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23 July 2026

Ministry for the Environment
Attn: Listed Projects Team
Via email: listedprojects@mfe.govt.nz

To Whom It May Concern,

Response to the request for further information on application for referral of the Whangapouri Road project under the Fast-track Approvals Act 2024

We refer to the request for further information on application for referral of the Waiheke Onsen project under Section 20 the Fast-track Approvals Act 2024, dated 6 July 2026.

The information request is set out below:

The current status and anticipated timing of each:

1) *the proposed transport upgrades to State Highway 22*
2) *the proposed public transport and active mode infrastructure, including the Ngākōroa rail station and bus interchange, future feeder bus network, and planned walking and cycling connections*
3) *the implications of any delay to, or uncertainty regarding, these upgrades and infrastructure for the project's construction programme, including any sequencing or dependency considerations*
4) *whether, and if so how, the project would proceed in the absence of these upgrades and infrastructure*
5) *the parties responsible for funding and delivering these upgrades and infrastructure.*

Please find attached:

- Transportation Addendum dated 23 July 2026

A substantive Integrated Transport Assessment will be produced in the future to support the substantive consent application.

We trust that this further information addresses the further information request. Please do not hesitate to contact us should additional clarification be required.

Yours sincerely | Nā māua noa, nā

Barker & Associates Limited





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s 9(2)(a)

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23 July 2026
Ref: 25046

Prepared for: Whangapouri Drury Limited
Prepared by: Hughes Traffic & Transportation

Subject: **Whangapouri Road Fast Track: Response to RFI**

Issued via: s 9(2)(a)

Background

Hughes Traffic & Transportation has been engaged by 132 Whangapouri Drury Limited to prepare this memorandum in response to the Request for Further Information (RFI) issued by the Environmental Protection Authority ("**EPA**"), on behalf of the Minister for Infrastructure, dated 6 July 2026, relating to the referral application for the proposed Whangapouri Road project ("**The Project**") under the Fast-track Approvals Act 2024.

The RFI seeks additional information regarding the status, timing, funding and delivery of key transport infrastructure projects identified in the referral application, together with clarification on the implications of any delay or uncertainty associated with that infrastructure for the proposed development.

This memorandum responds to each of the matters raised in the RFI. The responses draw upon publicly available information released by NZ Transport Agency Waka Kotahi (NZTA), Auckland Transport, KiwiRail and other relevant agencies, together with information provided directly to the project team during consultation undertaken as part of the referral process.

As discussed in the Transport Memorandum accompanying the referral application, the proposed development is intended to be integrated with the emerging Drury West transport network and associated strategic infrastructure. While the timing of some elements of that wider infrastructure remains subject to future funding and delivery programmes, it is considered that any uncertainty can be appropriately addressed through development staging, detailed transport modelling, and infrastructure triggers as part of the substantive Fast-track approval process.

The following section quotes each specific RFI, then responds accordingly, using the same numbering convention:

Responses to RFIs

1. Transport upgrades to SH22

In terms of external proposed upgrades, the principal planned upgrade is the NZTA SH22 Drury Upgrade, which applies to the approximately 2km section of SH22 between Jesmond Road and the SH1Drury interchange. NZTA identifies the project as including two additional lanes on SH22 (resulting in a four-lane road), a second bridge beside the existing Ngākōroa Stream bridge, traffic signals at the SH22 / Jesmond Road / Rail Station and SH22 / Great South Road intersections, closure of the Burberry Road connection, and a shared walking and cycling path on the northern side of SH22 between Jesmond Road and Drury Interchange. **Figure 1** below shows a summary of these proposed works.

