



Appendix AB

Consultation Summary Pack &
Consultation Record
Part 3 of 3

Appendix F – Other Stakeholder Consultation (Utility Services, Department of Conservation, Ministry of Education)

Wairakei South Communication Register
Utility Providers

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions
24-Jul-25	Tuatahi First Fibre (TFF)	Email.	Tuatahi First Fibre; Matt Kerse (BRLP)	1. TFF Conditional Clearance Letter.	
6-Aug-25	Powerco Limited	Email.	Bev Higginbotham, Powerco Limited, Matt Kerse (BRLP)	1. Powerco Conditional Clearance Letter.	
21-Aug-25	Powerco Limited	Meeting.	Brian Doherty (Principal Property Specialist), Bev Higginbotham (Energy Account Manager – Key Developments), Keith Edmonds, Jerry Almano (Powerco); Dwayne Roper, Matt Kerse (BRLP)	1. Discuss Powerco current network capacity and ability to service Wairakei South. Potential to serve up to 600 Lots from existing lines within Bell Road corridor. 2. Wider Powerco network upgrade and regional projects discussed at high level in relation to timeline and servicing corridors. 3. BRLP are willing to cooperate on future regional servicing corridors in the nearby area however this is not to detract from the Wairakei South Fast-track submission timeframes.	1. BRLP to supply staging information to coordinate power infrastructure capacity and design.
24-Oct-25	Tuatahi First Fibre	Email.	Tuatahi First Fibre; Matt Kerse (BRLP)	1. Revised TFF Conditional Clearance Letter.	
31-Oct-25	Powerco Limited	Email.	Bev Higginbotham (Powerco); Rod Bailey (BRLP)	1. Powerco consultation.	
19-Nov-25	Firstgas	Email.	Paul Bird (Firstgas); Matt Kerse (BRLP)	1. Gas supply confirmation.	1. Reticulation not required.
9-Nov-25	Powerco Limited	Meeting	Brian Doherty (Principal Property Specialist), Bev Higginbotham (Energy Account Manager – Key Developments), Keith Edmonds, Luke (Powerco); Rod Bailey, Dwayne Roper, Matt Kerse (BRLP)	Further discussions regarding Electrical supply for WS	

24 October 2025

**TELECOMMUNICATIONS SERVICES FOR WAIRAKEI SOUTH
SUPPORTING DETAIL**

To Whom It May Concern,

On the 24 July 2025 Tuatahi confirmed that, provided an installation agreement was entered into, Tuatahi would be able to provide telecommunication services to the proposed development.

Further to this, Tuatahi can also share further information on how this development would be served to support planning and due diligence. This is copied below

- Tuatahi owns and operates a central office in Papamoa, this has been installed with capacity to service approximately 7000 connections. Currently utilising <10% this is intended to service most short- and medium-term growth in the area, including Wairakei South
- This central office is currently being upgraded to deliver the latest fibre XGSPON technology serving the community with world leading speeds and reliability
- Tuatahi also worked with Tauranga City Council to install fibre infrastructure across the new "Sands Town Centre Interchange" bridge
 - o This is specified to allow for a primary supply of up to 5,400 potential services
- Duct and network capacity has been considered between this interchange, and the Papamoa Tuatahi central office, requiring only trivial augmentation to accommodate the Wairakei South project
- Two secondary routes have also been identified to ensure this community has reliability of supply as it grows and becomes of considerable size. These are;
 - o A nearby underpass approx. 1,300m west of its existing SH2 Crossing. And/or;
 - o Joining the Papamoa/Wairakei South Network into the Te Puke UFB network in coordination with upgrades to Seddon Road as part of its long-term plan
- Tuatahi also has a long and proven history successfully working on projects of this nature across the Papamoa, Bay of Plenty and North Island. Tuatahi coordinates its infrastructure build with the developer and construction of other services to execute in an efficient manner with minimal disruption
- Tuatahi Fibre infrastructure is 'future proof', supporting connections to all businesses and residential properties as well as being a prerequisite for most technology initiatives

In summary, servicing this area has been included as part of Tuatahi long term planning for some time. Tuatahi foresees no reason that the same level of Fibre connectivity could not be achieved in this growth area, as exists in the rest of Tauranga and Western Bay

Kind Regards,

Tony Seddon
Regional Manager – BOP
Tuatahi First Fibre Ltd

Matthew Kerse

From: Resource Consents <Resourceconsents@powerco.co.nz>
Sent: Wednesday, 6 August 2025 10:57 am
To: Matthew Kerse
Cc: Bev Higginbotham
Subject: Electricity Supply To: Bell road, Papamoa
Attachments: BM250088_WS_Concept_Framework_Plan_WIP_20250718.pdf; BOP0749-C400.pdf

Our privacy policy is [here](#). It tells you how we may collect, hold, use and share personal information.

Hi Matthew,

Electricity Supply To: Bell road, Papamoa

An upgrade will be required to provide a suitable connection point for all units/lots of this development. There will be a cost to complete this work.

Please contact a Powerco Approved Contractor for a price and design. Conditions may apply. These conditions will be advised as part of the quotation from the Contractor. Standard connection fees will apply once this upgrade work has been completed.

Please be advised the information contained herein is current as of the date of this letter but could be subject to change over time.

Many thanks,

Zoe

www.powerco.co.nz



Powerco is a member of the Utilities Disputes Scheme, a free and independent service for resolving complaints about utility providers.

From: Matthew Kerse <[REDACTED]>
Sent: Wednesday, 6 August 2025 10:22 am
To: Resource Consents <Resourceconsents@powerco.co.nz>; Bev Higginbotham
[REDACTED]
Cc: BOP0749 - Bell Road <[REDACTED]>
Subject: RE: Confirmation of Electricity Supply - Fast-track Development, Bell Road Papamoa

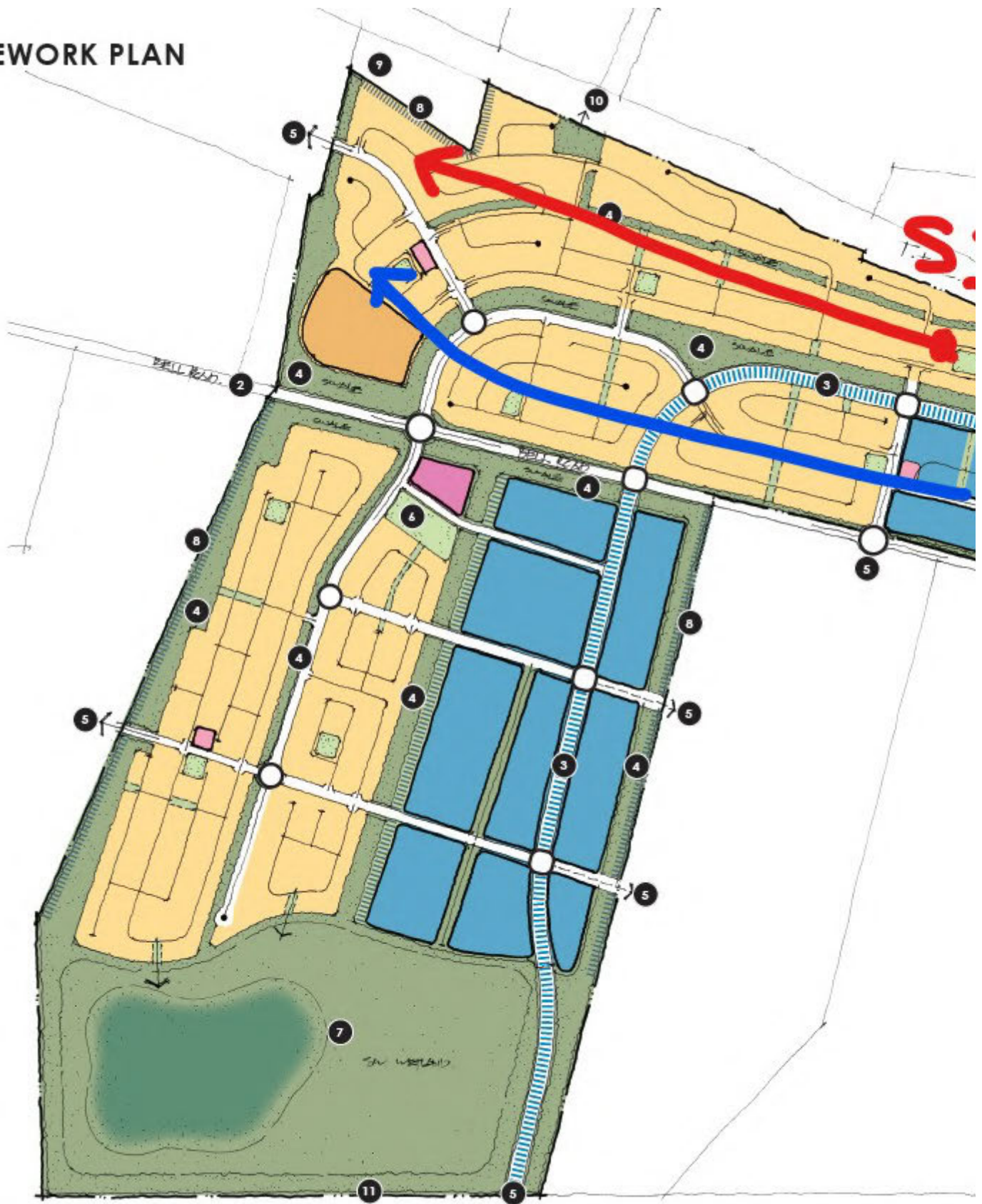
[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Zoe and Bev, I appreciate the patience on this.

As discussed Bev, I have attached the preliminary concept masterplan that outlines the residential and light commercial/industrial zoning for the fast-track site. This has recently been prepared and presented to BOPRC and WBOPDC for early consultation, so please note the early nature of this and note that this is not public information. At this point we do not have a detailed scheme plan showing the lots. The Developer's intent is standalone housing and likely to be in the order of 3000 Lots to release 200 Lots/year over 20 years beginning in 2028/2029.

The development will be staged from the northeastern extent adjacent the State Highway first, to west (red arrow), then the remaining portion of the north block from east to west (blue arrow). It is envisaged that the north block will take in the realm of 10 years to develop. The land south of Bell Road would commence once the northern block is fully developed

IEWORK PLAN



I have also attached the concept stormwater layout plan that shows two stormwater pump locations intended to be implemented to deal with stormwater runoff from the site and catchment. Initial sizing is noted on the plan and early discussion with BOPRC was completed yesterday. These pumps will be primarily electricity powered, with backup diesel generators. These pumps will need to be implemented at the stage that the north block is 50-75% developed

I hope this provides enough context at your end to progress the confirmation letter we require to accompany the substantive application to the EPA.

Please do not hesitate to get in contact to discuss further.

Cheers,

Matthew Kerse

PRINCIPAL – MAVEN BAY OF PLENTY

BSurv, MS+SNZ, Licensed Cadastral Surveyor



MAVEN BOP LIMITED

07 242 4255 | [REDACTED]

www.maven.co.nz

116 Cameron Road, Tauranga

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From: Resource Consents <Resourceconsents@powerco.co.nz>

Sent: Tuesday, 5 August 2025 1:26 pm

To: Matthew Kerse [REDACTED]

Cc: BOP0749 - Bell Road [REDACTED]

Subject: RE: Confirmation of Electricity Supply - Fast-track Development, Bell Road Papamoa

Our privacy policy is [here](#). It tells you how we may collect, hold, use and share personal information.

Hi Matthew,

Just following up on my below email, so we can issue a resource consent letter, can you please provide the scheme plan that references each lot.

Many thanks,

Zoe

Project Manager Support

Ph: 0800 769 372

www.powerco.co.nz



Powerco is a member of the Utilities Disputes Scheme, a free and independent service for resolving complaints about utility providers.

At Powerco we work flexibly – so whilst it suits me to send this email now, I do not expect a response or action outside of your own working hours

From: Resource Consents

Sent: Monday, 28 July 2025 8:14 am

To: Matthew Kerse <[REDACTED]>

Cc: BOP0749 - Bell Road [REDACTED]

Subject: RE: Confirmation of Electricity Supply - Fast-track Development, Bell Road Papamoa

Hi Matthew,

For us to be able to issue a Resource Consent letter, we do require the scheme plan so we can reference each individual lot. Can you please send this over.

Many thanks,

Zoe

Project Manager Support

Ph: 0800 769 372

www.powerco.co.nz



Powerco is a member of the Utilities Disputes Scheme, a free and independent service for resolving complaints about utility providers.

From: Matthew Kerse <[REDACTED]>

Sent: Thursday, 24 July 2025 10:18 am

To: Resource Consents <Resourceconsents@powerco.co.nz>

Cc: BOP0749 - Bell Road [REDACTED]

Subject: Confirmation of Electricity Supply - Fast-track Development, Bell Road Papamoa

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To whom in concern,

We are currently preparing a substantive application under the Fast-track Approvals Act 2024 for a large-scale residential development located on Bell Road, Papamoa.

The preliminary concept masterplan estimates up to 3800 residential Lots, with approximately 60 ha of employment zone. Flood pumps will be upgraded and incorporated to manages existing flood effects within the catchment. The overall development is intended to be progressed over a 20 year period, market depending.

The exact site extents are still being finalised however the development will encompass approximately 350 hectares on Bell Road. A masterplan can be shared in due course once this is refined and agreed. The general site location is depicted below:



Can you please provide us a confirmation letter to confirm power can be supplied to service our development area and we will include it as part of our substantive application.

Let me know if you need anything else from me.

Thanks,

Matthew Kerse
PRINCIPAL – MAVEN BAY OF PLENTY

BSurv, MS+SNZ, Licensed Cadastral Surveyor



MAVEN BOP LIMITED

07 242 4255 | [REDACTED]

www.maven.co.nz

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24 October 2025

**TELECOMMUNICATIONS SERVICES FOR WAIRAKEI SOUTH
SUPPORTING DETAIL**

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 - o A nearby underpass approx. 1,300m west of its existing SH2 Crossing. And/or;
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Kind Regards,

Tony Seddon
Regional Manager – BOP
Tuatahi First Fibre Ltd

Matthew Kerse

From: Rod Bailey [REDACTED]
Sent: Wednesday, 5 November 2025 11:49 am
To: Matthew Kerse
Subject: FW: Wairakei South Fast-track Consent - Consultation

Importance: High

Hi Matt.

Please record this in the consultation register. Apologies but tried twice and had an issue converting to PDF.

Regards,



Rod Bailey

GM - Development

M: [REDACTED]
W: bluehavengroup.co.nz
Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach



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From: Rod Bailey
Sent: Friday, 31 October 2025 3:19 pm
To: 'Bev Higginbotham' <[REDACTED]>
Subject: RE: Wairakei South Fast-track Consent - Consultation
Importance: High

Afternoon Bev,

I am following up on the points raised at our recent neighbour consultation meeting regarding several queries Powerco raised about the substation and any impacts to that asset and property. Could you please forward Powerco's questions to enable responses to be prepared and issued with a view to receiving Powerco's endorsement of the project.

Regards,



*Creating communities
of choice*

Rod Bailey

GM - Development

M: + [REDACTED]

W: bluehavengroup.co.nz

Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach



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Please consider the environment before printing this email.

From: Bev Higginbotham [REDACTED] >
Sent: Thursday, 2 October 2025 1:20 pm
To: Rod Bailey <[REDACTED]>
Subject: FW: Wairakei South Fast-track Consent - Consultation

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Thanks heaps Rod

For some reason it had now shown up in my emails (from Matthew).

I'll share this with Planning & our Property & Consents team.

See you next Wednesday – invite sent 😊

Regards

Bev Higginbotham | [Energy Account Manager – Key Developments](#)

www.powerco.co.nz



From: Rod Bailey [REDACTED]
Sent: Thursday, 2 October 2025 1:03 pm
To: Bev Higginbotham <[REDACTED]>
Subject: FW: Wairakei South Fast-track Consent - Consultation

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

As requested.

Regards,



Rod Bailey

GM - Development

M: + [REDACTED]
W: bluehavengroup.co.nz
Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach



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From: Matthew Kerse <[REDACTED]>
Sent: Wednesday, 1 October 2025 8:00 am
To: Bev Higginbotham [REDACTED]
Cc: Rod Bailey [REDACTED]; Carl Salmons [REDACTED]
Subject: Wairakei South Fast-track Consent - Consultation

Dear Bev,

Attached is a consultation letter that provides an overview of the proposed Wairakei South Development at Bell Road, Papamoa, along with a concept plan of the project. Given your position as neighbouring landowners to the site, we wanted to ensure you are kept informed as part of the process under the Fast-Track Approvals Act 2024.

We would also like to arrange a follow-up meeting with you in person to discuss this in more detail. Please reach out to me by email or phone to arrange a suitable time.

Thank you for your time and consideration.

Kind regards,

Matthew Kerse
PRINCIPAL – MAVEN BAY OF PLENTY
BSurv, MS+SNZ, Licensed Cadastral Surveyor



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07 242 4255 | [REDACTED]

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Matthew Kerse

From: Paul Bird [REDACTED] >
Sent: Wednesday, 19 November 2025 3:02 pm
To: Matthew Kerse
Cc: BOP0749 - Bell Road
Subject: Confirmation of Gas Supply - Fast-track Development, Bell Road Papamoa

You don't often get email from paul.bird@firstgas.co.nz. [Learn why this is important](#)

Matthew,

I refer to your email of 3 October. Please see our response below.

