

21 January 2026

The Ministry for the Environment  
PO Box 10362  
Wellington 6143  
New Zealand

**Attention: Ilana Miller**  
[contact@fasttrack.govt.nz](mailto:contact@fasttrack.govt.nz)

Dear Ilana,

**Subject: Response to Notification under Section 30 of the Fast-track Approvals Act 2024**

Thank you for your letter regarding your invitation for Auckland Council to provide written comments on the referral application to lodge a substantive application for Hobsonville Retirement Village (FTAA-2511-1129) under the Fast-track Approvals Act 2024 (FTAA). We have provided written comments to each of the questions below.

We have co-ordinated responses from Auckland Transport and Watercare Services Limited to answer question 1 of your letter. A summary of their responses is provided below, and a copy of their full comments have been attached to this letter, alongside the summary provided below. I note their lack of support for the application due to lack of strategic alignment and significant deficiencies in supporting public infrastructure and agree with their assessment.

**1. *Whether Council considers the project would have any matters, particularly infrastructure servicing (water supply and wastewater connectivity) and potential stream bed modification activities (affecting fish passage) which may adversely affect timely project delivery.***

Below is a high-level commentary regarding the project's alignment with the Council's relevant plans, policies, and/or strategies.

Executive summary:

Council has read the supporting information and from a coarse-grain assessment finds:

- The proposal is unlikely to have significant regional or national benefits.
- The proposal to be inconsistent with the policy direction the Auckland Unitary Plan, the sequencing set out in the Future Development Strategy 2023-2053, and the anticipated future zoning in the Whenuapai Structure Plan (2016).
- The projected delivery timeframe of supporting major infrastructure is likely to delay the project until at least 2034.

Does the proposal have significant regional or national benefits?

There is no compelling evidence that this application would provide significant regional or national benefits. The economic report provided by the applicant states that the proposal will serve an under-served market in West Auckland, but also notes there are at least three large retirement living developments being developed in Hobsonville, Whenuapai and Huapai at

the time of the report being written (February 2023) which suggests this type of proposal is relatively common within the locality.

Commentary regarding the project's alignment with the Council's relevant plans, policies, and/or strategies:

#### *Auckland Unitary Plan*

The site is located in the Future Urban zone of the Auckland Unitary Plan (AUP).

The proposal is contradictory with the policy direction of the Auckland Unitary Plan (AUP). A retirement village of the scale and intensity proposed has a fundamentally urban form and character, which Objective H18.2 (4) seeks to avoid in the Future Urban zone. The proposed retirement village raises concerns with respect to the consistency of the proposal with the Regional Policy Statement of the AUP B2.2.2(3) and (4).

Auckland Council v Matvin Group [2023] ELHNZ 260 is a particularly relevant piece of case law about urban development in the Future Urban Zone (FUZ). The appeal to the High Court challenged whether consent should be granted for a retirement village in the Future Urban Zone. In March 2023 an expert panel convened by the COVID-19 (Fast-Track Consenting) Act 2020 had granted consent for a 422 unit, 88 care bed retirement village (plus café and childcare facility) on a 10ha site at Riverhead, Auckland.

Paragraphs 34-38 of the decision state the following:

*[34] Looking then to the policies of the FUZ, the only development specifically allowed is development which supports the policies of the Rural — Rural Production Zone unless that development is inconsistent with policies H18.3(2) to (6), (H18.3(1)). Policy H18.3(3) requires development to maintain and compliment rural character and amenity. Policy H18.3(5) prevents the establishment of more than one dwelling on a site except for the provision for minor dwellings and workers' accommodation. Finally, Policy H18.3(6) requires the avoidance of development of land that may result in one or more of seven specified results, one of which is to undermine the form or nature of future urban development.*

*[35] Again, quite strong words are used — “require”, “avoid” and “prevent”.*

*[36] In interpreting the FUZ provisions, it is not a question of weighing up the various objectives and policies for and against urban development. There are no provisions specifically allowing urban development.*

*[37] Here I agree with the dissenting opinion of the Panel Member, Dr Lee Beattie, when he states:*

*“This policy framework (Objectives and policies) sets a very high threshold test of ‘avoiding’ urbanisation until these issues can be appropriately addressed. In my view the current proposal*

*represents ad hoc development, (non-sequenced and un-funded urban growth) which pre-determines the most appropriate form of urban growth for the site and the wider Riverhead area as a whole, thereby being contrary to both the intent and actual wording of the District Plan section of the AUP (Operative in Part) and therefore failing the 'policy' gateway test at s 104D."*

*[38] I am therefore persuaded that the Panel made an error of law in finding that the overall purpose of the FUZ was to preclude activities that may compromise future urban development. The overall purpose of the FUZ is as a holding zone and to provide a transition from rural to urban use and development. The zone recognises the need for comprehensive and intentional design for soon-to-be urban areas. Until rezoned urban, the primary set of activities that are to occur in the FUZ are rural.*

The Court is clear in its finding that urban development is not anticipated in the Future Urban Zone, and it is intended to maintain its rural character until it is rezoned.

The nature of the FUZ objectives and policies are to enable rural use of the land until a site has been through the RMA plan change process. The FUZ does not contain and provisions specifically allowing urban development until the site is re-zoned for urban purposes (e.g. consents required for infringement of FUZ yards).

I consider that the proposed activity is inconsistent with Part 2, 3 and 6 of the RMA, which enables zones for specific land uses: and this development proposes urban uses within a zone not intended for such purposes. This raises concerns about effectively managing land use in the future, even if the Fast Track application is referred to the Substantive application stage and approved. I therefore consider that it is not appropriate for this development to occur in the FUZ, ahead of a structure plan and plan change process.

#### *Future Development Strategy 2023-2053*

The Future Development Strategy 2023-2053 (FDS) sets out the sequencing of when Future Urban zoned land is ready for urban development based on the provision of major infrastructure.

FDS specifies that this area, the Whenuapai East strategic area, is not development ready before 2035 and requires the following infrastructure projects to be undertaken before the rezoning of this land could be contemplated:

<b>Sector</b>	<b>Project</b>
Roading	Brigham Creek Road
Roading	SH16 to SH18 Connections Project
Roading	Hobsonville Road Upgrade
Public Transport	Upper Harbour (SH18) Rapid Transit

Wastewater ( <i>new project</i> )	Rosedale Northern Interceptor Integration
Wastewater ( <i>new project</i> )	Northern Interceptor Phase 3 (Booster Pumping)
Water Supply	Trig Road Water Reservoir
Water Supply	North Harbour No.2 Watermain

The proposal will reflect an ‘out of sequence’ development of the site and has the potential to undermine Council’s infrastructure planning and funding programme.

