8 June 2026

Ref: 25046

Prepared for: 132 Whangapouri Road Limited

Prepared by: Hughes Traffic & Transportation Limited

Subject: Whangapouri Road Fast Track Referral

1. Introduction

Hughes Traffic & Transportation has been engaged to prepare this high-level Transport Memorandum in support of the proposed Whangapouri Fast Track Referral application.

The proposal relates to a large scale residential-led urban development located on land adjoining State Highway 22 (SH22) and Whangapouri Road, Drury. The development concept currently comprises approximately 900 residential dwellings, a retirement village containing approximately 200 units, and a neighbourhood centre.

This memorandum provides a preliminary strategic transportation assessment of the proposal and addresses:

- The existing transport environment surrounding the site;
- Existing and anticipated future transport infrastructure;
- High-level transport planning considerations associated with the proposal;
- Existing network constraints and opportunities;
- Potential future access arrangements;
- Public transport, walking and cycling opportunities; and
- The overall suitability of the proposal from a transport planning perspective.

This memorandum has been prepared specifically to support a Fast Track Referral application and therefore remains strategic and high-level in nature. Detailed traffic modelling, intersection design, infrastructure staging assessments, and engineering investigations would be undertaken during subsequent stages, should the proposal proceed.

Overall, the proposal presents significant strategic opportunities due to its proximity to major future employment areas, rapid transit infrastructure, and planned growth areas within Drury West.

2. Existing Environment

2.1 Site Location

The subject site is located on the southern side of SH22 near the intersection with Whangapouri Road and Bycroft Road, within the wider Drury West area of Auckland. **Figure 1** shows the location of the site in the local and regional context.

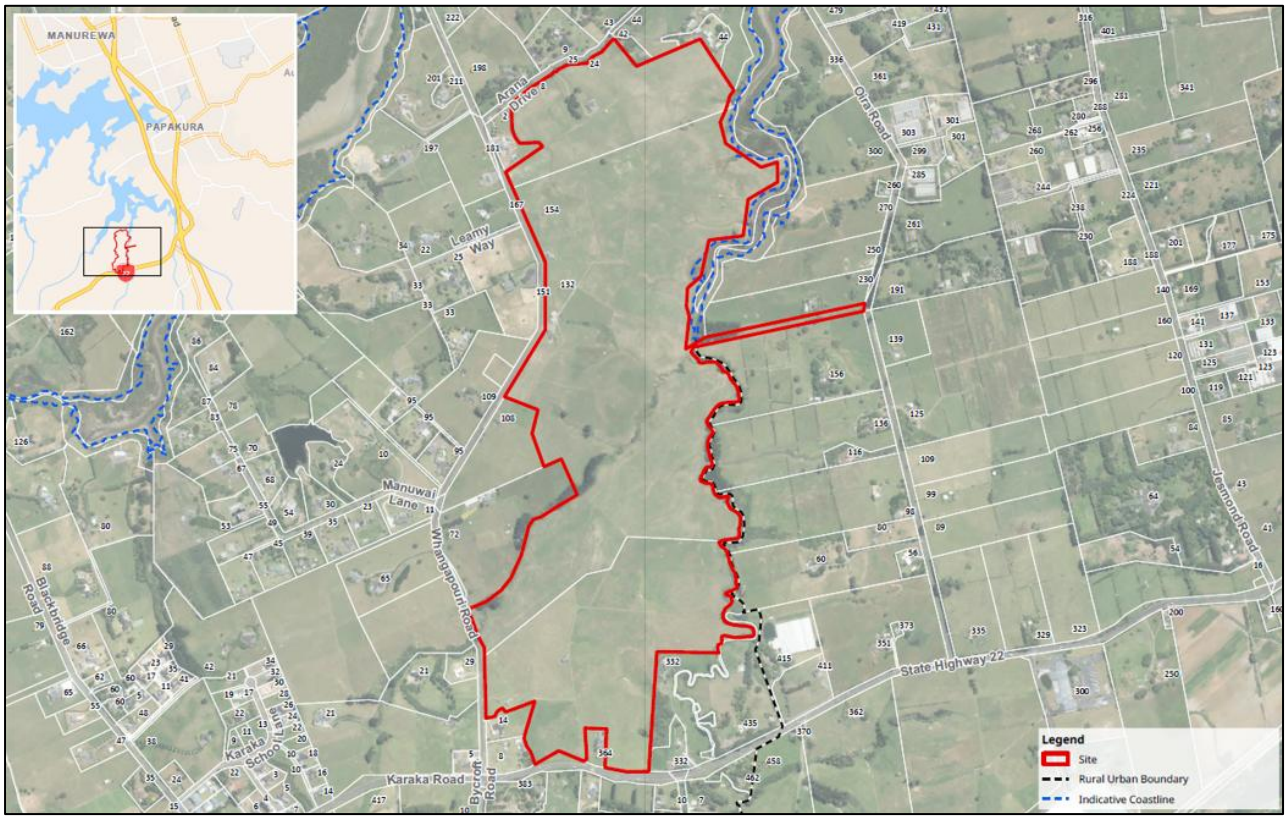


Figure 1: Site Location (Source: Barker & Associates)

The site lies immediately west of the Oira Creek corridor and generally south-west of the future Drury West / Ngākōroa railway station location.

The surrounding environment is currently predominantly rural in character, comprising a mixture of lifestyle properties, rural land uses, and emerging urban development fronts associated with Drury West and Karaka.

Importantly, while the site is currently zoned Rural – Mixed Rural under the Auckland Unitary Plan (Operative in Part), it is located directly adjacent to:

- The Future Urban Zone (FUZ) boundary;
- The Ōpaheke–Drury Structure Plan area;
- Future rapid transit infrastructure;

- Significant future employment land;
- The Fisher & Paykel Healthcare Karaka Road landholding (currently seeking rezoning through PPC121); and
- The developing Drury West urban area.

As such, while the site currently sits outside Auckland Council's identified urban growth boundaries, it is nevertheless physically well connected to planned urban development areas and associated future infrastructure.

