Outlook

Comments on Auckland Surf Park Community Stage 2 FTAA-2606-1246

From Jason Qian [redacted]
Date Thu 15/10/2026 12:43 PM
To Substantive <substantive@fasttrack.govt.nz>

1 attachment (695 KB)
IMG_6783.jpeg;

File reference: FTAA-2606-1246
Submitted by: Jiang Qian
Property: [redacted]
Legal description: [redacted]

To: Auckland Surf Park Community Stage 2 Expert Panel

Introduction

I am the owner of [redacted] which the Expert Panel has identified as "Adjacent Land" in Appendix 3 of the Stage 2 application.

I support well-planned development in Dairy Flat and am not opposed to the proposed Stage 2 development in principle. Given the scale, staging and long-term nature of the proposal, my comments focus on ensuring that Stage 2 is appropriately integrated with the surrounding Future Urban land and does not unnecessarily limit future connectivity, infrastructure servicing or transport integration for adjoining properties.

1. Future Urban Planning Context

I note that the Expert Panel has sought clarification regarding the relationship between the Stage 2 proposal and the Future Urban Zone provisions.

I respectfully request that consideration be given not only to the development of Stage 2 itself, but also to how its long-term layout, infrastructure and staging may interact with the eventual urbanisation of adjoining Future Urban land.

In particular, the development should not unnecessarily constrain the future planning, subdivision, transport or infrastructure servicing options available to adjoining Future Urban properties.

I recognise that the current Stage 2 proposal has been designed around its own development requirements. My concern is that the physical layout and infrastructure established through Stage 2 should retain reasonable flexibility for the future development of the wider Dairy Flat area.

2. Future Road Connectivity and Existing Access

I note that [redacted] is identified as “Adjacent Land” in Appendix 3 of the application and shares a boundary with the Stage 2 application site.

While my property does not directly front the proposed East-West Collector Road, it has an existing, legally established independent vehicle access connecting directly to Postman Road. This is the established primary access to my property.

I am not seeking a new road connection across the Stage 2 application site. Rather, my concern is to ensure that the Stage 2 development, including construction activities and any project-related changes to the surrounding road network, does not unreasonably interfere with or constrain the existing legal and practical use of this access.

In particular, I respectfully request that:

- Project-related construction activities, road widening, median treatments or traffic management changes affecting Postman Road do not unreasonably impair the safe and practical use of the existing access, including safe entry and exit movements.
- Where construction activities may temporarily disrupt access, reasonable prior notice and appropriate arrangements are provided to maintain practical access wherever reasonably practicable.
- The layout and boundary treatment of the Stage 2 site, including permanent structures, substantial retaining walls, stormwater basins or other infrastructure, do not unnecessarily prevent reasonable future infrastructure connections between adjoining Future Urban land and the wider public infrastructure network.

I am not asking the applicant to provide a new road or infrastructure connection to 207 Postman Road. My request is that the existing access is appropriately protected and that the Stage 2 layout does not unnecessarily eliminate reasonable future options for the integration of adjoining Future Urban land.

3. Future Three-Waters and Public Infrastructure Connections

I acknowledge that the current Stage 2 proposal includes its own water, wastewater and stormwater servicing arrangements, including onsite wastewater treatment and disposal. I am not requesting water or wastewater capacity from the Surf Park development, nor am I seeking connection to its private infrastructure.

I note that the application includes infrastructure and water and wastewater servicing assessments, and that the Expert Panel has sought clarification regarding the adequacy and longer-term implications of the proposed servicing arrangements.

Given the Future Urban status of the surrounding land and the anticipated long-term urbanisation of Dairy Flat, I respectfully request that the final infrastructure layout and consent conditions preserve reasonable opportunities for future public three-waters infrastructure corridors and connection points where these may ultimately be required.

Where reasonably practicable, such corridors and connection points should be physically safeguarded through the approved infrastructure layout and relevant consent conditions, rather than relying solely on the possibility of future planning changes.

The Stage 2 infrastructure layout should not unnecessarily sterilise future public three-waters connections to adjoining Future Urban land. So far as reasonably practicable, the approved development should also avoid creating infrastructure arrangements that materially constrain

the future lawful development or servicing of adjoining land, or unnecessarily transfer infrastructure constraints or costs to adjoining landowners.

These requests are intended to allow Stage 2 to proceed with its proposed servicing strategy while preserving reasonable flexibility for the eventual urbanisation and infrastructure development of the wider Dairy Flat area.

