
- 2)4) Please read the conditions of this resource consent carefully and make sure that you understand all the conditions that have been imposed before commencing the development.
- 3)5) This consent does not constitute authority to build or undertake private drainage works and it may be necessary for you to apply for a Project Information Memorandum and Building Consent if you have not already done so.
- 4)6) A copy of this consent and the associated approved drawings should accompany your application for a Project Information Memorandum and Building Consent. If not supplied unnecessary delay may occur in the processing of your application.
- 5)7) The consent holder is requested to notify Council, in writing, of their intention to begin works, a minimum of seven days prior to commencement. Such notification should be sent to [info@adc.govt.nz](mailto:info@adc.govt.nz) and include the following details:
  - i. Name and telephone number of the project manager and the site owner;
  - ii. Site address to which the consent relates;
  - iii. Activity to which the consent relates; and
  - iv. Expected duration of works
- 6)8) The consent holder is requested to notify Council, in writing, once they have completed the works authorised by this resource consent. Such notification should be sent to [info@adc.govt.nz](mailto:info@adc.govt.nz) including the following details:
  - i. Resource consent number
  - ii. Site address to which the consent relates
  - iii. Statement outlining how the applicant has complied with each of the conditions

## Annexure 2 – Traffic Diagrams Racecourse Road



Novo Group Limited  
 PO Box 365  
 Christchurch 8014  
 NovoGroup.co.nz

**MIDLANDS SEED SITE ACCESS**  
**MIDLANDS PROPERTIES LIMITED**  
**ARTICULATED VEHICLE TRACKING**

FOR INFORMATION

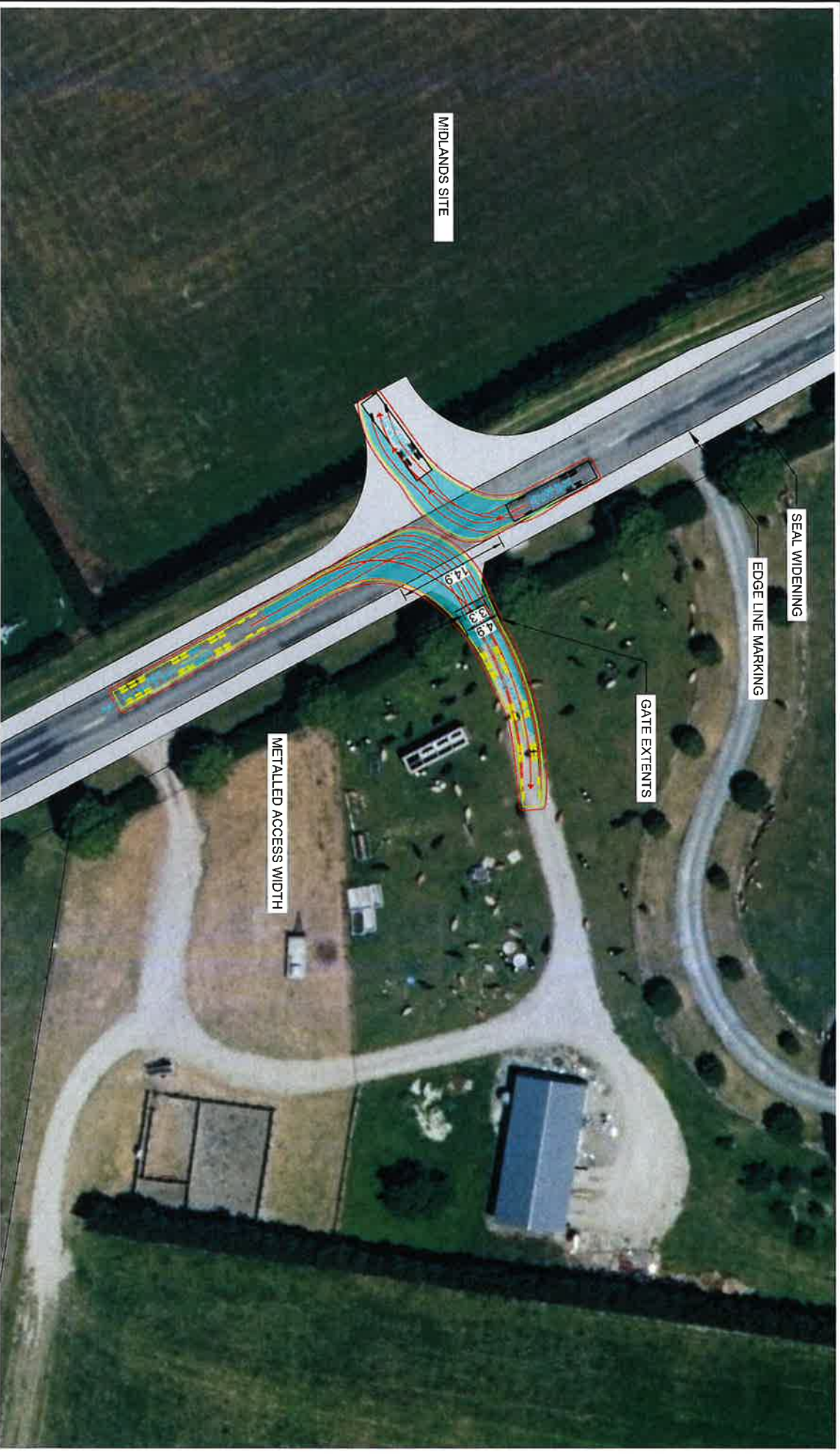
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**DWD1001-A**