*Whenuapai Structure Plan (2016)*

Furthermore, the Whenuapai Structure Plan (2016) identifies the subject land as future medium-density residential development. The proposed density and built-form are significantly beyond what is anticipated in medium-density residential development.

Commentary from Council Controlled Organisations, and other council departments

*Auckland Transport*

Auckland Transport have noted the following key issues:

- **Strategic Alignment:** The proposal is out of sequence with the Auckland Council Future Development Strategy (FDS) and may impact future corridor development and infrastructure delivery.
- **Transport Network Integration:** The development falls within the Notice of Requirement W5 designation for Hobsonville Road upgrades. Current plans risk obstructing future widening and active mode facilities.
- **Access and Safety:** Proposed multiple vehicle crossings onto Hobsonville Road require separate Limited Access Road (LAR) approval under the Local Government Act, and may compromise pedestrian and cyclist safety.
- **Public Transport and Active Modes:** The site lacks adequate pedestrian connectivity to nearby bus stops and does not integrate with planned cycling infrastructure.
- **Infrastructure Funding:** No agreement exists for required frontage upgrades, which are currently scheduled for 2037 under AT/Auckland Council (AC) funding plans.

*Watercare*

Watercare have noted the following key issues:

- **Servicing of FUZ land:** Watercare’s Board-approved Strategic Direction requires Future Urban Zones to be made live before its services are provided. Accordingly, Watercare does not supply water or wastewater connections to FUZ land, noting that

the comments made are offered solely in relation to bulk and local network capacity considerations.

- **Wastewater capacity constraints:** Watercare will not have capacity to service the Site with public wastewater services until the completion of the Rosedale Northern Interceptor Integration project which is scheduled for completion in late 2026 at the earliest, and fully budgeted in Watercare's Current Asset Management Plan. Additionally, Watercare notes that the proposed local servicing approach does not align with Watercare's servicing plan (not accounting for a significant local network extension which would be required), and the flow calculations appear inconsistent with relevant standards.
- **Water supply:** Watercare will not have capacity to service the Site for public water supply until the completion of the NH2 watermain which is currently anticipated to be completed by 2034. Watercare notes that while the NH2 is currently forecast for completion in 2034, there are risks associated with its delivery timeline, and this could extend beyond 2034.
- Watercare also notes that the letter from Watercare provided in Appendix D of Attachment 5 – Infrastructure Report is out of date, and the advice is no longer valid.

#### *Healthy Waters*

Council's Healthy Waters department has noted that the applicant has relied on an outdated Stormwater Management Plan which was prepared in 2017 to support the now withdrawn Whenuapai 3 Precinct (Plan Change 5). However, they consider if more information was provided substantive lodgement stage to identify potential impacts of the development on the existing flood hazards and risks to the downstream receiving environment including existing public assets and property already within the floodplain, and these be properly addressed, they could support the proposal.

#### *Parks Planning*

Council's Parks Planning team oppose the application and note that without clarity on the extent of public access into and through the site, the project presents a risk to achieving optimal open space outcomes in this area.

In particular, they raise concern about the inconsistency with the open space and recreation provisions of the Whenuapai Structure Plan, whereby a Neighbourhood Park is shown to be indicatively shown on the site, and also the Manaaki Tamaki Makaurau Open Space, Sport and Recreation Strategy 2025, and Upper Waitemata Greenways Plan 2019. They also consider that the development may be better considered via a plan change process.

#### *Stream works and fish passage*

In terms of the stream works proposed, the information submitted is not sufficient to understand the extent and scale of adverse effect, in particular stream bed modification and provision for fish passage. More detail is required regarding the bridge design, temporary culvert design and the associated erosion and sediment control.

## Conclusion

Overall, council considers that there are significant deficiencies in infrastructure to support the development, a lack of alignment with a number of key council plans and strategies, and a lack of understanding of adverse effects on fish passage and stream bed modification. These are significant hurdles for the applicant to overcome within the Fast Track process and will have a material impact on the timely delivery of the proposal.

Council maintains that the appropriate route for this proposal to take is for the applicant to lodge a private plan change request. The RMA sets out a statutory timeframe of 2 years for the decision to be made on a private plan change request, from the point of acceptance under clause 25. Given the projected delivery timeframe of at least 2034 on major infrastructure that the application is relying on, there appears to be ample time for the private plan change request to be prepared, lodged and considered, and no further efficiencies are likely be gained from utilising the Fast Track process.

Council considers that this project is an inefficient use of the process set out in the Fast Track Approvals Act 2024, given it is unlikely to result in any reduction of timeframes for delivery of the project. These inefficiencies are compounded by the fact that in council's view, this is not a project that would provide any significant regional or national benefit.

**2. *Any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please also confirm this in writing.***

In terms of Consent applications under the Resource Management Act 1991, historical applications have been made to operate a cleanfill at the site that have either been cancelled after public notification, or rejected under s88.

Council has no records of any competing applications.

**3. *In relation to projects seeking approval of a resource consent under section 42(4)(a) of the Act, whether there are existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply, if the project were to be applied for as a resource consent under the RMA. If no such consents exist, please also confirm this in writing.***

According to council's records, two consents under the Resource Management Act 1991 have been granted in relation to the site;

- **Resource Consent Number:** DIS80297633
- **Holder of Consent:** P & H Panayiodou
- **Description of Consent:** Discharge consent for residential septic tanks.
- **Issue Date of Consent:** 10.02.1998
- **Expiry Date of Consent:** 31.12.2006

Note: The Discharge consent (as a resource consent to undertake an activity s15 of the RMA) is a consent where section 124C(1)(c) could apply.

- **Resource Consent Number:** LUC80025128
- **Holder of Consent:** Peter Andrew Panayiodou
- **Description of Consent:** New dwelling exceeding site coverage.

- **Issue Date of Consent:** 20.01.1998

If you have any questions or require further clarification, please do not hesitate to contact me by email.

