Attachment 4 – Whangapouri Consultation Record

Organisation	Date	Method	Attendees	Summary
Department of Conservation	Pre-lodgement request 22 April 2026	Email	N/A	Pre-lodgement consultation initiated via formal application to DoC email at Fasttrackapplicationenquires@doc.govt.nz. Subsequently, DoC were provided with a description of the project. Pre Lodgement Consultation Summary provided by DoC attached.
New Zealand Transport Authority	Meeting 19th May	Email and Online Meeting	**NZTA** Tessa Robbins Priya Thakur Heather Liew **Whangapouri:** Nick Roberts [Planner] Rebecca Sanders [Planner] Daryl Huhes [Transport]	A pre application meeting was held with NZTA. The minutes of the meeting are attached. NZTA indicated a preference 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. A detailed response to this feedback is provided within Section 5 of the Hughes Transport Memorandum. In summary, the double-roundabout access arrangement located further east along the site frontage remains the applicants preferred access option due to the existing Whangapouri Road intersection presenting a number of significant physical constraints. An alternative access option involving signalisation of the existing SH22 / Whangapouri Road / Bycroft Road intersection remains under consideration. This can be investigated further with NZTA as part of a substantive application if successfully referred.
Auckland Council, Watercare and Auckland Transport	Meeting 28th May	Email and Online Meeting	**Auckland Council, Watercare and Auckland Transport** Doug Fletcher - Premium Consents/ Chris Horne - Auckland Transport	Consultation has occurred with the Premium Consenting Team, Parks, Healthy Waters, the Development Engineer, Auckland Transport and Watercare Services Ltd. The minutes of the meeting are attached. Following the meeting detailed feedback has been received from the Premium Consenting Team. The applicant will continue to work through the more detailed feedback raised as part of the preparation of a substantive application. An initial response to the detailed feedback is attached.

			Hiliary Johnston - Healthy Waters Carmel O'Sullivan - Healthy Waters Maria Baring - Development engineer Paul Schischka - Auckland Transport Kevin Wong-Toi - Auckland Transport Chris Freke - Auckland Transport Roja Tafaroji - Parks Tim Matthews - Watercare **Whangapouri:** Nick Roberts [Planner] Rebecca Sanders [Planner] Daryl Huhes [Transport] Toby Mandeno [Civil Engineer]	

Fast-track Pre-Lodgement Notification Response

Purpose - This document provides a summary of information from DOC following a pre-lodgement consultation request.

Project Details

Project name:	132 Whangapouri Road Drury
Engagement type:	Referral Notification Response
Applicant/agent:	Applicant: 132 Whangapouri Road Drury Limited Agent: Rebecca Sanders (Barker & Associates)
Proposal overview:	The project is a master planned urban residential development of approximately 800 dwellings and a retirement village in Karaka.
Location:	132 Whangapori Road, Karaka, Auckland
Date pre-lodgement request received:	21 April 2026
Documents provided by the applicant	Preliminary Masterplan Aerial Site Outline DOC Pre-lodgment Notification Form
Summary of pre-lodgement engagement: The applicant sought a response from DOC within 20 working days. The applicant provided a preliminary masterplan of the site and basic commentary on the project. This is a brief response given the information provided and the timeframe requested by the applicant.	
Fast track project lead DOC:	Shawn Gardner – Consultant Fast-track Consents Advisor (Enspire)
DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:	The applicant is seeking Wildlife Act Approvals (WAA) for skinks (species not specified).

DOC Commentary on Fast Track approvals and permissions identified:	It is the applicant's responsibility to comply with the Fast-track Approvals Act (FTAA) and ensure that the necessary approvals are identified and all required information is provided as a part of the referral application. Section 13(4) sets out the information to be included in a referral application. **Wildlife Act Approvals** WAA authorise acts that would otherwise be an offence under the Wildlife Act 1953, including to: • Catch and handle wildlife onsite (including wildlife sampling and wildlife salvage) • Take samples from wildlife • Take or destroy the eggs of wildlife • Attach identification tags to wildlife • Mark, tag, or attach other scientific apparatus to wildlife • Catch and temporarily hold wildlife in captivity (less than 3 months) • Transfer captive wildlife from one holding facility to another holding facility • Kill wildlife • Hunt, disturb, kill or catch alive protected wildlife that are causing damage • Translocate wildlife If any of these activities are required for protected species, wildlife approvals for these activities in relation to that species will be required. DOC considers that adverse effects on conservation values, including indigenous biodiversity, that arise as a result of the project must be appropriately managed. This is of particular importance where the species affected are Threatened or At-Risk and where those effects may be cumulative. **Complex Freshwater Fisheries Activity Approvals** DOC notes that there are likely to be streams and wetlands on the project site. There are records of Threatened and At-Risk freshwater species present at and in the vicinity of the site. We also consider it probable that there are inanga spawning sites within the project area. The applicant has not indicated the need to obtain Complex Freshwater Fisheries Activity approvals (CFFA). The applicant should be aware of the approval requirements under the Freshwater Fisheries Regulations. The information requirements for CFFA are specified in clause 3 of Schedule 9 of the FTAA. The project will need to address this information requirement if CFFA are applied for. We recommend, if there is a possibility that a CFFA is required, that this is included in the referral application as it cannot be introduced as a new approval type into a substantive application if not included in a referral decision. The applicant should be aware that any instream structures will need to adhere to the New Zealand Fish Passage Guidelines | Earth Sciences New Zealand | NIWA.