Can you please provide expert input on the following matters:

- Whether gas reticulation is able to be provided to serve the residential lots for this development **YES, but the cost to extend the network and all future reticulation and connection costs would be borne by the end user. Therefore,**
 - If so, should this be considered or is standalone califont gas supply more appropriate? **We believe that an LPG supply (bottles) would be more appropriate for residential users**
- Generally how are commercial/light industrial areas serviced for gas in the BOP region? Is reticulated gas infrastructure appropriate or standalone individual bottle/tanks more appropriate? **Dependent on specific energy needs either natural gas or LPG can be appropriate, however for many users, natural gas will only be used if they border the existing network or existing network is nearby. Otherwise alternative forms of process energy are considered.**
- Depending on the items above whether a confirmation letter to confirm gas can be supplied to service our development area and we will include it as part of our substantive application. **Based on the above we do not think a confirmation letter is warranted.**

Of course, if you have any questions, please let me know.

Paul Bird

Distribution Development Manager

Firstgas

Midland Chambers, Level 9, 45 Johnston Street, Wellington, 6011

 [REDACTED]  [REDACTED]  firstgas.co.nz



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From: Matthew Kerse [REDACTED]

Sent: Friday, 3 October 2025 9:55 am

To: Connections <connections@firstgas.co.nz>

Cc: BOP0749 - Bell Road [REDACTED]

Subject: Confirmation of Gas Supply - Fast-track Development, Bell Road Papamoa

Warning: External email

To whom in concern,

We are currently preparing a substantive application under the Fast-track Approvals Act 2024 for a large-scale residential development located on Bell Road, Papamoa.

The concept masterplan is attached and provides for approximately 2700 residential Lots, with approximately 60 ha of employment zone (commercial & light industrial).

development is intended to be progressed over a 20 year period, market depending.

The general site location is depicted below:



Can you please provide expert input on the following matters:

- Whether gas reticulation is able to be provided to serve the residential lots for this development
 - If so, should this be considered or is standalone califont gas supply more appropriate?
- Generally how are commercial/light industrial areas serviced for gas in the BOP region? Is reticulated gas infrastructure appropriate or standalone individual bottle/tanks more appropriate?
- Depending on the items above whether a confirmation letter to confirm gas can be supplied to service our development area and we will include it as part of our substantive application.

Let me know if you need anything else from me.

Thanks,

Matthew Kerse

PRINCIPAL – MAVEN BAY OF PLENTY

BSurv, MS+SNZ, Licensed Cadastral Surveyor



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Wairakei South Communication Register**Department of Conservation (DOC)**

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions
17-Mar-26	Department of Conservation (DOC)	Email.	DOC Permissions team; Ellen Worthington (Nyawi); Aaron Collier, Matt Kerse (BRLP)	1. Wildlife Act Authority Consultation application - Lizard Management	Coordinate pre application consultation
15-Apr-26	Department of Conservation (DOC)	Online meeting	Shawn Gardner (DOC); Rod Bailey, Chad Croft, Ellen Worthington, Matthew Kerse (BRLP)		
7-May-26	Department of Conservation (DOC)	Emails and Letter.	Shawn Gardner (DOC); Ellen Worthington (Nyawi); Aaron Collier (BRLP)	1. Pre-lodgement Consultation summary	

Matthew Kerse

From: Aaron Collier [REDACTED]
Sent: Friday, 20 March 2026 1:57 pm
To: Matthew Kerse
Cc: Ellen Worthington
Subject: FW: Consultation - Wairakei South
Attachments: wildlife-act-authority-application-9.pdf; Attachment B3.1 Proposed Location.pdf; Attachment- Wairakei South Lizard Management Plan.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Matt

This is to include in the consultation summary and record.

Regards

Aaron Collier [REDACTED]
Planner | Director
MNZPI

Collier Consultants Ltd | PO Box 14371 Tauranga Mail Centre 3143 | New Zealand
[REDACTED]

From: Ellen Worthington <[REDACTED]>
Sent: Tuesday, 17 March 2026 6:16 pm
To: permissions@doc.govt.nz
Cc: Aaron Collier [REDACTED]
Subject: Consultation - Wairakei South

Hi Permissions Team,

Bell Road Limited Partnership are seeking approval under the Fast-track Approvals Act 2024 for a 350ha mixed use development at Wairakei South in the Western Bay of Plenty District.

This approval includes a Wildlife Act Authority for the salvage and incidental killing of native skinks. As such, the project is required to consult with the relevant authorities (in this case the Department of Conservation).

For the purposes of **consultation only**, we have completed Form 9 with the relevant information for your review and feedback. *This does not constitute the lodgement of an Application for a Wildlife Authority.* Section E & F are therefore left blank.

We have also included the proposed location of the works and relocation sites, as well as the Lizard Management Plan prepared by EcoLogical Solutions.

Should you have questions, require further information or wish to provide feedback, you can reach either myself or Aaron Collier (cc'd).

Ngā mihi,
Ellen

--

Ellen Worthington BE(hons) BSc MIEAust ISAP
Director, Sustainability



Office +61 3 9088 8063

Website www.nyawi.com.au



A: [Ground Floor, 470 St Kilda Road, Melbourne VIC 3004](#)



Wildlife Act Authority (General)

Application form 9

This application form is only for the following activities involving any animal protected under the Wildlife Act 1953 (which does not include marine mammals)

Catch, handle, release wildlife at one site

- Hunt, disturb, kill or catch alive protected wildlife that are causing damage (under section 54 of the Wildlife Act 1953)
- Catch and/or hold wildlife for rehabilitation – up to 3 months
- Hold wildlife in permanent captivity, if already held in captivity

Using this application form

Completing the application



Save – You can save this application form to your digital device and edit or complete it in your own time.



Fill – You can fill this application digitally using Microsoft word. If possible, we prefer you completed it this way, as it helps us process your initial application faster.



Print – You can print this application form and fill it manually, then scan it, or you can complete it digitally, then print it.



Submit – Either a hard copy at your local DOC District Office, or



Email – (Preferably) email your application and all the required labelled attachments to:
permissions@doc.govt.nz



Important – Failure to complete this application form correctly may result in your application being returned to you seeking more information, which may extend the time it takes the Department of Conservation to process your application, or it may result in your application being declined. If you need help completing your application, please [contact your local DOC office](#), or email permissions@doc.govt.nz

Navigation



Hints – Use the links through the hints column on the right hand side of the application form



Scroll – Simply use your mouse or keyboard arrows to scroll through the document page-by-page.

Application checklist



Have you included labelled attachments as required for your activities (including reports, maps, testimonials, and consultation documentation)?

Ensure these are attached/submitted with your application (see Section B: Activity, for more information).



Have you read the section regarding liability of the applicant for payment of fees?



Have you ensured you have any other necessary consents required (e.g., RMA consent)?

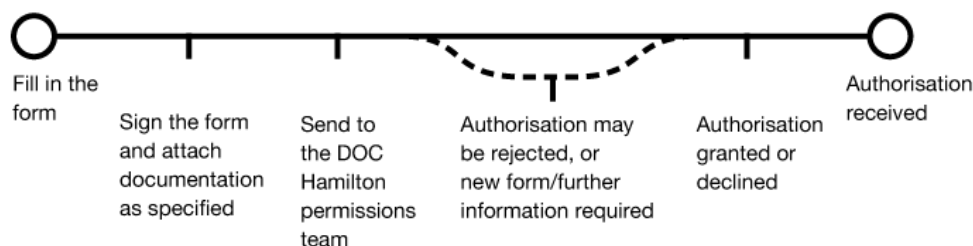


Have you signed your application (digitally or manually)?

Before you start

All efforts in putting together a detailed application are greatly appreciated and will allow the Department to effectively and efficiently process your application.

Process



Before Submitting

Before submitting your application, please ensure you have prepared the appropriate supplementary documentation if required, and named them accordingly:

- ☒ Species Management Plan*
- ☐ Attachment Project Background/Research Proposal
- ☐ Attachment Supplementary Information Attachment
- ☒ Proposed Location
- ☐ Attachment Restricted Lands
- ☐ Attachment Proposed Wildlife
- ☐ Attachment Maps of land
- ☐ Attachment Skills and Experience
- ☐ Attachment Iwi Engagement
- ☐ Attachment Other Consultation
- ☐ Photos of enclosures

SUBMIT via permissions@doc.govt.nz

! Please take the timeframes below into consideration when submitting your application.

! An application is deemed complete when all information requested has been received.

! Any amendments requested after lodgement may require a Form 9a variation application to be completed resulting in a delay of processing of your application.

! Please see also the [fees](#) section.

*Please note that if your activity requires a species management plan and you do not supply one, your application will not be accepted and will be returned to you. If you are unsure if one is required, please enquire at permissionsupdates@doc.govt.nz

Section A | Applicant details

Full name of person to hold the Authority (registered company, institute, organisation, or individual)

Bell Road Limited Partnership

Legal status of applicant:

☐

Individual

☐

Trust

☒

Registered company

☐

Research institute

Other (specify)

Registration number (if company, trust or incorporated society)

NZBN: 9429049335958

Partnership #: 50065107

Trading name (if different from applicant name)

Any previous Authorisations held?

☐

Yes

☒

No

If yes, please provide Authority number

If yes, have you completed the reporting requirements under that Authority? Note: your application will not be accepted and returned to you if not completed.

☐

Yes

☐

No

Postal address

PO Box 11057
Palm Beach
Pāpāmoa 3151

Street address (if different from postal)

Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach

Registered office of company or incorporated society (if applicable)

Phone

Website

Contact person and role

Nathan York, CEO Bluehaven Group

Phone

Mobile

Email

! Please attach a copy of Trust Deed

! You must provide a New Zealand address for service.

! Please fill these three fields for your company contact person or if you are applying as an individual.

Section B | Activities

1. Purpose

Please select or specify the purpose of the activity.

- | | |
|---|--|
| ☐ Traditional/cultural use | ☒ Salvage* (including Species Management Plan) |
| ☐ Species management | ☐ Education |
| ☐ Rehabilitation of sick/injured animals | ☐ Museum display/collection |
| ☐ Research | |
| ☒ Incidental killing* | Other: <div style="border: 1px solid black; height: 40px; width: 100%;"></div> |

*if ticked you must fill out Appendix 1

2. Research/species management project description.

If the activity is research or species management, then please specify the purpose of the research or management activity.

Please provide a summary in plain English (100 words or less) here and include project objectives:

2.1 What are the protective benefits of your Activity and how is the Activity consistent with the purpose and objectives of the Wildlife Act (i.e. Protection or Control of Wildlife)

This application seeks Wildlife Act authorisation to undertake lizard salvage, handling, temporary holding and relocation prior to vegetation clearance associated with the Wairakei South Development at Bell Road, Pāpāmoa. Ecological assessments identified limited areas of potential skink habitat within an otherwise modified pastoral landscape. The purpose of the activity is to avoid or minimise adverse effects on indigenous lizards by undertaking pre-clearance searches, ecological supervision during vegetation removal, capture of any lizards encountered, and relocation to an approved release site in accordance with a Lizard Management Plan and recognised best-practice salvage protocols.

! Please note that if your activity requires a species management plan and you do not supply one, your application will not be accepted and will be returned to you. If you are unsure if one is required, please enquire at permissionsupdates@doc.govt.nz

! If you need more room, attach a copy of your project proposal to this form and label it Project Background.

! [Wildlife Act 1953](#)

Section B (continued) | Activities

3. Species name and threat classification

Please list the common and scientific name/s and threat classification of all protected species for which the authorisation is sought.

Common name	Scientific name	NZ threat classification
1. Copper skink Copper skink	1. <i>Oligosoma aeneum</i> <i>Oligosoma aeneum</i>	1. At Risk - Declining At Risk - Declining
2. Moko skink Moko skink	2. <i>Oligosoma moco</i> <i>Oligosoma moco</i>	2. At Risk - Relict At Risk - Relict
3.	3.	3.
4.	4.	4.
5.	5.	5.

! "NZTC list" means the most recent officially published list for any taxonomic group developed using the New Zealand Threat Classification System Manual by Townsend, et. al. (2008), or any successor document. To view the list, visit [our website](#).

4. Activities

4.1. Actions

Please select all the actions that are applicable to the activity you wish to carry out involving wildlife on and/or off public conservation land.

☒ Catch and handle wildlife on site	☐ Transfer captive wildlife from one holding facility to another holding facility
☐ Take samples from wildlife	☐ Kill wildlife
☐ Take or destroy the eggs of wildlife	☐ Hunt, disturb, kill or catch alive protected wildlife that are causing damage (under section 54 of the Wildlife Act 1953)
☐ Attach identification bands to wildlife	
☐ Mark – tag or attach other scientific apparatus (except bands) to wildlife	Other: release/relocate wildlife to an approved release site
☐ Mark in any way – paint, twink, shaving, toe clipping etc.	
☒ Catch and temporarily hold wildlife in captivity (less than 3 months)	

Section B (continued) | Activities

4.2. Is Animal Ethics approval required?

☐

Yes

☒

No

☐

Don't know

! If yes, please attach evidence of Animal Ethics Approval

5. Authorisation term and activity timeframes

5.1. Authorisation term

Authorisations will be granted for a limited term. Please specify the start and end dates you would like your proposed authorisation to cover and explain why this term is sought. e.g. 'July 2015 – March 2015' or 'from date of issue for 5 years.'

Term:

From date of issue for 5 years. Site earthworks are expected to be completed 2026-2030.

Reason e.g. If an activity has a firm start date, please provide a detailed explanation as to why:

Vegetation clearance and earthworks associated with the Wairakei South Development will occur in stages. A 5-year authorisation allows salvage to be undertaken progressively as development areas are prepared while ensuring appropriate seasonal timing for lizard capture and relocation.

6. Number to be caught, held or killed

Where possible, please state:

The target number of individuals of each species of protected wildlife to be caught, held or killed and what proportion of the local and global species population you estimate would be affected by your activity.

Species	# of individuals	Proportion/population
1. Copper Sink	<20	<0.001%
2. Moko sink	<20	<0.001%
3.		

! If your application is not to catch, hold or kill a live animal (i.e. you are applying to hold specimens), please go to Question 11.

Section B (continued) | Activities

7. Method/s of capture

Please describe the methods to be used to safely, efficiently and humanely catch, hold or kill the animals and identify relevant animal ethics processes.

Lizard salvage will be undertaken by a DOC authorised herpetologist with support from suitably qualified assistant ecologists. Salvage will be carried out within identified lizard habitat areas prior to and during vegetation clearance, between October and April inclusive.

The salvage programme will occur in two phases. Phase 1 will comprise systematic daytime manual habitat searches within identified skink habitat on suitable weather days, generally when temperatures are between 12-20°C and there is no rain. Searches will include lifting organic and inorganic debris, hand-searching rank grass, vegetation

8. Samples to be collected

8.1. Samples, amounts, methods

Please list exactly what samples are to be taken (e.g. blood, DNA, feathers, etc) and the methods/s to be used, including amounts to be taken (if known).

Sample	Method	Amount
1.		
2.		
3.		

8.2. Purpose

Please state the purpose for which the samples would be taken (e.g. taxonomy, genetic analysis, disease screening) and if they will be sent overseas.

Sending **overseas**?

☐ Yes ☐ No

8.3. Samples for genetic modification

If you will be taking samples for genetic modification, please attach your Environmental Risk Management Authority (ERMA) application and label it attachment B6.2.3.

! If no samples are to be collected, please go to [Question 9](#).

! If you answer **Yes** to sending samples overseas, please download and complete Form9f see [Application forms: Apply for permits](#)

Section B (continued) | Activities

9. Marking, banding, tagging

9.1. Banding

Are you requesting to **band** wildlife?

☐

Yes

☒

No

9.2. Other marking

If you are proposing to mark wildlife with any other mark than a band, please describe the type of marking and details of the method to be used to attach it to ensure the animals' health and safety e.g. transmitters, transponders, paint, twink, toe clipping etc.

Mark/tag to be fitted

N/A

Method

N/A

10. Proposed activity site(s)

Indicate what land your proposed activity includes:

☐

Public Conservation Land (PCL)

☒

Land not managed by the Department

☐

A mix of PCL and land not managed by DOC

Note: If a nature reserve, scientific reserve, government purpose reserve, national park, wildlife sanctuary or wildlife refuge, you may need a separate entry permit. Speak to your local District Office for advice.

10.1. Activity site

Clearly identify the location/s in which your project will be carried out and why the locations/s are the best option. For all sites, include a map and GPS co-ordinates. Attach your map(s) and label them attachment B3.1 Proposed Location.

The activity will be undertaken within identified lizard habitat areas inside the Wairakei South Development site (approximately 350ha at 37°44'15.5"S 176°20'15.8"E), where vegetation clearance and earthworks are proposed. These areas of identified lizard habitat areas will be clearly demarcated on site prior to salvage. Captured lizards will be relocated to an approved release site (wairaka Reserve 37°43'49.6"S 176°11'47.1"E), and contingency release site (Johnson Reserve 37°44'03.0"S 176°10'45.5"E) if required, within the same ecological district. Relevant site and release site locations are shown on the attached plans (B3.1 Proposed Location).