Yours sincerely,  
Petra Burns  
Senior Planner  
Auckland Council

s 9(2)(a)

## Specialist Input Request Details – Feedback to the Minister for the Environment on consideration of a referred application

<b>From</b>		Fennel Mason / Petra Burns	
	<b>Current Working Days</b>	<b>Brief sent</b>	<b>Specialist input due- DRAFT report only</b>
Click or tap to enter a date.	N/A	10 December 2025	14 January 2026
<b>Proposal</b>		Construction of a comprehensively planned retirement village	
<b>Site address</b>		82 Hobsonville Point Road	
<b>Applicant</b>		<b>Kings Heights Group Limited</b>	
<b>Related applications and consents (old Regional Permits, related current consents or applications)</b>		TBC	
<b>Link to plans and relevant information</b>		\\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Premium\H\Hobsonville Road West Harbour, 82 - PRR00043567	
<b>Council Reference</b>		PRR00043567	

### **Background and Context to Fast Track Act**

*The Fast-track Approvals Act 2024 (December) is the latest Fast Track Act. The Council is not the decision maker on a fast-track application (an Expert Consenting Panel is appointed by the EPA) but has a formal role to play in the process. The Council's main roles include providing written comments when invited by the EPA, assisting Panels with information and advice, and administering approved resource consents and designations (including matters such as s127 applications and environmental monitoring).*

*The Act at its commencement includes a number of projects agreed as 'listed projects' to follow the Fast Track Act pathway. This project is one of those.*

*Council's engagement and feedback on Fast Track matters will be coordinated with the involvement of CCO's through the Project Lead and, at this stage, includes:*

- 1. Comments in response to an invitation to comment on substantive application lodged to the EPA and being considered by the appointed Expert Consenting Panel.*

*In terms of our approach, we are seeking to take a proactive approach to identify and work through issues to secure points of agreement or positive outcomes and where matters are not supported by clear about the reasons for this.*

## Asset Owner / Specialist Response

**From:** Ronan Kelly – Principal Development Planner – Auckland Transport

**Date:** 14 January 2026

### Overall Summary:

This report provides Auckland Transport's (AT) preliminary feedback on the proposed Hobsonville Retirement Village (the **Project**), referred under the Fast-track Approvals Act 2024. AT acknowledges Auckland Council's position that there is no compelling evidence the proposal will deliver significant regional or national benefits. The development does not provide new regionally significant infrastructure and is located on a Limited Access Road, raising concerns about safety and operational efficiency.

Key issues identified include:

- **Strategic Alignment:** The proposal is out of sequence with the Auckland Council Future Development Strategy (FDS) and may impact future corridor development and infrastructure delivery.
- **Transport Network Integration:** The development falls within the Notice of Requirement W5 designation for Hobsonville Road upgrades. Current plans risk obstructing future widening and active mode facilities.
- **Access and Safety:** Proposed multiple vehicle crossings onto Hobsonville Road require separate Limited Access Road (LAR) approval under the Local Government Act, and may compromise pedestrian and cyclist safety.
- **Public Transport and Active Modes:** The site lacks adequate pedestrian connectivity to nearby bus stops and does not integrate with planned cycling infrastructure.
- **Infrastructure Funding:** No agreement exists for required frontage upgrades, which are currently scheduled for 2037 under AT/Auckland Council (AC) funding plans.

AT recommends:

- The applicant engage in pre-lodgement discussions and provide additional technical information, including an Integrated Transport Assessment (ITA).
- Amendments to the proposal to ensure compliance with designation requirements and integration with future transport upgrades.
- Consideration of pedestrian and cyclist safety measures and active mode infrastructure.

AT's position is that the appropriate pathway for this development is through a plan change process rather than Fast-track approval. Should the Project proceed, AT expects the above matters to be addressed in the substantive application.

### Comments for consideration

#### Wider Transport Network Strategy Impacts

AT is of the view that the proposed development is unlikely to deliver significant regional or national benefits as it does not deliver any of the infrastructure outlined in the AC FDS which is required to be in place to support the development area becoming urbanised. AT notes that the Whenuapai Structure Plan is in the process of being updated and hence the integration and alignment of this site as part of that broader process cannot be confirmed and AT considers that it should not proceed unless there is confidence that the development is consistent and achieves the outcomes of that process.

### Localised Transport Infrastructure Impacts

To minimise impacts on the immediate transport environment, the proposal would need to be refined to include the following new and upgraded transport infrastructure being provided by the applicant:

#### *Notice of Requirement W5 – Hobsonville Road Frequent Transit Network Upgrade*

The development falls within the Notice of Requirement (NoR) W5, which proposes a change in the function of Hobsonville Road from an existing two-lane road to an urban arterial road with two to four lanes. This upgrade includes mixed-use components for vehicles, public transport, active modes (walking and cycling), and freight.

A 24-metre-wide arterial road is required, consisting of two vehicle lanes, separated active mode facilities in both directions, a median strip, and berm space. The indicative cross-section arrangement is shown below:



*Figure 1 – Indicative cross section arrangement for Notice of Requirement W5 – Hobsonville Road FTN Upgrade*

There are transport infrastructure funding issues associated with the proposed development. Additional detail is required to ensure the development aligns with the Inner North West Transport Network Strategy and demonstrates how it will integrate with Hobsonville Road—an arterial route planned to include enhanced walking and off-road cycling facilities, supported by limited access from adjacent sites.

The AT and AC funding plans for the delivery of North West transport infrastructure include a top-up contribution (i.e., partial funding) for frontage upgrades necessary to support development of the site. This funding is currently scheduled for delivery in 2037.

Any infrastructure upgrade funding must be agreed upon with AT. To date, AT has not been approached to consider a specific agreement outlining the upgrades to be provided by the developer. If development proceeds without an agreement or ahead of the anticipated delivery timeframe, the developer will be responsible for ensuring that all necessary frontage upgrades are delivered independently.

Upon reviewing the submitted plans, it appears that the developer is not proposing to provide any active mode infrastructure along the Hobsonville Road frontage. The extent of the designation's impact on the property varies along the boundary, with more land required on

the western end (approximately 4.8 metres from the front of the existing property boundary to the back of the future berm) compared to the eastern side.

Given the limited information provided by the applicant, the following details are required to assess whether the development may hinder or prevent the delivery of NoR W5:

- An assessment of how the development has considered and appropriately integrates with AT's planned road widening.
- An overlay of NoR W5's concept design and designation boundary on the general overview plan and cross-sections of the site frontage to illustrate how the development interacts with the designation.
- A cross-section showing the proposed development.
- A finished contours plan showing the location and cut/fill profile of the proposed bulk earthworks.
- A long section showing the finished contours along the property frontage. This will help AT assess whether the proposed levels can integrate with Hobsonville Road's future levels and identify any necessary regrading.
- The applicant must amend the proposal and move the building and its basement car parking outside of the operational footprint of the designation as a minimum.
- AT recommends that the developer apply for s178/s176 approval from AT in parallel with seeking Fast Track approval. This approval is required prior to commencing any works within the NoR W5 designation.

The applicant's architectural plans indicate the construction of the building and its basement car parking within the operational footprint of the NoR W5 Hobsonville Road upgrades. There appears to be other structures such as decks, as well as proposed tree planting proposed within the operational footprint of the NoR W5 Hobsonville Road upgrades. These elements will need to be relocated outside the operational footprint. As currently proposed, the development has the potential to hinder the implementation of NoR W5 designation works.

### Access onto Hobsonville Road

The applicant is proposing two vehicle access points onto Hobsonville Road, see Figure 2.