2.2 Planning Context

The site is currently zoned Rural – Mixed Rural and Rural Coastal under the Auckland Unitary Plan (Operative in Part). The site sits outside the Future Urban Zone and outside of the Ōpaheke–Drury Structure Plan area, therefore it is not identified for urbanisation within the Auckland Future Development Strategy (FDS).

As a result, urban-scale development of the site is not presently anticipated within operative planning documents, and no transport infrastructure upgrades have been specifically funded or programmed on the assumption of development occurring within this location.

However, several factors significantly mitigate these constraints.

Firstly, the proposed residential yield at Whangapouri effectively replaces residential capacity that had previously been anticipated within the nearby Fisher & Paykel Healthcare Karaka landholding. Under Plan Change 121, significant portions of anticipated residential land use are proposed to instead accommodate research and development activities and employment-generating uses.

As such, from a strategic transport perspective, the Whangapouri proposal can reasonably be viewed as a redistribution of anticipated residential growth within the broader Drury West area, rather than the creation of entirely new unanticipated residential demand.

Secondly, the site's location immediately adjacent to significant future employment opportunities and public transport creates strong potential for internalisation of trips and reduced dependency on long distance travel patterns toward Auckland.

The developing Drury West urban area, Drury Metropolitan Centre, and Fisher & Paykel Healthcare Karaka Road Precinct (if enabled) are expected to generate substantial employment opportunities within close proximity of the site. This provides significant opportunity for:

- Short local trips;
- Walking and cycling movements;
- Public transport usage; and

- Reduced reliance on strategic regional travel.

Accordingly, the proposal presents opportunities to support broader regional growth objectives through improved employment-housing balance within southern Auckland.

2.3 Road Network

State Highway 22

SH22 forms the primary arterial route adjoining the site. Within the vicinity of the site, SH22 currently operates as a predominantly rural state highway corridor with a posted speed limit of 80kph.

The corridor currently experiences peak period congestion and tidal traffic flows associated with:

- Existing growth within Pukekohe, Paerata and Drury;
- Travel demand toward SH1 and Auckland in the AM peak;
- Reverse travel movements in the PM peak; and
- Existing intersection constraints.

The corridor presently provides limited active mode infrastructure and limited urban development frontage.

Existing intersections along SH22 within the broader area include:

- Great South Road;
- Jesmond Road;
- Whangapouri Road; and
- Various rural side roads and private accesses.

The Whangapouri Road / SH22 intersection currently operates as a stop-controlled rural crossroads intersection opposite Bycroft Road.

Whangapouri Road and Arana Drive

Whangapouri Road currently extends south from SH22 into the peninsula area adjoining the site. Arana Drive similarly extends from the north-eastern area of the site.

Importantly, both road corridors currently terminate within the peninsula, and no east-west connection presently exists across Oira Creek into the future Drury West urban area. As such, under the existing road network configuration, all vehicle movements associated with the site would rely entirely on SH22.

2.4 Existing Public Transport

Existing public transport accessibility to the site is currently limited. There are no bus services operating directly past the site on SH22 or Whangapouri Road, with the nearest

scheduled public transport services located in Auranga precinct within Drury West, some 4km away by road. Rail services are currently available from the Papakura Railway Station and Pukekohe Railway Station, both of which are accessed primarily by private vehicle. Consequently, the site's existing public transport environment is reflective of its current rural setting, with travel currently dominated by private vehicle use.

Notwithstanding this, the site is located in close proximity to significant planned public transport investment within Drury West, which is discussed further below.

2.5 Existing Active Mode Connectivity

Likewise, existing walking and cycling accessibility to the site is currently poor. The surrounding road network is predominantly rural in character, with limited formal pedestrian or cycling infrastructure provided along SH22, Whangapouri Road, or the surrounding local road network.

Pedestrian facilities are generally absent, cycling facilities are not provided, and the current road environment is characterised by relatively high traffic speeds and limited opportunities for safe active mode travel. Consequently, walking and cycling currently play a very limited role in accessing the site and surrounding destinations. This situation is typical of a rural environment that has not yet undergone urbanisation.

Notwithstanding this, significant active mode improvements are planned within the wider Drury West area, and the proposal itself presents opportunities to deliver new walking and cycling infrastructure that will substantially improve connectivity to surrounding residential areas, employment destinations, public transport facilities, and future urban growth areas. These will be discussed below.

3. Committed and Anticipated Transport Infrastructure

A range of future transport infrastructure improvements are currently proposed or anticipated within the broader SH22 and Drury West area. These include:

3.1 SH22 Drury Upgrades

NZTA has identified various future improvements along SH22 between SH1 and the Drury West area. These include:

- Proposed future four-laning of SH22 between SH1 and Jesmond Road / future rail station area (currently unfunded);
- Shared path infrastructure along the northern side of SH22 (currently unfunded);

- Safety interventions and corridor upgrades (funded, under construction);
- Future speed management interventions including speed limit reductions (funded, under construction);
- Interim signalisation of intersections with Jesmond Road and Great South Road (funded, under construction), with potential future enlargement of those intersections (currently unfunded).

As described, some of these improvements remain unfunded or unconfirmed in terms of delivery timing, nevertheless, the broader strategic direction for the corridor clearly anticipates increasing urbanisation and multimodal transport improvements. **Figure 2** shows the initially intended upgrades to SH22.

