

Whangapouri Road Urban Design Drawing Pack

Fast Track Referral | Karaka, Auckland | June 2026

B&A
Urban & Environmental

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1.0 Purpose and Scope

This Urban Design Statement is one of a suite of technical reports which have been prepared in support of a Fast Track Referral application on behalf of 132 Whangapouri Drury Limited.

The purpose of this Urban Design Statement is to provide design background to the development of a masterplan that has been prepared to support the implementation of the Fast Track application. This document identifies urban design considerations relevant to Drury and the application site specifically. It is informed by national and local urban design policy and guidance.

Specifically this report seeks to provide the following:

- An understanding and high-level analysis of the site in the Drury context. In particular, to the plan-enabled land, existing and planned movement patterns, and existing natural features;
- An analysis of the constraints that will impact the urban development of the site which seeks to integrate the other specialists' reports and key issues which they have identified which will have implications on the spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of residential development;
- A recommendation for a conceptual masterplan that illustrates the spatial form outcomes for residential development of the site that reflects the above analysis of the sites' context, constraints and opportunities.

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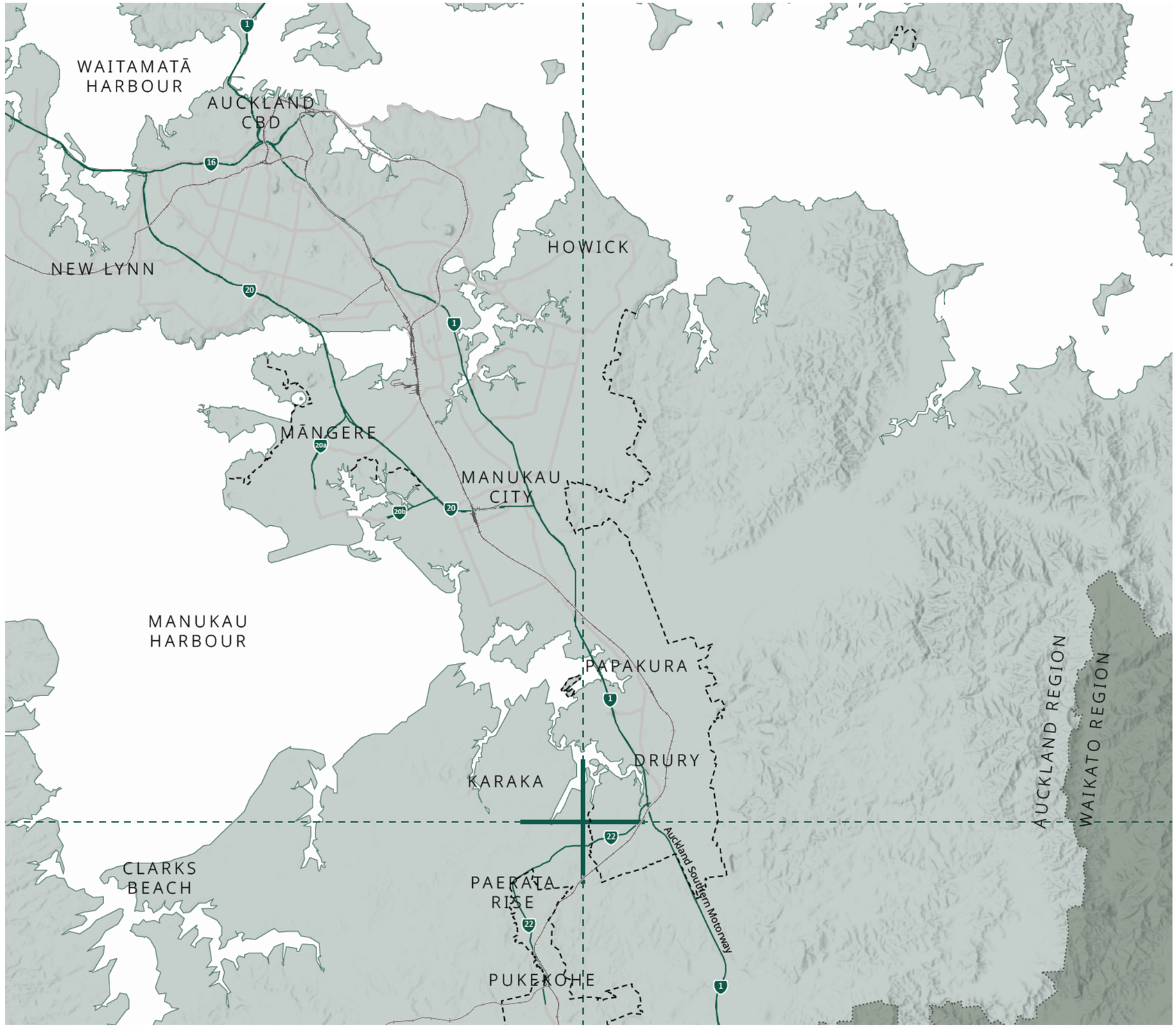


Figure 1 Location of Site

1.1 Location and Regional Context

Scale 1:150,000 @ A3

The Application Site is situated along Karaka Road (SH22) between the two Rural Urban Boundaries around Drury and Paerata Rise/Pukekohe. It is located west of Drury which is currently undergoing significant urbanisation.

