

Attachment 4 – Kingseat Village Consultation Record



Organisation	Date	Method	Attendees	Summary
Ministry for the Environment	7 July 2025	Letter	Acting General Manager, System Enablement and Oversight	Acknowledgement letter.
Auckland Council / Auckland Transport	6 August 2025	Online Meeting	<p>Auckland Council:</p> <ul style="list-style-type: none"> • Rusell Butchers [Planner] • Scott Mac Arthur [Planner] • Hilary Johnston [Healthy Waters] • Jack Thompson [Healthy Waters] <p>Auckland Transport</p> <ul style="list-style-type: none"> • Paul Schischka • Hedre Dednam <p>Kingseat Village:</p> <ul style="list-style-type: none"> • Mark O’Brien [Applicant] • Rachel Morgan [Planner] • Rebecca Sanders [Planner] • Cam Wallace [Urban Design] • Jonh Parlane [Transport] • Shane Piper [Civil Engineer] 	Discussion around overall development, stormwater/flooding implications and Transport.

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Havelock North | Wellington | Christchurch | Wānaka & Queenstown

Tēnā koe Rebecca,

Kingseat Village - Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)

Thank you for your correspondence dated 2 July 2025 in relation to Karaka Centre Limited's intention to lodge a referral application under the Fast-track Approvals Act 2024 (FTAA) in respect of the "Kingseat Village" project.

As you are aware, the Ministry for the Environment (the Ministry) is the "relevant administering agency" for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

We have received the information you provided on 2 July 2025. As part of your referral application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside

	the National Environmental Standards for Greenhouse Gases from Industrial Process.
National Policy Statement for Highly Productive Land 2022	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
National Policy Statement for Freshwater Management 2020	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
National Policy Statement for Indigenous Biodiversity 2023	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
National Policy Statement for Renewable Electricity Generation 2011	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
National Policy Statement on Electricity Transmission	This NPS sets out the objective and policies for managing the electricity transmission network.
National Policy Statement on Urban Development 2020	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
New Zealand Coastal Policy Statement 2010	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

National Environmental Standard	Description
National Environmental Standards for Air Quality	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.

National Environmental Standards for Commercial Forestry	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
National Environmental Standards for Electricity Transmission Activities	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
National Environmental Standards for Freshwater	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
National Environmental Standards for Marine Aquaculture	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
National Environmental Standards for Sources of Human Drinking Water	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
National Environmental Standards for Storing Tyres Outdoors	This NES provides nationally consistent rules for the responsible storage of tyres.
National Environmental Standards for Telecommunication Facilities	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact info@fasttrack.govt.nz for further assistance.

Ngā mihi,



Acting General Manager, System Enablement and Oversight

Project: Kingseat Village Fast Track Referral

Date: 6 August 2025

Time: 11:00 am

Location: MS Teams

Attendees:

Name	Role/Organisation
Rachel Morgan	Planner/ Barker & Associates
Rebecca Sanders	Planner/ Barker & Associates
Cam Wallace	Urban Design / Barker and Associates
Mark O’Brien	Applicant
John Parlane	Transport / Parlane and Associates
Shane Piper	Civil Engineer / Civil Plan
Russell Butchers	Premium Consents/ Auckland Council
Hillary Johnston	Healthy Waters/ Auckland Council
Jack Thompson	Healthy Waters/ Auckland Council
Scott MacArthur	Planner/Urban Planning Consultants
Paul Schischka	PTM Consultants (Consultant for Auckland Transport)
Hedre Dednam	Auckland Transport

Item	Detail	
1	Introductions	
2	B&A provided an overview presentation of the application	
3	<p>Health Waters</p> <ul style="list-style-type: none"> • Stage 1 can apply for authorisation under region wide network district consent. • Stage 2 will need to apply for private stormwater discharge consent. • Review the Kingseat Precinct stormwater quality and quantity provisions and ensure alignment. These are more restrictive reflecting the sensitive receiving environment. • Flood modelling information to be submitted as soon as possible. • Geomorphology assessment will likely be required for the streams. 	HJ to send through what needs to be looked at within the Geomorphology assessment via Russell Butchers. This can be done later as part of substantive.