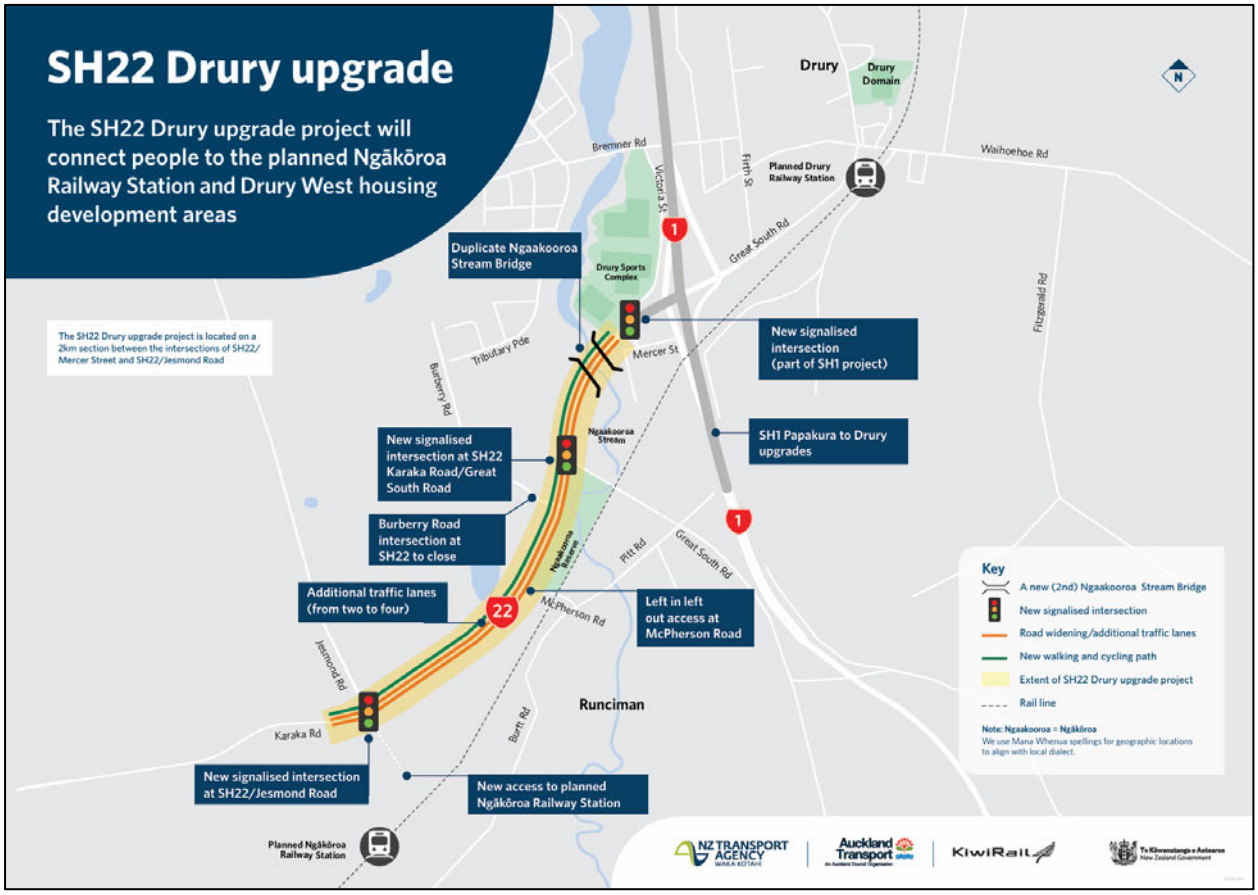


Figure 2: SH22 Drury Upgrade Project (Source: NZTA Website[1])

These upgrades are expected to improve safety and operational efficiency in the shorter term while allowing for future enlargement as corridor growth continues.

[1] https://www.nzta.govt.nz/projects/south-auckland-projects/sh22-drury-upgrade

3.2 Future Public Transport Infrastructure

The proposed Ngākōroa railway station and associated bus interchange infrastructure represent significant future transport investments which materially improve the strategic accessibility of the site.

These future investments support the proposal's ability to achieve relatively high levels of public transport accessibility compared to many greenfield development locations.

The station is expected to include:

- Heavy (electrified) rail services connected to the wider Auckland rail network including the Central Rail Link (CRL);
- A bus interchange;
- Feeder bus routes;
- Park and ride facilities; and
- Walking and cycling infrastructure.

The proposal therefore presents substantial opportunities to integrate future residential development with high-capacity public transport infrastructure.

The site's proximity to future employment areas and rapid transit infrastructure creates strong potential for:

- Higher public transport mode share;
- Reduced regional vehicle trip generation;
- Greater internalisation of trips;
- Active mode usage; and
- Reduced dependency on SH1.

The development also presents opportunities to deliver new active mode infrastructure connecting the site frontage to future public transport facilities.

3.3 Active Modes

Current and anticipated improvements associated with SH22 include:

- Shared path infrastructure along the northern side of SH22 between SH1 and Jesmond Road;
- Safety improvements and speed management interventions;
- Urbanisation associated with future growth areas; and
- Improved walking and cycling connectivity to future public transport infrastructure.

The proposal itself also presents opportunities to establish an integrated active mode network from the outset.

Given the site's scale and blank-slate nature, the proposal can incorporate:

- Connected internal street networks;
- Active mode prioritisation;
- Shared path infrastructure;
- Safe walking and cycling links to public transport; and
- Direct connections toward future employment areas.

These opportunities are considered to represent a significant strategic advantage of the proposal.

3.4 Waipupuke Precinct

The land immediately east of Oira Road forms part of the Waipupuke Precinct, which is identified for future urban development and contains a range of transport infrastructure upgrades intended to support the urbanisation of the wider Drury West area.

Of particular relevance to the Whangapouri proposal are the transport connections proposed within that precinct. These include the provision of a new east-west collector road linking Oira Road and Jesmond Road, creating an important strategic transport corridor between the site and the developing Drury West and Drury East urban areas. The collector road is intended to provide a highly connected street network and improve accessibility throughout the precinct, while also reducing reliance on SH22 for local movements.

The precinct also provides for a shared walking and cycling path along the northern side of SH22 between Oira Road and Jesmond Road. This facility will improve active mode connectivity throughout the area and provide direct access to the future Ngākōroa Railway Station, associated bus interchange facilities, and surrounding employment areas.

These planned infrastructure improvements are particularly significant for the subject proposal because they create the opportunity for direct integration between the subject site and the future Drury West transport network. Through the provision of a new connection between the subject site and Oira Road, future residents will be able to access the Waipupuke collector road network, the future railway station, and employment areas within Drury West and Auranga without relying exclusively on SH22.