Access from SH22 provides convenient connections to the Auckland Southern Motorway and the proposed Ngakoroa Train Station. An existing paper road that connects between the site and Oira Road provides direct and convenient connection to the developing Drury West.

- Papakura - approximately 15 minutes (10.2km)
- Manukau City - approximately 20 minutes (19.3km)
- Auckland CBD - approximately 30 minutes (39km)
- Auckland Airport - approximately 25 minutes (28km)
- Middlemore Hospital - approximately 25 minutes (26km)



Figure 2 Location and Regional Context

1.2 Planning & Local Context

The site is zoned Rural - Mixed Rural, and Rural - Rural Coastal Zone. The land immediately adjacent to the east indicatively zoned as part of the Drury Opaheke Structure Plan, however much of the land is currently Future Urban Zone (FUZ). Some of the land within the Drury Opaheke Structure has been rezoned, however a significant amount of land remains FUZ and is fragmented into small landholdings, which makes redevelopment challenging.

The application site is well located in relation to some of the establishing centres, employment and transport amenities such as Drury West, Waipupke, Fisher and Paykel Healthcare Karaka Campus and Ngākōroa Train Station.

The area is also well serviced with schools, including a proposed secondary school at Jesmond Road and Ngakoroa School approx. 1-2km east of the application site.

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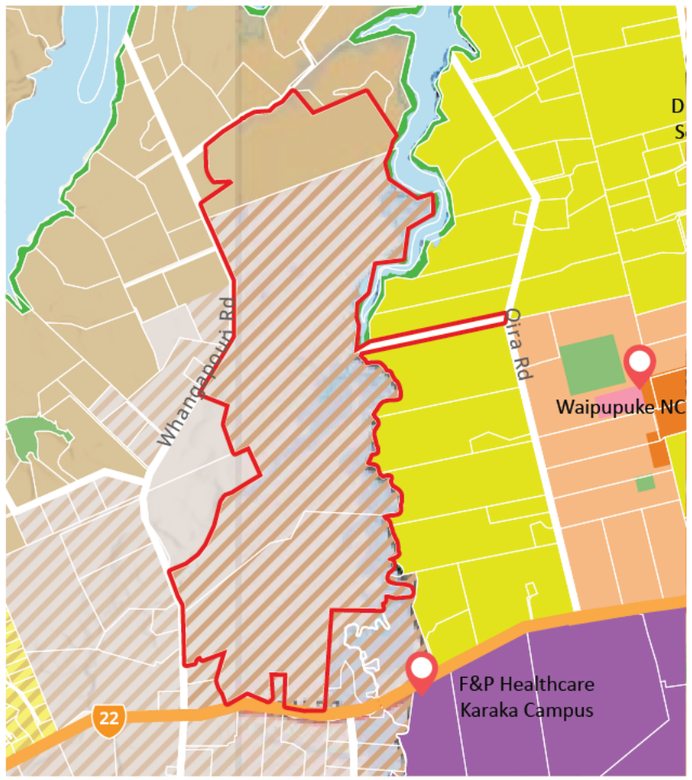