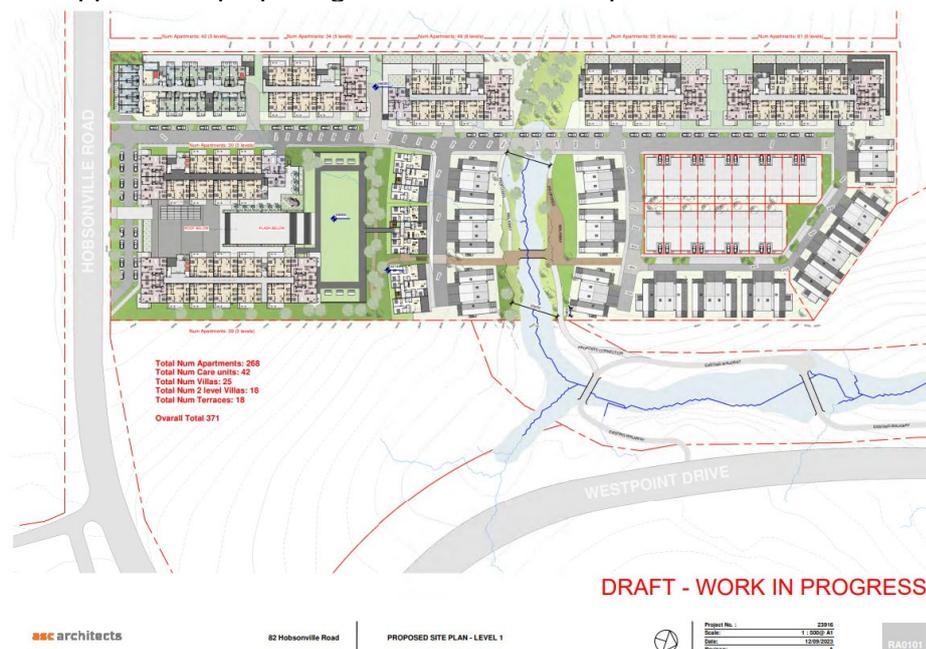


Figure 2 – Proposed scheme from Attachment 2 – Architectural Plans

Page 2 of the traffic review states:

'The proposed concept design, prepared by ASC Architects Ltd allows for two site access points onto Hobsonville Road. Provision has been made for a further site access at the northwest corner of the site for connection with a potential future road linking with Trig Road to the west of the site'.

AT has concerns regarding the proposal for two vehicle crossings onto Hobsonville Road. Multiple crossings are likely to increase the potential for adverse impacts on pedestrian and cyclist safety and impact the efficiency and safety of the road for freight, general traffic and passenger transport.

Hobsonville Road is a LAR, therefore, to obtain access onto an LAR under Section 346 of the Local Government Act, approval must be granted by Auckland Transport as the Road Controlling Authority for roads in the Auckland Region. This approval is separate from the resource consent process and is required for any new vehicle crossing onto an LAR.

An LAR approval is not considered as part of a Fast Track application. It is advisable to apply for this approval prior to or in parallel to any substantive application. AT would require clear justification for access to a LAR and particularly if more than one access point is proposed.

#### *Access to Public Transport and Pedestrian Amenity*

AT notes that bus stop #1697 (151D Hobsonville Road), serving routes 12, 050, and 120, is located approximately 86 metres east of the development. Bus stop #1544 (Luckens Road), serving routes 12 and 120, is approximately 177 metres west of the site.

The applicant has stated in Traffic Report that there is currently no footpath along the site frontage. They also note that a pedestrian refuge crossing to the west of the site is considered a key provision for staff, residents, and visitors to the proposed retirement village.

Given the nature of the proposal, it is expected that a significant number of residents will rely on public transport services. Many of these residents are likely to be vulnerable road users. With 371 units proposed, a substantial increase in residential density within the immediate area, it is essential that the applicant assess whether residents will be able to safely and conveniently access nearby bus stops.

AT recommends that the applicant provide a pedestrian accessibility assessment, including:

- Safe and direct pedestrian connections to both bus stops.
- Integration of footpaths along the site frontage.
- Consideration of crossing facilities and pedestrian safety measures.
- Alignment with AT's standards for pedestrian infrastructure.

#### *Hobsonville Cycling Connection*

The proposed development falls within the Hobsonville Cycling Connection project area. Hobsonville Road is a key corridor in the cycle network, providing connections to the north and west, including access to the Northwestern Path leading to the City Centre and beyond. It also links local users to bus stations, ferry terminals, schools, businesses, and retail or entertainment destinations.

The cycleway is intended to improve safety and accessibility for cyclists traveling to the Hobsonville Ferry Terminal and the Northwest Bus Station at Westgate, which serves local services and the Western Express (WX1).

The applicant has not provided any information regarding how the proposed development would interact with the Hobsonville Cycling Connection. As such, further details are required to assess whether the development would hinder or prevent the delivery of this important infrastructure.

AT recommends that the applicant provide:

- An assessment of how the development integrates with the planned cycleway.
- Cross-sectional drawings showing the interface between the development and the cycleway corridor.
- Confirmation that no structures or landscaping will obstruct the future cycleway alignment.
- Consideration of cyclist safety and connectivity in the site design.

### **Integrated Transport Assessment to be included in a substantive application**

Should the Project be accepted for the Fast Track approvals process, AT requests that the full application material include an ITA.

The ITA should address, but not be limited to, the following matters:

- Operational and safety effects of proposed intersections, including:
  - Engineering drawings with dimensions
  - Details of intersection width
  - Vehicle tracking (including for larger vehicles)
  - Pedestrian visibility and sight distance assessments
- Pedestrian safety and amenity, including:
  - Assessment of existing and proposed pedestrian infrastructure
  - Evaluation of how infrastructure meets user demand and safety requirements
- Trip generation expected from the proposed development
- Loading and servicing arrangements, including:
  - Confirmation that refuse and loading vehicles will not reverse onto any road
- Bicycle parking requirements for the proposal
- Electric vehicle charging infrastructure, including:
  - Details of proposed facilities
- Construction methodology, including:
  - Assessment of construction and earthworks-related heavy vehicle trips
  - A Draft Construction Traffic Management Plan (CTMP) covering:
    - Effects of construction traffic
    - Measures to maintain safe and efficient operation for all road users
    - Duration and scope of construction and associated earthworks
- Mitigation measures to address any identified adverse effects on the adjacent transport network and road user safety

# Local Board Feedback Template – Fast-track Approvals Act 2024

**Project Name:**

Hobsonville Retirement Village project

**Location:**

82 Hobsonville Road

**Date:**

15<sup>th</sup> December 2025

**Prepared by:**

Upper Harbour Local Board

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## 1. Context – About Fast-track Applications

The Fast-track Approvals Act 2024 (FTAA) provides a streamlined consenting process for projects deemed to have significant regional or national benefit. Decisions are made by an appointed **Expert Panel**, with no public notification and limited avenues for appeal.