Treaty partners:	In the time available, DOC has not carried out a process to identify Treaty partners with interests relevant to this site. DOC encourages the applicant to reach out directly with relevant Māori groups as required by section 11(b)(ii) of the FTAA.
Treaty Settlement implications/considerations:	In the time available, DOC has not carried out a process to identify Treaty settlement obligations specifically relevant to this site but notes for the applicant that this will form part of the section 18 report prepared by the Ministry for the Environment (MfE).
Potential Resource Management Act (RMA) considerations and effects: *Note: DOC's role in relation to 53(2)(m)(i) FTAA*	The pre-lodgement notification was primarily in relation to the wildlife approval being sought. Some primary Resource Management Act (RMA) considerations for DOC include that relevant biodiversity and environmental effects are considered as part of the full and comprehensive Assessment of Environmental Effects (AEE) included in the substantive application, which should specifically address the management of any indigenous species and habitats onsite, including threatened plant species, and freshwater values including fishes, wetlands and streams. The AEE should include: • A clear description of all proposed activities and required approvals, including why each approval is required (what rule or standard is not met) and for each rule or standard that is met, a description of how this rule or standard is met • A summary of any mitigations proposed in expert reports • Proposed monitoring and adaptive management strategies, including ecological triggers and strategies for when triggers are tripped • An assessment against relevant plans and policies including the National Policy Statement for Indigenous Biodiversity and the National Policy Statement for Freshwater Management Conditions should be developed and presented to manage any effects on the above. DOC would like to see draft conditions prior to the submission of the substantive application. Further advice can be provided during any pre-lodgement consultation on the substantive application.
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	The following Statutory Planning Documents are relevant to the project: • Conservation General Policy 2005 • Auckland Conservation Management Strategy 2014 The application is not inconsistent with the relevant statutory planning provisions. However, consideration needs to be given to: • Conserving any threatened and at-risk species to ensure their persistence; • Protecting and restoring relevant indigenous ecosystems; • Protecting freshwater fish habitat and fish passage.

Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	Should the application be referred, the applicant is encouraged to engage with DOC prior to lodging a substantive application. Surveys for any Threatened and At-Risk species, including indigenous flora, should be undertaken prior to the lodgement of the substantive application. The applicant should undertake a stocktake of any waterways, streams and wetlands onsite. Specific documents DOC would like to review prior to the lodgement of the substantive application include: • Assessment of Environmental Effects • Ecological report • Any wildlife management plans (including, but not limited to those required for any WAA) • Draft conditions • Offsetting and compensation plan (if required) The Ecological report should include: • Findings from surveys of existing ecology onsite, including surveys for any Threatened and At-Risk species, including indigenous flora and stocktake of any waterways, streams and wetlands onsite • Details of any proposed works within streams, wetlands or waterways (including enhancement activities) and how these activities are expected to impact any existing freshwater habitats onsite • Details of any proposed mitigations and how these will reduce any ecological impacts • For any unavoidable ecological impacts, a description of why they cannot be avoided and a reference to how they will be offset/compensated for It is noted that management plans should include (at a minimum) the following information: • Details of mitigation and minimisation strategies utilised to minimise impacts on wildlife and indigenous ecosystems • Any proposed exclusion periods (based on species present and any vulnerable periods for these species) • Salvage/relocation plans, including methodology and release locations (including at least one primary release location and one secondary release location) • Monitoring requirements and methodologies • Where no WAA is proposed, management plans should detail how impacts on indigenous species will be avoided such to comply with the requirements of the Wildlife Act (1953) Fish Management Plans should also include:

	• A Freshwater Monitoring Programme, including water quality, quantity, temperature, fish monitoring and habitat monitoring • A Baseflow Monitoring Programme, with the identification of limits/triggers and mitigations/remediation options should monitoring show reductions below triggers • Details on any proposed augmentation of stream flows If offsetting or compensation is proposed, an Offsetting and Compensation Plan should be provided. This should include, at a minimum: • A description of ecological values where effects cannot be avoided • A description of any methods employed to minimise impacts on relevant ecological values in the first instance • Identification of specific proposed offsetting, including locations and timeframes • For any temporary or permanent loss of freshwater values, Stream Ecological Valuation and Environmental Compensation Ratios • Any proposed long-term pest management and how it will be funded and actualised
Any further information/considerations:	It is noted that the project site is near the West Coast North Island Marine Mammal Sanctuary. The applicant should be aware of the impacts that the project may have on this area and seek to minimise these impacts to the greatest extent practicable.
Additional Notes:	While DOC will assist applicants as much as we can when they engage in pre-lodgement consultation, it is the applicant's responsibility to comply with the FTAA and ensure they have applied for all approvals they need. Guidance for applying for a wildlife approval under the FTAA can be viewed here: Guidance for applying for a wildlife approval DOC encourages the applicant to share draft substantive application documents, including proposed draft conditions, should the application be referred. This enables DOC to provide feedback on how the draft documents align with the information requirements of the Act. Note that a panel will invite the statutory bodies listed in clause 4 of Schedule 7 to comment on any wildlife approval as part of any substantive application (NZCA, conservation boards, Fish and Game Council, and Game Animal Council). We encourage applicants to engage with these bodies in advance of lodging a substantive application. For clarity of use and easy reading, DOC recommends that the application documents clearly address each of the requirements in the relevant schedule of the FTAA, with a separate section for each required approval. This enables the relevant authorities and the Panel to clearly understand the relevant issues for each approval