Figure 2 Site Zoning

Scale 1:20,000 @ A3

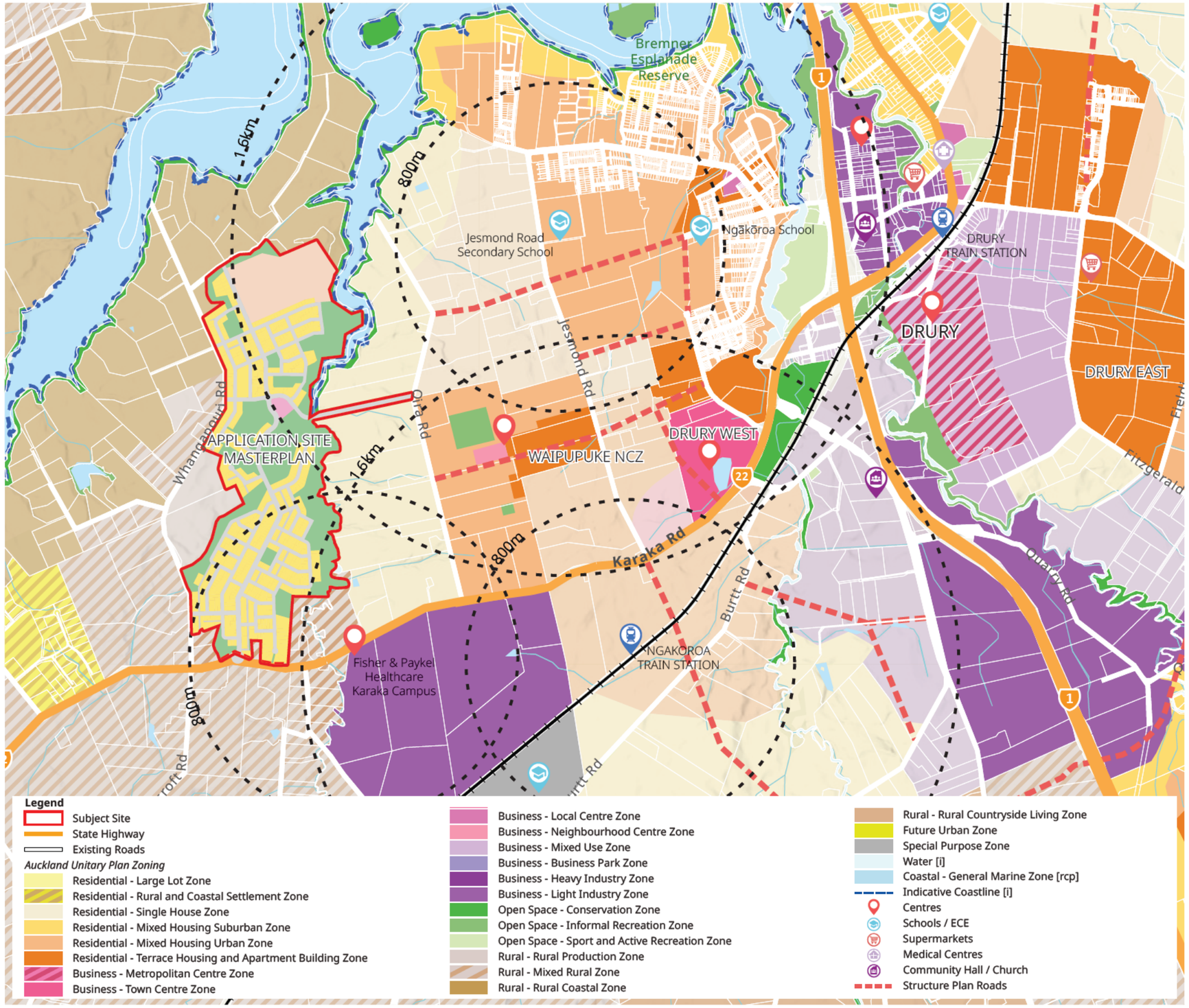


Figure 3 Auckland Unitary Plan Zoning and Local Context (includes anticipated zoning and roads proposed in the Drury Opeheke Structure Plan Land Use Map)