It is important to note:

- The Local Board does **not have a formal decision-making role**, but can provide **local insights** on community impacts, transport, open space, mana whenua engagement, and infrastructure alignment.
- There is **no requirement for applicants to respond to Local Board feedback**, but it can be considered by the Expert Panel.

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## 2. Local Board Feedback

The Upper Harbour Local Board is a local governance body of Auckland Council, established under the Local Government (Auckland Council) Act 2009. The Local Board is responsible for making decisions on local matters, including activities, services, facilities, and local budgets.

The Upper Harbour Local Board works closely with its communities to develop local plans, set strategic goals and priorities, and advocate on behalf of residents. Local Board members are deeply embedded within the Upper Harbour community and are well placed to understand the local impacts of development proposals.

## **Overall position**

The Upper Harbour Local Board does not support the fast-track referral application for the Hobsonville Retirement Village.

The Board considers that the proposal is not appropriate for consideration under the Fast-track Approvals Act, as it does not deliver nationally or regionally significant benefits and represents a substantial departure from established planning frameworks.

The Board strongly supports the proposal being assessed through the standard private plan change process, which allows for comprehensive assessment of effects, alignment with strategic planning documents, and full public consultation.

## **Lack of national or regional significance**

The Local Board does not consider the proposed development to meet the threshold of national or regional significance required to justify the use of the Fast-track Approvals Act. The proposal is a site-specific development within a Future Urban Zone and does not demonstrate benefits of such scale or urgency that would warrant bypassing standard planning and consultation processes.

## **Out-of-sequence development in the Future Urban Zone**

The land subject to the application is zoned Future Urban in the Auckland Unitary Plan and is not yet sequenced for development under Auckland Council's Future Development Strategy.

Allowing development to occur out of sequence risks:

- Poor infrastructure outcomes for future residents,
- Inefficient allocation of infrastructure funding across Auckland,
- Disruption to the planned sequencing of other growth areas.

The Board is concerned that approving this proposal ahead of scheduled live zoning could result in less-than-optimal outcomes both locally and regionally.

## **Infrastructure constraints and agency concerns**

The Board notes that key infrastructure providers have raised significant concerns:

- Watercare has indicated that it would not provide connections unless the proposal proceeds through the standard plan change process.
- Auckland Transport has raised substantial concerns regarding:
  - Access onto Hobsonville Road, which is a Limited Access Road,
  - The absence of prerequisite transport infrastructure,

- The risk of undermining the planned staging of transport projects required before the area can be live zoned.

These concerns highlight the importance of a full plan change process to resolve infrastructure matters in an integrated and transparent way.

### **Conflict with Notice of Requirement for Hobsonville Road**

The proposal is in direct conflict with Notice of Requirement 5, which provides for the future widening of Hobsonville Road. The application documents show buildings encroaching onto land subject to this Notice of Requirement, and the applicant has not proposed to deliver the infrastructure required under it. The notice of requirement includes provision for walking and active transport along with bus lanes.

Residents of Hobsonville and Whenuapai have consistently expressed a strong desire for safe alternatives to private vehicle use. The omission of this infrastructure would undermine future transport outcomes and community safety.

### **Urban design, open space, and tree canopy outcomes**

Whenuapai and Hobsonville currently have comparatively low tree canopy cover, well below Auckland Council's 30% target. A standard plan change process is necessary to ensure that:

- Tree canopy outcomes are properly assessed and secured,
- Open space provision is integrated at a neighbourhood level.

The Board also notes that the 2016 Whenuapai Structure Plan identified a park on or near the subject site. The Board does not consider that a park located within a private retirement village would deliver equitable or meaningful open space outcomes for the wider Whenuapai and Hobsonville community.

### **Departure from strategic planning documents**

The proposal represents a significant departure from multiple adopted planning frameworks, including:

- The Auckland Unitary Plan,
- The Whenuapai Structure Plan,
- Auckland Council's Future Development Strategy.

These documents include clear sequencing, infrastructure triggers, and land-use assumptions. Departing from them without full public scrutiny risks unintended consequences for surrounding areas and other planned projects.

### **Need for full consultation and proper assessment**

Given the scale of departure from existing plans and the range of unresolved infrastructure, transport, urban design, and environmental issues, the Local Board considers that full public consultation is essential.

The standard private plan change process provides the most appropriate and transparent mechanism to:

- Assess all effects comprehensively,
- Ensure alignment with long-term planning,
- Allow affected communities and stakeholders to be heard.

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### **3. Conclusion**

For the reasons outlined above, the Upper Harbour Local Board requests that the fast-track referral application for the Hobsonville Retirement Village be declined, and that the proposal be required to proceed through the standard private plan change process.

This approach will ensure robust assessment, infrastructure readiness, community involvement, and outcomes that align with Auckland's long-term growth and liveability objectives.

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### **4. Contact for Further Information**

Name: Anna Atkinson

Role: Chairperson of Upper Harbour Local Board

Email: § 9(2)(a)

Upper Harbour Local Board Delegate Resource Consents

Resolution number UH/2025/43

**To:** Petra Burns  
s 9(2)(a)

**From:** Helen Shaw

**Re:** Application for referral of the Hobsonville Retirement Village project under the Fast-track Approvals Act 2024.

**Dated:** 14 January 2026

## Introduction

1. Kings Heights Group Limited (**Applicant**) is proposing to develop an approximately 4.05ha site located at 82 Hobsonville Road, Hobsonville (**Site**) to form a retirement village (**Proposal**). It is proposed to apply for the application to be referred for processing under the Fast Track Approval Act 2024.
2. The Proposal will result in administrative and reception areas, four, five or six storey buildings accommodating 267 residential units with each building having undercroft parking, 42 villas including 25 two bedroom and 17 three bedroom units, a 45 bed/room care unit providing hospital level care for residents, shared facilities including a resident's lounge, pool, croquet lawn, bowling green, and landscaped grounds including walkways throughout the Site, an open space area around the waterway that passes through the Site.
3. The Site is zoned Future Urban Zone (FUZ), within the Whenuapai 3 Precinct, and is in the Whenuapai East future urban area as outlined in the Future Development Strategy (FDS) which is timed to support development from 2035+. The listed infrastructure pre-requisites, as stated in the FDS, for this area are the Trigg Road Water Reservoir, the North Harbour No. 2 Watermain Project, and the Whenuapai Wastewater Package 2 (Southern portion only). However, it is important to note that as stated in the FDS, this is not an exhaustive list.
4. A technical memorandum from Airey Consultants Limited dated 20<sup>th</sup> February 2023 proposes:
  - a. For wastewater, a private low pressure wastewater system which will be installed within the site to limit the additional flow to the existing downstream network. Airey state that as a result, there would be no stormwater infiltration into the sealed LPS pipework or chambers and, eventually less flow will be discharged into the downstream public wastewater reticulation network.
  - b. For water supply, connection to the public system on the northern side of Hobsonville Road. A private water supply network within site would be provided to ensure potable water and firefighting supply to the development.