Minutes

Project: Whangapouri Road Referral -NZTA

Date: 19 May 2026

Time: 2-2:30pm

Location: Online via MS Teams

Attendees: Nick Roberts (B&A), Rebecca Sanders (B&A), Michael Kibblewhite (B&A), Daryl Hughes (Hughes), Tessa Robins (NZTA), Priya Thakur (NZTA), Heather Liew (NZTA)

Item	Detail
1	**Development Overview** • Development 900 dwellings and 200 villa retirement village • Project replaces residential capacity from Fisher and Paykel Healthcare development plan change site (originally 1,500 houses) with housing closer to employment • Paper road connection to be developed as part of this project to Oira Road and into Drury West which has two schools and new town centre planned • Project proposes new access to SH22 via a two lane roundabout to the east of the existing SH22 / Whangapouri Road intersection.
2	**Access and Connection Options** Proposed roundabout to the west of Whangapouri Road: • DH views this as significant safety upgrade over current uncontrolled right-turn movements across traffic streams evident at the existing Whangapouri Road give-way crossroads intersection. • Solution provides network resilience with multiple route options • Direct connection into Oira Road provides catchment access to the east and alternative route to State Highway NZTA preference: • Upgrade existing Whangapouri Road intersection rather than creating new roundabout access point to the east. NZTA sensitive to opening additional accesses onto SH22 given historic / current safety concerns. • Existing Whangapouri Road intersection constrained by Counties Power substation and private property land requirements, thus ruling out roundabout treatment without significant further land purchase.. • A signalised intersection has been considered at Whangapouri Road, which could work well, but the double roundabout is the preferred treatment from the applicant due to enhanced safety and capacity.
3	**Traffic and Network Considerations**

Item	Detail
	NZTA discussed following network considerations: • State Highway 22 currently carries approximately 24,000 vehicles with substantial heavy traffic volume • Corridor is constrained with capacity concerns • Cumulative impacts from multiple developments need consideration as part of the substantive application, including Fisher and Paykel site across the road • Local road interconnection preferred over direct State Highway access to reduce highway traffic
4	**Safety Considerations** NZTA discussed following safety considerations: • Every new highway connection increases conflict movements and crash risk • Existing intersections (Whangapouri Road and Oira Road) have crash history and safety issues • Limited visibility particularly at Whangapouri Road • Corridor is 80 km/h rural environment with existing safety issues including intersection crashes, loss of control, and head-ons • Network-wide approach needed for safety assessments and design • Design will be to 80 km/h standard however, area expected to urbanize over next 10–15 years, potentially supporting future speed limit reduction to 60 km/h • Speed limit reduction to 60 km/h being considered from Jesmond Road to SH1 area due to existing urbanisation • DH confirmed that detailed design process will address geometric design, visibility, and safety requirements
5	**Next Steps and Process** • Application at referral stage only. If referral approved, detailed work including traffic counts, safety analysis, and concept design will be conducted in close collaboration with NZTA • Referral memo will note this meeting and guidance provided • Existing Whangapouri Road access options to be explored

Minutes

Project: Whangapouri Road Fast Track

Date: 28 May 2026

Time: 3:30pm

Location: MS Teams

Attendees: [Insert]

Name	Role/Organisation
Nick Roberts	Planner/ Barker & Associates
Rebecca Sanders	Planner/ Barker & Associates
Michael Kibblewhite	Urban Design / Barker and Associates
Sean Park	Bei Group
Philip Kelsey	Earthtech
Toby Mandeno	Maven
Daryl Hughes	Hughes Traffic
Patick O'Riordan	GWE - wastewater
Doug Fletcher	Premium Consents/ Auckland Council
Chris Horne	Auckland Transport
Hiliary Johnston	Healthy Waters/ Auckland Council
Carmel O'Sullivan	Healthy Waters/ Auckland Council
Maria Baring	Development engineer / Auckland Council
Paul Schischka	Auckland Transport
Kevin Wong-Toi	Auckland Transport
Chris Freke	Auckland Transport
Roja Tafaroji	Parks / Auckland Council
Tim Matthews	Watercare

Apologies: N/A

Item	Detail
1	Introduction
2	MK provided an overview of the Wangapouri masterplan: • Development site located at 132 Whangapuri Road, Karaka, in mixed rural and rural coastal zones