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 Date 09/12/2025  
 By AMC  
 Project #0206045



Novo Group Limited  
 PO Box 365  
 Christchurch 8014

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**MIDLANDS SEED SITE ACCESS  
 MIDLANDS PROPERTIES LIMITED**

**TRUCK & TRAILER VEHICLE TRACKING**

FOR INFORMATION

Drawing:

Note

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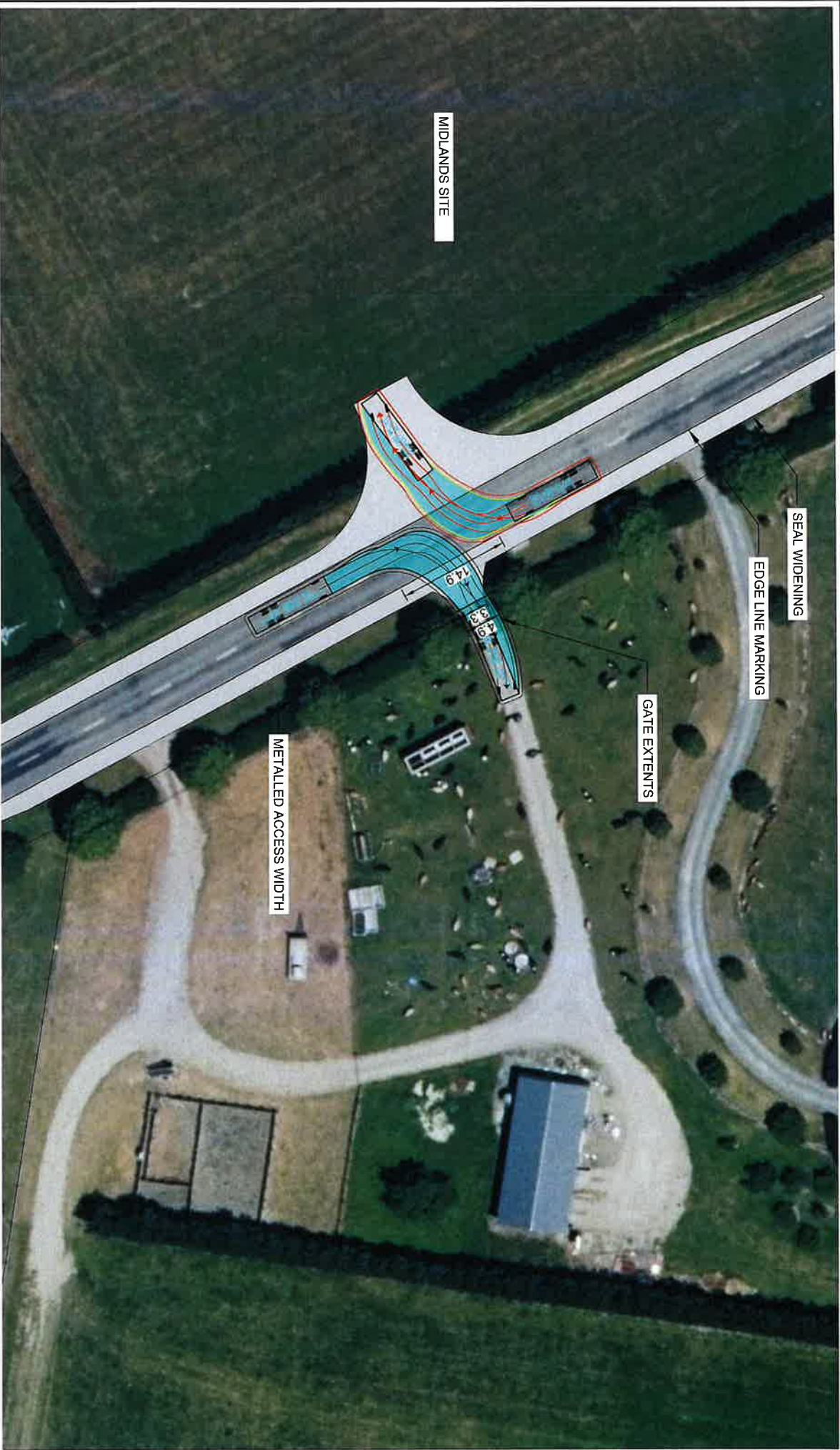
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 DWD1002-A**