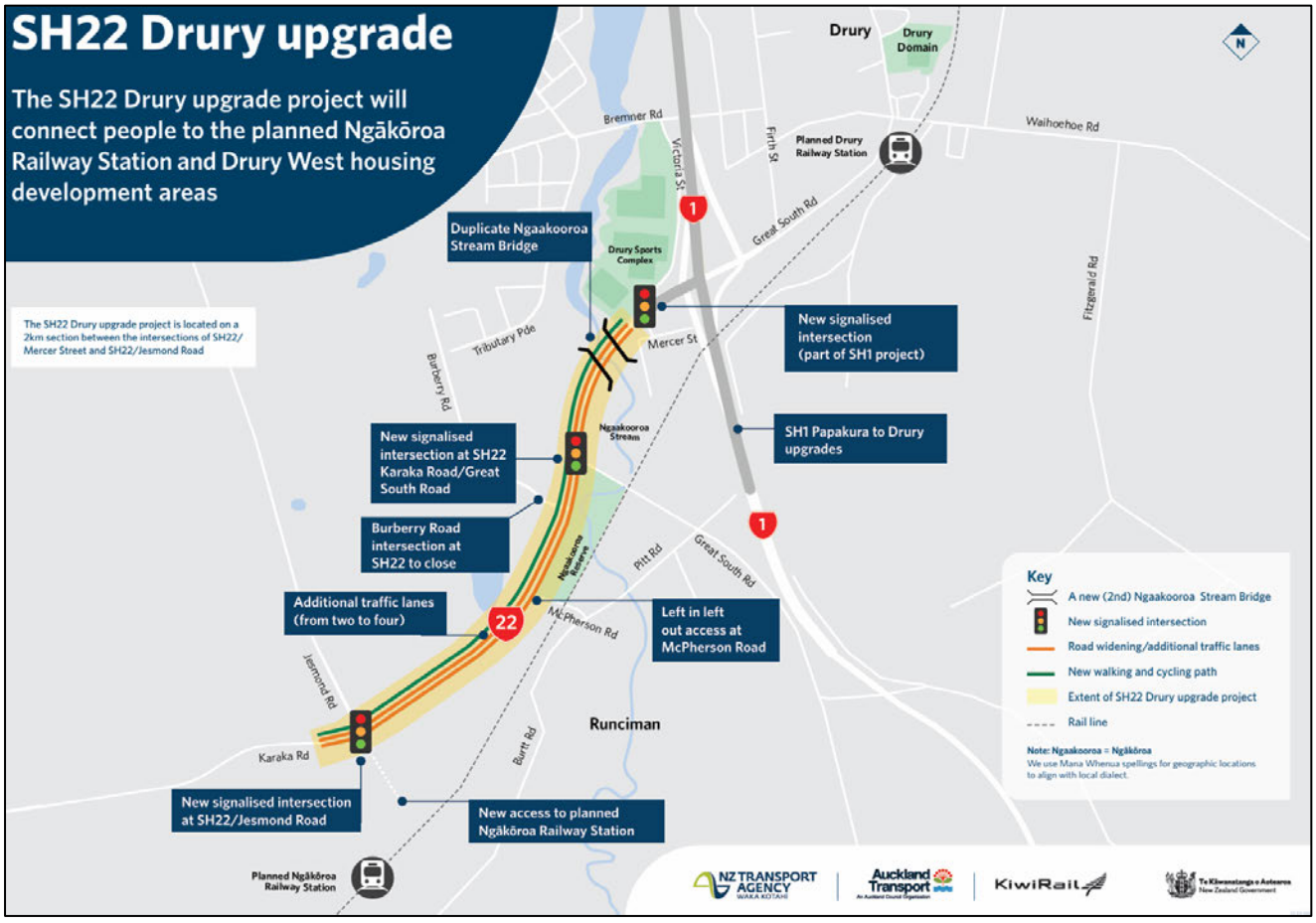


Figure 1: SH22 Drury Upgrade (Source: NZTA Website)

NZTA's published programme identifies detailed design as completed through 2024–2025, consent lodgement as completed in July 2025, interim construction at the SH22 / Jesmond Road / Rail Station intersection underway and almost complete. The interim SH22 / GSR intersection construction is complete. NZTA is currently seeking construction funding for the remainder of the SH22 Drury Upgrade package, with construction of the full project potentially beginning in early 2027, subject to confirmation, and taking approximately two to three years once underway.

Further, there is a current NZTA designation both sides of SH22 for a further 1.6km to the west of Jesmond Road that provides for a 13-20m varying designation both sides of the road, which would enable further four-laning along that link in the future should it be required, indicating a longer-term intention for further improvements. There is also an active designation for the Pukekohe Arterial network, including the main Pukekohe Arterial running parallel to SH22 between SH1 (at a new Drury South Interchange) and Pukekohe; and two east-west arterial roads connecting the Pukekohe Arterial to Jesmond Road and Blackbridge Road. These designations are expected to provide relief to SH22 while accommodating additional future growth once delivered. The expected timeframe for the arterials is 20+ years. Once delivered, these routes are expected to provide an alternative east-west corridor and reduce strategic reliance on SH22 for longer-distance movements.

It is noted that while the ultimate development is expected to benefit from these external roading upgrades, the project is capable of proceeding in stages, with the extent and timing of development informed by transport modelling and appropriate infrastructure triggers established through the substantive Fast-track approval process.