5. Watercare notes that the Applicant previously unsuccessfully sought referral of this Proposal in May 2025. Watercare provided detailed feedback on the first Referral Application on 25 July 2025 identifying many of the same issues and deficiencies outlined in its letter. The current Referral Application does not appear to have addressed the previously identified concerns, and the Infrastructure Report remains unchanged from the earlier application.

### **Watercare's purpose and statutory obligations**

6. Watercare is New Zealand's largest provider of water and wastewater services, operating as a substantive council-controlled organisation owned by Auckland Council with the purpose embodied in the Māori whakatauki "Ki te ora te wai, ka ora te whenua, ka ora te tangata" (When the water is healthy, the land and the people are healthy), reflecting the connection between its services and the wellbeing of the community and local environment.
7. Watercare is required to manage its operations efficiently with a view to keeping overall costs at minimum levels while maintaining long-term asset integrity, subject to economic regulation under the Watercare Charter with oversight by the Commerce Commission as the appointed Crown Monitor, and must give effect to relevant aspects of Council's Long-Term Plan and act consistently with other Council plans and strategies including the Auckland Plan 2050 and FDS.
8. Through its annual Statement of Intent responding to Council's Letter of Expectation, Watercare commits to contributing to Auckland Plan 2050 outcomes by collaborating with the wider Council group to support areas of growth identified by Council, acting consistently with Council's FDS for major infrastructure development for future urban areas, ensuring alignment of infrastructure projects with other utilities, fully recovering growth costs so that growth pays for growth, and abiding by the Statement of Expectations of Substantive CCOs which requires working with Council and other CCOs to achieve the outcomes and objectives set out in the Auckland Plan 2050.

### **Watercare Growth Servicing Policy**

9. Watercare's Board-approved Strategic Direction for Providing Services to Support Urban Growth (approved 17 May 2015) is accompanied by an explanation of Growth Areas and Service Categories, which states that "*Future Urban Zones must become 'live' urban zones for services to be provided, regardless of funding provisions*".
10. A previous letter from Watercare to Airey dated 30 August 2022 likewise referred to the Site's FUZ zoning, noting that Watercare therefore gave "*no commitment to service [the proposed development] at this stage*". While other aspects of this letter have been superseded (as discussed below), this position remains unchanged.
11. In line with this existing direction, Watercare does not provide water or wastewater connections to FUZ land.
12. Notwithstanding this position, the below comments are provided in relation to the existing and future capacity of the bulk networks and the local network servicing requirements.
13. Any infrastructure delivery dates provided in this letter are forecast dates only and are subject to change.

### Watercare's existing network

14. For wastewater, the subject site lies within a catchment that ultimately discharges to Pump Station 68 (**PS68**) via the existing 400mm PE wastewater main crossing State Highway 18. Flows from PS68 are then conveyed to Pump Station 70 (**PS70**) (Hobsonville Peninsula Wastewater Pump Station (**WWPS**)). Both PS68 and PS70 are currently operating at capacity and are unable to accommodate additional flows from the proposed development. The existing wastewater pipeline on the eastern side of Rawiri Stream was not designed to service catchments on the western side, where the development is located.
15. For water, premature use, and overallocation of capacity in the North Harbour 1 (**NH1**) Watermain will ultimately result in reduced levels of service to the wider western and north Auckland community, particularly at peak times. This includes the network being unable to meet levels of service in peak demand, provide sufficient pressure and volumes for firefighting water supply, and maintain network resilience during planned and unplanned events. While the Trigg Road Water Reservoir, forecast to be delivered after 2034, will help balance peak demands, the North Harbour 2 Watermain (**NH2**) is the primary infrastructure requirement to support growth. Refer to the below section for more information on NH2 requirement.

### Watercare's position on public servicing of the Proposal

16. The present position in the Hobsonville area, in terms of both wastewater and water servicing, is as follows:
  - a. For wastewater, Watercare has reviewed the application and identified several concerns and deficiencies in the information that has been provided as follows:
    - The wastewater flow calculations provided do not appear to fully align with Watercare's Code of Practice and other relevant standards and guidelines.
    - As the proposal includes an extension to the public gravity network, the appropriate peaking factors for gravity systems must be applied in the flow calculations.
    - There are inconsistencies in the development yield — particularly in the reported number of villas, apartments, and care units across the infrastructure report and other submitted documents. These discrepancies must be resolved to support an accurate capacity assessment. The infrastructure report has not been updated since the previously refused fast-track referral application at this property.
    - PS68 and PS70 currently do not have the capacity to service this development. These constraints will be resolved once flows are diverted to the Northern Interceptor as part of the Rosedale Northern Interceptor Integration Project, expected to be commissioned by late 2026. Given typical development lead-times, wastewater

servicing is considered a manageable constraint compared to bulk water supply. However, full development readiness for the wider Whenuapai East Future Urban Zone requires additional upgrades beyond 2027 (Whenuapai Wastewater Package 2 and Northern Interceptor Phase 3). Watercare cannot support connection to the public wastewater network until the Rosedale Northern Interceptor Integration Project is complete. While this addresses immediate capacity constraints, further upgrades are required for full servicing of the Future Urban Zone.

- Watercare’s wastewater servicing plan for the subject catchment requires extending a new local gravity main that connects directly to the upstream manhole of the existing 400mm PE pipeline crossing the motorway. This pipeline is not accounted for within the current Proposal and must be designed and constructed by the developer and appropriately sized to accommodate flows from the entire FUZ catchment located south of State Highway 18. If this network is proposed to be vested to Watercare then it must be designed in accordance with Watercare’s standards.

- b. For water supply, the site cannot be supported with bulk water supply until the construction of the NH2 watermain; currently anticipated to be completed by 2034. The NH2 is a significant project that will run for 33 kilometres between the proposed Manuka Road Reservoir in Titirangi and the Albany Reservoirs. It is a critical infrastructure project designed to support growth and ensure resilience of water supply across the North-West future urban areas, including Whenuapai, Red Hills, Kumeu-Huapai, Riverhead, the Hibiscus Coast, and surrounding suburbs. While the NH2 is currently forecast for completion in 2034, there are risks associated with its delivery timeline, and this could extend beyond 2035. Watercare’s Asset Management Plan for FY25–34 includes \$785 million in funding for the construction and commissioning of NH2. Given these factors, NH2 is considered an infrastructure prerequisite for development in future urban areas timed for 2035+ as identified in the FDS, include the Site. Work to understand available headroom in the NH1 is underway but until it is completed, Watercare’s position remains that the NH2 is a key prerequisite.