1.3 Site Overview

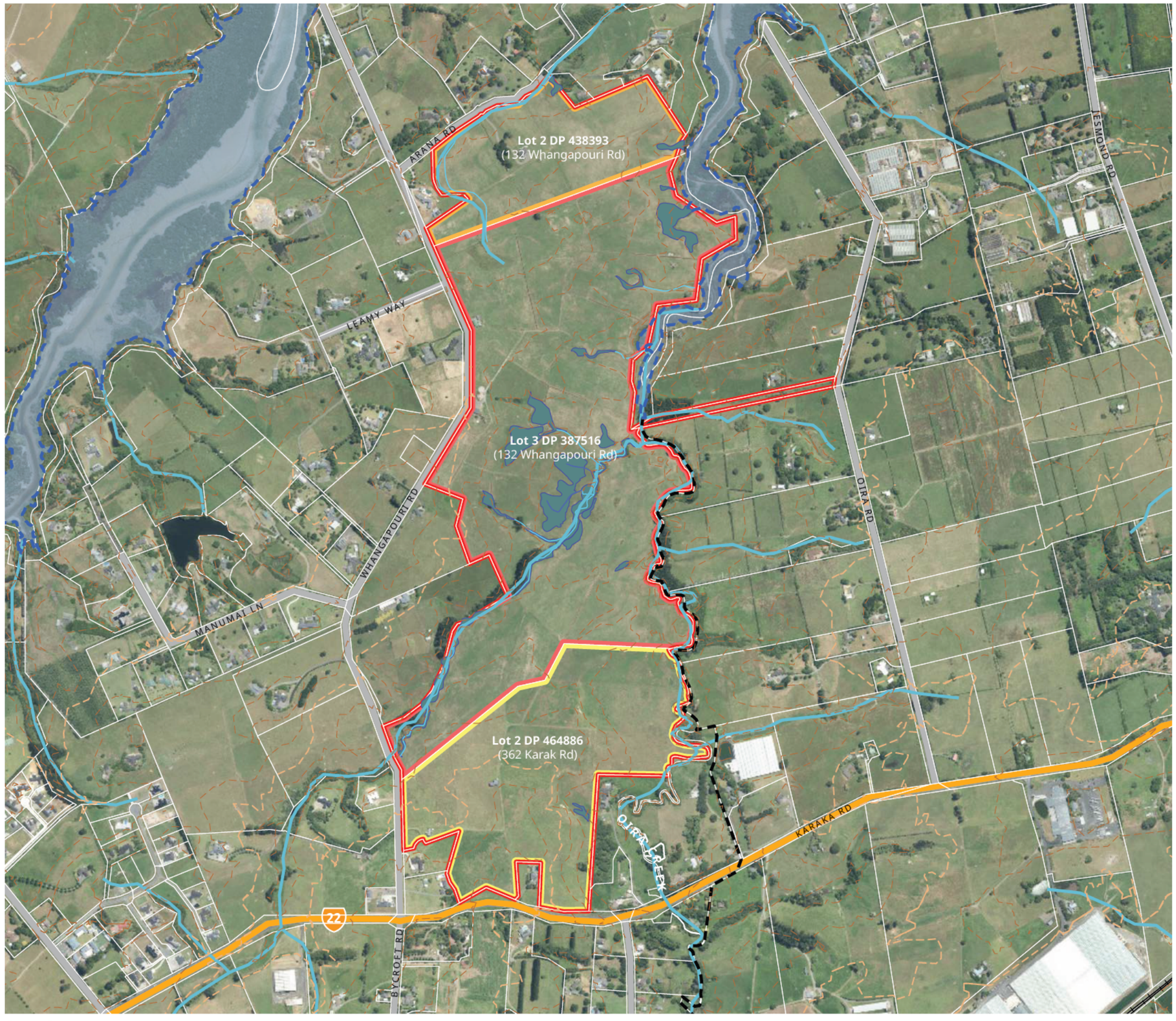
Scale 1:10,000 @ A3

The site comprises Lot 2 DP 438393, Lot 3 DP 387516 and Lot 2 DP 464886. There is also a paper road that connects the site to Oira Rd.

The site is primarily made up of open farmland in use for pasture / grazing of livestock.

The site is bound by SH22 (Karaka Rd) to the south, Whangapouri Rd to the west, Arana Rd to the north and Oira Creek to the east. The Rural Urban Boundary also runs along the site's eastern boundary.

A small stream which runs through the site, connecting to Oira Creek splits the site in two. The site has a moderate contour that generally slopes down towards this stream corridors. There are pockets of steeper topography along the stream corridors and flatter areas dotted across the site. The highest point of the site is in the south west corner while the lowest points are along the Oira Creek interface.



Legend

- Subject Site
- Parcel that make up the development site
- State Highway
- Streams / Overland Flowpaths
- Wetlands
- Coastline
- Existing Roads
- Rural Urban Boundary
- 10m contour
- 2.5m contours

Figure 5 Site Overview and existing lots

2.0 Opportunities and Constraints

Scale 1:10,000 @ A3

The site has several opportunities and constriants to consider and respond to as part of the conceptual site planning. These include:

- The existing road network to the north, east, south and west provide opportunities for connectivity to the wider transport network, particularly SH22 to the south and Oira Rd to the east which connect the site to existing and developing centres and amenities
- The stream and river network provide opportunities to establish green corridors support open space, ecological restoration, stormwater management, and passive recreation.
- Riparian corridors associated with the stream network create opportunities for integrated pedestrian and cycle connections.
- Opportunities to locate key open spaces centrally to the two natural development areas of the site allowing for the majority of the site to be within 400M of a neighbourhood park.
- A neighbourhood centre can be strategically located central to the site and at the intersection of two collector roads which link the site to the surrounding area.
- Whangapouri Rd and the properties accessed from it is of rural character which introduces potential for reverse sensativity, however there is an opportunity to preserve this by providing a landcape buffer along the whangopour road interface.
- A Transpower substation is proposed to be located on the corner of SH22 and Whangapouri Rd which poses a reverse senstivity concern for the site.
- The 4-way intersection with SH22, Whangapouri Rd and Bycroft Rd poses safety concers, however there is an opportunity for a safer access to the site vie a new roundabout on SH22 which can also act as a gateway entrace to the development.
- Streams and wetlands divide the site and, together with riparian buffers, can reduce developable area and constrain the continuity of the street and movement network.