Item	Detail
	• Site fronts State Highway 22 and adjoins rural urban boundary and future urban zone • Total proposed yield of approximately 904 residential lots plus 200 retirement village units (approximately 1,100 units total) • Lot sizes range from 200 to 1,000 square metres, with majority between 300-500 square metres • Master plan includes two neighbourhood parks, neighbourhood centre, retirement village in northern portion • Central spine road runs north/south through the development with a bi-directional cycle path on the eastern side connecting from SH 22 up to the neighbourhood centre and then out to Oira Rd • Blocks east of collector road are designed so that no lots have driveway crossings to the central collector, either by using rear lanes or orienting the blocks, to avoid driveways crossing the cycle path, blocks west of central collector do have driveways to the collector • Development oriented north-south to maximize sunlight to rear yards • Central stream corridor divides site into two portions with neighborhood parks serving each area Interface to Whangapouri Rd is to have landscaped buffer (maintained either by lot owners of resident's society), in order to maintain a rural character of Whangapouri Rd.
3	**Wastewater** PO provided an overview of the wastewater servicing aspects of the proposal: • Fully centralized private on-site wastewater system proposed • Conventional gravity sewer network anticipated with at least one pump station on southern side • Treatment plant located in northeast portion of site • High performance membrane bioreactor (MBR) or hybrid MABR/MBR technology proposed • System designed to achieve high quality effluent with strong nutrient and pathogen removal • Discharge likely to northern portion of site through constructed wetland • Constructed wetland to provide additional polishing, buffering, and support environmental restoration • Biosolids to be trucked off-site Auckland Transport Feedback: • Infrastructure in road reserve will require encroachment license from AT Watercare feedback: • TM noted discharge to Manukau Harbour estuary is sensitive receiving environment • TM noted that low pressure system not preferred; TM clarified that this is just an option however, gravity system with pump station is current approach

Item	Detail
	Water Supply PK provided an overview of the water servicing aspects of the proposal: • Groundwater take proposed for water supply at 500 cubic meters per day (182,500 cubic meters per year) • Consumption rate of 150 liters per person per day • Multiple aquifers under site including Drury Bombay Sand, Pukekohe Kawau, and Tairara Waitemata • Pukekohe Kawau aquifer identified as preferred source with 69,600 cubic meters available in existing allocation • Proposal to increase allocation by 112,900 cubic meters based on previous Water Care consented science • Three bores proposed in southern portion of site • Water take consent application to be submitted • Water treatment infrastructure located in western portion of site, separate from wastewater plant
4	**Stormwater Management** TM provided an overview of the stormwater aspects of the proposal: • High level stormwater design completed • Multiple wetlands identified on site with design maintaining catchments and recharge • SMAF mitigation assumed for stormwater quality treatment • Treatment approach includes catchment rain gardens near wetlands, not individual road-based treatment • Two-year flow retention proposed as baseline, may increase with further development • Stream through site flows to Manukau Harbour via Boyer Creek Healthy Waters Feedback: • CO noted that Boyer Creek subject to erosion; geomorphic assessment recommended • TM clarified that bridge heights set in model to manage flood risk • Opportunity to upgrade undersized culvert in Whangapuri Road to improve resilience
	Parks Feedback RT provided an overview of the information that would be required to support a substantive application including:

Item	Detail
	• Stream survey required to determine if qualifying streams trigger esplanade reserve provisions. If triggered, 20m width from mean high water mark required. Esplanade likely required for central stream exceeding 3 meters width • Approximately 26-28 hectares of drainage reserve and open space around wetlands. Will need to clarify vesting as part of a substantive application. • Parks to be 3,000-5,000 square meters to meet council criteria for vesting. Parks supportive of neighborhood parks if size and encumbrance criteria met • Passive recreation functions (pathways, connections) desired along drainage reserves with stormwater function • Low and transparent boundary treatment preferred between private lots and public open space • Connections to wider pedestrian and shared path network to be integrated • Street tree planting to achieve minimum 30% canopy cover per urban ngahere strategy • Tree work consent required for any work on existing trees along Whangapuri Road • MW clarified that southwest corner open space is location of water treatment infrastructure, not park
5	**Transport** DH provided an overview of the transport aspects of the proposal: • Primary access via new roundabout on State Highway 22 at Farnsbury Road, avoiding existing four-way intersection at Bycroft Road • NZTA preference is to upgrade existing Farnsbury Road crossroads; alternative option for traffic signals discussed • Landholdings adjacent to the existing Whangapouri Road / SH22 / Bycroft Road intersection prevent a roundabout from being placed there, but the potential to acquire additional land for roundabout being explored • Central north-south collector road through site with bi-directional cycle path on eastern side • No driveway crossings provided along eastern side of the collector road to minimize conflicts with cycle path (which runs up the eastern side of the collector road) • East-west collector road connection to Oira via existing paper road • Active mode connection to Oira Road would link to future train station and wider network • Whangapuri Road to maintain rural character with limited frontage development and landscaping interface AT Feedback: • Paper road corridor approximately 20 meters wide in some areas, may require interim configuration. TM clarified Initial plans show footpath and bi-directional cycleway on southern side of paper road connection with bridge over stream corridor, and no footpath on the northern side.

Item	Detail
	• PS - Mini roundabouts recommended at local road crossroads – DH suggested these could also be treated as raised crossroads. • Local road cross sections to be updated to meet AT Code 1 metre berm standard • In response to question about on street parking the applicant team clarified that on-street parking likely on local roads but not on main collector roads to accommodate future bus routes
6	Timeframes and next steps • Applicant targeting lodgement of referral application within next two weeks • Council to provide written section 11 response and feedback next week

From:	Hillary Johnston
To:	Doug Fletcher
Cc:	Carmel O"Sullivan; Martin Meyer
Subject:	RE: PRR00044035 - Whangapouri Road, Karaka - pre app meeting agenda + draft civil eng report
Date:	Wednesday, 3 June 2026 10:31:21 am
Attachments:	image001.jpg image002.png

Kia ora Doug,

Thanks for arranging the pre-application meeting last week, are comments are included as follows.