With regard to the local water network, Watercare are planning on undertaking a Network Servicing Plan for the area in the next 3 – 5 years. Any local network water supply upgrades associated with network capacity and servicing will be identified as part of this work.

17. It is noted that in Appendix D of Attachment 5 - Infrastructure Report the Applicant has included a letter from Watercare dated 30/08/2022 that states that there *“is capacity in the local water supply network”* and *“there are capacity constraints in the wastewater network”*. However, as stated in the letter, *“this letter does not constitute a pre-approval from Watercare, and the assessment is valid for two years from the date of this letter”*. Therefore, as more than two years has passed since this advice was given, that advice is no longer valid and the advice given in this letter dated 14/01/2026 should be relied upon. Further, since writing the letter, Watercare has identified a bulk water constraint in the NH1 which was not referred to in the letter dated 30/08/2022.

## **Conclusion**

18. Watercare's Board-approved Strategic Direction requires Future Urban Zones to be made live before its services are provided. Accordingly Watercare does not supply water or wastewater connections to FUZ land, noting that the comments made are offered solely in relation to bulk and local network capacity considerations.
19. Notwithstanding the above position, deficiencies have been identified in the Applicant's Referral Application that need to be addressed for both water and wastewater servicing.
20. Watercare will not have capacity to service the Site with public wastewater services until the completion of the Rosedale Northern Interceptor Integration project which is scheduled for completion in late 2026 at the earliest, and fully budgeted in Watercare's Current Asset Management Plan. Additionally, Watercare notes that the proposed local servicing approach does not align with Watercare's servicing plan (not accounting for a significant local network extension which would be required), and the flow calculations appear inconsistent with relevant standards.
21. Watercare will not have capacity to service the Site for public water supply until the completion of the NH2 watermain which is currently anticipated to be completed by 2034. Watercare notes that while the NH2 is currently forecast for completion in 2034, there are risks associated with its delivery timeline, and this could extend beyond 2034.
22. Watercare is happy discuss more details of the Proposal with the Applicant and any further options that could be explored.



**Helen Shaw**

Head of Strategy and Consenting – Watercare Services Limited

# Hon Tama Potaka

Minister of Conservation  
Minister for Māori Crown Relations  
Minister for Māori Development  
Minister for Whānau Ora  
Associate Minister of Housing



30 JAN 2026

Hon. Chris Bishop  
Minister for Infrastructure  
c.bishop@ministers.govt.nz  
Parliament Buildings  
Private Bag 18041  
WELLINGTON 6160

Tēnā koe Hon. Bishop

Thank you for the invitation to comment on the fast-track consent application to establish a retirement village at 82 Hobsonville Road in West Harbour.

There is growing demand for retirement accommodation both locally and nationally, and this is only expected to increase over the coming years. It is important that we provide for our growing older population by ensuring there are a range of housing choices. This project would contribute meaningfully to meeting that need and would help relieve wider housing pressures.

The project site benefits from strong proximity to a wide range of services, including Westgate Metropolitan Centre and the Hobsonville Local Centre. Existing public transport options already connect the area to key destinations and planned rapid transit improvements are expected to further strengthen accessibility over the medium term.

It is likely that Council and Watercare will raise matters relating to planning and infrastructure, including the timing of bulk infrastructure upgrades and current water constraints, as well as considerations related to zoning designations and flood-prone areas. These matters can be examined and addressed through the detailed consenting stage, consistent with the approach taken for similar proposals.

From a Housing Portfolio perspective, I note that this project will assist in addressing retirement village supply pressures. As with any development, factors associated with planning, infrastructure, and servicing would need to be carefully considered at subsequent stages. However, I am confident that these matters can be examined in the usual way through the detailed consenting process.

On these bases, I support this application progressing to the detailed consenting stage.

Mauriora,

A handwritten signature in blue ink that reads "Tama Potaka".

Hon Tama Potaka  
**Associate Minister of Housing**

# Hon Nicola Willis

Minister of Finance  
Minister for Economic Growth  
Minister for Social Investment



20 JAN 2026

Hon Chris Bishop  
Minister for Infrastructure  
Parliament Buildings  
Wellington

REQ-0025854

Dear Chris

Thank you for the opportunity to comment under the Fast-track Approvals Act (FTAA) on the following applications:

Out of Scope

- Hobsonville Retirement Village, FTAA 2511-1129

Out of Scope

I am providing comments in my capacity as Minister for Economic Growth, focusing on whether these applications are likely to have significant economic benefits under section 22(2)(a)(iv) of the FTAA, based on the information provided. I defer to you and other relevant Ministers to assess the remaining criteria.

Out of Scope



Out of Scope

***Hobsonville Retirement Village – FTAA 2511-1129***

This proposal is a reapplication to establish and operate a comprehensive master-planned retirement village development on four hectares at 82 Hobsonville Road.

The current application involves approximately 371 retirement units, including 268 apartments, 42 care units providing hospital-level care, 43 villas and 18 terraced units. These will be housed in four, five or six-storey buildings with undercroft parking. The previous application had 17 fewer units at a total of 354 retirement units.

According to the economic assessment provided by the applicant, the direct investment into the Auckland economy is expected to be around \$192 million in GDP over five years during the construction period, supporting 1,917 full time jobs across the five years. This includes 675 direct jobs and 1,242 indirect jobs. After the construction phase, there will be an ongoing contribution of \$11 million in GDP per year, sustaining about 150 jobs annually in Auckland.

Similar to my previous advice, the proposed retirement village at 82 Hobsonville Road is expected to deliver economic benefits through construction investments, job creation, and ongoing local spending.

Out of Scope

Out of Scope



Out of Scope

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Nicola Willis', with a stylized flourish at the end.

Hon Nicola Willis  
**Minister for Economic Growth**

## Your written comments on a project under the Fast Track Approvals Act 2024

<b>Project name</b>	Hobsonville Retirement Village
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email [contact@fasttrack.govt.nz](mailto:contact@fasttrack.govt.nz) or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (\*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
<b>*Portfolio</b>	Minister of Defence		
<b>*Name</b>	Hon Judith Collins		
<b>Contact person (if different from above)</b>			
<b>*Contact phone number</b>		<b>Alternative</b>	
<b>*Email</b>			

2. Please provide your comments on this application
<p>1. The Minister for Infrastructure has invited me to comment on an application for referral of the Hobsonville Road Retirement Village proposal ("the proposal") to an expert panel under the Fast-track Approvals Act 2024 ("FTAA").</p> <p>2. The proposal site is located near Royal New Zealand Air Force (RNZAF) Base Auckland and is within Minister of Defence designation 4311 included in the Auckland Unitary Plan. Designation 4311 sets obstacle height restrictions through Obstacle Limitation Surfaces ("OLS") which protect flight operations at RNZAF Base Auckland.</p> <p>3. Designation 4311 provides that the OLS cannot be breached without prior approval from the NZDF. My approval as the requiring authority for Designation 4311 is also required under section 176 (1)(b) Resource Management Act 1991 for any breaches. I understand that permanent structures will not breach the OLS. However, cranes required for construction will likely need to temporarily breach the OLS. Such crane use (and any other proposed temporary breaches) requires prior approval from the NZDF and must be managed around RNZAF Base operational requirements. In addition, measures to mitigate risks to flight operations at RNZAF Base Auckland (addressing bird strike risk, lighting and glare) are required.</p> <p>4. On the basis that permanent structure heights will be below the OLS, I am neutral on the referral application. However, if referred, I wish to be consulted on the substantive</p>

**IN-CONFIDENCE**

Page 2 - Comments by Minister of Defence on Hobsonville Retirement Village Proposal

application to ensure measures (as above) are part of the proposal or addressed through conditions.