Accordingly, while the site is presently located outside the Future Urban Zone and Ōpaheke-Drury Structure Plan boundaries, the transport infrastructure planned within the adjacent Waipupuke Precinct will substantially improve the site's integration with the wider urban area and enhance overall network connectivity. **Figure 3** shows the Waipupuke Precinct's Transport Precinct Plan.

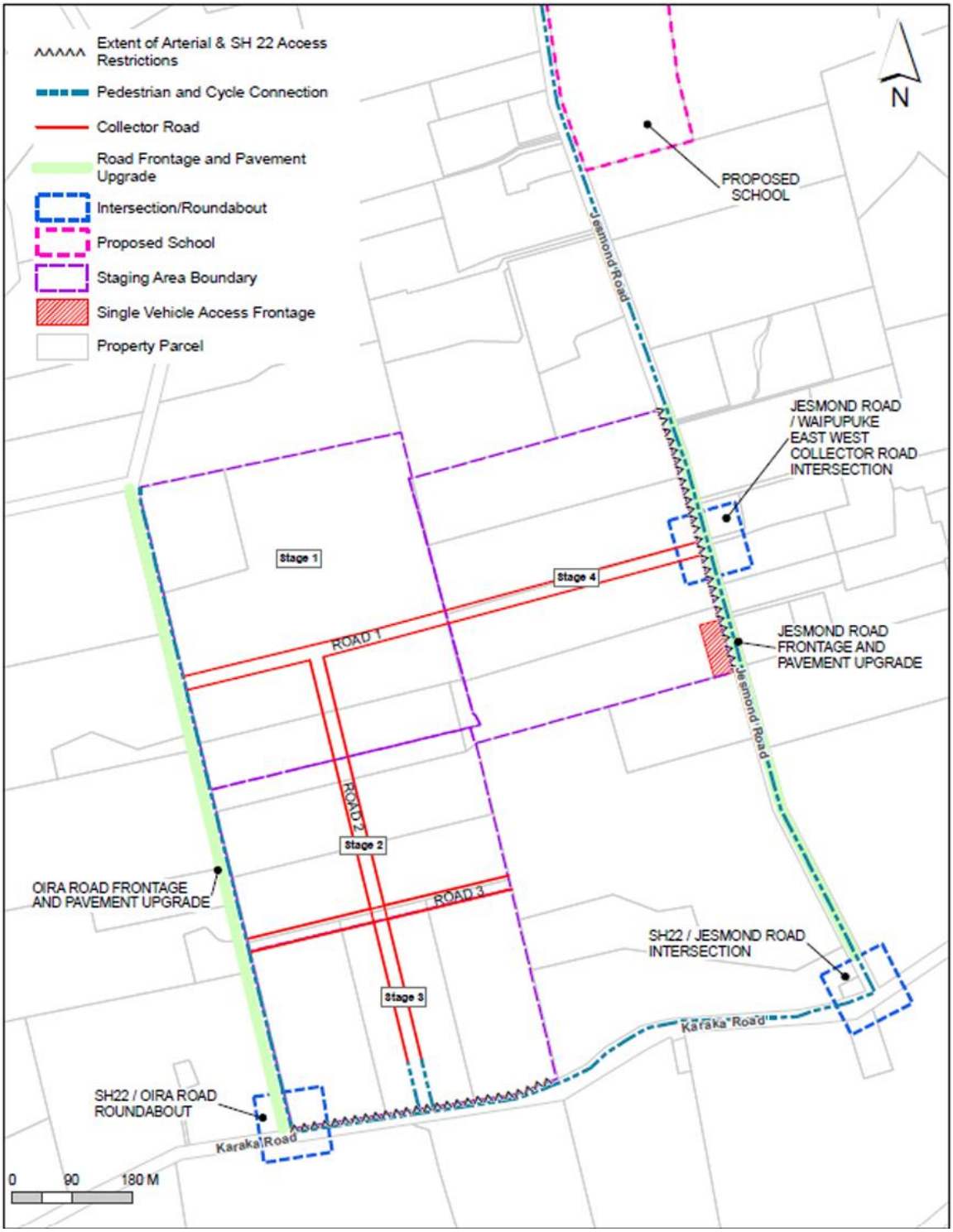


Figure 3: Waipupuke Precinct Plan 3 Transport (Source: Auckland Council Website[2])

[2] https://unitaryplan.aucklandcouncil.govt.nz/images/Auckland%20Unitary%20Plan%20Operative/Chapter%20I%20Precincts/4.%20South/I447%20Waipupuke%20Precinct.pdf

4. Proposal

4.1 Masterplan

The Whangapouri Fast Track Referral seeks to facilitate the urban development of 85.5ha of land located adjacent to Whangapouri Road, Drury West.

The development is currently proposed to comprise:

- Approximately 900 residential dwellings;
- A retirement village containing approximately 200 units;
- A neighbourhood centre intended to provide convenience retail and local services; and
- Associated roads, open spaces, stormwater infrastructure, walking and cycling facilities, and supporting urban infrastructure.

An indicative masterplan, shown in **Figure 4** below, has been prepared which demonstrates a comprehensively planned urban development integrated around a connected internal street network, neighbourhood centre, open space corridors and future transport connections.