Radio transmitter frequencies 160.6 MHz to 161.11 MHz (channels 48-99) must not be operated unless the Authority Holder is in possession of a separate sub-licence issued by the Department of Conservation



Use [DOC Maps](#) to view Conservation Land.



Wildlife Act Consents may apply to private land and public conservation land. If the location is private land, you will also need the consent of the landowner, or other appropriate access legislation (e.g., The Public Works Act 1981).

Section B (continued) | Activities

10.2. Why these locations?

Clearly state why these locations/s are the best option.

The primary and contingency release site are in the same Ecological District as the proposed Wairakei South development and offer equal or greater opportunity (i.e., shelter, food resources, access to mates) for survival and long-term health of lizards compared to the habitat of origin.

The designated release site is Johnson Reserve (14.6 ha), situated in Welcome Bay (Tauranga Ecological District). Johnson Reserve is an Ecological and Recreational Linkage Reserve managed in accordance with the Tauranga City Council Reserve Management Plan and includes pest management. The majority of the reserve is

11. Captive

Please answer if the live animal/s; specimen/s; or sample/s is to be obtained from another authorised wildlife holder, who has an authorisation to hold the species in captivity or the specimen/sample. Fill in the following information of the person **from** whom the animal/specimen/sample will be obtained.

Name

Address

DOC authorisation number

Expiry Date (dd/mm/yyyy)

11.1. Holding live animals

Please fill in this section if you currently hold animals in captivity and wish to continue doing so; or you wish to receive animals held in captivity at another facility; or you wish to hold animals for less than 3 months for rehabilitation.

11.2. Captive management programme

Are you part of a co-ordinated captive management programme for the species?

☐ Yes☐ No

If yes, please state the name of the DOC captive co-ordinator and whether they support this application.

Co-ordinator's name

Supports application?

☐ Yes☐ No

! If you are intending to receive animals from another authorised holder, ensure they have an authorisation to transfer.

! Please attach written proof of their support and label it attachment B10.4

Section B (continued) | Activities

11.3. Holding site

Provide a detailed description of the holding facility/cage including dimensions.

Holding site address:

Bell Road, Pāpāmoa

Description of facility/cage

All lizards will be placed in a temporary containment box, which will be filled with local vegetation matter and leaf litter and misted with water. Lizards will only be held temporarily for the period of the active searches or retreat inspections, or in all cases less than two hours, after which the lizards will be transported to and released at the approved relocation site,

Note: Please attach photos as an attachment and number the attachment accordingly.

12. Management of effects

Please list all actual and potential adverse (or positive) effects of the proposed activity at the site, including effects on the target species, other indigenous species and the ecosystems at the site. Where adverse effects are identified please state what methods will be used to manage those effects.

Effect	Management method
Injury or mortality of lizards during vegetation clearance	Implement pre-clearance salvage programme
Lizards missed during initial hand searches	Machine-assisted destructive searches under ecological supervision in areas where lizards are
Stress during capture	Temporary containment with vegetation and leaf litter and minimal holding time
Inappropriate handling or release	Use qualified personnel only; release at approved site within same ecological district

! The applicant must meet the requirements of the DOC Captive Management SOP and the facility must meet the requirements of the husbandry manual for the species, where one exists.

! If your activity involves holding protected wildlife in captivity there are some extra requirements you must fulfil.

See [holding wildlife](#).

! If you are applying to hold specimens or parts of them, or you are applying to hold wildlife already in captivity, you do not need to answer this question.



Section C | Applicant skills and experience

Please provide relevant information relating to your ability to carry out the proposed activity (e.g. details of previous authorisations, membership of professional organisations and relevant qualifications and experience). List full names of all individuals who will be involved in the activity.



Please attach details and label as Attachment D.

All individuals involved in activity

Full Names

A DOC authorised herpetologist and suitably qualified assistant ecologist(s) will undertake targeted search and salvage campaigns prior to and during vegetation clearance. The Lizard Management Plan has been prepared by Raven Allen, Ecologist and Reviewed by Chad Croft, Senior Terrestrial Ecologist from ecoLogical solutions.

Has the applicant or any company directors, trustees, partners, or anyone involved with the application been convicted of any offence?

☐

Yes

☒

No

If yes please provide details:

Does the Applicant or any of the company directors, trustees, partners, or anyone involved with the Application have any current criminal charges pending before the court?

☐

Yes

☒

No

If yes please provide details:

Section D | Engagement

DOC has a responsibility to give effect to the principles of the Treaty of Waitangi (Treaty) in all the work we do. DOC engages with whānau, hapū and iwi to make informed decisions. We actively encourage you to engage directly with local iwi, hapū, prior to applying, and build ongoing relationships.

Please attach proof of all engagement e.g., email communications or project planning meeting minutes, include a list names and contact details of iwi hapu reps you have contacted, and label as Attachment E1.0 'Iwi Engagement'.

As part of the Wairakei South project, engagement has been undertaken with Te Kapu o Waitaha, Tapuika Iwi Authority and Te Maru o Kaituna Authority (TMOK). No comment has been provided on ecological matters. A final Cultural Impact Assessment is to be received this month.

Please provide the names and details of any other supporting information, expert views, advice or opinions obtained here. Please attach those additional written expert views, advice or opinions concerning your proposal to support the application and label them Attachment E2.0 'Other Consultation'

 If you are unsure of any consultation requirements for your proposal, please see the [iwi consultation section](#) or contact your local DOC Partnerships office to discuss what is required.

Section E | Fees

Please note

This section only applies to applications with a commercial focus – which will include applications from registered companies. The Department does not charge fees for non-commercial Wildlife Act authorisations.

Processing fees

Section 60B of the Conservation Act contains the statutory provisions regarding processing fees.

The Department recovers all direct and indirect costs to process an application from applicants regardless of whether the application is approved or declined. If at any stage an application is withdrawn, the Department will invoice the applicant for the costs incurred by the Department up to that point.

You may be required to pay a processing fee for this application regardless of whether your application is granted or not. You may request an estimate of the processing fees for your application. If you request an estimate, DOC may require you to pay the reasonable costs of the estimate prior to it being prepared. DOC will not process your application until the estimate has been provided to you. The processing fees are detailed on the DOC website: <https://www.doc.govt.nz/get-involved/apply-for-permits/interacting-with-wildlife/>

DOC will invoice your processing fees after your application has been considered. If your application is large or complex, DOC may undertake billing at intervals periodically during processing until a decision is made. If you withdraw your application, DOC will invoice you for the costs incurred up to the point of your withdrawal.

Your application will set up a credit account with DOC. See the checklist below for the terms and conditions you need to accept for a DOC credit account.

Particularly complex applications may incur further costs – you will be sent an estimate of costs in this situation. We will contact you to advise if the fee is more than the estimated standard cost. Applicants are also entitled to request an estimate of costs at any point, but the Department may impose a charge for preparing such an estimate. Estimates are not binding.

Paying fees

The Department will ordinarily invoice the applicant for processing fees after a decision has been made on the application, but in some cases interim invoices will be issued.

Please select your method of payment below.

☐ I have direct credited the DOC account

Please use the Applicant name and permission number (which the permissions team will give to you) as the references.

Department of Conservation
Westpac Bank
Account number: 03 0049 0002808 00

☐ I do not intend to pay the fees at the time of applying and/or I require an invoice for payment

☐ I have a purchase order/number from an organisation registered with DOC

! If you are making an application for non-commercial activity, [proceed to declaration.](#)

! Applicants are required to pay the processing fees within 28 days of receiving an invoice. The Director-General is entitled to recover any unpaid fees as a debt.

! If you are applying from outside New Zealand we can process a credit card payment – please contact us to request this procedure.

Section E (continued) | Fees

Fee waivers and reductions

The Director-General has discretion to reduce or waive processing fees. You may apply for a fee waiver or reduction if you can provide information to the permissions team about how your application meets at least one of the following criteria.

- The activity will make a direct contribution to management
- There will be other non-commercial public benefits from the activities covered by the authorisation (if approved)
- Activity covered by the authorisation (other than research, collection or educational activities) will make a contribution to the management of, or the public interest in, the lands that are covered by the authorisation

The Department may obtain further information either from the applicant or from any other relevant source in order to process the application. The applicant will be advised of any information obtained from other sources. The cost of obtaining such information will be charged to and recovered from the applicant. The applicant will be informed as soon as practicable from receipt of the application if further information is required before this application form can be fully processed by the Department.

☐ Do you intend to apply for a fee waiver?

Note: if the waiver is declined, you will be charged the cost of processing this request.

Terms and conditions: Account with the Department of Conservation

Have you held an account with the Department before?

☐ Yes

☐ No

If **yes**, under what name?

Terms and conditions: Account with the Department of Conservation

1. I/We agree that the Department of Conservation can provide my details to the Department's Credit Checking Agency to enable it to conduct a full credit check.
2. I/We agree that any change which affects the trading address, legal entity, structure of management or control of the applicant's company (as detailed in this application) will be notified in writing to the Department of Conservation within 7 days of that change becoming effective.
3. I/We agree to notify the Department of Conservation of any disputed charges within 14 days of the date of the invoice.
4. I/We agree to fully pay the Department of Conservation for any invoice received on or before the due date.
5. I/We agree to pay all costs incurred (including interest, legal costs and debt recovery fees) to recover any money owing on this account.
6. I/We agree that the credit account provided by the Department of Conservation may be withdrawn by the Department of Conservation, if any terms and conditions of the credit account are not met.
7. I/We agree that the Department of Conservation can provide my details to the Department's Debt Collection Agency in the event of non-payment of payable fees.



Section E (continued) | Fees

Additional Fees

You may also be required to pay additional fees. These may include:

- Annual management fee to cover administration time; and/or
- Monitoring fee to cover the cost of monitoring the effects of your activity.

 Please [contact the Permissions team](#) to discuss whether these fees apply.

Section F | Declaration

I certify that the information provided on this application form and all attached additional forms and information is to the best of my knowledge true and correct.

Signature (applicant)

Date (dd/mm/yyyy)

NZBN: 9429049335958

Partnership #: 50065107

This application is made pursuant to Section/s 41(1)(g), 53; 54; 55; and/or 56 of the Wildlife Act 1953 [and (where applicable) Section/s 22; 49; 50; 51; 57; and/or 59 of the Reserves Act 1977; and/or Section/s 5; 13; 14(3) of the National Parks Act 1980; and/or 38 of the Conservation Act].

Applicants should familiarise themselves with the relevant provisions of the Wildlife Act 1953, the Conservation Act 1987, the Reserves Act 1977 and the National Parks Act 1980 relating to authorisations.

The purpose of collecting this information is to enable the Department to process your application. The Department will not use this information for any reason not related to that purpose.

Applicants should be aware that provisions of the Official Information Act may require that some or all information in this application be publicly released.

! An Authorisation may be varied or revoked if the information given in this application contains inaccuracies.



Appendix 1 – Incidental killing of wildlife

When to fill out this appendix?

Fill out this appendix if you have ticked the box in form 9 to apply to salvage or incidentally kill wildlife. The killing of wildlife is incidental if it is not directly intended but is unavoidable and foreseeable when carrying out an otherwise lawful activity.

If you require more room to answer a question, submit that information as an attachment.

What is incidental killing?

Incidental killing of wildlife is defined as the killing that is unavoidable and foreseeable as a consequence of undertaking another lawful activity. It is not the same as accidental killing, which is killing that is not foreseeable.

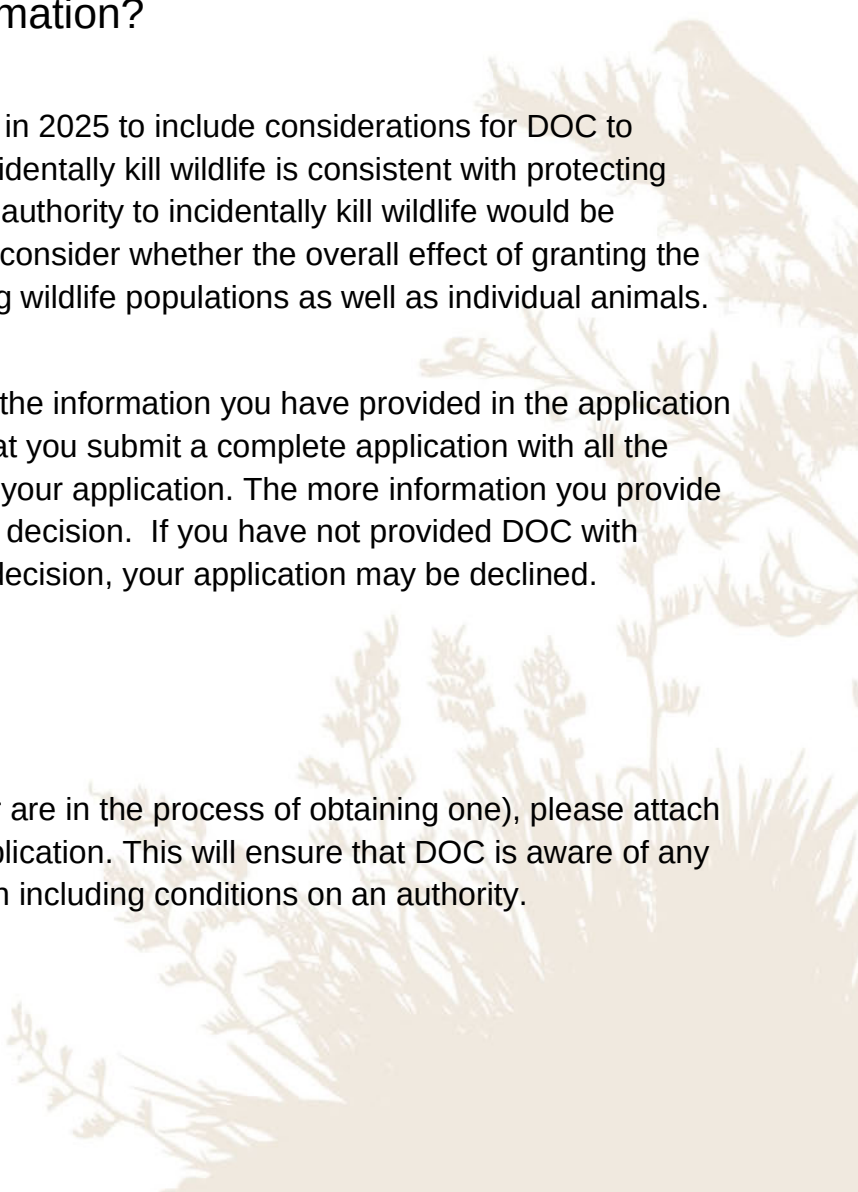
Why does DOC ask for this information?

Amendments to the Wildlife Act were made in 2025 to include considerations for DOC to determine if granting an authorisation to incidentally kill wildlife is consistent with protecting wildlife. In determining whether granting an authority to incidentally kill wildlife would be consistent with wildlife protection, DOC will consider whether the overall effect of granting the authority would be consistent with protecting wildlife populations as well as individual animals.

DOC will assess your application based on the information you have provided in the application form and any attachments. It's important that you submit a complete application with all the information that DOC requires to decide on your application. The more information you provide DOC, the quicker we will be able to reach a decision. If you have not provided DOC with sufficient information to make an informed decision, your application may be declined.

Resource consents

If you have obtained a resource consent (or are in the process of obtaining one), please attach your resource consent when lodging an application. This will ensure that DOC is aware of any other conditions you must comply with when including conditions on an authority.





Appendix 1 – Section A

- 1. Please provide detailed information as to how you have identified the likely presence of wildlife, including which species, that may be affected by your activities.**

The likely presence of indigenous lizards has been identified through desktop ecological assessment, habitat assessment, and targeted field survey. The site contains limited but identifiable areas of potential skink habitat, including rank grass, debris, vegetation margins and habitat adjacent to dwellings and drains. Based on the ecological assessment, copper skink are considered the species most likely to be present, with moko skink also treated as potentially present on a precautionary basis if included in the application. Lizard habitat areas requiring salvage have been mapped prior to works.

- 2. Please describe actions that you will take to avoid wildlife being harmed or killed as a result of your activities?**

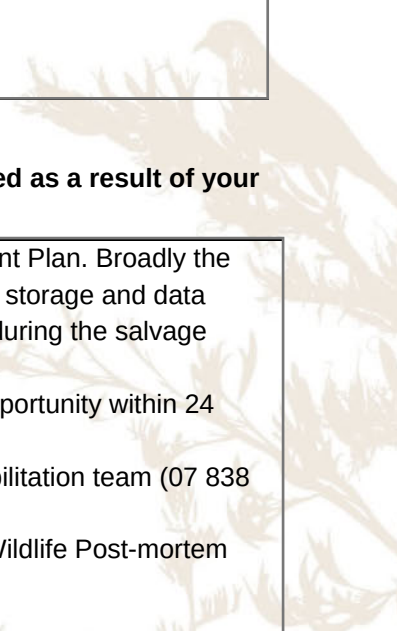
The actions to avoid wildlife being harmed are described in Attachment - Lizard Management Plan. Broadly the actions are categorised into site demarcation, lizard salvage, lizard handling and temporary storage and data collection. The following steps will be implemented if any injured or dead lizards are found during the salvage campaign:

The project herpetologist will notify DOC (0800 DOC HOT (0800 362 468) at the earliest opportunity within 24 hours after any injured or dead lizard is found.