Scale @A3 1:500

Date 09/12/2025

By AMC

Project #0206045



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**MIDLANDS SEED SITE ACCESS**  
**MIDLANDS PROPERTIES LIMITED**

**LARGE RIGID VEHICLE TRACKING**

FOR INFORMATION

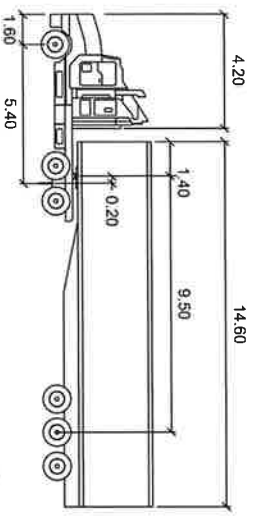
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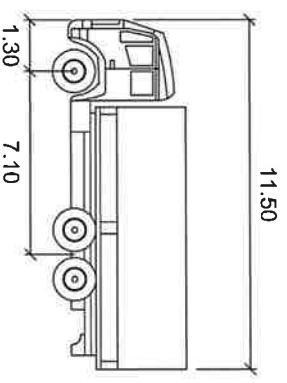
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**DWD1003-A**

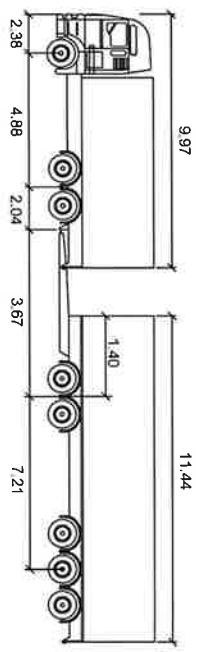
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 Date 09/12/2025  
 By AMC  
 Project #0206045



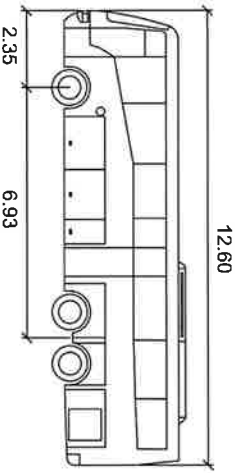
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Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		



<b>LARGE RIGID TRUCK</b>	
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 41.6



FSIL 23m Truck 5 Axle Full Trailer			
First Unit Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.7
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