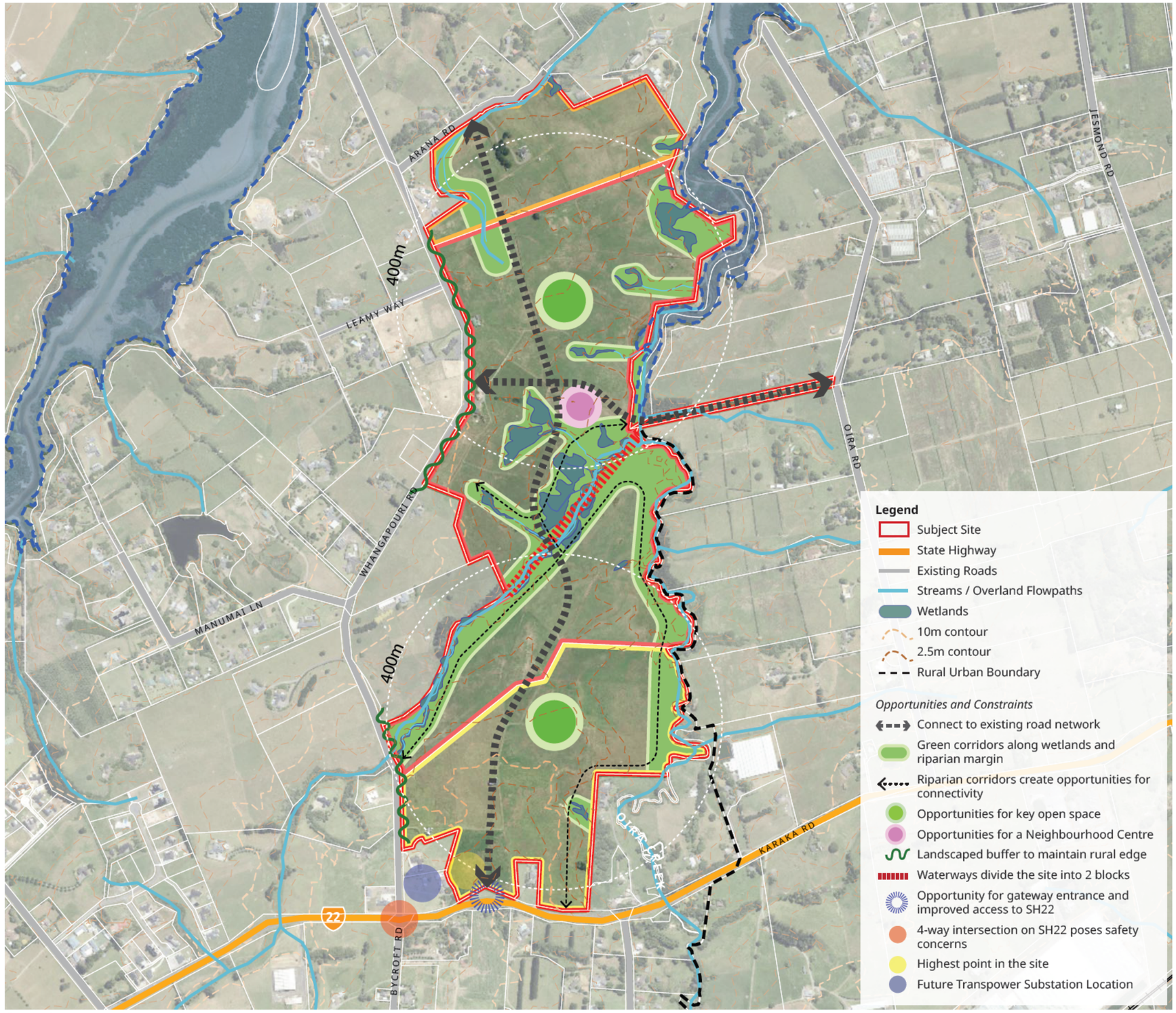


Figure 6 Opportunities and Constraints

3.0 Draft Design Response

3.1 Masterplan Overview

Scale 1:6,000 @ A3

1. Proposed roundabout on SH22 for safe entry/exit to the site and gateway opportunity
2. Open space area at highest point in the site to allow space for water reservoir and buffer to proposed transpower substation
3. 5m setback from SH22 to allow for future road widening
4. Active mode connection from cul-de-sac through to SH22
5. Neighbourhood Parks located centrally to development areas
6. Neighbourhood Centre positioned central to the site and at the intersection of two collector roads
7. Bridge across Oira Creek, connecting the site into the paper road and across to Oira Road
8. Spine Road through the site, bridging the central overland flowpath to connect the north and south of the site
9. 2-way cycle way along east side of collector rd to connect from Whangapouri Rd to neighbourhood centre and out to Oira Road
10. JOALs and block orientation to avoid driveways crossings across cycle path along east side of collector road
11. Landscape buffer to Whangapouri Rd to maintain rural character
12. Buffers along wetlands and steam/overland flowpaths creating an open space network for ecological preservation and passive recreation
13. Retirement village located along rural edge to minimise reverse sensitivity