HWFR Referral Comments – Whangapouri Road (132 Whangapouri LP)

We understand that the proposed development will include approximately 912 residential lots, a 200-unit Retirement Village, a local centre and associated infrastructure and servicing. Limited detail has been provided for review at this stage. The Applicant's Agents have presented the proposed development, masterplan, and preliminary stormwater management strategy as part of pre-application engagement.

Authorisation

HWFR holds a Regionwide Network Discharge Consent (RWNDC) which authorises the diversion into and discharge from public stormwater networks within the Auckland Region. The RWNDC is only applicable to existing urban zoned land or land rezoned urban through a Plan Change process. The proposed development is located within the *Rural - Mixed Rural* and *Rural - Rural Coastal* zone and therefore will not be able to be authorised under the RWNDC.

HWFR remains available to work closely with the Applicant's team and the regulatory stormwater specialist in respect of any private diversion and discharge consent that may be required.

Stormwater Management

Preliminary information on stormwater management has been provided. Given the nature and location of the development, flooding and hydrological effects on the stream environments will likely be HWFR key area of concern for this application.

HWFR expects that a detailed stormwater assessment will be provided if the project were to progress to demonstrate how the potential effects from the proposed development on stormwater will be managed. The stormwater assessment is expected

to address, but would not be limited to:

- Flood risk, floodplain impacts, and overland flow path management
- Management of hydrological effects
- Stream stability and erosion risk
- Stormwater hydrology mitigation approaches
- Asset ownership and maintenance responsibilities

Natural Hazards

During the pre-application process it was noted that although the proposed development is located close to the coastal receiving environment, a model has been developed by the Applicant's Engineers. We understand that the purpose of the model is to assess any potential impacts and understand flood levels and flows such that floor levels can be set appropriately. HWFR are happy to work closely with the Applicant's Agents on determining any effects of the proposed development and expects that sufficient information will be provided to demonstrate that the proposed works will not increase flooding to any properties, infrastructure, or the surrounding environment and that floor levels within the proposed development will be set appropriately. We would welcome the opportunity to review the model. Please be advised that TP108 rainfall will shortly be revised.

Stream Erosion

We understand that active erosion is occurring in the Oiroa Creek and its tributaries. The erosion potential of the streams (lateral and incision) needs to be understood so that structures are designed with adequate setback and will not be undermined by an eroding stream during their lifetime.

Should the project progress further, a geomorphic assessment of the streams should be provided. The assessment would need to include a stream design with reference to an industry accepted stream design guidance and should include consideration of grade control, bed protection, and toe protection to reduce or withstand high shear stress. Widening the cross sectional area of flow may need to be considered to reduce shear stresses to avoid excessive armouring and reduction of ecological values associated with significant erosion protection if shear stresses remain high. A planting plan should also be developed with consideration given to species appropriate for stream bank planting with consideration to shear stresses, bank stability, and roughness to align with any hydraulic modelling and stream design. Any geomorphic assessment should consider maximum probable development upstream plus climate change (3.8 deg).

Asset Ownership

HWFR seek further information on the intended ownership of stormwater network and management devices so that, if necessary, there is opportunity to comment on the operation and maintenance requirements of the public stormwater system.

HWFR expects that if the project were to progress further information should be provided on land, stormwater network, and management devices that may have the potential to be vested to HWFR in future as public assets. It should be noted that HWFR typically does not support the vesting of stream corridors or natural wetlands where the stormwater function does not require public ownership and can be adequately secured through private ownership with protective mechanisms. This is to avoid vesting of land that would result in an ongoing financial maintenance burden to Council without generating public land and infrastructure benefit. If the project were to progress, the extent and location of any land proposed for vesting should be accompanied by evidence that the land delivers essential stormwater function as well as wider public benefit.

Summary

HWFR comments are limited to the area of expertise and not a comment on the overall principle of the development . In summary it is noted that the proposed development cannot be authorised under the RWNDC due to current zoning, and a private diversion and discharge consent will be required.

Further assessment and information will be required to confirm the proposed stormwater management approach and measures to manage effects on the receiving environment, including stream erosion.

HWFR welcomes further engagement with the Applicant's Agent if the proposal progresses.

Hillary Johnston
Phone 09 301 0101 | Mobile 021 022 97245
Growth and Development | Te Tupuranga me ngā Whanaketanga
Healthy Waters and Flood Resilience | Te wāhanga mō ngā Wai Ora me te Manawaroa ā-Waipuke
Auckland Council I Private Bag 92300 I Auckland 1142
Visit our website www.aucklandcouncil.govt.nz