Injured lizards found during salvage will be taken to the Hamilton Zoo Native Wildlife Rehabilitation team (07 838 6720 - 183 Brymer Road, Hamilton) as soon as possible for assessment and treatment.

Any 'Threatened', 'At Risk' lizard species death shall be sent to Massey University Wildlife Post-mortem Service for necropsy.

Appropriate measures will be undertaken to minimise any further lizard deaths.



3. Please explain why some wildlife deaths will be unavoidable as a result of your activities, even if you take the steps outlined above to avoid this.

Salvage is intended to minimise or avoid any deaths of lizards. Lizard salvage will be carried out two phases. Phase 1 will comprise systematic daytime manual habitat searches within identified skink habitat on suitable weather days, generally when temperatures are between 12-20°C and there is no rain. Searches will include lifting organic and inorganic debris, hand-searching rank grass, vegetation foliage and rock piles, and using rakes where appropriate. Search effort will be a minimum of 8 person-hours, or longer if required by the project herpetologist. Phase 2 will comprise vegetation clearance supervision and machine-assisted destructive searches in areas where native lizards are detected during Phase 1, or where habitat cannot be effectively searched by hand. This will involve ecological supervision of vegetation removal and targeted searching through habitat using an excavator fitted with a toothed bucket or rake. All reasonable steps will be taken to avoid the death of any lizards, though there is no guarantee that despite the two-phase approach to location that some lizards may not be identified before bulk earthworks of an area.

4. Please provide information on regional threat status of wildlife species that could be affected by your activities (if you have this information available).



- 5. Please provide detailed information on what you will do to avoid, minimise, mitigate, or offset harm to any wildlife populations that could be affected by your activities.**

This information should be provided in your species management plan and copied into this application form.

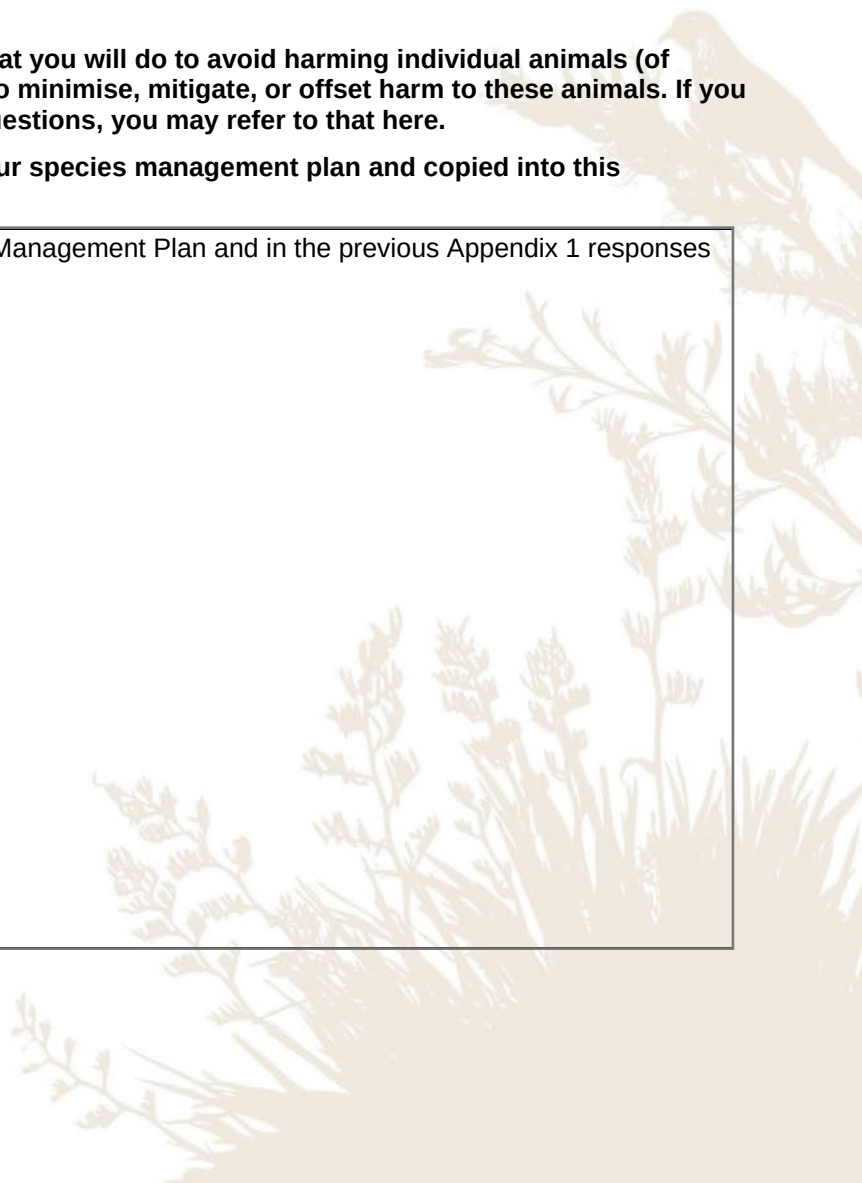
This information is provided at Attachment - Lizard Management Plan. Based on the known distribution of native lizard species, the habitat preferences of native lizard species, the availability of habitat at the site, and the history and land use of the site and the surrounding area, approximately 1.9 ha of low-quality copper skink habitat will be removed and a small population (i.e., <10 skinks) affected by the proposed development.

Within the local context, this represents a very small proportion of available habitat and population in the local area, regionally, and nationally.

- 6. Please provide detailed information on what you will do to avoid harming individual animals (of protected wildlife) as well as any actions to minimise, mitigate, or offset harm to these animals. If you have already described this in previous questions, you may refer to that here.**

This information should be provided in your species management plan and copied into this application form.

This information is provided at Attachment - Lizard Management Plan and in the previous Appendix 1 responses above.



7. What conditions are you proposing to include in your application to avoid, minimise, or mitigate harm to wildlife?

Note: These could include actions that you have previously identified (e.g. to avoid harming wildlife), conditions that form part of resource consents, or any other conditions.

If any of these conditions form part of existing resource consents, please clearly identify this here.

The following is proposed as a condition to the application for approval under the Fast-track Approvals Act for the Wairakei South development:

Lizard Management

Prior to the commencement of any vegetation removal works the consent holder must submit and have certified by Council, a finalised Lizard Management Plan (LMP) prepared by a suitably qualified and experienced ecologist/herpetologist in accordance with the recommendations in the Ecological Impact Assessment prepared by Ecological Solutions, dated XX/XX/2026. The LMP must be designed to achieve the following two objectives:

- a. The population of each species of native lizard present on the site at which vegetation clearance is to occur must be maintained or enhanced, at an appropriate alternative site; and
- b. The habitat(s) that lizards are relocated to will support viable native lizard populations for all species present pre-development.

The LMP must address the following (as appropriate):

- c. Credentials and contact details of the ecologist/herpetologist who will implement the plan.
- d. Timing of the implementation of the LMP.
- e. A description of methodology for survey, trapping and relocation of lizards rescued, including but not limited to:

8. Please describe how you intend to comply with the conditions you have proposed or have been imposed in your resource consent (where applicable).



9. If your application includes the salvaging of lizards, please describe how your application addresses the 9 principles of salvage.¹

The 9 principles of salvage are expressly addressed in Table 2 (section 3.1.2 of Attachment - Lizard Management Plan).

¹ [Key principles for lizard salvage and transfer in New Zealand](#)



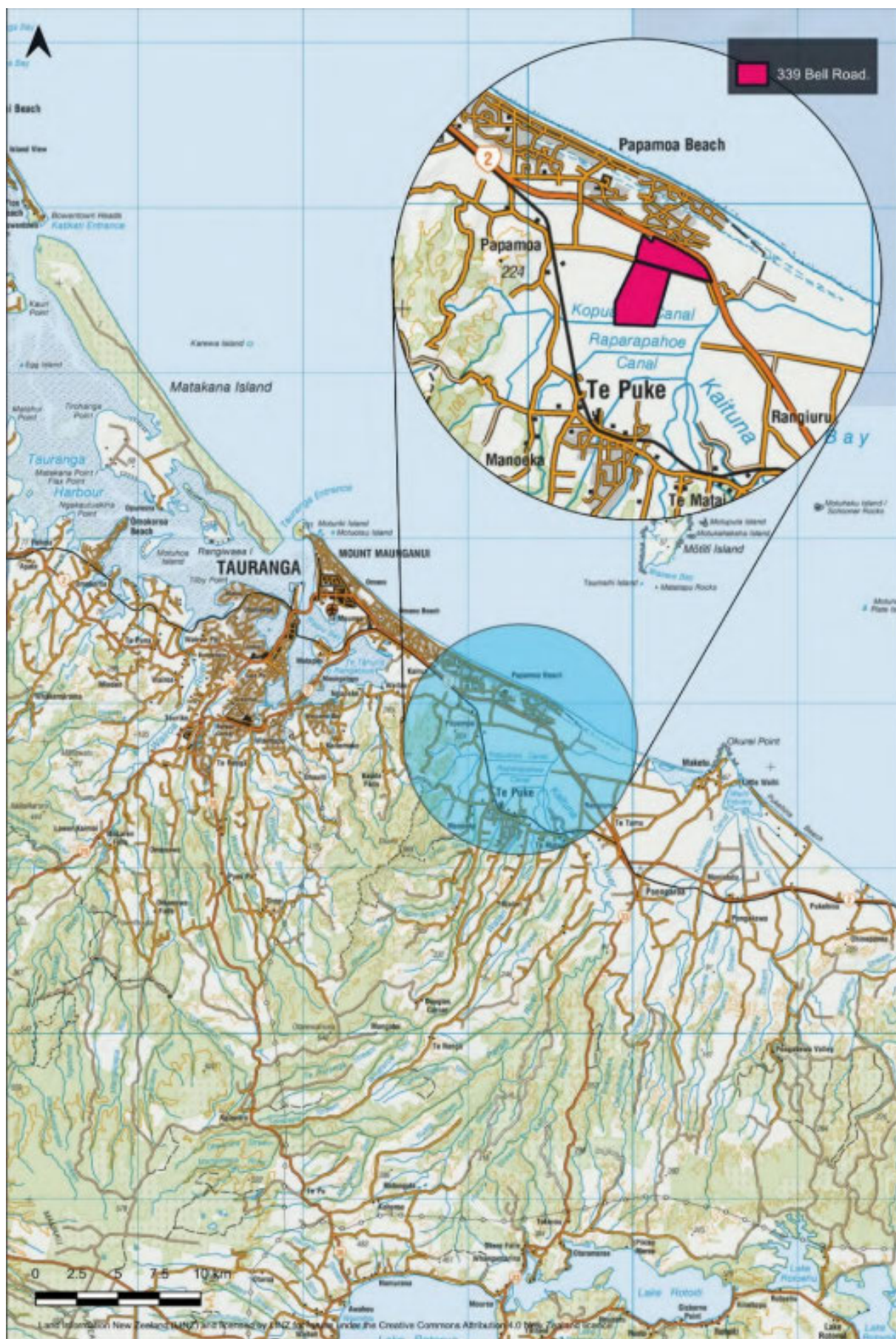


Figure 1. Wairakei South Development Site Location



Figure 2. Potential skink habitat within organic debris piles.



Figure 3. Potential skink habitat within dense grass cover along hedgerows.



Figure 4. Potential skink habitat within rank grass along fence lines and drains.



Figure 5. Proposed release site and contingency site.

Matthew Kerse

Subject:	Wairakei South - Initial Consultation with Department of Conservation (DOC)
Location:	Microsoft Teams Meeting
Start:	Wed 15/04/2026 3:30 pm
End:	Wed 15/04/2026 4:30 pm
Recurrence:	(none)
Meeting Status:	Accepted
Organizer:	Ellen Worthington

Purpose: Introduce the project, outline proposed approvals, and seek early feedback on DOC requirements and process.

1. Welcome & Introductions

- Attendees and roles
- Purpose of the meeting

2. Project Overview (Matthew Kerse - Project Manager)

- Overview of Wairakei South Development
- Location and site context
- Key components (residential, employment land, wetlands, infrastructure)
- Project timeline and staging

3. Planning & Approvals Pathway (Ellen Worthington - Planning & Approvals)

- Overview of Fast-track Approvals Act (FTAA) pathway
- Consents and approvals anticipated
- Proposed lodgement timing
- Key environmental considerations identified to date
- High-level approach to ecology and wildlife management

4. Ecology & Wildlife Focus (Chad Croft - Wildlife & Ecology)

- Summary of ecological values on site
- Lizard habitat and management approach
- Wildlife Act approvals likely required
- Proposed mitigation / management strategies

5. DOC Process & Feedback (DOC-led discussion)

- Confirmation of approval pathways and requirements
- Key information DOC expects to see in applications
- Any specific concerns or priorities for DOC
- Opportunities for ongoing engagement

6. Questions & Next Steps

- Open discussion
- Agreed actions and follow-ups
- Key contacts and communication approach

Microsoft Teams meeting

Join:

<https://teams.microsoft.com/meet/4321452914383?p=tOO0FjcozBkcXdMGna>

Meeting ID: 432 145 291 438 3

Passcode: ns9eg7rA

[Need help?](#) | [System reference](#)

For organisers: [Meeting options](#)



Fast-Track Pre-Lodgement Consultation Summary

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

Project Details

Project name:	Wairakei South
Engagement type:	Pre-lodgement engagement on a substantive application (listed)
Applicant/agent:	Applicant: Bell Road Limited Partnership Agent: Aaron Collier (Collier Consultants)
Proposal overview:	The project is a mixed residential, industrial, commercial and retail development between Pāpāmoa, Te Tumu and Te Puke across an area of 349.2 ha.
Location:	Between Pāpāmoa, Te Tumu, and Te Puke
Date pre-lodgement request received:	Request received: 19 March 2026 Invoice paid: 9 April 2026 Initial meeting: 15 April 2026
Summary of pre-lodgement Consultation	
Fast track project lead DOC:	Shawn Gardner, Consultant Fast-track project manager (Enspire)
DOC specialist input required:	Fast Track Project Lead RMA Planner Permissions Advisor(s) Freshwater Ecology Terrestrial Ecology Statutory Manager (Regional Office)
DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:	The applicant is proposing to apply for authority under the Wildlife Act 1953 for copper skink and moko skink

DOC Commentary on Fast Track approvals and permissions identified: Note DOC's role in relation to specific	The applicant has provided the following documents, which have informed this pre-lodgement consultation summary: • Draft Ecological Impact Assessment entitled 'Bell Road (Wairakei South) Ecological Impact Assessment' prepared by Ecological Solutions and dated April 2026; • Draft Ecological Management Plan entitled 'Ecological Management Plan, Wairakei South' prepared by Ecological Solutions and dated April 2026; • Draft Lizard Management Plan entitled 'Bell Road (Wairakei South) Lizard Management Plan' prepared by Ecological Solutions and dated April 2026; • Location maps and site photos showing potential lizard habitat; • Project Staging Plans entitled 'Wairakei South FTA090 Development Bell Road, Papamoa for Bell Road Limited Partnership' dated December 2025 It is the applicant's responsibility to comply with the FTAA ensure that the necessary approvals are identified and all required information is provided as a part of the application. Section 43 sets out the information to be included in a substantive application. Wildlife Approvals authorise acts that would otherwise be an offense 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 bands 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. The applicant has not indicated the need to obtain complex freshwater fisheries approvals (CFFA). DOC considers that given the proposed impacts on freshwater habitats, these are likely required, specifically, the diversions/reclamations required as a part of the project may trigger the need for CFFA. It is understood that stream reclamations/diversions may be implemented as part of the project. The applicant should be aware of the approval requirements under the Freshwater Fisheries Regulations. The information requirements for CFFA is specified in clause 3 Schedule 9 of the
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	Act. This project will need to address this information requirement if CFFA are needed. The applicant should be aware that structures impacting fish passage should be designed in accordance with New Zealand Fish Passage Guidelines Earth Sciences New Zealand NIWA. Conditions relating to a CFFA would be determined based on the information included in the application. The information provided at this stage is insufficient to make a determination in relation to what conditions should be included in any required CFFA.
Treaty partners:	DOC is aware of the following Treaty partners that may be relevant to the site: • Ngāti Pūkenga • Tapuika • Waitaha DOC encourages the applicant to engage directly with the relevant Māori groups as required by section 29 of the Act.
Treaty Settlement implications/considerations:	DOC is aware of the following Treaty settlement obligations that may be relevant to this site: Ngāti Pūkenga Claims Settlement Act 2017 Tapuika Claims Settlement Act 2014 Waitaha Claims Settlement Act 2013 DOC has a statutory obligation to advocate for the preservation of freshwater fisheries, the protection of wetlands, riparian areas, water quality, historic resources, and indigenous vegetation and habitats. The applicant should carefully consider how to preserve, protect, and minimise impacts on these matters. The applicant should engage with the relevant governance entities on wāhi tapu and other areas of cultural importance and on taonga species. We note that the following are likely relevant to the project: <u>Statutory Acknowledgements:</u> • Tapuika – Kaituna River • Waitaha – Te Kopuaroa River • Waitaha – Part of Kaituna River • Ngāti Rangiwewehi – Kaituna River Statutory Acknowledgements provide a formal acknowledgement of the relationship that the relevant Treaty Settlement Entity has with the Acknowledgement area. It is noted that maps showing the full area of the Statutory Acknowledgements can be found in documents held by Te Tari Whakatau (Office of Treaty Settlements). In the case of Statutory Acknowledgements over rivers and coastal areas, the Acknowledgement may encompass an entire catchment or coastline. The applicant should understand any relevant Statutory Acknowledgements and pay particular attention to the relationship that the relevant Treaty Settlement Entity has with the area under the Acknowledgement.