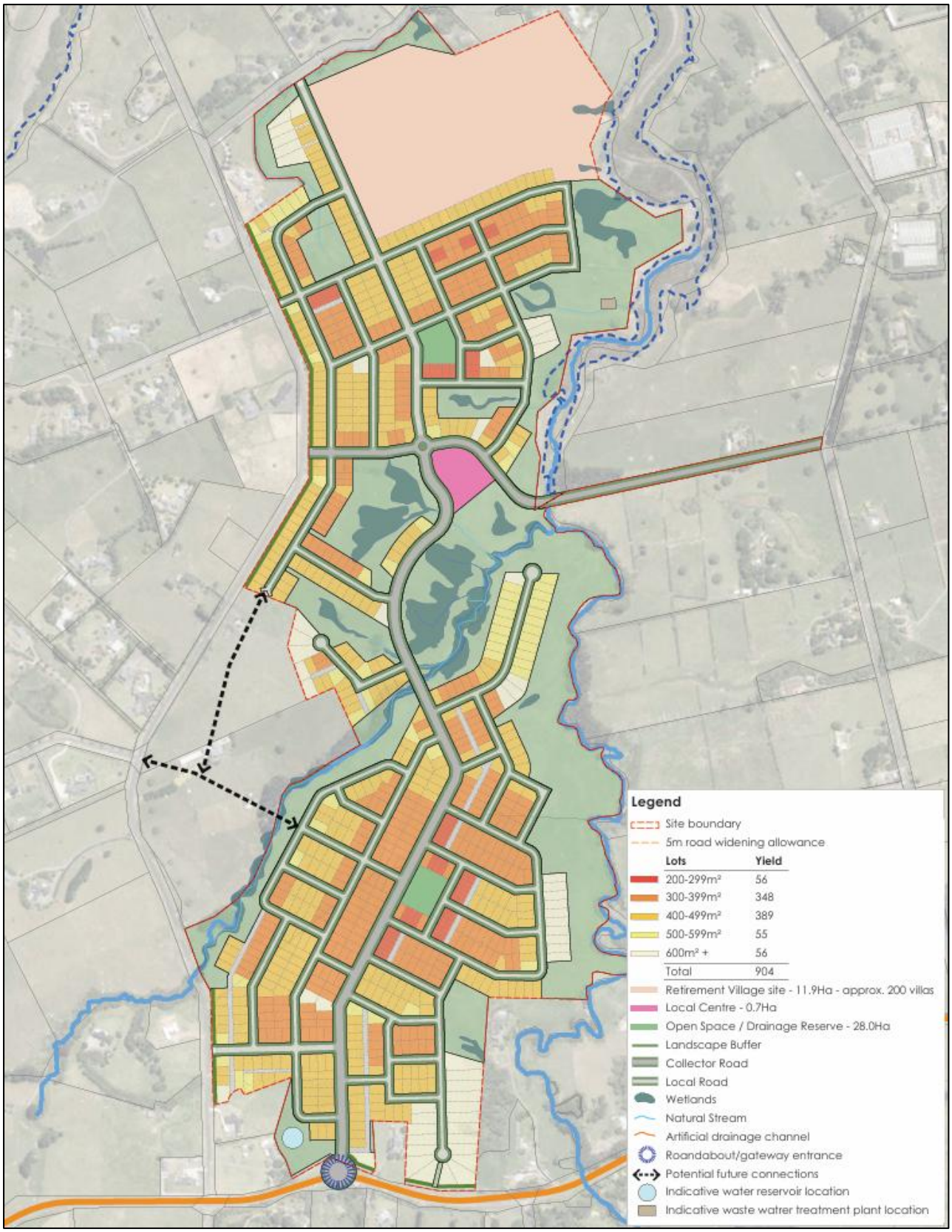


Figure 4: Whangapouri Road Site Masterplan

The proposed residential component is expected to provide a mixture of housing typologies, including detached dwellings, duplex housing and more intensive residential forms, supporting a range of housing needs and affordability outcomes.

The retirement village component is anticipated to provide a significant housing option for older residents wishing to remain within the wider Drury area, while the neighbourhood centre will provide opportunities for day-to-day retail and service activities, reducing the need for local residents to travel outside the development for basic goods and services.

Access to the development is envisaged through a new double-lane roundabout onto SH22; with secondary access available via an eastern Collector Road link to Oira Road.

The double-lane roundabout option is considered the preferred access arrangement due to the physical constraints associated with the existing Whangapouri Road intersection, including limited space for widening and intersection storage. However, a secondary option of signalising the Whangapouri Road intersection remains viable should it be required. Concept design for the proposed SH22 roundabout and the Whangapouri Road signalisation option are shown in **Figures 5** and **6**.