Memorandum

To:	Doug Fletcher | Principal Project Lead – Premium Unit (AC) Planning & Resource Consents Auckland Council
From:	Chris Horne - Consultant Planner, Auckland Transport
Date:	3/06/2026
Subject:	PRR00044035: 132 Whangapouri Road pre-application meeting for referral
Has a meeting occurred:	Yes☒ No ☐
When did the meeting occur:	28 May 2026 Attendees: **Council team** 1. Doug Fletcher: Principal Project Lead, Premium Consents, Auckland Council 2. Paul Schischka: Consultant Traffic Engineer for Auckland Transport 3. Chris Horne: Consultant Planner for Auckland Transport 4. Chris Freke: Principal Planner for Auckland Transport 5. Kevin Wong-Toi: Principal Planner for Auckland Transport 6. Roja Tafaroji: Senior Parks Planner, Auckland Council 7. Carmel O'Sullivan: Senior Healthy Waters Specialist, Auckland Council. 8. Hillary Johnston: Consultant Stormwater / Healthy Waters specialists, for Auckland Council 9. Tim Matthews: Senior Planner, Major Developments, Watercare Services Ltd 10. Maria Baring: Development Engineer, Project Manager, Auckland Council **Applicant team** 1. Sean Park: Commercial and Development Manager, Bei Group (Applicant representative) 2. Rebecca Sanders: Senior Associate (planner), from Barkers and Associates (Applicant team) 3. Nick Roberts: Managing Director, from Barkers and Associates (Applicant team) 4. Michael Kibblewhite: Urban Design specialist, from Barkers and Associates (Applicant team) 5. Philip Kelsey: Consultant Geohydrologist / Groundwater Specialists (Applicant team) 6. Patrick O'Riordan: Wastewater Specialists from GWE (Applicant team) 7. Daryl Hughes: Traffic Specialist (Applicant team) 8. Toby Mandeno: Principal at Maven – project management and engineering (for Applicant team) – covered stormwater matters. Contributed to engineering matters.
Site Address:	132 Whangapouri Road, Karaka
Context	The Applicant is preparing a referral application under the Fast-Track Approvals Act 2024 (FTAA) for approximately 1,100 residential dwellings (916 residential lots and 200 retirement village villas), including community facilities and a neighbourhood centre at the site. A pre-application meeting with Auckland

	Council was requested by the Applicant to help inform its work prior to lodgement of the referral application. Auckland Transport has had the opportunity to review limited draft materials relevant to transport matters including: • Draft master plan • Draft civil engineering report including draft road typology cross sections Accordingly, comments at this stage are restricted to high-level matters and observations, and a more detailed look at the referral application documents will occur in due course.

State Highway 22 Corridor

The main road corridor serving this development is State Highway 22 (SH 22), which comes under New Zealand Transport Agency (NZTA) jurisdiction. Accordingly, we envisage that NZTA will take a strong interest in any corridor capacity issues, road frontage integration (taking into account the extent of existing NZTA designations) and treatment of any connections to SH 22.

Auckland Transport (AT) notes that this route may ultimately revert to Auckland Council control in the long term once its alternative, the NZTA designated Pukekohe arterials, are constructed. Accordingly, Auckland Council/Auckland Transport retain an interest in ensuring the development appropriate integration with the current SH22 corridor.

The project design should provide provision for access to adjoining properties to avoid any future cul-de-sacs and JOALs requiring direct access to SH 22.

Development Layout

The Applicant should refer to Council's Code of Practice to Land Development and Subdivision Chapter 3 Transport and AT's Transport Design Manual (TDM) for information on design requirements. Documents of particular use are:

a. AT's Engineering Design Code Urban and Rural Roadway Design – for vehicle tracking and geometric requirements
b. AT's Engineering Design Code Cycling Infrastructure – for cycleway widths and other requirements
c. AT's Engineering Design Footpaths and the Public Realm – for footpath and berm requirements.

The most likely route for a future bus service is the north-south road between the SH 22 roundabout and the local centre and the east-west road between the local centre and Oira Road. These should be designed as collector roads with intersections designed for bus tracking. Vehicle crossings and on-street parking on bus routes should be minimised. Separate cycling facilities should be provided.

Crossroads should be designed as roundabouts (raised intersection treatments may also be acceptable in some contexts). At local-local cross-roads a fully traversable mini-roundabout can be used. At collector-collector intersections a compact roundabout with a traversable apron is appropriate.

Some of the intersections on the master plan are close to horizontal curves and this could result in problems with driver sight distances. The Applicant should check this before progressing further with the design.

Road terminations should include turning heads.

There are some lots on Whangapouri Road which have road frontages on both sides of the lot. At the meeting the Applicant showed a landscaping strip on the Whangapouri Road frontage. This concept is generally supported, but more information is needed on this strip and who will own and maintain it.

The escarpment on the eastern edge of the site limits opportunities for future connectivity to the Future Urban Zone (FUZ) land to the east. We recommend that this is covered in more detail in any substantive application.

Connection to Oira Road

A connection to Oira Rd via the unformed paper road is supported to reduce pressure on SH 22 and provide more opportunity for active modes to use a local road network. The Applicant should confirm if this this is intended to be part of the initial stage of development, or if there is a trigger before this connection would be provided.

The cross-section of the road should include active modes. The road reserve is only approximately 19.5m wide so this may only be an interim one which might need to be expanded /upgraded by others as FUZ land develops

A concept for the intersection treatment with Oira Road is requested. It does not line up with the live zoned precinct and expected east-west collectors to Jesmond Road and hence will be right turns to get to or from these. This may require a compact roundabout within the available road reserve. Oria Road will be widened in the future as the area urbanises so this may be an interim solution

Whangapouri Road

The Applicant indicted at the meeting that the intent is to leave Whangapouri Road in its current state with no property access to the development. However, the draft master plan shows there are a number of road connections to it, and an assessment of traffic and the ability of the road (including pavement) to accommodate this would be warranted. There may be options to provide for such access but not physically connect immediately if there are issues with the ability of the road to serve the development.