4. Future Transport and Rapid Transit

Dairy Flat is undergoing significant long-term change, with the Surf Park, residential development, employment uses and planned transport infrastructure all contributing to the future structure of the area.

I respectfully request that the Stage 2 road layout, infrastructure and staging retain sufficient flexibility to integrate with future public transport and rapid transit infrastructure as the wider Dairy Flat network develops.

I am not seeking a particular rapid transit alignment or station location. Rather, I ask that the Stage 2 development does not unnecessarily preclude future transport options or infrastructure connections that may be identified through wider transport and structure planning.

The development should therefore be considered in the context of the wider and evolving urban structure of Dairy Flat, rather than as an isolated development.

5. Staging, Future-Proofing and Consent Conditions

Given the scale and staged nature of the proposed development, I respectfully request that earlier stages do not unnecessarily prejudice future connections or infrastructure integration for adjoining Future Urban land.

Where infrastructure or subdivision parameters may affect future connections with adjoining land, these should not be unnecessarily fixed at an early stage in a manner that would prevent reasonable future integration.

Future access, transport and infrastructure opportunities should be considered throughout the staging, subdivision and development process, rather than only when adjoining properties are ultimately developed.

Where reasonably practicable, future connection corridors and interfaces should be physically safeguarded through the approved infrastructure layout.

I respectfully request that these future-proofing principles are reflected, where appropriate and reasonably practicable, in the final consent conditions and infrastructure design, rather than relying solely on the current masterplan or future planning processes.

The intention is not to require the applicant to provide infrastructure to adjoining properties, but to ensure that the approved development does not unnecessarily remove reasonable future options for adjoining Future Urban land.

6. Construction, Earthworks and Boundary Effects

Given the scale of the proposed earthworks and construction activity, I respectfully request that construction staging and heavy vehicle movements are managed so that access to adjoining properties is maintained wherever reasonably practicable.

I also note that enabling works associated with Stage 1 are underway. The management of construction access, heavy vehicle movements, dust, noise, road safety and temporary access effects should therefore consider the cumulative effects of Stage 1 and Stage 2 on adjoining properties.

Appropriate measures should be implemented to manage construction traffic and heavy vehicles, dust and noise, road safety, temporary changes to surrounding roads, and any temporary impacts on access to adjoining properties.

Where construction activities may affect access to 207 Postman Road, reasonable notice and appropriate arrangements should be provided wherever reasonably practicable.

Requests to the Expert Panel

In summary, I respectfully ask the Expert Panel to consider the following in determining the Stage 2 application:

1. **Existing access:** Ensure that the existing legal and practical access to 207 Postman Road is not unreasonably impaired by project-related construction, road upgrades or traffic management changes.
2. **Future connectivity:** Avoid unnecessarily sterilising reasonable future road and access connections between adjoining Future Urban land and the wider transport network.
3. **Three-waters infrastructure:** Preserve reasonable opportunities for future public three-waters infrastructure corridors and connection points serving adjoining Future Urban land.
4. **Physical safeguarding:** Where reasonably practicable, safeguard future infrastructure interfaces through the approved infrastructure layout and relevant consent conditions.
5. **Transport integration:** Retain reasonable flexibility for future public transport and rapid transit integration as the wider Dairy Flat network develops.
6. **Staging:** Ensure that earlier stages do not unnecessarily prejudice future access, transport or infrastructure integration for adjoining Future Urban land.
7. **Infrastructure constraints and costs:** Avoid unnecessarily transferring future infrastructure constraints or costs to adjoining Future Urban landowners as a consequence of the Stage 2 layout or staging.
8. **Construction effects:** Ensure that construction and earthworks management appropriately addresses the cumulative effects of Stage 1 and Stage 2 on adjoining properties.

Conclusion

I support the development of Dairy Flat and recognise the significant investment represented by the Auckland Surf Park Community Stage 2 proposal.

My intention is not to delay or unnecessarily burden the development, nor to seek infrastructure or development rights for my property. Rather, I respectfully ask that a project of this scale, staging and long-term significance does not unintentionally remove reasonable future connectivity, infrastructure and transport opportunities for neighbouring Future Urban properties.

I believe that preserving these future options is consistent with allowing the proposed Stage 2 development to proceed while ensuring that it remains appropriately integrated with the wider and evolving Dairy Flat area.

Thank you for your time and consideration.

Yours sincerely,

Jiang Qian



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