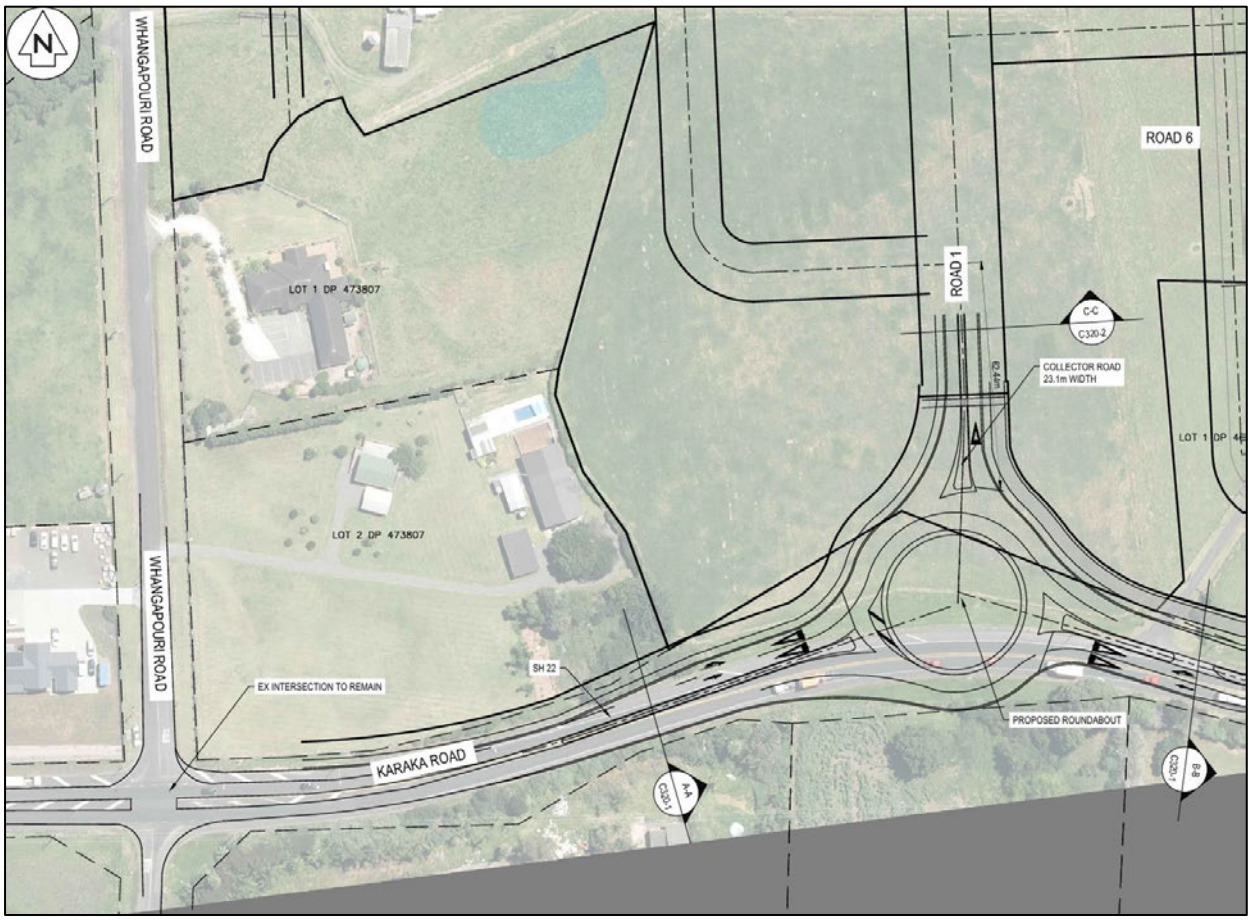


Figure 5: SH22 / Internal Collector Road Roundabout Concept (Source: Maven)

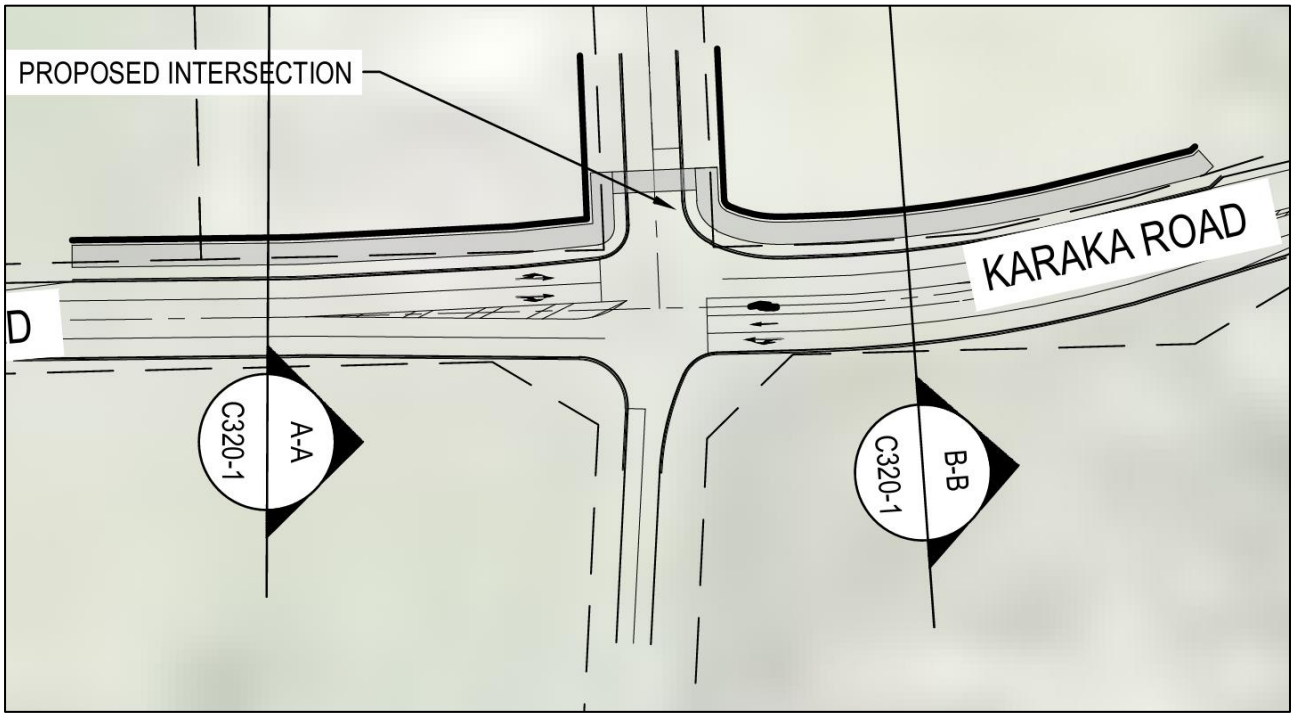


Figure 6: SH22 / Whangapouri Road Signalisation Option Concept (Source: Maven)

The development masterplan provides for a north-south Collector Road spine through the centre of the development, connecting the external network to the residential areas and neighbourhood centre. The Collector Road will provide footpaths on both sides and a two-way cycleway along the eastern side.

External active mode improvements are also anticipated in the form of a shared path along the site's SH22 frontage, with opportunities to extend the connection eastward to Oira Road, then connecting to the future frontage path along the Waipupuke Precinct frontage that connects to Jesmond Road. AT Jesmond Road, crossing facilities are being provided to connect to the Ngākōroa Rail station and associated facilities.

The proposal has been conceived as a logical extension of the emerging Drury urban area, capitalising on its proximity to future employment land, rapid transit infrastructure and planned urban development within Drury West.

4.2 Integration with the Waipupuke Precinct and Wider Drury West Network

While the subject site currently functions as a peninsula accessed primarily from SH22, the transport network planned within the adjoining Waipupuke Precinct provides a clear

opportunity to establish direct connectivity between the subject site and the wider Drury West urban area. Through the proposed connection to Oira Road, the site would gain access to the future collector road linking Oira Road and Jesmond Road, creating a continuous route between the development, Drury West, Auranga, and ultimately the wider southern growth area. That east-west collector will also provide active mode facilities.