Oira Road

Oira Road is a narrow rural road with no shoulders. Much of the adjoining land is FUZ land and not yet live zoned for development. More information on the suitability of Oria Road for increased traffic volumes from the proposed connection from the development, and any proposed/necessary upgrading if not provided by others should be provided.

Active Modes

Bi-directional cycle ways as proposed on the main collector road is potentially an acceptable solution provided it is supported by design and access management (drivers exiting properties don't always look both ways). The road cross section and use of cycleways at the neighbourhood centre but will need careful design to ensure safety of cyclists is achieved.

A separate cycle way may also be needed on the SH-22 frontage, particularly noting that there is no internal road network access to Jesmond Road where a future designated secondary school is located.

Waste Water Plant Trucking of Biosolids

Pavements on roads to the proposed treatment plant will need to be able to accommodate anticipated heavy vehicles. There may need to be rules applying to the routes that can be used for this purpose, and not via Whangapouri Road unless its pavement is strengthened. Truck tracking drawings for the largest truck which is needed to service the treatment plant should be provided with the substantive application.

Stormwater

AT noted at the meeting that small treatment devices such as rain gardens in road reserve are not favoured due to maintenance and all of life costs, and off-road communal facilities for stormwater are preferred. It is understood that the intent of the Applicant to provide communal treatment devices.

Important note to Auckland Council:

The views expressed by AT specialists within a preapplication are the preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.

Whangapouri - Auckland Council and AT

Feedback Sought	Response
Healthy Waters Feeback	
Authorisation HWFR holds a Regionwide Network Discharge Consent (RWNDC) which authorises the diversion into and discharge from public stormwater networks within the Auckland Region. The RWNDC is only applicable to existing urban zoned land or land rezoned urban through a Plan Change process. The proposed development is located within the Rural - Mixed Rural and Rural - Rural Coastal zone and therefore will not be able to be authorised under the RWNDC. HWFR remains available to work closely with the Applicant's team and the regulatory stormwater specialist in respect of any private diversion and discharge consent that may be required.	Noted. The applicant will apply for a private discharge consent through a substantive application if successfully referred.
Stormwater Management Preliminary information on stormwater management has been provided. Given the nature and location of the development, flooding and hydrological effects on the stream environments will likely be HWFR key area of concern for this application. HWFR expects that a detailed stormwater assessment will be provided if the project were to progress to demonstrate how the potential effects from the proposed development on stormwater will be managed. The stormwater assessment is expected to address, but would not be limited to: • Flood risk, floodplain impacts, and overland flow path management • Management of hydrological effects • Stream stability and erosion risk • Stormwater hydrology mitigation approaches • Asset ownership and maintenance responsibilities	Noted. A complete stormwater assessment will be provided with a substantive application if successfully referred.
Natural Hazards During the pre-application process it was noted that although the proposed development is located close to the coastal receiving environment, a model has been developed by the Applicant's Engineers. We understand that the purpose of the model is to assess any potential impacts and understand flood levels and flows such that floor levels can be set appropriately. HWFR are happy to work closely with the Applicant's Agents on determining any effects of the proposed development and expects that sufficient information will be provided to demonstrate that the proposed works will not increase flooding to any properties,	Noted. The applicant team will continue to work with Healthy Waters.

Feedback Sought	Response
infrastructure, or the surrounding environment and that floor levels within the proposed development will be set appropriately. We would welcome the opportunity to review the model. Please be advised that TP108 rainfall will shortly be revised.	
Stream Erosion We understand that active erosion is occurring in the Oiroa Creek and its tributaries. The erosion potential of the streams (lateral and incision) needs to be understood so that structures are designed with adequate setback and will not be undermined by an eroding stream during their lifetime. Should the project progress further, a geomorphic assessment of the streams should be provided. The assessment would need to include a stream design with reference to an industry accepted stream design guidance and should include consideration of grade control, bed protection, and toe protection to reduce or withstand high shear stress. Widening the cross sectional area of flow may need to be considered to reduce shear stresses to avoid excessive armouring and reduction of ecological values associated with significant erosion protection if shear stresses remain high. A planting plan should also be developed with consideration given to species appropriate for stream bank planting with consideration to shear stresses, bank stability, and roughness to align with any hydraulic modelling and stream design. Any geomorphic assessment should consider maximum probable development upstream plus climate change (3.8 deg).	Noted. A geomorphic assessment will be provided with a substantive application if successfully referred.
Asset Ownership HWFR seek further information on the intended ownership of stormwater network and management devices so that, if necessary, there is opportunity to comment on the operation and maintenance requirements of the public stormwater system. HWFR expects that if the project were to progress further information should be provided on land, stormwater network, and management devices that may have the potential to be vested to HWFR in future as public assets. It should be noted that HWFR typically does not support the vesting of stream corridors or natural wetlands where the stormwater function does not require public ownership and can be adequately secured through private ownership with protective mechanisms. This is to avoid vesting of land that would result in an ongoing financial maintenance burden to Council without	Noted. The details of land to be vested will be worked through with Healthy Waters as part of a substantive application if successfully referred.