<b>TOUR COACH</b>	
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 44.2



Novo Group Limited  
 PO Box 385  
 Christchurch 8014  
 NewZealand

**MIDLANDS SEED SITE ACCESS**  
**MIDLANDS PROPERTIES LIMITED**

**VEHICLE PROFILES**

FOR INFORMATION

Drawing

Note

Sheet

**0206-045**  
**DWD1004-A**

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 Date 09/12/2025  
 By AMC  
 Project #0206045



**Annexure 3 – Novo Group Ltd- Traffic Response to  
access and vehicle crossings in relation to  
applicants and submitters property.**

## David Harford

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**From:** Allie Mace-Cochrane <allie@novogroup.co.nz>  
**Sent:** Thursday, 11 December 2025 11:38 am  
**To:** Stewart Fletcher  
**Cc:** David Harford  
**Subject:** RE: Midlands Site Access Vehicle Tracking

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

**Categories:** Action

Hi Stewart,

Thanks for passing on the responses below. I'm not sure how you want responses to be managed, so have just sent our responses back to you in the first instance. I'm happy for this to be forwarded on.

In answer to the concerns raised:

1. The proposed access design for Midlands retains the centre line in its existing location. Edge line marking is also proposed to retain the live traffic lanes in their current location.

There is no requirement for a vehicle turning left into any of the 448 Racecourse Road site accesses to do so from the hard shoulder created by the proposed upgrades. This is the same for any road across the country that has wider shoulders, irrespective of whether an edge line is marked. Therefore, vehicles will be able to turn left into the 448 Racecourse Road site accesses in the same manner they do currently.

It should be noted that it is not lawful to pass a vehicle on the left (excerpt from the Land Transport (Road User) Rule 2004 below). If a following (southbound) vehicle did want to pass a vehicle turning left into a 448 Racecourse Road site access, then this could only legally occur as an overtaking manoeuvre (i.e., passing on the right) which is what undoubtedly occurs currently. In this respect, Racecourse Road has a straight alignment, meaning visibility to vehicles travelling in the other direction is good.

### 2.8 Passing on left

- (1) A driver must not pass or attempt to pass on the left of another vehicle moving in the same direction except in accordance with this clause.
- (2) In any case in which the movement referred to subclause (1) may be made,—
  - (a) the 2 vehicles must be in different lanes; or
  - (b) the overtaken vehicle must be stationary or its driver must have given or be giving the prescribed signal of that driver's intention to turn right; or
  - (c) if the overtaken vehicle is a light rail vehicle moving in the same direction, the light rail vehicle must not be—
    - (i) signalling an intention to turn left or to stop; or
    - (ii) stationary for the purposes of allowing passengers to alight or board.
- (3) If the roadway is marked in lanes, the driver may make the movement referred in subclause (1) only if the driver's vehicle does not encroach on a lane that is unavailable to a driver.

(Land  
[Transport \(Road User\) Rule 2004 \(SR 2004/427\) \(as at 25 October 2025\) 2.8 Passing on left – New Zealand Legislation](#))

Due to the width constraints of the 448 Racecourse Road site accesses, it is expected that truck and trailer vehicles would need to approach the location and undertake a left turn manoeuvre at low speeds. Similarly, it is likely that following vehicles will also be slowed by the truck and trailer vehicle on approach to the location. As such and noting the excellent forward visibility afforded by the straight road alignment, a truck and trailer signalling its intended left turn (in accordance with traffic regulations) will be readily apparent to following road users. In the unlikely event that a following vehicle did attempt an illegal undertaking manoeuvre in the shoulder, the low speeds of both vehicles means that conflicts can be easily avoided and safely resolved.

2. As stated above, the centre line will remain in its current location and an edge line will be marked to retain the traffic lane within its existing location. Based on measurements taken on-site (between the central 448 Racecourse Road access gate and the edge of the existing sealed carriageway), there will be approximately 7.3m of berm width remaining between the widened seal and the property boundary. Whilst there may be a need to trim tree branches and vegetation which overhang the road corridor to improve sight lines, there will be no need to remove trees within the property boundary. It is noted that because these overhang the road corridor, Council can reasonably ask for the property owner to trim and maintain the vegetation.