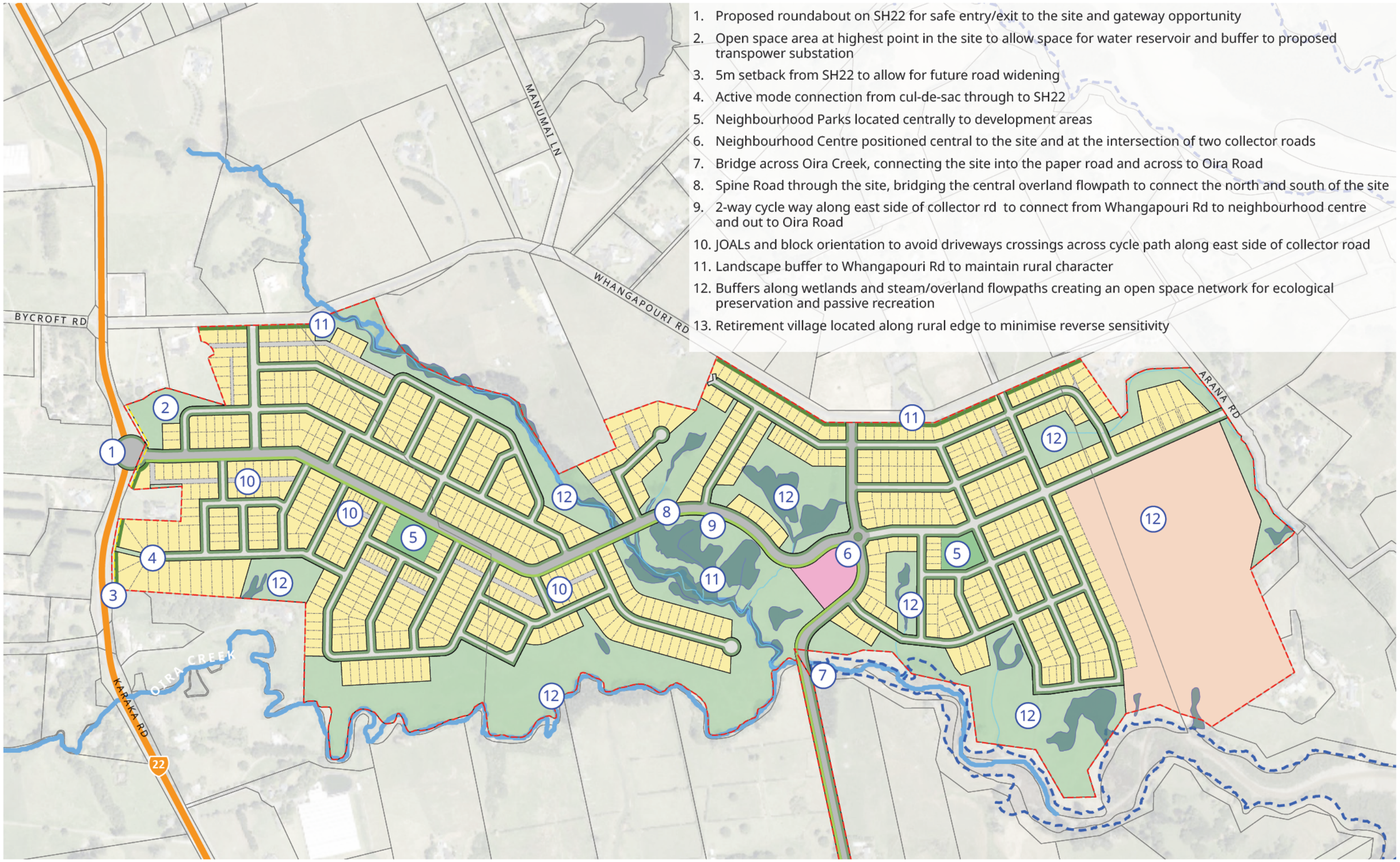


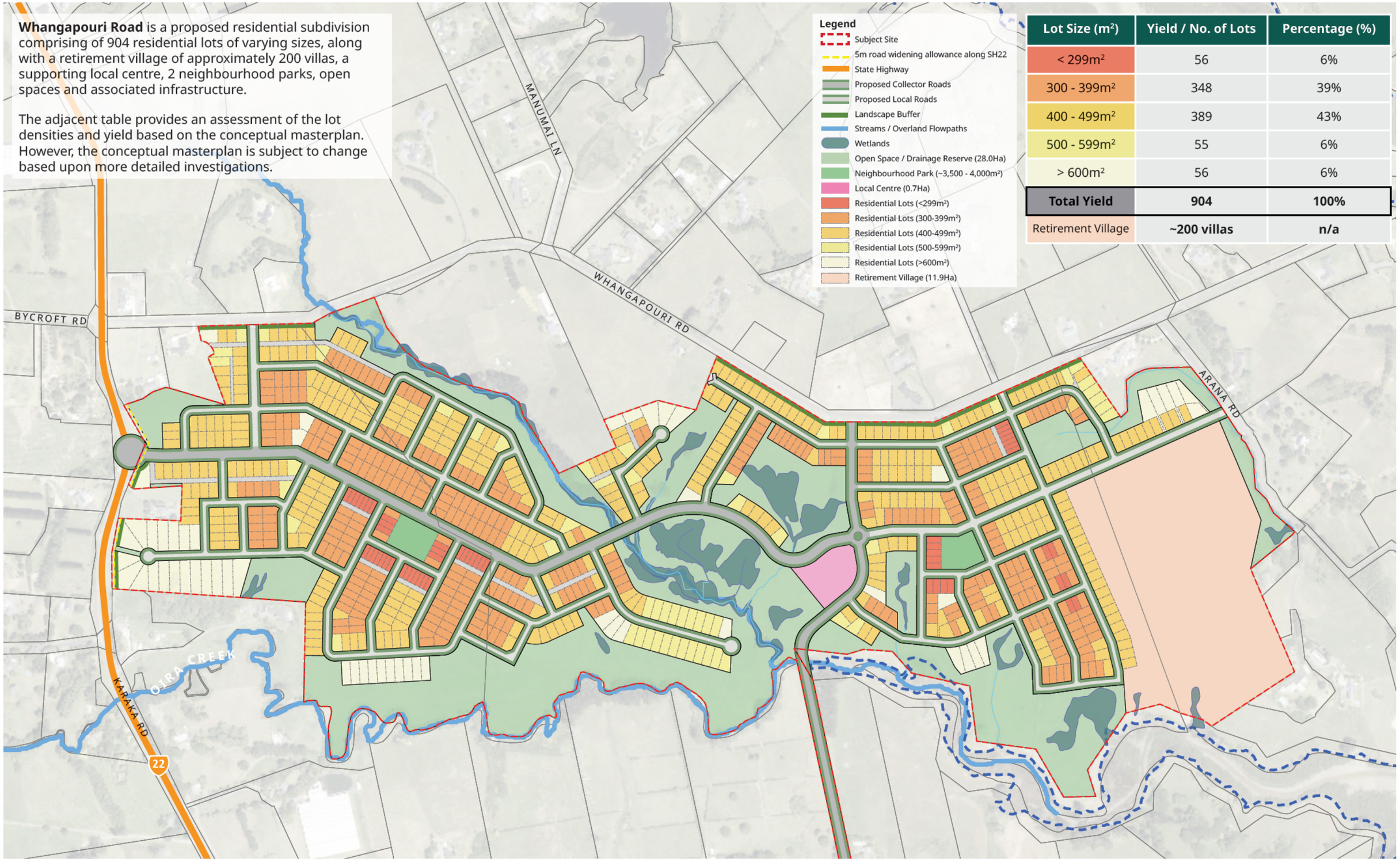
Figure 7 Whangapouri Road Masterplan and Yield Study

3.2 Masterplan and Yield Study

Scale 1:6,000 @ A3

Whangapouri Road is a proposed residential subdivision comprising of 904 residential lots of varying sizes, along with a retirement village of approximately 200 villas, a supporting local centre, 2 neighbourhood parks, open spaces and associated infrastructure.

The adjacent table provides an assessment of the lot densities and yield based on the conceptual masterplan. However, the conceptual masterplan is subject to change based upon more detailed investigations.



Lot Size (m²)	Yield / No. of Lots	Percentage (%)
< 299m²	56	6%
300 - 399m²	348	39%
400 - 499m²	389	43%
500 - 599m²	55	6%
> 600m²	56	6%
Total Yield	**904**	**100%**
Retirement Village	**~200 villas**	**n/a**

Figure 7 Whangapouri Road Masterplan and Yield Study

3.3 Movement Network, Open Space and Amenity

Scale 1:6,000 @ A3

Whangapouri Rd masterplan is structured around a collector road which runs through the site from Karaka Rd in the south up to Arana Rd in the north and a collector road which runs from Whangapouri Rd in the west to Oira Rd in the east. The collector roads provide cycle infrastructure and the intersection of these two collector roads establishes the location of the neighbourhood centre. The north/south collector also provides access to both neighbourhood parks which are located centrally to each of the norhtern and southern development areas. A series of local roads sets up the movement network and block structure from the remainder of the site.