	<ul style="list-style-type: none"> • Feedback high level at this stage to reflect referral stage of application. 	
4	<p>Transport</p> <ul style="list-style-type: none"> • Key issue is wider network capacity in Linwood Road and Hingaia Road to the east. Concerns that existing live zoned land and consented development will lead to capacity issues without further upgrades. • Further transport modelling will need to account for consented development, particularly, but not limited to, 9 McRobbie Road, 833 Kingseat Road, intersection of Blackwood Road and Linwood Road and Clarks Beach. Application for the hospital site for 500 dwellings dating from 2018 not yet approved. Will need to consider if this forms part of existing environment. • Even with more frequent public transport still don't consider public transport uptake to be significant to justify a lower trip generation rate. Infrastructure to support public transport will still be required. • Consideration should be given to a future bus route through the development to consider better coverage for buses. • The application has been discussed with AT's Public Transport Team, and they have confirmed that a new 379 bus route is planned between Clarks Beach and Papakura station. This will run at 30 min frequencies during peak times and hourly outside of this time. This should be acknowledged in any updated ITA. • There is a need for the master plan to acknowledge potential routing of this bus service through the expanded Kingseat settlement, and some further comments are made on the attached presentation slides including bus stop locations, intersection treatments and the need to ensure pedestrian access from Stage 2 through to Linwood Road. • A broader query is whether the north-south road in Stage 2 need to run directly down to and connect into Linwood Road. This would have benefits for traffic circulation and provide flexibility around future bus routing. • A roundabout at the intersection of Linwood Road and Kingseat Road is critical. Would like to see this as a consent condition. • An intersection should also be provided as drivers enter the development from the east, with the road and road side environment upgraded on both sides to more urban type 	<p>RB to send AEE for unconsented development for 500 lots on hospital site. Complete.</p> <p>RB/SM to coordinate a discussion/feedback from AT's bus network team.</p>

	<p>which in encourages lower vehicle speeds and supports pedestrians. In between the two roundabouts major intersections could be roundabouts and minor intersections left-in / left-out only or potentially active modes only links.</p> <ul style="list-style-type: none"> • Consider how pedestrians can cross near town centre area. • Within masterplan layout a lot of crossroads: <ul style="list-style-type: none"> - Where there is two boulevards that meet would like to see a roundabout. - Cross roads with two local roads would like to see a mini roundabout. - Intersections where roads intersect at angles which are not close to right angles should be avoided. Non-right angle intersections often have issues with space for vehicle tracking, angles for driver sight lines, and higher crossing distances for pedestrians. • Long cul-de-sacs within the masterplan need to ensure there is good pedestrian connectivity. • Clarification from B&A that a high-level transport assessment will support the referral application with a full ITA and modelling to support a substantive application. • HD sought clarification regarding whether the economic assessment will consider the costs of the infrastructure upgrades associated with development. RM clarified that the economic assessment is focused on the strategic costs and benefits. • Discussion on appropriate model for use in the ITA. JP confirmed he would use the Auckland Forecasting Centre model and PS confirmed that this will be appropriate. • PS acknowledged that many of these are detailed design matters that can be addressed at a later stage. • Auckland Transport has purposefully kept feedback at a high level as requested by the applicant. We reserve the right to make more detailed comments once a formal application is lodged. 	
5	<p>Class 2 Soils</p> <ul style="list-style-type: none"> - Looking at this from a strategic perspective within planning and economic assessment. 	
6	<p>Timeframes</p> <ul style="list-style-type: none"> • MO confirmed the timeframes for development would be within the range of 10-15 years. 	<p>RB to send application to other Council departments for high level feedback once referral is lodged.</p>