It is also noted that the southernmost 448 Racecourse Road site access (which is understood to be the primary site egress for large vehicles) has less surrounding vegetation and subsequently better sight lines. It is also further away from a vehicle turning right into the Midlands site. As a result of this increased separation and given the proposed seal widening is insufficient for a vehicle to pass a right-turning vehicle at high speed, the passing vehicle is likely to have returned to the typical lane position (i.e. moved back off the sealed shoulder), once it passes the southern site access.

For the following reasons, we consider that Midlands is not required to undertake any upgrades (widening or sealing) of the 448 Racecourse Road site accesses:

- The centre line and existing traffic lane will remain in their current position, subsequently all turning movements into and out of the 448 Racecourse Road accesses can occur as they do currently. There is no requirement for a vehicle turning left into the 448 Racecourse Road accesses to do so from the edge of the seal widening and it is illegal to pass a vehicle on the lefthand side (as discussed above). If vehicles turning into the 448 Racecourse Road accesses cannot do so within the extents of the carriageway (for their direction of travel) then we consider it is the responsibility of the 448 Racecourse Road property owners(s) to address any deficiencies in the site access design.
- As noted above, there remains approximately 7.3m of berm width between the edge of the seal widening and the property boundary. Whilst it is acknowledged that the Submitter has established vegetation along their site boundary, this does encroach into the road corridor. The road corridor is a Council asset, and it is not an unreasonable request for vegetation within the road corridor to be trimmed and maintained to retain sight distance if this is of concern.

Kind regards,  
Allie

**Allie Mace-Cochrane**

Transport Engineer

M: 021 245 0356 | O: 03 365 5570

E: [allie@novogroup.co.nz](mailto:allie@novogroup.co.nz) | W: [www.novogroup.co.nz](http://www.novogroup.co.nz)

Level 1, 279 Montreal Street | PO Box 365 | Christchurch 8140



# Merry Christmas & Happy New Year

The Novo Group Office will be closed from 22 December 2025 until 12 January 2026

Have a safe and happy festive season



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**From:** Stewart Fletcher <Stewart.Fletcher@adc.govt.nz>  
**Sent:** Wednesday, 10 December 2025 2:45 pm  
**To:** David Harford <david@dhconsulting.co.nz>; Allie Mace-Cochrane <allie@novogroup.co.nz>  
**Cc:** VP Farming <office@farview.co.nz>; Brad Thomson <Brad.Thomson@adc.govt.nz>; Gracie Woodhouse <Gracie.Woodhouse@adc.govt.nz>  
**Subject:** FW: Midlands Site Access Vehicle Tracking

You don't often get email from [stewart.fletcher@adc.govt.nz](mailto:stewart.fletcher@adc.govt.nz). [Learn why this is important](#)

Hi David and Allie

I have received the below email from Joanne van Polanen.

In the first instance I assume you will respond to the below but please feel free to come back to me with any queries.

Kind regards  
Stewart

**From:** VP Farming <[office@farview.co.nz](mailto:office@farview.co.nz)>  
**Sent:** Wednesday, 10 December 2025 14:38  
**To:** Stewart Fletcher <[Stewart.Fletcher@adc.govt.nz](mailto:Stewart.Fletcher@adc.govt.nz)>  
**Cc:** Brad Thomson <[Brad.Thomson@adc.govt.nz](mailto:Brad.Thomson@adc.govt.nz)>; Gracie Woodhouse <[Gracie.Woodhouse@adc.govt.nz](mailto:Gracie.Woodhouse@adc.govt.nz)>; David Harford <[david@dhconsulting.co.nz](mailto:david@dhconsulting.co.nz)>  
**Subject:** RE: Midlands Site Access Vehicle Tracking

Hi Stewart

Thanks for the update and drawings.

The room to turn right has not been an issue for a truck and trailer unit for us and will not be under the proposed plan. Would you please be able to use your vehicle tracking model to investigate the following two concerns?

1. Currently when we turn left into our driveway with a truck and trailer unit we start the turning manoeuvre from the centre line of the road. Under the proposed design where we will be one and a half meters closer to the gateway there is insufficient room to fit through the current gateway. Our concern is if we stay out in the centre line, even with indicating, vehicles will be tempted to undercut on the left of the turning unit.
2. Under the proposed plan, when exiting the property with a front end loader tractor, there will be insufficient distance for the driver to have a clear view both ways before the loader gets to the edge of the widened road.