	It is noted that the Ngāi Te Rangi and Ngā Pōtiki settlement is currently under negotiation. The signed deed of settlement shows the project within the relevant Area of Interest. There is a proposed Statutory Acknowledgement over the Kopuaroa Canal and the Wairakei River. Further, part of the Kaituna River is referenced in the Deed. Should this settlement be passed, DOC considers it likely that additional obligations would apply. DOC encourages the applicant to keep up-to-date with any relevant changes to the Treaty settlement landscape.
Potential Resource Management Act (RMA) considerations and effects: <i>Note: DOC's role in relation to 53(2)(m)(i) FTAA</i>	The following should be included as a part of the full and comprehensive assessment of environmental effects (AEE): • 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 • Proposed monitoring and adaptive management strategies, including ecological triggers and strategies for when triggers are met • Details on any proposed works within a stream or wetland, including details of any instream structures required for the activity and how these structures will adhere with the New Zealand Fish Passage Guidelines • An assessment against relevant plans and policies including the National Policy Statement for Indigenous Biodiversity and National Policy Statement for Freshwater Management
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	The following statutory planning documents are relevant to the application: • Conservation General Policy 2005 • Bay of Plenty Conservation Management Strategy 1997 The application is not inconsistent with the relevant statutory planning provisions. However, consideration should be given to the conservation of threatened species and their habitats.
Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	It is noted that DOC has requested the following documents to review, which have not been provided: • Meeting notes summarising the points set out in the meeting on the 15th of April 2026 (for review and agreement and to advance consultation) • Draft conditions • Details of how the proposed infill is expected to impact hydrology • Details of any works in streams or wetlands • Details on the location and design of proposed constructed wetlands From reviewing the documents provided, it is noted that the following additional information would enhance the application:

	• Comprehensive surveys of freshwater fish and invertebrate species present (including measurements and length of the freshwater ecosystems present (such as drains and waterways)) • Details of how impacts will be avoided, remedied, mitigated or offset/compensated • If offsetting is used, details around the offsetting model (including Stream Ecological Valuation and Environmental Compensation Ratio calculations) • Proposed conditions that mitigate the impacts of the project • Further information on the proposed wetlands to be created, the Bell Road Drain diversion and what (if any) waterways are replacing the lost drains
Any further information/considerations:	If any offsetting/compensation is to be used to offset unavoidable adverse environmental effects, an Offsetting and Compensation Plan (OCP) should be prepared. This plan should include, at a minimum: • A description of ecological values where effects cannot be avoided or mitigated • 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, provision of Stream Ecological Valuation and Environmental Compensation Ratios • Any proposed long-term pest management and how it will be funded and actualised
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 Fast-track Approvals Act 2024 can be viewed here: Guidance for applying for a wildlife approval Note that a panel will invite the statutory bodies listed in clause 4 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. It is recommended that the information provided in any substantive application prepared under the FTAA be separated out by the various approvals sought (if multiple approvals are required) and all information requirements addressed for each approval sought.

Wairakei South Communication Register**Ministry of Education (MOE)**

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions
24-Jul-25	MOE	In Person.	Nicky Morrison, Susan Henderson, Louix Waru (MOE); Nathan York (BRLP)	1. Introducing Wairakei South to MOE including provision for a Primary School within the development.	
30-Jul-25	MOE	Email.	Nicky Morrison, Susan Henderson, Louix Waru (MOE); Nathan York (BRLP)	1. Follow up meeting summary sent to MOE	
13-Aug-25	MOE	Email.	Nicky Morrison, Susan Henderson, Louix Waru (MOE); Nathan York (BRLP)	1. MOE response received.	1. Future planning of school site required when MOE ready to do so.

From: [Nathan York](#)
To: [Aaron Collier](#); [Rod Bailey](#); [Carl Salmons](#); [Matthew Kerse](#); [Dwayne Roper](#)
Subject: Fw: Wairakei South (Bell Road) development
Date: Thursday, 31 July 2025 9:29:34 am
Attachments: [image001.png](#)
[image002.png](#)
[Wairakei South - Updated Masterplan - 18.7.25.pdf](#)

FYI.

Nga mihi,
Nathan J. York
Chief Executive

From: Nathan York [REDACTED]
Sent: Wednesday, July 30, 2025 6:20:00 am
To: [REDACTED] Susan Henderson
[REDACTED]; Louix Waru [REDACTED]
Subject: Wairakei South (Bell Road) development

Kia ora tatou,

Thank you for meeting (24/7/25) with me to discuss Wairakei South proposed development on behalf of Bell Road limited Partnerships (**BRLP**).

As mentioned Wairakei South has been referred as a Fast Track project and will be applying to the EPA panel for a variety of developments consents such as land-use, earthworks, discharge, subdivision. BRLP are proposing to submit the application in October of 2025

As discussed the consents proposed are to develop approximately 350 hectares of land at Bell Road, on the southern side of the Papamoa East Interchange. The develop land will incorporate approximately 3,000 residential dwellings and 60-80 hectares of employment land.

Our consultant team has been appointed and has commenced initial master planning necessary for this Fast Track consent process. Find attached the planning maps I presented and discussed with you.

As part of this application, BRLP are addressing a range of social infrastructure including the need for reserves, parks, open space and schools. As you will see from the draft master-plan a potential Primary School site has been identified, at the northwestern end of the site. Approximately 4.8 ha.

Our desire is to identify and set aside a future school site and to future proof this for education purposes. Our initial economic advice is that the development area will support a primary school in one of New Zealand's fastest growing regions.

Our masterplan functions as a complete connected and integrated community incorporating a well-balanced mix of residential commercial and industrial land uses with public services

integrated into a compact urban form which reduces reliance on external commuting and which strengthens social cohesion.

Our long-term strategic goal is to work with the Ministry on a school site which will be a significant and important part of our project. We also acknowledge that the Ministry has not planned for such a school at this stage.

We welcome feedback from the Ministry on our initial master plan and how we can work collaboratively on the development.

Ngā mihi,

Logo



Nathan J. York
Chief Executive

M: + [REDACTED]
W: bluehavengroup.co.nz
Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach

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Please consider the environment before printing this email.

Matthew Kerse

To: Matthew Kerse
Subject: FW: Wairakei South (Bell Road) development
Attachments: School Greenfield - Indicative Requirements - Rest of NZ.pdf; Wairakei South - Updated Masterplan - 18.7.25.pdf

From: Nathan York
Sent: Thursday, 14 August 2025 8:03 AM
To: 'Nicky Morrison' [REDACTED]
Cc: Susan Henderson [REDACTED]; Louix Waru [REDACTED]
Subject: RE: Wairakei South (Bell Road) development

Morena Nicky,

Thanks for the feedback.

We will keep the engagement going as we progress our application.

Also feel free to reach out any time.

Ngā mihi,



Nathan J. York

Chief Executive

M: +[REDACTED]
W: bluehavengroup.co.nz
Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach



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From: Nicky Morrison [REDACTED]
Sent: Wednesday, 13 August 2025 1:10 PM
To: Nathan York <[REDACTED]>
Cc: Susan Henderson [REDACTED]; Louix Waru [REDACTED]
Subject: RE: Wairakei South (Bell Road) development

Kia ora Nathan, thanks for your email. As discussed in our hui last month, MoE are not able to confirm an education requirement at this point in time but welcome ongoing discussion and involvement in your planning process.

Our initial feedback on the plan you have sent through is that between 3ha and 4ha is our standard requirement for a primary school site. I have attached a document outlining our basic, standard requirements.

When we met, we discussed the pros and cons of showing an unconfirmed school site on planning documents particularly when it comes to setting expectations for the community balanced with a willingness to show that both parties are communicating about future needs. If you intend to include a school site on the plan, we advise that it includes the words 'possible' or 'potential' and include wording similar to "site shown is not approved/endorsed by MoE". It may be beneficial for your planning to show an alternative use for the potential school site also or maybe show more than one potential school site location given that any site would need to be evaluated by MoE in due course prior to any future confirmation or finalising of a site.

Also as discussed, we would appreciate seeing final plans and wording relating to education prior to you submitting your application or we'd be happy to work with you on the wording to ensure all parties are comfortable.

Ngā mihi nui,

Nicky

[REDACTED]
Tauranga Office

From: Nathan York [REDACTED] >

Sent: Wednesday, 30 July 2025 9:21 am

To: Nicky Morrison [REDACTED] Susan Henderson

[REDACTED] Louix Waru <[REDACTED]>

Subject: Wairakei South (Bell Road) development

Kia ora tatou,

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As mentioned Wairakei South has been referred as a Fast Track project and will be applying to the EPA panel for a variety of developments consents such as land-use, earthworks, discharge, subdivision. BRLP are proposing to submit the application in October of 2025

As discussed the consents proposed are to develop approximately 350 hectares of land at Bell Road, on the southern side of the Papamoa East Interchange. The develop land will incorporate approximately 3,000 residential dwellings and 60-80 hectares of employment land.

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We welcome feedback from the Ministry on our initial master plan and how we can work collaboratively on the development.

Ngā mihi,



Nathan J. York

Chief Executive

M: + [REDACTED]
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Pāpāmoa Beach



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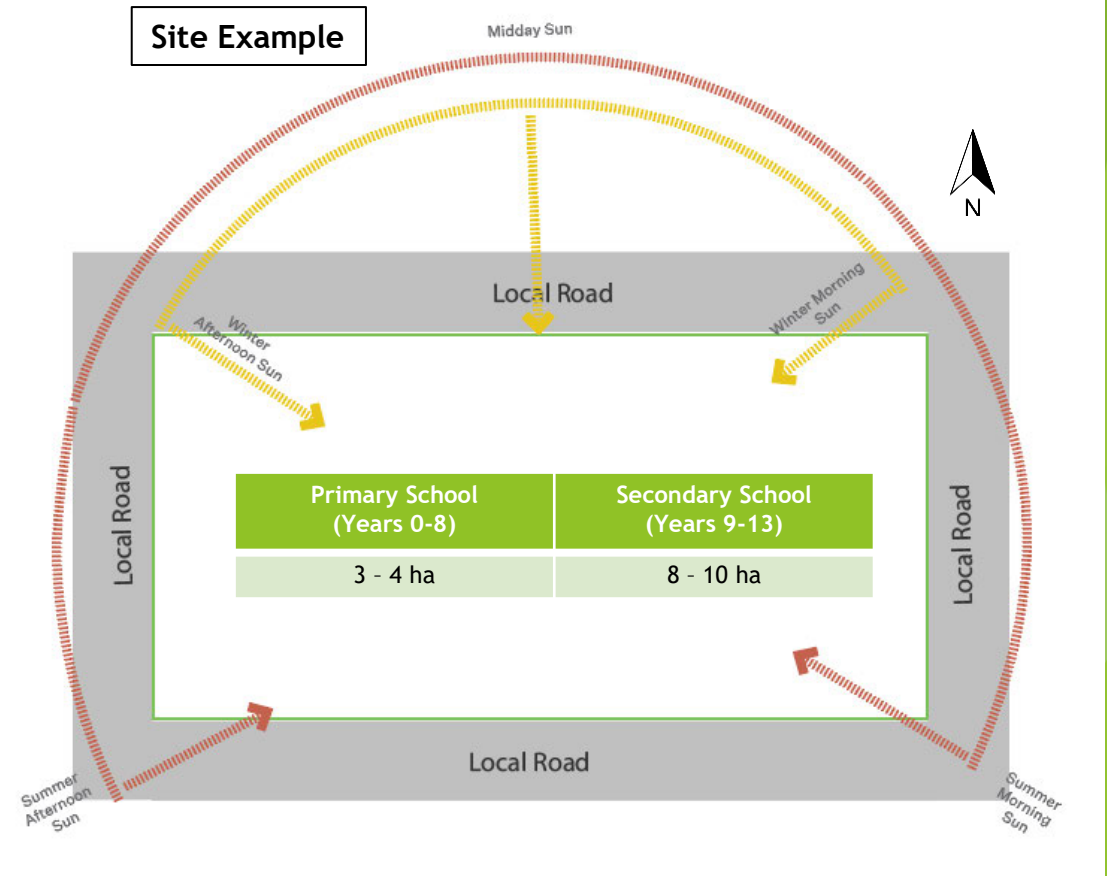
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Indicative School Site Requirements

General Considerations in Greenfield Areas

- **Developable land** - no potential development limitations such as protected trees, wetlands, heritage protections, cultural significance or immovable structures such as power poles etc
- **Roading and access:**
 - Two road frontages (or more)
 - Access onto **local roads** that can accommodate bus movements
 - Connectivity and walk-ability to residential areas (particularly for primary schools)
 - Cycle paths ideally located on opposite side of road to school site so not to limit vehicle access to school
 - Proximity to public transport routes (particularly for secondary schools)
- **Co-location opportunities** – proximity to council park, reserves or other public or crown land uses is desirable
- **Topography** - flat or as near even site gradient
- **Shape and orientation** - east/ west spread and regular shaped site (rectangle / square)
- **School design** - ability to construct buildings of up to three or four storeys (no height limitations, good geotechnical ground, consider impacts on adjoining land uses)



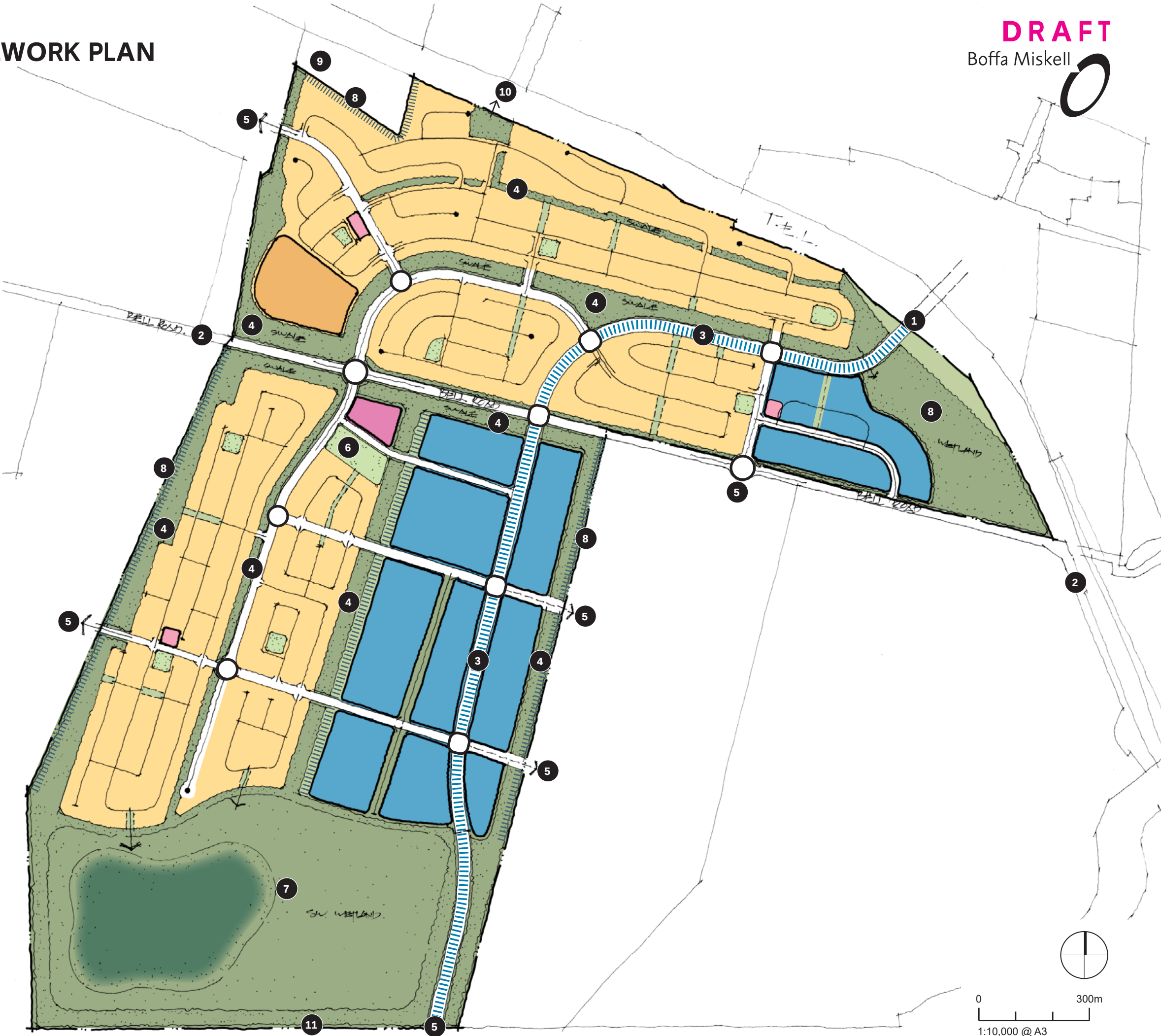
- Fields typically north facing to optimise sunlight during school hours
- Buildings often located in south of the site to avoid shading of, and wind barrier to, play areas in the north.