This connection is significant because it would provide an alternative route for local trips that would otherwise need to use SH22. The future collector road network would also facilitate access to employment areas, neighbourhood centres, schools, public transport facilities, and other community infrastructure planned throughout Drury West.

Similarly, extension of the proposed shared path along SH22 between the site and Oira Road would complete a continuous active mode connection to the future Ngākōroa Railway Station and surrounding employment areas. This would provide residents with a realistic alternative to private vehicle travel for many local trips and support Auckland's broader mode-shift objectives.

Accordingly, the planned transport infrastructure within the adjoining Waipupuke Precinct provides a clear pathway for integration into the future Drury West transport network. Once these connections are established, the development would no longer be solely reliant on SH22 and would function as an integrated component of the wider Drury urban area.

5. Authority Consultation

As part of the preparation of this Fast Track Referral documentation, initial consultation meetings were held with NZTA, Auckland Council and Auckland Transport to discuss the proposal and potential transport implications associated with the development.

NZTA

The NZTA discussion focused primarily on the proposed access arrangements to SH22 and the wider operation of the state highway corridor. NZTA acknowledged the strategic location of the site adjacent to the emerging Drury West growth area but expressed concerns regarding the creation of additional access points onto SH22. In particular, NZTA noted the existing challenges associated with numerous at-grade priority-controlled intersections along the corridor, including operational inefficiencies arising from side-road friction, safety risks associated with turning movements, and the cumulative impact of these intersections on the function of SH22 as a strategic transport corridor.

NZTA's preliminary preference was for any future access solution to be focused around the existing Whangapouri Road / SH22 intersection rather than creating a new intersection further east. This position reflects a broader desire to minimise the proliferation of intersections along SH22 and consolidate access wherever practicable.

While this objective is understood and supported in principle, the existing Whangapouri Road intersection presents a number of significant physical constraints. The intersection is tightly constrained by third-party landholdings located on all four corners, limiting opportunities to achieve the land requirements typically associated with a modern roundabout design. These constraints are likely to affect both constructability and operational performance and may ultimately limit the ability to deliver an optimal long-term access solution at this location.

Accordingly, the double-roundabout access arrangement located further east along the site frontage remains the preferred access option. While this option introduces a new intersection onto SH22, it is considered capable of addressing many of the concerns raised by NZTA. Importantly, the proposed roundabout would provide a substantially safer and more efficient form of access than the existing priority-controlled Whangapouri Road intersection. The roundabout would provide controlled access to the development, reduce high-risk turning movements, and improve intersection safety outcomes for both existing and future users of the corridor.

The proposed internal collector road network would also provide a direct connection back to Whangapouri Road, enabling existing users of the Whangapouri Road corridor to access SH22 via the new roundabout. While it is not anticipated that the existing Whangapouri Road intersection could be legally closed, the provision of a superior alternative route is expected to significantly reduce its utilisation over time. Consequently, the proposal has the potential to reduce reliance on the existing priority-controlled intersection and improve the overall safety and operation of this section of SH22.

An alternative access option involving signalisation of the existing SH22 / Whangapouri Road / Bycroft Road intersection remains under consideration. However, due to the physical constraints surrounding the intersection and the resulting limitations on lane provision and storage lengths, this option is currently considered less desirable from both operational and design perspectives. Nevertheless, it provides a viable fallback position should further investigation identify insurmountable constraints associated with the preferred roundabout option.

NZTA also raised several broader matters for future consideration, including the relationship between the proposal and planned SH22 corridor improvements (and the need to undertake traffic modelling of the corridor at Substantive Consent stage),

opportunities to support active mode connectivity, future speed management interventions, and the need to ensure that any access solution aligns with the long-term function and safety objectives for the state highway network. These matters are considered capable of being addressed through future transport assessments, traffic modelling, and detailed design processes should the proposal proceed beyond the Fast Track Referral stage.

Overall, the consultation confirmed that while there are important transport issues requiring further investigation, there remains a clear pathway toward developing an access strategy that appropriately balances the operational and safety requirements of SH22 with the access needs of the proposed development.

Auckland Council / Auckland Transport

A pre-application meeting was also held with representatives from Auckland Council (AC), Auckland Transport (AT) to discuss the proposal and identify any high-level matters requiring further consideration. Given the early stage of the project, the feedback focused primarily on strategic transport planning, network integration and future infrastructure requirements rather than detailed design matters.

AT generally acknowledged the importance of achieving strong integration between the development and the wider Drury West transport network. In particular, support was expressed for the proposed connection to Oira Road, recognising its role in reducing reliance on SH22 and improving opportunities for local vehicle, walking and cycling connections. AT also emphasised the importance of ensuring that future collector roads are designed to accommodate public transport services, active mode facilities and future connections to adjoining development areas. Particular attention was drawn to the future relationship between the site, the Waipupuke Precinct transport network, Jesmond Road, and the future Ngākōroa Railway Station.

AT identified several matters for further investigation at the substantive consent stage, including the suitability of Oira Road and Whangapouri Road to accommodate future traffic demands, intersection treatments associated with the proposed Oira Road connection, active mode infrastructure along SH22 and within the development, and future network connectivity opportunities. AT also noted the importance of protecting for future road and active mode connections to adjacent land, ensuring intersections are appropriately designed for safety and public transport operation, and confirming that the proposed road network can accommodate anticipated servicing and maintenance vehicle movements. AT also commented that the proposed indicative waste water treatment plant should be serviceable to heavy vehicles, therefore the route to / from that facility should be capable of accommodating such vehicles.

Overall, the feedback confirmed that while a range of detailed transport matters will require further assessment and design development, there was support for improving connectivity between the site and the wider Drury West area, particularly through the proposed Oira Road connection and associated active mode links. These matters can be appropriately addressed through detailed design, transport modelling and assessment as part of any substantive Fast Track consent application.