In terms of The Proposal, a new double-roundabout connection is proposed some 200m to the east of the existing SH22 / Whangapouri Road intersection, which will significantly improve the safety and operational performance of access to landholdings to the north and south of SH22, while maintaining the safety and operational efficiency of through traffic on SH22. The proposed roundabout will provide access to the development, and also provide a safer alternative access location for existing properties and landholdings.

2. Public transport and active mode infrastructure

The key external public transport project is Ngākōroa Railway Station, which will serve Drury West. KiwiRail identifies that early works on Ngākōroa Railway Station began in late 2025, with the station expected to be operational in 2027. The station is also identified by NZTA as a key reason for the SH22 Drury Upgrade, with the SH22 works intended to provide access to the new station and improve access to housing and employment growth areas in Drury West. Accordingly, much of the public transport

infrastructure serving the proposal is already committed independently of the Whangapouri development.

The station infrastructure is expected to include electrified heavy rail services, a bus interchange and park and ride facilities. Government and KiwiRail information identifies Ngākōroa Station as including carparking for around 200 vehicles, a new bus interchange, and pedestrian facilities, with the station being future-proofed for additional rail capacity. Auckland Transport is also progressing a new West Franklin bus network to connect communities with the new stations, including Ngākōroa, as well as existing stations, schools, jobs and town centres. Engagement on that network occurred in late 2025, with implementation linked to the opening of the new stations and wider public transport changes from 2026. **Figure 2** below shows the proposed rail station design.