DRAFT CONCEPT FRAMEWORK PLAN
17 JULY, 2025

- KEY
- 1. New Connection to Papamoa East 2 Interchange
 - 2. Bell Road (Existing)
 - 3. Main Central Boulevard
 - 4. Stormwater Reserve / Conveyance Swale
 - 5. Future Potential Road Links
 - 6. Major Neighbourhood Reserve
 - 7. Stormwater Treatment Wetland Area
 - 8. Landscape Buffer Strip / Development Extent (subject to LVA (TBC))
 - 9. Existing Power Sub-Station
 - 10. Existing Pathway Access Under TEL (via Large Box Culvert)
 - 11. Stormwater Wetland Outlet to Kopuaroa Canal

LEGEND

	RESIDENTIAL (MDRZ) ZONE
	EMPLOYMENT (INDUSTRIAL / COMMERCIAL)
	NEIGHBOURHOOD CENTRE
	LOCAL CENTRE
	PRIMARY SCHOOL
	STORMWATER RESERVE
	NEIGHBOURHOOD RESERVE
	GREEN LINKS / POCKET PARKS
	BUFFER RESERVE STRIP
	SECONDARY ARTERIAL ROAD (35M)
	COLLECTOR ROAD (24M)
	LOCAL ROAD / LANEWAY (10-18M)
	KEY NETWORK SIGNALISED INTERSECTION
	KEY NETWORK ROUNDABOUT

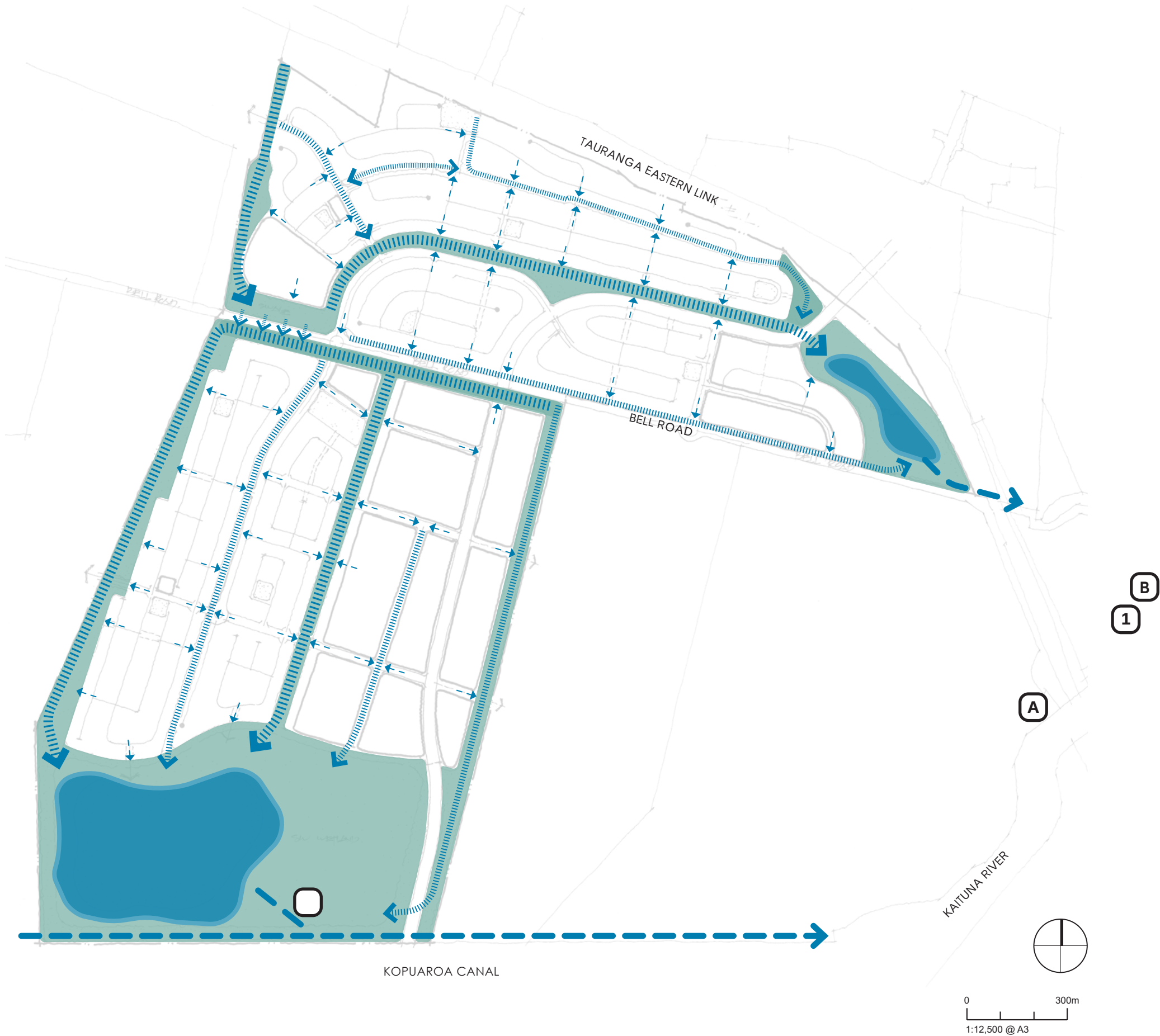


STORMWATER NETWORK
PRELIMINARY SOLUTION JULY, 2025

LEGEND

- STORMWATER ATTENUATION / TREATMENT AREA
- STORMWATER TREATMENT POND
- MAJOR STORMWATER CONVEYANCE CORRIDOR (50-100M WIDE)
- SECONDARY STORMWATER CONVEYANCE CORRIDOR (12-25M WIDE)
- INDICATIVE DIRECTION OF RUNOFF FROM DEVELOPMENT BLOCKS
- STORMWATER DISCHARGE POINT TO WIDER NETWORK
- NEW PUMP STATION
- EXISTING BELL ROAD A PUMP STATION
- EXISTING BELL ROAD B PUMP STATION
- EXISTING BELL ROAD NO 1 PUMP STATION

- NOTES:**
- Stormwater solution based on preliminary stormwater modelling.
 - Conveyance drain shown running north/south along western boundary is to capture upstream flow and divert through treatment wetland prior to going into Kopuaroa Canal.
 - Existing Bell Road drain to be widened and enhanced.
 - Both stormwater treatment wetlands shown also to provide attenuation during times of peak flows / high rainfall events.



RESERVE + OPEN SPACE NETWORK
PRELIMINARY SOLUTION JULY, 2025

LEGEND

STORMWATER RESERVE

NEIGHBOURHOOD RESERVE (APPROX 2,500m2)

M MAJOR NEIGHBOURHOOD RESERVE (APPROX 1HA)

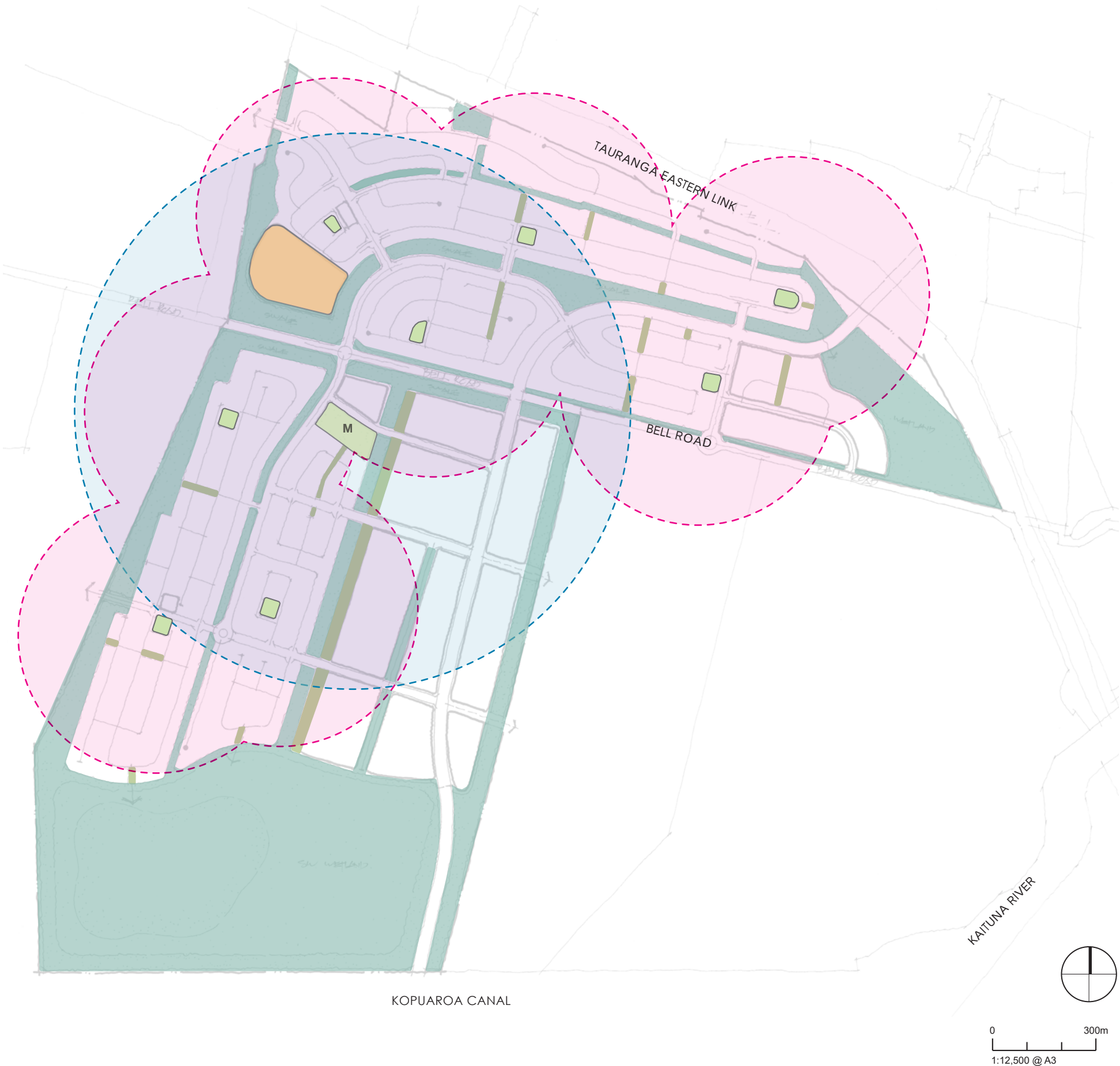
LOCAL AREA OPEN SPACE / GREEN CONNECTOR

PRIMARY SCHOOL

5 MINUTE (400M WALKING RADIUS)

10 MINUTE (800M WALKING RADIUS)

- NOTES:
- Open space and reserve level of service and provisions are based on the following:
 - WBoPDC District-Wide Reserve Management Plan
 - WBoPDC Recreation and Open Space Activity Plan
 - WBoPDC Infrastructure Development Code
 - Recreation Aotearoa Parks Category Framework (2017) which WBoPDC are moving towards adopting
 - Best practice urban design for a well connected and serviced community
 - Major neighbourhood reserve located centrally to maximize walkable catchment and adjacent primary roading network and reserve network for full multimodal access to centre.
 - Neighbourhood reserves are located to be fully accessible to the communities throughout Wairakei South, including co-locating adjacent local centres, and where practicable connected with green links.
 - Stormwater reserves to provide additional passive open space for the community and have fully connected shared pathway network.



URBAN CENTRES
PRELIMINARY SOLUTION JULY, 2025

LEGEND

PRIMARY ROADING (EXISTING)

PRIMARY INTERNAL ROADING NETWORK

EMPLOYMENT LAND

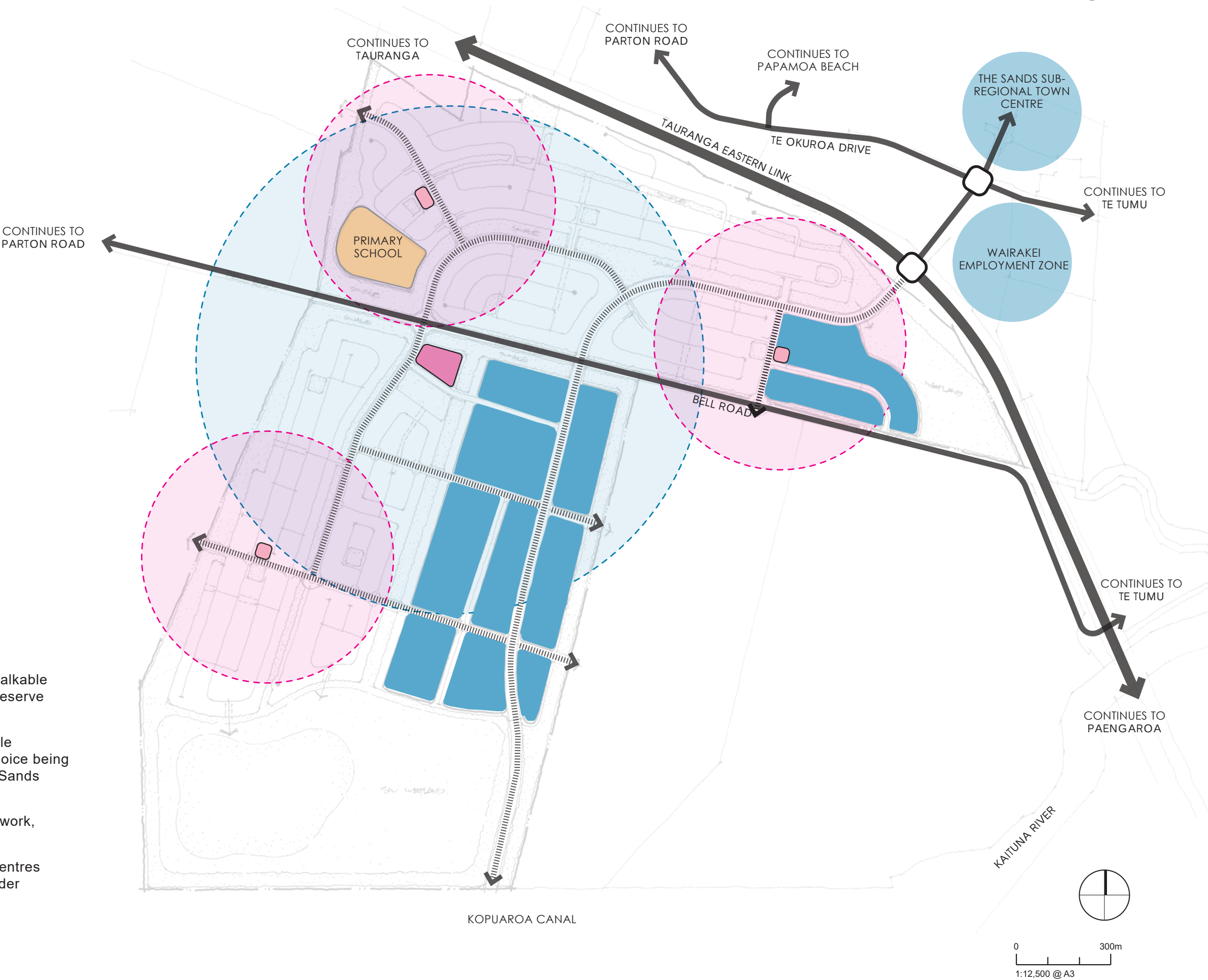
NEIGHBOURHOOD CENTRE (1.5 - 2ha)

LOCAL CENTRE (2,500 - 3,000m2)

5 MINUTE (400M WALKING RADIUS)

10 MINUTE (800M WALKING RADIUS)

- NOTES:**
- Neighbourhood Centre located centrally to maximize walkable catchment and adjacent primary roading network and reserve network for full multimodal access to centre.
 - Employment land located centrally to maximize walkable catchment for Wairakei South residents and provide choice being an alternative to the existing employment zone at The Sands town centre.
 - Employment land located adjacent primary roading network, specifically the secondary arterial road corridor.
 - Employment land anticipated to have additional local centres present to service workers and through traffic (once wider connections are linked up in the long term)