	<ul style="list-style-type: none">• Timeframe for lodgement of referral application early September.• Engagement with Iwi ongoing.	
--	---	--

Detail	Response
<p>Healthy Waters</p> <ul style="list-style-type: none"> • Stage 1 can apply for authorisation under region wide network district consent. • Stage 2 will need to apply for private stormwater discharge consent. • Review the Kingseat Precinct stormwater quality and quantity provisions and ensure alignment. These are more restrictive reflecting the sensitive receiving environment. • Flood modelling information to be submitted as soon as possible. • Geomorphology assessment will likely be required for the streams. • Feedback high level at this stage to reflect referral stage of application. 	<p>Noted. These matters will be addressed through the Stormwater Assessment as part of the substantive application.</p>
<p>Auckland Transport/ Auckland Council</p> <ul style="list-style-type: none"> • Key issue is wider network capacity in Linwood Road and Hingaia Road to the east. Concerns that existing live zoned land and consented development will lead to capacity issues without further upgrades. • Further transport modelling will need to account for consented development, particularly, but not limited to, 9 McRobbie Road, 833 Kingseat Road, intersection of Blackwood Road and Linwood Road and Clarks Beach. Application for the hospital site for 500 dwellings dating from 2018 not yet approved. Will need to consider if this forms part of existing environment. • Even with more frequent public transport still don't consider public transport uptake to be significant to justify a lower trip generation rate. Infrastructure to support public transport will still be required. • Consideration should be given to a future bus route through the development to consider better coverage for buses. • The application has been discussed with AT's Public Transport Team, and they have confirmed that a new 379 bus route is planned between Clarks Beach and Papakura station. This will run at 30 min frequencies during peak times and hourly outside of this time. This should be acknowledged in any updated ITA. 	<p>Noted. These matters will be addressed through the Integrated Transport Assessment as part of the substantive application.</p>

- There is a need for the master plan to acknowledge potential routing of this bus service through the expanded Kingseat settlement, and some further comments are made on the attached presentation slides including bus stop locations, intersection treatments and the need to ensure pedestrian access from Stage 2 through to Linwood Road.
- A broader query is whether the north-south road in Stage 2 need to run directly down to and connect into Linwood Road. This would have benefits for traffic circulation and provide flexibility around future bus routing.
- A roundabout at the intersection of Linwood Road and Kingseat Road is critical. Would like to see this as a consent condition.
- An intersection should also be provided as drivers enter the development from the east, with the road and road side environment upgraded on both sides to more urban type which in encourages lower vehicle speeds and supports pedestrians. In between the two roundabouts major intersections could be roundabouts and minor intersections left-in / left-out only or potentially active modes only links.
- Consider how pedestrians can cross near town centre area.
- Within masterplan layout a lot of crossroads:
 - Where there is two boulevards that meet would like to see a roundabout.
 - Cross roads with two local roads would like to see a mini roundabout.
 - Intersections where roads intersect at angles which are not close to right angles should be avoided. Non-right angle intersections often have issues with space for vehicle tracking, angles for driver sight lines, and higher crossing distances for pedestrians.
- Long cul-de-sacs within the masterplan need to ensure there is good pedestrian connectivity.
- Clarification from B&A that a high-level transport assessment will support the referral application with a full ITA and modelling to support a substantive application.
- HD sought clarification regarding whether the economic assessment will consider the costs of the infrastructure upgrades associated with development. RM clarified that the economic assessment is focused on the strategic costs and benefits.

- Discussion on appropriate model for use in the ITA. JP confirmed he would use the Auckland Forecasting Centre model and PS confirmed that this will be appropriate.
- PS acknowledged that many of these are detailed design matters that can be addressed at a later stage.
- Auckland Transport has purposefully kept feedback at a high level as requested by the applicant. We reserve the right to make more detailed comments once a formal application is lodged.