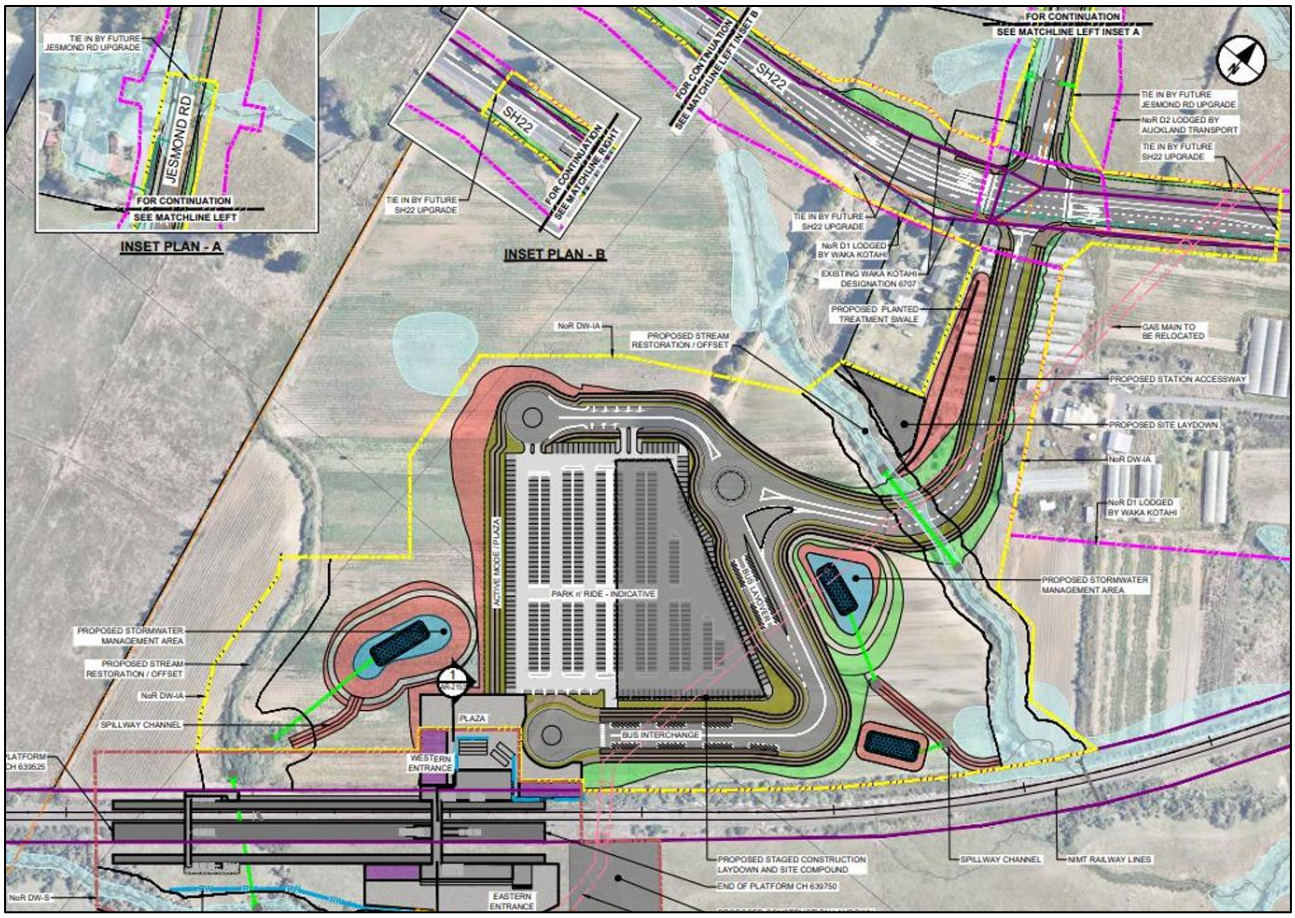


Figure 2: Ngākōroa Railway Station Design (Source: Auckland Council NOR Concept Plan)

In addition to the NZTA shared path between Jesmond Road and Drury Interchange, The Project proposes to deliver active mode infrastructure along its SH22 frontage. The Project is also investigating extension of this shared path eastward to Oira Road, which would connect with the future Waipupuke Precinct frontage works and provide a continuous active mode route toward Jesmond Road, Ngākōroa Railway Station, Drury West and the Fisher & Paykel Healthcare site.

3. Implications of delay or uncertainty for the project construction programme

The project is not dependent on the full SH22 Drury Upgrade being completed before any development can occur. The substantive Fast Track application will include transport modelling undertaken in coordination with NZTA, Auckland Transport and the Auckland Forecasting Centre. That modelling will assess interim and ultimate network scenarios, including the operation of SH22, the proposed site access, the Oira Road connection, Waipupuke Precinct connections, Ngākōroa Station access and the wider Drury West network.

If the modelling identifies that parts of the development should be deferred until specific infrastructure is available, then staging caps, trigger thresholds or upgrade requirements can be incorporated into the consent conditions. In that sense, any delay or uncertainty in external infrastructure does not prevent the project from proceeding. This is a common approach in many proposed and granted Fast Track and Plan Change processes (such as the Drury Metropolitan Centre Fast Track consent), which enables transport infrastructure delivery and development growth to remain aligned throughout the life of the project.

4. Whether and how the project would proceed without those upgrades

The project could proceed in stages in the absence of the full SH22 Drury Upgrade, subject to modelling confirming the appropriate interim yield and mitigation package. The initial stages would rely on the proposed SH22 access arrangement and the applicant-delivered connection to Oira Road, with further network benefits realised as Waipupuke Precinct and Drury West infrastructure is delivered.

The project also needs to be considered in context. The residential yield proposed at Whangapouri would, in transport planning terms, offset residential capacity previously anticipated within the nearby Fisher & Paykel Healthcare / Drury West area, where residential activity is proposed to be replaced by employment-generating R&D activity. Accordingly, the proposal is not simply adding unanticipated growth to SH22. It has the potential to restore housing capacity that was anticipated in Council's structure planning, while placing that housing close to future employment, rail, bus and active mode infrastructure.

5. Parties responsible for funding and delivery

NZTA is responsible for the SH22 Drury Upgrade, including the four-laning, SH22 / Jesmond Road signals, SH22 / Great South Road signals, safety improvements and the shared path on the northern side of SH22 between Jesmond Road and Drury Interchange. As discussed above, these works are anticipated to commence construction in early 2027. KiwiRail is responsible for delivery of Ngākōroa Railway Station (which is currently under construction), with Auckland Transport responsible for public transport operations, including the future feeder bus network and service planning.

The applicant would be responsible for transport infrastructure required specifically to support The Proposal, including the internal road network, the construction of a new roundabout to provide site access, the connection to Oira Road, and frontage active mode works. The delivery of the wider Waipupuke Precinct road and active mode network would sit with the relevant landowners / developers and road-controlling authorities through future subdivision and vesting processes.

Summary

In summary, while the timing of some external transport infrastructure remains subject to funding and delivery by third parties, the strategic direction and need for that infrastructure is well established through current transport planning for the wider Drury area. Any uncertainty can be appropriately managed through transport modelling, development staging and infrastructure trigger conditions at the substantive Fast-track approval stage, ensuring that development remains aligned with the capacity of the surrounding transport network.

Hughes Traffic & Transportation