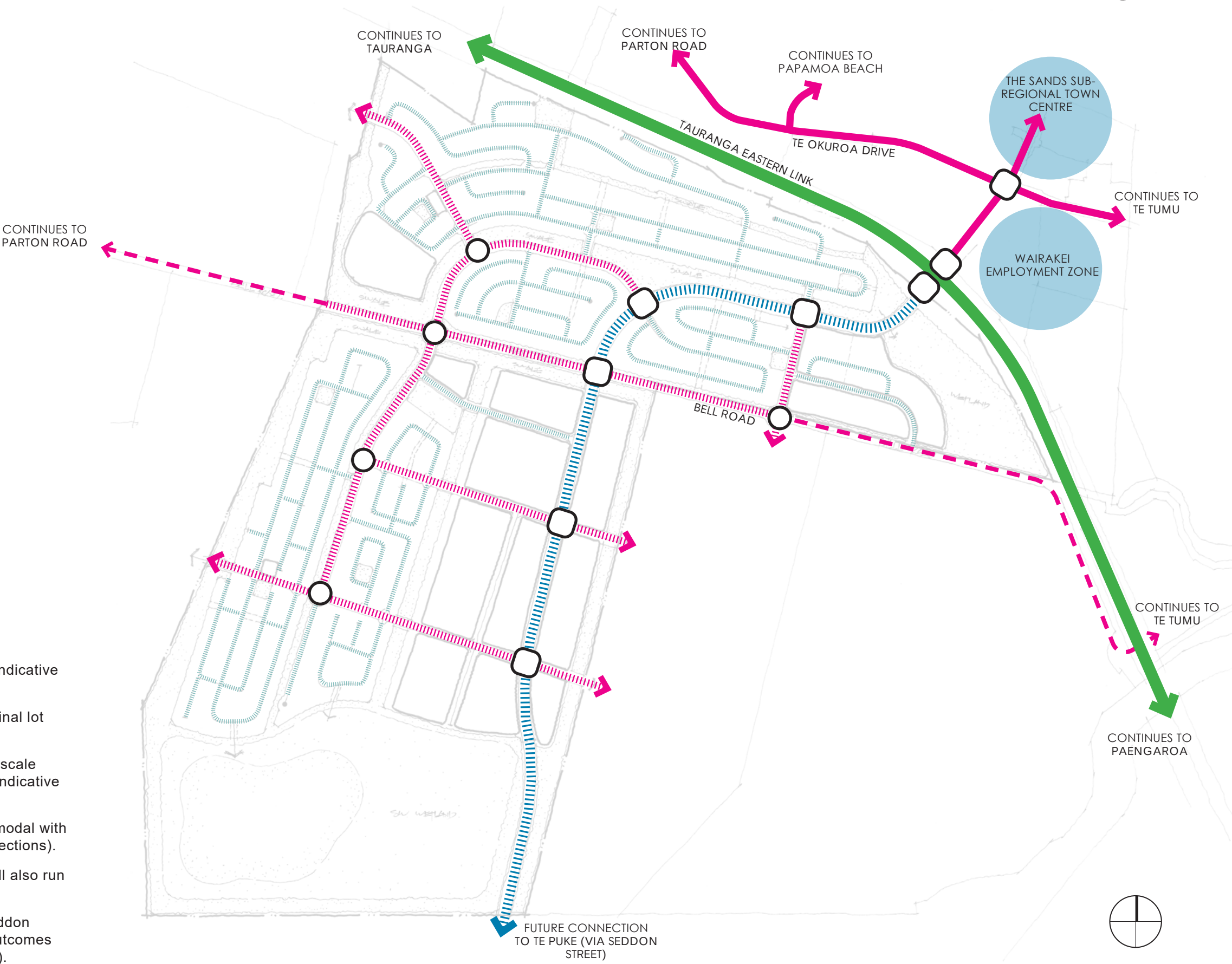


ROADING NETWORK
PRELIMINARY SOLUTION JULY, 2025

LEGEND

- EXPRESSWAY (T.E.L)
- SECONDARY ARTERIAL (35M)
- COLLECTOR (24M)
- EXISTING COLLECTOR
- EXISTING RURAL ROAD
- LOCAL INTERNAL ROADS (12-18M)
- KEY NETWORK SIGNALISED INTERSECTION
- KEY NETWORK ROUNDABOUT

- NOTES:
- Roading design solution based on current site extent, indicative lot dimensions and stormwater solution.
 - Local internal roads are indicative only and subject to final lot sizes and stormwater solution.
 - Some laneways and minor roads are not shown at this scale but will provide additional hierarchy to roading layout. Indicative widths are 10-12m wide.
 - Secondary arterial and collector roads are to be multi-modal with shared pathways on one or both sides (refer to cross sections).
 - Alternative transport corridors such as shared paths will also run throughout stormwater conveyance network.
 - Proposed future network connection to Te Puke via Seddon Street, aligning with Connected Centres Programme outcomes outlined in the Urban Form & Transport Initiative (UFTI).



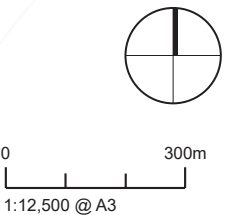
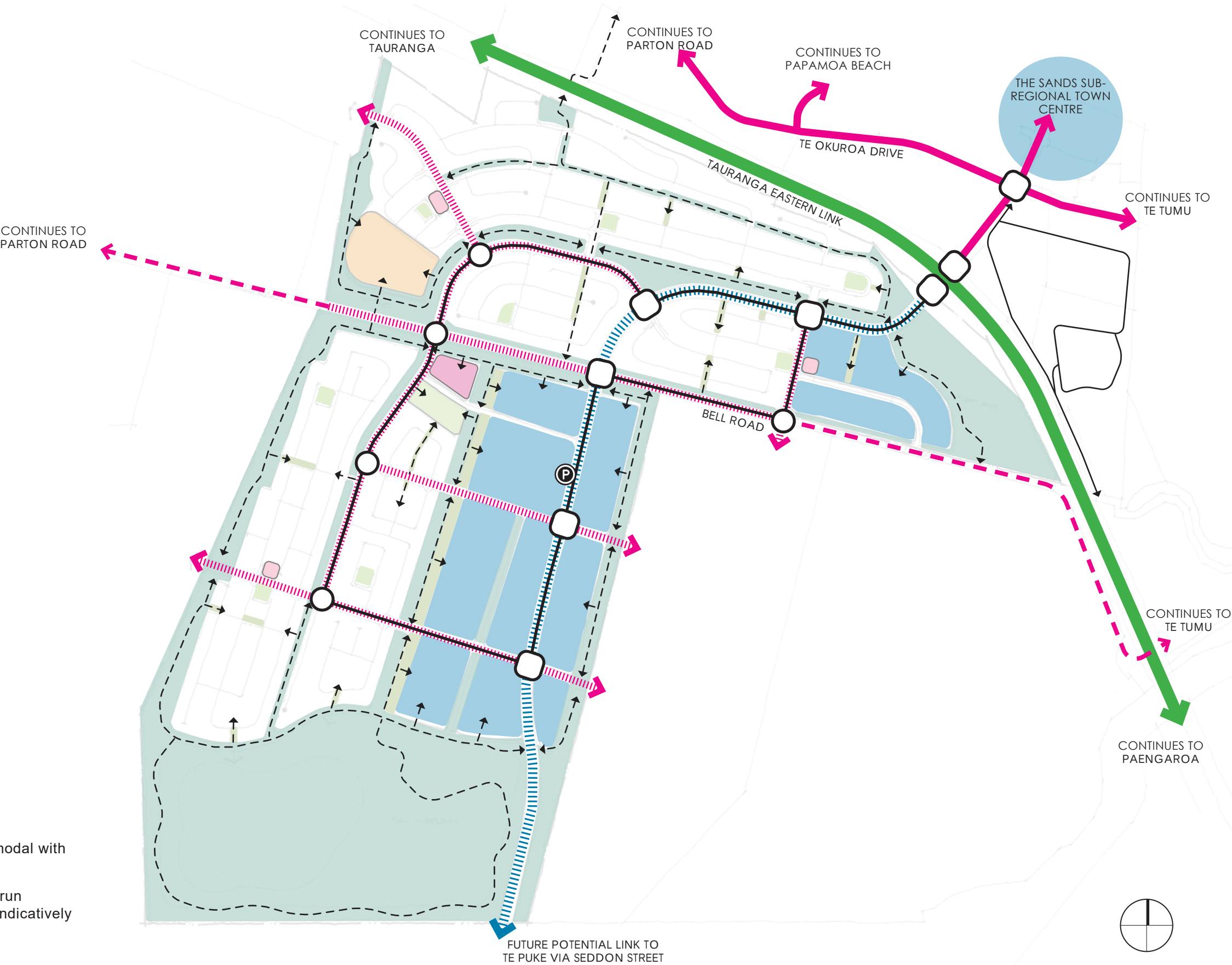
MULTI-MODAL NETWORK

PRELIMINARY SOLUTION JULY, 2025

LEGEND

- EXISTING EXPRESSWAY (T.E.L) WITH CYCLEWAY ALONG NORTHERN SIDE
- EXISTING COLLECTOR WITH DUAL CYCLE LANES
- EXISTING RURAL ROAD
- PROPOSED SECONDARY ARTERIAL (35M) WITH DUAL SHARED PATHWAYS
- PROPOSED COLLECTOR (24M) WITH DUAL SHARED PATHWAYS
- PROPOSED SHARED PATHWAYS
- EXISTING SHARED PATHWAYS / CYCLEWAYS
- PROPOSED PUBLIC TRANSPORT LOOP
- PROPOSED PUBLIC TRANSPORT / PARK & RIDE HUB
- KEY NETWORK SIGNALISED INTERSECTION
- KEY NETWORK ROUNDABOUT

- NOTES:**
- Secondary arterial and collector roads are to be multi-modal with shared pathways on one or both sides.
 - Alternative transport corridors such as shared paths to run throughout stormwater conveyance network as shown indicatively on diagram.



Wairakei South Communication Register
Other Parties

Date	Entity	Communication Type	In Attendance	Discussion Points	Future Actions
27-Jun-25	Group Home Builders	In person.	Rik Flowerday, Daren Green, Brendyn Gray (Flowerday Homes), Nathan York (BRLP)	1. NY provided a general update on F/T application. 2. Parties spoke at length about residential market conditions (in Te Puke and Papamoa) and WBOP processing and infrastructure capacity.	1. RF to provide market commentary on the type of residential product that would be suitable in Wairakei South from a house builder perspective.
11-Mar-26	Kaituna Catchment Control Scheme Advisory Group (KCCSAG).	In person.	BOP Regional Councillors, WBOP District Councillors, Te Maru o Kaituna Representative, Farming and Landowner Representatives, BOPRC Staff, Community Board representatives, Nathan York (BRLP).	1. NY along with BOPRC staff presented on the Wairakei South development. 2. Stormwater modelling and mitigation were key discussion points, to ensure appropriate engineering was considered. 3. Acknowledgement that if no development occurred, flooding remains a concern. 4. Generally the farming/neighbouring were not against development, and accepted urbanisation in the area was likely. 5. Other discussion included vesting of infrastructure assets, and upsizing infrastructure to service wider catchment needs beyond Wairakei South.	

Kaituna Catchment Control Scheme Advisory Group

**Wednesday 11 March 2026
10 am**

The Orchard
20 MacLoughlin Drive
Te Puke

Kaituna Catchment Control Scheme Advisory Group Meeting

Wednesday 11 March at 10am

Agenda

- 1 Welcome**
- 2 Apologies**
- 3 Notes of previous meeting held 3 September 2025**
- 4 Matters arising from previous meeting**
- 5 Long Term Plan update 2027-37 and Rivers and
Drainage Asset Management Plan update**
- 6 Capital Works Programme**
- 7 Maintenance Works Programme**
- 8 Finance Report**
- 9 Te Maru o Kaituna River Authority update**
- 10 General business**
- 11 Public forum**
- 12 Meeting closure**

Kaituna Catchment Control Scheme Advisory Group

Meeting notes

Commencing:	Wednesday, 3 September 2025 10am
Venue:	The Orchard, 20 MacLoughlin Drive, Te Puke
Chairperson:	Councillor Ken Shirley
Members:	Heather Brake (Rotorua Urban), Roger Hintz (Lower Kaituna Basin), Barry Roderick (Lower Kaituna Basin), Graham Thompson (Lower Kaituna Basin), Richard Weld (Lower Kaituna Basin), John Scrimgeour (Deputy Mayor WBOPDC) Dean Flavell (Te Maru O Kaituna River Authority Representative)
BOPRC elected members:	Councillor Jane Nees.
BOPRC staff:	Chris Ingle (GM Integrated Catchments), Kirsty Brown (Rivers and Drainage Assets Manager), Dan Batten (Rivers and Drainage Operations Manager), Mark Townsend (Engineering Manager), Kerry Smith (Area Engineer), Jenn Goodfellow (Asset Management Coordinator), AJ Prinsloo (Finance Manager), Hasi Silva (Senior Management Accountant), Pete Hennessey (Communications Partner)
Public:	Kelsey Bell
Apologies:	Councillor Matemoana McDonald, Andy Wichers (WBOPDC Councillor), Eric Cawte (RLC), Colin Bates (RLC), Dave [REDACTED] (Lower Kaituna Basin)
Absent	Councillor Kevin Winters, Councillor Lyall [REDACTED] Nick Chater (RLC Community Board)

1 Opening

Councillor Shirley opened the meeting. No items were added to General Business.

2 Apologies

Resolved:

That the Kaituna Catchment Control Scheme Advisory Group:

Accepts the apologies as noted above.

**Weld/Hintz
CARRIED**

3 Previous Meeting Notes

Resolved:

That the Kaituna Catchment Control Scheme Advisory Group:

Confirms the notes from the previous meeting held 12 March 2025 are a true and correct record.

**Weld/Brake
CARRIED**

4 Action Items from meeting 12 March 2025

It was noted that the action item regarding the rating breakdown will be addressed under the Finance Report.

5 Capital Works Programme Update

Presented by: Mark Townsend. Agenda report was taken as read.

Key Points:

- Central Government Funding – Before the Deluge – Tranche 1
Total funding to the Kaituna Catchment Control Scheme \$8.42M includes:
 - o Ford Road pump station replacement \$5.80M
 - o Kaituna stopbank upgrades \$1.42M
 - o Te Puke stormwater upgrade (Seddon Street pumpstation) \$1.20M
- Cyclone Recovery Capability Fund includes:
 - o Ohineangaanga Stream Remediation \$343k
 - o Kaituna River Stopbank Geotechnical Investigations \$170k

- Central Government Funding - Before the Deluge 2.0 – Tranche 2:
- Tranche 2 funding decision is currently pending. This includes the Ohineangaanga erosion protection works (total project \$3.3M, 60% funding request \$1.98M) Central Government Funding – Potential Tranche 3.0 Submission
 - o A potential submission is being considered for Tranche 3.0, with a proposed delivery window of 2026–2031.
 - o Some projects originally scheduled for later in the Long Term Plan (LTP) may be brought forward.
 - o Potential projects for Tranche 3.0 include:
 - Puarenga and Waingaehe Stopbank upgrades (SH30 downstream).
 - Ngongotahā Stopbank upgrade (mouth).
- Ford Road Pump Station Upgrade:
Four competitive tenders were received for the pump station work, and the contract has been awarded to GT Civil. The project costs are tracking below the original estimate. Detailed design is expected to be completed by February 2026, with construction of the structure to follow. The Archimedes pump is scheduled for delivery between March and April 2026. Land ownership arrangements have been complex, but formal agreements are close to being finalised. Council is seeking a new name for the pump station.
- Rotorua Streams:
 - o Waingaehe Stream: The modelling report is in its final stages. Flood levels have been identified, and some minor top-up works will be required.
 - o Puarenga Stream: Modelling has been completed, and design work is underway. Geothermal activity in the stream has caused deterioration of the culverts, which will be replaced with fibreglass instead of concrete. The sports fields will become part of the flood zone, with a stopbank planned to protect the industrial area.
 - o Utuhina Stream: Modelling has been completed.
- Kaituna stopbanks:
The seepage investigation and analysis report has been completed, identifying six sites that require upgrades. Funding is available, and the work is likely to occur summer 2026/27.
- Waiari stopbanks:
Seepage sites have been identified for overlay remediation. Geotechnical investigations are complete, and detailed design is currently underway.
- Ohineangaanga Stream remediation:
Engagement and design are complete, and the project is now in the final stages of the consents process. Construction is scheduled to begin in February 2026.
- Ngongotahā Flood Mitigation:
Cost benefit analysis options were provided. Community consultation is ongoing.
- South Wairakei Development (Bell Road):

This development has been approved for Fast Track and includes 3,000 residential sections and 60ha of industrial land. The applicant has advised that application is expected to be lodged in October or November 2025.

- Tara Road Development:
Located north of the South Wairakei development, unless mitigation is undertaken it will have significant impacts on the scheme.

Discussion:

- Initial work on the Ford Road Pump Station will be carried out over summer with tasks not dependent on weather continuing through winter.
- The group raised concerns about the increasing number of large-scale subdivisions being developed within the scheme, particularly in relation to future flooding and drainage issues.
- A potential full targeted ratings review for the Kaituna Catchment Control Scheme is being considered

Action Items:

- Circulate the final reports on the Kaituna stopbank works.
- A meeting with Advisory group members will be held in November to make final decision the scheduling of projects in the LTP that could potentially be brought forward.

6 Maintenance Works Programme Update

Presented by: Dan Batten and Kerry Smith. Agenda report taken as read.