Pedestrian connectivity will be provided through footpaths on both sides of internal roads. The site's waterways present opportunities for additional pedestrian connections along riparian corridors, enhancing permeability and connectivity. The provision of a park edge roads along stretches of the riparian corridors promotes access to these spaces.

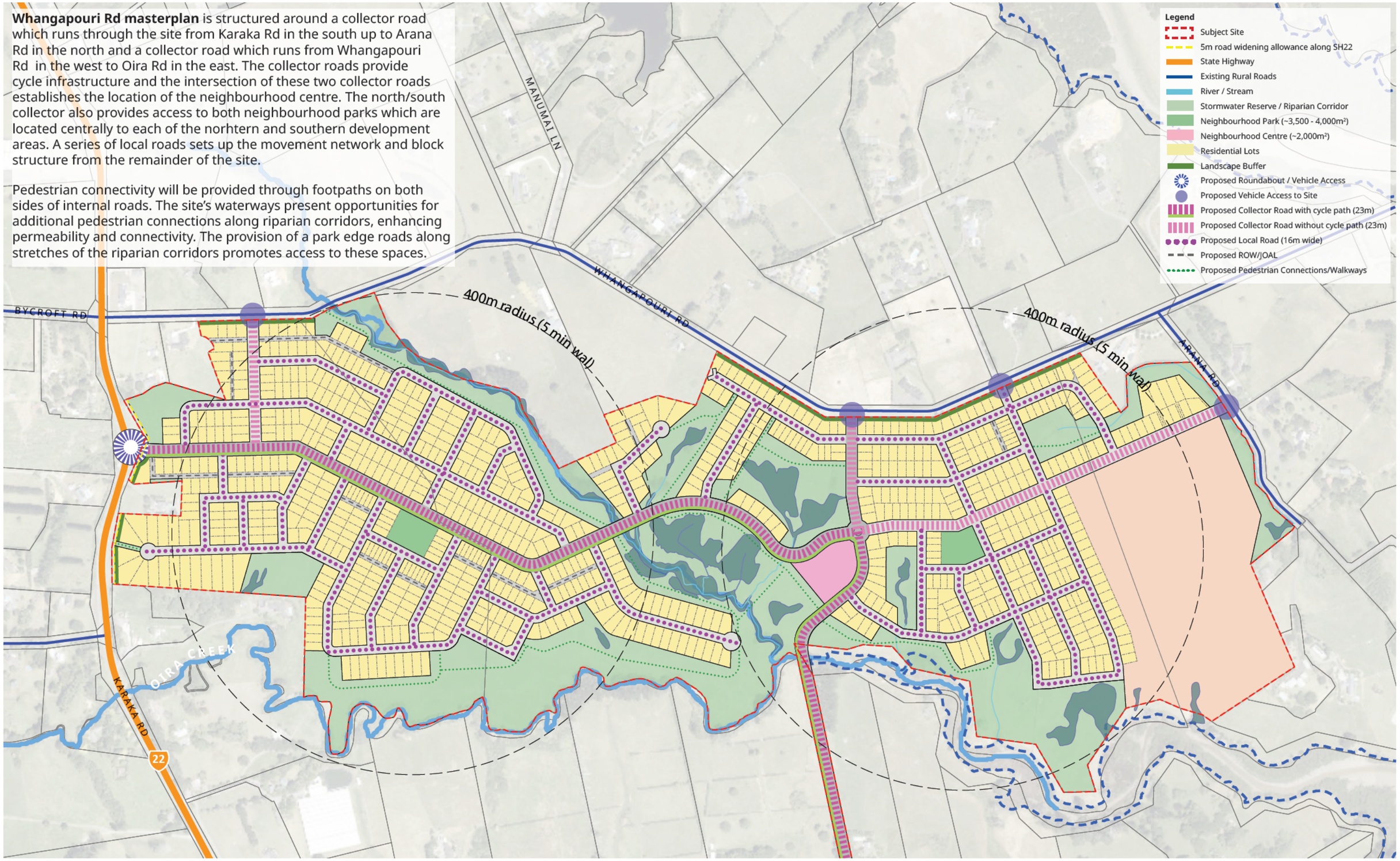


Figure 8 Whangapouri Road Movement Network

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