5. The NZDF has provided separate comment, which complement mine.

  
Hon Judith Collins KC MP  
Minister of Defence

Date 17 December 2025

**IN-CONFIDENCE**

## Your written comments on a project under the Fast Track Approvals Act 2024

<b>Project name</b>	Hobsonville Retirement Village
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All sections of this form with an asterisk (\*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
<b>*Portfolio</b>	Seniors		
<b>*First name</b>	Hon Casey		
<b>*Last name</b>	Costello		
<b>Contact person (if different from above)</b>			
<b>*Contact phone number</b>	s 9(2)(a) [redacted]	<b>Alternative</b>	
<b>*Email</b>	[redacted]@ [redacted] s 9(2)(a) [redacted]		

2. Please provide your comments on this application
My comments are attached below.

**Minister's signoff**

Hon Casey Costello  
Minister for Seniors

Date 15/1/26



Minister of Customs  
Minister for Seniors  
Associate Minister of Health  
Associate Minister of Immigration  
Associate Minister of Police

15 JAN 2026

Hon Chris Bishop  
Minister for Infrastructure  
Parliament Buildings  
Wellington

**Fast-track Approvals Act referral application: Hobsonville Retirement Village, FTAA-2511-1129**

Dear Chris,

Thank you for the opportunity to comment as Minister for Seniors on this application for referral under the Fast-track Approvals Act 2024 (the Act). I have considered whether this application is likely to 'increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020)', under s22(2)(a)(iii) of the Act, based on the information provided in the application. I will leave it to you and other relevant Ministers to assess the other criteria.

The following aspects of the project are likely to meet this criterion:

- The construction of approximately 371 retirement units, comprised of 268 apartment units, 42 hospital-level care units, 25 single-level villas, 18 terraced units, and 18 two-level villas.

Based on this information, the project is suitable for referral to the fast-track process. If the application is referred, I would welcome the opportunity to comment on the project in more detail.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Casey Costello', written over a light blue circular stamp.

Hon Casey Costello

**Minister for Seniors**

## Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Hobsonville Road Retirement Village
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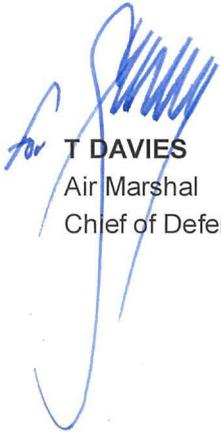
All sections of this form with an asterisk (\*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	New Zealand Defence Force		
*First name	c/o Mark Brunton (Head of Defence Estate and Infrastructure)		
*Last name	As above.		
Postal address			
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application
<p>1. The New Zealand Defence Force ("NZDF") wishes to comment on an application for referral of the Hobsonville Road Retirement Village proposal ("the proposal") to an expert panel under the Fast-track Approvals Act 2024 ("FTAA").</p> <p>2. The proposal site is located near Royal New Zealand Air Force (RNZAF) Base Auckland and is within Minister of Defence designation 4311 included in the Auckland Unitary Plan. Designation 4311 sets obstacle height restrictions through Obstacle Limitation Surfaces ("OLS") which protect flight operations at RNZAF Base Auckland.</p> <p>3. Designation 4311 provides that the OLS cannot be breached without prior approval from the NZDF. Approval from the Minister of Defence as the requiring authority for Designation 4311 is also required under section 176 (1)(b) Resource Management Act 1991 for any breaches. The NZDF understands that permanent structures will not breach the OLS. However, cranes required for construction will likely need to temporarily breach the OLS. Such crane use (and any other proposed temporary breaches) requires prior approval from the NZDF and must be managed around RNZAF Base operational requirements. In addition, measures to mitigate risks to flight operations at RNZAF Base Auckland (addressing bird strike risk, lighting and glare) are required.</p> <p>4. On the basis that permanent structure heights will be below the OLS, the NZDF is neutral on the referral application. However, if referred, the NZDF wishes to be consulted on the substantive application to ensure measures (as above) are part of the proposal, or addressed through conditions.</p>

**IN-CONFIDENCE**

5. The Minister of Defence has also provided comments, which complement the NZDF's comments.

*for*  *BRIG*  
*CS*

**T DAVIES**  
Air Marshal  
Chief of Defence Force

Date *16<sup>th</sup>* December 2025

## Your written comments on a project under the Fast Track Approvals Act 2024

<b>Project name</b>	Hobsonville Retirement Village
---------------------	--------------------------------

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1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
<b>Organisation name (if relevant)</b>	NZ Transport Agency		
<b>*First name</b>	Nicola		
<b>*Last name</b>	Foran		
<b>Postal address</b>			
<b>*Contact phone number</b>	s 9(2)(a)	<b>Alternative</b>	
<b>*Email</b>	s 9(2)(a)		

2. Please provide your comments on this application
<p>NZTA thanks the Minister for the opportunity to comment on the referral of this application into the fast-track approvals process.</p> <p>The project site is located 1.5km from the State Highway 167/18 Westgate interchange and 1.85km from State Highway 18 Brigham Creek Road interchange. Access is from the Hobsonville Road, a local road. NZTA would need to see the substantive application, including a comprehensive Integrated Transport Assessment prepared, along with a construction management plan, and mitigation measures to address any adverse effects that the proposal would have on the state highway network and any mitigative measures necessary to address effects on the state highway network. However, an initial assessment of the referral application indicates that the effects on the safety of the motorway and interchanges are likely to be less than minor.</p> <p>NZTA would welcome the opportunity to provide comments on any substantive application in due course.</p> <p>NZTA has no concerns with this project, Hobsonville Retirement Village, being referred into the fast-track approvals process.</p>

Insert Fast-track logo

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Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

**Managers signoff**

A handwritten signature in blue ink that reads "nicolaforan". The signature is written in a cursive, lowercase style.

Nicola Foran

Date 20/01/2026

[UNCLASSIFIED]