We feel these concerns could be addressed by widening the gateways and sealed access into the gateways. This would give more room for a vehicle to stay to the left of the road when turning left into our gateway and would allow a tractor to exit the gateway and veer to the left or right for better vision before the loader reaches the seal.

As always, we are happy to meet on site if this is easier to convey.

Kind Regards

Joanne van Polanen

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**From:** Stewart Fletcher <[Stewart.Fletcher@adc.govt.nz](mailto:Stewart.Fletcher@adc.govt.nz)>  
**Sent:** Wednesday, 10 December, 2025 11:38 a.m.  
**To:** VP Farming <[office@farview.co.nz](mailto:office@farview.co.nz)>  
**Cc:** Brad Thomson <[Brad.Thomson@adc.govt.nz](mailto:Brad.Thomson@adc.govt.nz)>; Gracie Woodhouse <[Gracie.Woodhouse@adc.govt.nz](mailto:Gracie.Woodhouse@adc.govt.nz)>; David Harford <[david@dhconsulting.co.nz](mailto:david@dhconsulting.co.nz)>  
**Subject:** FW: Midlands Site Access Vehicle Tracking

Good morning Joanne

I have received the below email and attachment from David Harford on behalf of Midland Properties.

He has asked that I forward the email to you in order for you to provide comment.

I am happy to assist where possible but you are also welcome to discuss the matter directly with David Harford should this be of assistance.

Please feel free to come back to me if you have any queries or wish to discuss matters further.

Kind regards  
Stewart Fletcher

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**From:** David Harford <[david@dhconsulting.co.nz](mailto:david@dhconsulting.co.nz)>  
**Sent:** Wednesday, 10 December 2025 10:09  
**To:** Stewart Fletcher <[Stewart.Fletcher@adc.govt.nz](mailto:Stewart.Fletcher@adc.govt.nz)>  
**Cc:** Richard Bowman <[richard.bowman@midlands.co.nz](mailto:richard.bowman@midlands.co.nz)>; Allie Mace-Cochrane <[allie@novogroup.co.nz](mailto:allie@novogroup.co.nz)>  
**Subject:** Fw: Midlands Site Access Vehicle Tracking

Hi Stewart

Please see the attachment and comments from Allie below regarding turning movements from Racecourse Road.

Can you please forward to the submitter Mrs J Van Polanen for comment.

I will formalise the RoR next week.

Kind Regards

David

David Harford

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**From:** Allie Mace-Cochrane <[allie@novogroup.co.nz](mailto:allie@novogroup.co.nz)>  
**Sent:** Tuesday, 9 December 2025 3:19 pm  
**To:** David Harford <[david@dhconsulting.co.nz](mailto:david@dhconsulting.co.nz)>  
**Subject:** Midlands Site Access Vehicle Tracking

Hi David,

Sorry for the delayed response. There was an incident with some water and my laptop last week.

Please see attached for some initial vehicle tracking for discussion purposes. This shows a tour coach turning right into the Midlands site and an articulated vehicle (significantly larger than the vehicles suggested by Joanne), truck and trailer, and large rigid vehicle (if a trailer were attached to this vehicle then the trailer will track towards the south rather than impacting the vehicle turning into Midlands) turning into Joanne's site. This shows that two opposing right-turn vehicles can turn right with more than 1.0m of clearance.

The vehicle tracking software is conservative and from the measurements we took on-site at the gate to Joanne's property (ingress for trucks), all instances of the vehicle tracking indicate that it is not possible for the vehicle to turn right into the site within the current extents of the carriageway (some vehicles are tracking through the fence and others are tracking outside of the extents of the metalled area). Subsequently, the additional seal widening will provide hardstand for these vehicles to use when turning in, which will improve the turning situation into Joanne's site.

Happy to answer any questions if needed. Once agreement is reached, I'll formalise the vehicle tracking for inclusion in your right of reply.

Kind regards,

Allie

**Allie Mace-Cochrane**

Transport Engineer

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**Stewart Fletcher** | **Consultant Planner**

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