Feedback Sought	Response
generating public land and infrastructure benefit. If the project were to progress, the extent and location of any land proposed for vesting should be accompanied by evidence that the land delivers essential stormwater function as well as wider public benefit.	
Auckland Transport Feeback	
State Highway 22 Corridor The main road corridor serving this development is State Highway 22 (SH 22), which comes under New Zealand Transport Agency (NZTA) jurisdiction. Accordingly, we envisage that NZTA will take a strong interest in any corridor capacity issues, road frontage integration (taking into account the extent of existing NZTA designations) and treatment of any connections to SH 22. Auckland Transport (AT) notes that this route may ultimately revert to Auckland Council control in the long term once its alternative, the NZTA designated Pukekohe arterials, are constructed. Accordingly, Auckland Council/Auckland Transport retain an interest in ensuring the development appropriate integration with the current SH22 corridor. The project design should provide provision for access to adjoining properties to avoid any future cul-de-sacs and JOALs requiring direct access to SH 22.	Noted. Consultation has commenced with NZTA and AT. The applicant will continue to engage with both stakeholders as part of a substantive application if successfully referred.
Development Layout The Applicant should refer to Council's Code of Practice to Land Development and Subdivision Chapter 3 Transport and AT's Transport Design Manual (TDM) for information on design requirements. Documents of particular use are: • **AT's Engineering Design Code Urban and Rural Roadway Design – for vehicle tracking and geometric requirements** • **AT's Engineering Design Code Cycling Infrastructure – for cycleway widths and other requirements** • **AT's Engineering Design Footpaths and the Public Realm – for footpath and berm requirements.** The most likely route for a future bus service is the north-south road between the SH 22 roundabout and the local centre and the east-west road between the local centre and Oira Road. These should be designed as collector roads with intersections designed for bus tracking. Vehicle crossings and on-street parking on bus routes should be minimised. Separate cycling facilities should be provided.	Noted. This feedback will be worked through as part of the detailed design of the development as part of a substantive application if successfully referred.

Feedback Sought	Response
Crossroads should be designed as roundabouts (raised intersection treatments may also be acceptable in some contexts). At local-local cross-roads a fully traversable mini-roundabout can be used. At collector-collector intersections a compact roundabout with a traversable apron is appropriate. Some of the intersections on the master plan are close to horizontal curves and this could result in problems with driver sight distances. The Applicant should check this before progressing further with the design. Road terminations should include turning heads. There are some lots on Whangapouri Road which have road frontages on both sides of the lot. At the meeting the Applicant showed a landscaping strip on the Whangapouri Road frontage. This concept is generally supported, but more information is needed on this strip and who will own and maintain it. The escarpment on the eastern edge of the site limits opportunities for future connectivity to the Future Urban Zone (FUZ) land to the east. We recommend that this is covered in more detail in any substantive application.	
Connection to Oira Road A connection to Oira Rd via the unformed paper road is supported to reduce pressure on SH 22 and provide more opportunity for active modes to use a local road network. The Applicant should confirm if this this is intended to be part of the initial stage of development, or if there is a trigger before this connection would be provided. The cross-section of the road should include active modes. The road reserve is only approximately 19.5m wide so this may only be an interim one which might need to be expanded /upgraded by others as FUZ land develops A concept for the intersection treatment with Oira Road is requested. It does not line up with the live zoned precinct and expected east-west collectors to Jesmond Road and hence will be right turns to get to or from these. This may require a compact roundabout within the available road reserve. Oria Road will be widened in the future as the area urbanises so this may be an interim solution	Noted. This feedback will be worked through as part of the detailed design of the development as part of a substantive application if successfully referred.
Whangapouri Road The Applicant indicted at the meeting that the intent is to leave Whangapouri Road in its current state with no property access to the development. However, the draft master plan shows there are a number of road connections to it, and an assessment of traffic and the ability of the road (including pavement) to accommodate this would be warranted. There may be options to provide for such access but not physically connect immediately if there are issues with the ability of the road to serve the development.	Noted. This feedback will be worked through as part of the detailed design of the development as part of a substantive application if successfully referred.

Feedback Sought	Response
Oira Road Oira Road is a narrow rural road with no shoulders. Much of the adjoining land is FUZ land and not yet live zoned for development. More information on the suitability of Oria Road for increased traffic volumes from the proposed connection from the development, and any proposed/necessary upgrading if not provided by others should be provided.	Noted. This feedback will be worked through as part of a detailed transport assessment as part of a substantive application if successfully referred.
Active Modes Bi-directional cycle ways as proposed on the main collector road is potentially an acceptable solution provided it is supported by design and access management (drivers exiting properties don't always look both ways). The road cross section and use of cycleways at the neighbourhood centre but will need careful design to ensure safety of cyclists is achieved. A separate cycle way may also be needed on the SH-22 frontage, particularly noting that there is no internal road network access to Jesmond Road where a future designated secondary school is located.	Noted. This feedback will be worked through as part of the detailed design of the development as part of a substantive application if successfully referred.
Waste Water Plant Trucking of Biosolids Pavements on roads to the proposed treatment plant will need to be able to accommodate anticipated heavy vehicles. There may need to be rules applying to the routes that can be used for this purpose, and not via Whangapouri Road unless its pavement is strengthened. Truck tracking drawings for the largest truck which is needed to service the treatment plant should be provided with the substantive application.	Noted. This feedback will be worked through as part of the detailed design of the development as part of a substantive application if successfully referred.
Stormwater AT noted at the meeting that small treatment devices such as rain gardens in road reserve are not favoured due to maintenance and all of life costs, and off-road communal facilities for stormwater are preferred. It is understood that the intent of the Applicant to provide communal treatment devices.	Noted.