6. Strategic Transport Assessment

From a transport planning perspective, the proposal presents significant opportunities.

The site occupies a highly strategic location immediately adjacent to the emerging Drury West urban area and is surrounded by substantial planned investment in transport infrastructure, public transport services, employment land and urban development. As discussed throughout this memo, the proposal has the potential to integrate closely with the wider Drury growth area and function as a logical extension of the emerging urban environment.

For the purposes of this high-level referral assessment, a 10% internal trip reduction has been applied. This is considered reasonable given the mixed-use nature of the proposal, the inclusion of a neighbourhood centre, the retirement village component, the potential for internal walking and cycling trips, and the site's proximity to future employment and public transport infrastructure. Following this reduction, the proposal is estimated to generate approximately 450-500 external vehicle movements during the AM peak hour and 550-600 external vehicle movements during the PM peak hour. In the AM peak, approximately 80% of movements are expected to be outbound, reflecting typical residential commuter patterns. In the PM peak, the reverse movement is expected, albeit with a less pronounced directional split, assumed at approximately 65% inbound and 35% outbound. At this stage, approximately 90% of external traffic has been assumed to travel to or from the east via SH22 toward Drury, SH1 and the emerging Drury West employment area, with the remaining 10% travelling to or from the west toward Paerata and Pukekohe.

Accordingly, a high-level of assumption of approx. 370-380 AM eastbound trips; and a similar amount of PM westbound trips would use SH22, until the future Waipupuke Precinct connections become available, at which time those trips would reduce. These assumptions are preliminary and will be refined through detailed transport modelling at the substantive Fast Track consent stage.

A key feature of the proposal is the intention to establish a future connection between Oira Road and Jesmond Road through the Waipupuke Precinct. This future network

integration is expected to materially change travel patterns associated with the site. Rather than relying solely on SH22, a significant proportion of local and sub-regional trips would be able to utilise the future collector road network and associated urban transport corridors. In particular, trips destined for Drury West, Auranga, Drury East, the future Ngākōroa Railway Station, and the Fisher & Paykel Healthcare landholding would have the opportunity to utilise alternative routes that avoid SH22 entirely. As a result, the long-term transport performance of the development should not be assessed solely on the basis of the existing transport network configuration.

The proposal also presents a significant opportunity to support a more balanced land-use pattern within the wider Drury area. The adjacent Fisher & Paykel Healthcare Karaka Road Precinct (PC121) is currently seeking to replace a substantial quantity of previously anticipated residential development with employment-generating research and development activities. While the precise relationship between the two developments will require future modelling and assessment, the Whangapouri proposal effectively restores a substantial component of the residential growth previously anticipated within this part of Drury. Accordingly, the proposal should not be viewed simply as introducing entirely new growth demand to the transport network, but rather as redistributing growth within a closely related geographic area while improving the balance between housing and employment opportunities.

This relationship is particularly important given the site's proximity to significant future employment generators, including the expected Fisher & Paykel Healthcare Karaka Road Precinct, Drury West Town Centre, and the future Drury Metropolitan Centre. The location of these activities within close proximity to the site creates a strong potential for internal trip capture, shorter journey lengths, reduced long-distance commuting, increased walking and cycling activity, and greater public transport usage. Collectively, these outcomes support Auckland's broader objectives relating to integrated land use and transport planning, mode shift, and reduced reliance on strategic regional travel.

The proposal is also uniquely positioned to benefit from significant future public transport investment within Drury West. The proposed Ngākōroa Railway Station, associated bus interchange, feeder bus network, and park-and-ride facilities will provide a level of public transport accessibility that is uncommon for many greenfield development locations. Through the delivery of active mode connections to Oira Road, Jesmond Road and the future station precinct, the proposal has the potential to achieve a comparatively high level of public transport accessibility and mode choice.

Notwithstanding these opportunities, future work will be required to assess the transport effects of the proposal and identify any necessary mitigation measures. This is expected to include detailed transport modelling undertaken in consultation with

NZTA, Auckland Transport, and the Auckland Forecasting Centre (AFC). The modelling will assess both interim and ultimate network scenarios, including the operation of SH22, the proposed access arrangements, future connections to Oira Road and the Waipupuke Precinct, and interactions with planned growth throughout Drury West, Auranga and Drury East. This work will identify any infrastructure requirements, staging triggers, network improvements, or mitigation measures necessary to support the development.

Overall, there are no strategic transportation reasons why the proposal could not be appropriately progressed through the Fast Track process. The site's proximity to major employment areas, future rapid transit infrastructure, planned transport investment and emerging urban development provides a strong basis for further assessment through the substantive Fast Track consent process.

7. Conclusion

The Whangapouri Fast Track Referral seeks to facilitate a residential-led urban development comprising approximately 900 dwellings, a 200-unit retirement village, and a neighbourhood centre on land located immediately adjacent to the emerging Drury West urban area.

While the site currently sits outside the Future Urban Zone, Auckland Future Development Strategy growth areas, and the Ōpaheke–Drury Structure Plan boundary, it is strategically located in close proximity to significant future employment areas, the proposed Ngākōroa Railway Station, future bus services, and planned transport infrastructure within Drury West. The proposal also provides opportunities to improve active mode connectivity, enhance access to public transport, and establish future east-west connections into the wider Drury transport network.

Detailed transport modelling will be undertaken as part of any substantive Fast Track consent application, which will be undertaken in consultation with NZ Transport Agency Waka Kotahi, Auckland Transport and the Auckland Forecasting Centre to assess the operation of SH22, future access arrangements, network integration, infrastructure staging and any required mitigation measures.

Notwithstanding these matters, this high-level assessment has identified no strategic transportation issues that would prevent the proposal from being appropriately considered through the Fast Track process. While further investigation and detailed design will be required, there is a clear pathway to integrating the development with the emerging Drury transport network and addressing the transport matters identified in this memorandum.

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Hughes Traffic & Transportation
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