Key Points:

- Mangakakahi and Utuhina Stream:
Work at the confluence of the rivers is a cost sharing project with Rotorua Lakes Council. The project involves removing obstructions within the floodplain to improve flood conveyance and reduce hydraulic pressure on the right bank.
- Puarenga Stream repair work:
Working with Rotorua Lakes Council and Land Management to remove pest and exotic tree species identified as unhealthy and at risk of falling into the stream. Native planting and stream enhancement will be carried out to reduce reactive maintenance and improve ecological health, stabilising stream banks, and promoting biodiversity.
- Ford and Kaituna Road floodgate:
As the gates are permanently submerged, a dewatering area was established to facilitate the floodgate replacement.
- Tanners farm Kaituna River:
Rock repair works are nearing completion following earlier delays.
- Kaituna Rainfall:
Rainfall data indicates significant events occurred in June and July, with April exceeding historical averages

Discussion:

- Operational activities are evaluated and prioritised according to the most significant risks to the scheme.

7 Finance Report Update

Presented by: Hasi Silva and Mark Townsend. Agenda report taken as read.

Key Points:

- The total operating surplus was \$58k lower than budget due to additional external interest income.
- Operating grants were \$170k higher than budget due to the Central Government grant received through the Cyclone Recovery Capability Fund
- The dividend income of \$522k distributed by Quayside Holdings has been allocated to the river scheme thereby reducing the rates.
- Loan balance decreased by \$2.3M influenced by capital revenue and Central Government funding received. Noted that the scheme pays 4% interest on its loans.
- Asset value increased by \$313K to \$95.8M

Discussion:

- Flood damage reserves can be activated for lower-level events where infrastructure insurance is not required.
- The fish passage survey report has been completed, and a follow up work stream is underway.

Action Items:

- Provide details of the threshold that triggers an infrastructure insurance claim.

8 Te Maru o Kaituna River Authority update

Presented by: Dean Flavell

Key Points:

- Taiheke 8c is no longer part of the Fast track consenting process.
- Planning is underway for a river symposium to be held in summer 2026. The event will showcase the achievements of the river authority. Members were invited to join the organising committee.
- A Maramataka (lunar calendar) is being developed to track fish movements on the Kaituna River.

- Collaboration is ongoing with the Rivers and Drainage Operations team to improve fish passage.
- Te Tini a Tuna, the Authority's 10-year action plan, is available online.

9 General Business

Key Points:

- Development of a Regional Biodiversity Strategy is in its early stages. Contact details were provided for those seeking further information.
- A small percentage of rates within the scheme remain unpaid.
- A rating review has been proposed for the entire scheme which would include a full consultation process.

12:08 pm - the meeting closed.

Action Sheet

Kaituna Catchment Control Scheme Advisory Group Meeting

03 September 2024

Action		Person Responsible	Completed	Comment
1	Circulate the final reports on stopbank works.	Mark Townsend		To be covered at the meeting
2	A meeting will be held in November to make final decision the scheduling of projects in the LTP that could potentially be brought forward.	Mark Townsend		To be covered at the meeting
3	Provide details of the threshold that triggers an infrastructure insurance claim.	Kirsty Brown	Completed	Details of the insurance threshold were emailed to the group on 8 October.

Report To: Kaituna Catchment Control Scheme Advisory Group

Meeting Date: 11 March 2026

Report Writer: Hemi Barsdell, Asset Management Specialist

Long Term Plan 2027/37, Rivers and Drainage Asset Management Plan and Infrastructure Strategy update.

Executive Summary

This report provides an overview of the upcoming three yearly review of Council's Long Term Plan ([LTP](#)), Rivers and Drainage Asset Management Plan ([RADAMP](#)) and Infrastructure Strategy ([IS](#)).

Staff are seeking feedback from advisory group members on how they would like to contribute to the upcoming reviews.

Background

The LTP is Council's key strategic document. It sets out Council's priorities for the next ten years, including what will be done, the associated budgets, and how it will be funded. The LTP is reviewed every three years to ensure it remains relevant and accurate, and that Council can continue to meet the current and future needs of our communities. In the years between LTP reviews, Council produces an Annual Plan that updates the budgets and activities in the LTP.

Alongside the LTP, the RADAMP and the IS are also reviewed.

While the LTP outlines the strategic direction of Council (vision, community outcomes, services, and budgets) the RADAMP provides the framework to manage, maintain and plan for the infrastructure assets necessary to achieve the flood protection and control services identified in the LTP. The RADAMP has a 50-year outlook.

The IS for Council's Flood Protection and Control activity is a requirement under the Local Government Act. The IS sits within the LTP, and identifies key flood protection and control infrastructure issues, options for managing them and the implications. The IS covers a 30-year period.

Asset Management Planning 2026

Staff will be reviewing and updating the RADAMP and IS in preparation for the September 2026 advisory group meeting and Council adoption of the LTP for public consultation in December 2026.

This review will include assessments of a range of factors, including:

- Asset maintenance regimes (e.g. how often certain asset types require maintenance).
- Asset condition and performance scores.
- Levels of service.
- Actual past expenditure, unit rate analysis, loan financing.
- Assets due for renewal based on age and condition.
- Proposed legislative reforms including rate capping (see below).
- Strategic priorities and projects (e.g. Wairakei South development proposal by Bell Road Limited Partnership and a review of the Kaituna Scheme rating system).
- Capacity review information.

Rates Capping Proposal

Announced 1 December 2025, the Government plans to introduce a rates cap to limit how much councils can increase rates each year. The stated aim is to require councils to “live within their means” and prioritise essential services.

What is proposed?

- Annual rates increase capped within a 2-4% per capita growth range.
- Cap applies to general rates, targeted rates, and uniform annual charges, but excludes water charges and non-rates revenue.
- Councils must seek regulatory approval to exceed the cap, permitted only in extreme circumstances like natural disasters.
- Indicative transition period:
 - o Mid-2026 onwards: Further policy refinement and legislative development.
 - o 1 January 2027: New requirements take effect.
 - o 2027 LTP cycle: Councils expected to factor the caps into the 2027-2037 Long Term Plan.
 - o By 2029: Full regulatory model in place.

Indicative timeline

- July-August 2026 – Optional Advisory Group LTP/RADAMP workshop.
- 09 September 2026 – Advisory Group meeting; draft budget and amendments discussed.
- October-November 2026 – Council workshops to review draft budgets and levels of service.
- December 2026 – Council adopts the draft LTP, RADAMP and IS for Audit NZ review.
- January-March 2027 – Audit NZ review and public consultation.

- March 2027 – Advisory Group meeting; draft budgets and loan and rating forecasts presented.
- May-June 2027 – Council deliberates and adopts the final LTP, RADAMP and IS.
- 1 July 2027 – LTP, RADAMP and IS become operational

Advisory Group Members input

In previous years, an additional advisory group meeting has been offered to give members the opportunity to provide feedback on proposed changes and budgets. We are now seeking feedback from members on their preferred approach for 2026:

a) Holding a separate meeting in either July or August 2026 to discuss and review the draft budgets

OR

b) Allocating additional time for this purpose during the 09 September 2026 meeting.



Hemi Barsdell

Asset Management Specialist

Kaituna Catchment Control Scheme

Capital Works Programme 2025-26

The following table outlines the Kaituna Catchment Control Scheme capital work programme for 2025-26.

Budget figures are from the Long Term Plan 2024-2034 inclusive of approved carry forwards from the previous financial year.

Kaituna Catchment Control Scheme Capital Budget for 2025-26 is \$10,809,000

Project name and background	LTP Budget 2025-26	Update	Milestones 2025-26
Ford Road Pump Station Upgrade The upgrade involves additional pump capacity at the Diagonal Drain pump station located upstream of the Ford Road site and includes: • A new pump station adjacent to Diagonal Drain pump station. • Widening 1600 metres of existing drains and upgrading culvert crossings.	\$5,000,489	Consents and authorities have all been granted. Consultation with tangata whenua, DOC, F&G and directly affected landowners is ongoing. The project is being implemented in three key stages: Stage 1 – Drainage Improvement are complete. Stage 2 – Pump station construction. The Archimedes Screw Pump has been ordered. A design build contract for the pump station was awarded in July 2025. Design, peer	• Procurement - Design build contact award July 2025. • Pump Station on site physical works begin April/May 2026. • Pump delivery April/May 2026

Project name and background	LTP Budget 2025-26	Update	Milestones 2025-26
		review and regulatory approval processes are progressing, and construction is due to begin with onsite establishment works in April/May. Construction of the new pump station works to be completed by June 2027. Stage 3 – Decommissioning and removal of the existing Ford Road Pump Station – planned for 2030-31.	
Lower Kaituna Modelling Hydrological modelling and peer review of in house hydrology.	\$139,000	Modelling work is underway. • Bell Road over design event and breach scenario modelling. • Te Puke Modelling. • Wairakei South Development Modelling (Fast Track Application) • Kaituna River Hydrology analysis commenced	• Analysis and review completed by June 2026.
Upper Kaituna Design As a result of the Upper Kaituna Capacity Review Modelling any identified stopbank upgrades need investigation and design. Sections of the Puarenga Stream Stopbanks have been identified as needing upgrading. Modelling for the capacity review of the – Waiteti Stream, Waiowhero Stream and Waingaehe Stream.	\$458,000	Concept designs have been undertaken for the Puarenga Stream, and geotechnical investigations have been undertaken for both the left and right banks. Engagement with hapu and RLC undertaken. Construction drawings for both banks are nearing completion. Modelling of the Waingaehe Stream is being completed by Tonkin & Taylor who are in the process of finalising the report.	• Detailed designs completed by December 2025. • Engagement complete 31 August for 2025-26 construction works. • Hydraulic modelling of the Waiteti,

Project name and background	LTP Budget 2025-26	Update	Milestones 2025-26
		Waiowhero is well progressed and is in its final stages of modelling runs. The report is expected to be complete by 30 June. The model build for the Waitetī Stream is underway assistance will be provided from Stantec for peer review and model runs.	Waingaehe and Waiowhero streams completed June 2026
Lower Kaituna Construction Undertaking upgrades to the stopbank following a capacity review. Where the crest is low due to settlement or flood level increased from recent modelling, this requires raising of the stopbanks. Kaituna (10% AEP), Parawhenuamea, Waiari, Kopuaroa in 2025-26 Ohineangaanga and Raparapahoe. allowed for in 2026-27.	\$1,115,000	Investigations were undertaken for identified seepage sites on the Lower Kaituna and sites prioritisation undertaken. Contracts works are due to be awarded for the Waiāri and Kopuaroa Stopbank Upgrades. Overlay work has already been awarded. These works are being delivered under the Operations panel contract. The larger projects work procurement process is underway. The resource consent for the Kaituna-Mangorewa Stopbank has been lodged and the stopbank raising and consenting is underway for the Kaituna AFFCO stopbank.	- Detailed design completed, and consents lodged for 2025-26 sites where needed. - Physical works begin February 2026.
Ohineangaanga Erosion Geotechnical and hydraulic investigations have been undertaken along with the development of options for erosion remediation, protection, and control. This work is as a consequence of the 2023 Auckland Anniversary weather event. The planned works include channel armouring, bank battering, planting, and grade control downstream of the Station Road Bridge	\$1,644,000	Design documentation is finalised, the resource consent application submitted, and all clarification questions answered. Consent processing delayed but is now underway. Sheet pile materials procured.	Works to be tendered early 2026-27 with construction to be completed 2027-28

Project name and background	LTP Budget 2025-26	Update	Milestones 2025-26
Bell Road Pump Station upgrade The Bell Road C pumpstation has had a full electronics upgrade to enable the conversion from diesel to electricity energy supply. Installation of the new transformer at the station required. NB: The station will still have the ability to be run on its diesel generator in the event of power outages.	\$318,000	DOC concession approved. Installation of the new transformer is planned for 31 March 2026.	Transformer installed and pump station converted to electrical supply - June 2026.
Ngongotahā Stream Flood Mitigation - Civil Works This project involves implementing the recommendations of the independent Ngongotahā Stream Review.	\$1,600,280	Analysis of design concepts has revealed many issues. Many iterations of the design concepts have needed to be made to try and achieve an economical solution. Proposal options over the A & P Association Land impacted consent and implementation due to agreement not being reached with the Association. The estimated cost of the mitigation works has significantly increased, and an economic review has been undertaken. This has led to other flood mitigation options being considered as solutions. Acquisition of property at 268 Ngongotahā Road to reduce future infrastructure requirements in that location.	- Public engagement ongoing during 2025-26. - Council to review proposals based on the economic review.
Kaituna Fish Passage This project involves upgrading fish passage through the replacement of floodgates or the installation of alternative fish passage.	\$40,297	Scoping and planning work underway.	Fish passage improvements implemented by 30 June 2026.

Project name and background	LTP Budget 2025-26	Update	Milestones 2025-26
Safeguarding our Stopbanks	\$105,000	Removal of private encroachments into the Waingaehe floodway. Planning underway.	• Encroachment removed and repairs undertaken by 30 June 2026.

Kaituna Catchment Control Scheme

Maintenance Programme 2025-26

The purpose of this report is to provide an overview of the Kaituna Catchment Control Scheme maintenance work programme for 2025-26.

Maintenance work programme

Maintenance works comprise of activities that ensure the river and drainage flood protection networks are operational and providing the agreed level of service. These activities are programmed through the Asset Management Plan considering asset lifecycle, and maintenance and inspection schedules. Maintenance programme budgets are set during the Long Term Plan and Annual Plan processes.

Scheme maintenance work includes:

- Drain maintenance - desilting, de-weeding, weed spraying, water quality improvements.
- Pump stations - operation, inspections, and maintenance.
- Culvert and floodgates - inspections and maintenance.
- Stopbanks - inspections, maintenance, repairs, pest control.
- River maintenance - pest plant control, beach shaping, habitat enhancement works.
- Erosion control – rock refurbishment, edge planting, trenched willows, willow maintenance.
- Annual flood damage repairs.
- Asset defect repairs.
- Scheme drain riparian improvements.
- Access improvements to scheme infrastructure.

Key maintenance projects in 2025-26:

- Drainage maintenance and improvements including upgrading and modifying floodgates and outlet structures to improve flood conveyance, day to day gravity drainage and fish passage. 7 new steel framed HDPE flood gates have been fabricated and are being installed across the scheme.
- Desilting of the Waiari, Raparapahoe, and Ohineangaanga Canals is ongoing, with recovered material utilised for stopbank overlay works. Overlay construction is currently underway on both the Waiari and Raparapahoe canals.
- Desilting of the Bell Road C pump station drain, extending back to the Tauranga Eastern Link, has also been undertaken.
- Further desilting was in progress along the Ohineangaanga, Waiari, Kopuaroa, and Raparapahoe Canals; however, the 22 January flood event deposited a substantial volume of new silt from the upper catchment, requiring reassessment of these works.
- Tilt sensors installed at the Factory and Parawhenuamea floodgate outlets have proven highly beneficial during recent flood events. Combined with remote monitoring

telemetry, the sensors confirmed that the upgraded gate design and materials are allowing the gates to open to twice the angles previously recorded.

- A semi-permanent pumping site at the Parawhenuamea outlet has also been fitted with telemetry, allowing remote monitoring of fuel levels and pump performance.
- Post-event inspections following the 22 January flood have identified additional erosion sites on the Kaituna River, and along the Raparapahoe and Kopuaroa canals. These sites are currently being triaged and cost-estimated for prioritisation within the scheme.
- On the left bank of the Kopuaroa Canal, approximately 500 metres of ageing exotic shelterbelt trees have been removed from the landward toe of the stopbank to improve long-term stopbank integrity. Due to deteriorating ground conditions, machinery has had to be removed from the site earlier than planned, and stump removal will need to be completed once conditions allow.
- Several cost share erosion works with Rotorua Lakes Council have been completed on Rotorua urban streams.
- Debris entering the waterways from outside of scheme maintenance areas is still an issue. Outside of scheme inspections are to take place.
- Asset defect repairs involving the removal of tree stumps, undesirable vegetation and rebuilding the stopbanks.



Waiari berm and channel desilting

Mangakakahi Stream Erosion works

Kaituna Catchment Control Scheme Pumpstation Maintenance Update

- Mobile pumps and electric submersible pumps are available and can be installed at pump stations should the duty pumps be out for maintenance for an extended period.
- All pump stations have been maintained to a high standard and pump inspections have been carried out as per the frequencies set out in the AMP.
- There have been no reported pumpstation outages in the past year.

Maintenance programme budget 2025-26

The budget summary table for the Kaituna Catchment Control Scheme maintenance programme is shown below. The annual budget figures include operational costs only and exclude non-operational costs (e.g. debt servicing and infrastructural asset insurance).

Kaituna River Scheme: 2025-2026 Maintenance Works Programme Budget Summary		
Lower Kaituna:		
	General	\$71,700
	Annual Flood Damage Allowance	\$218,800
	River Reach 1	\$229,900
	River Reach 2	\$61,200
	Canals & Drains (Reach's 3 & 4)	\$394,300
	Pump Station Operations & Maintenance	\$317,300
	Total Lower Kaituna	\$1,293,200
Upper Kaituna:		
	General	\$83,800
	Annual Flood Damage Allowance	\$45,100
	Tributary Streams (Reach 4)	\$131,400
	Lake Level Control Structures (Reach 5)	\$94,100
	Total Upper Kaituna	\$354,400
Kaituna Scheme Total Budget		\$1,647,600

Bay of Plenty Regional Council - Toi Moana

Statement of revenue and expense: Kaituna Catchment Rivers Scheme

For the 6 months ending 31 December 2025

Year to date		Variance		Annual		Variance	
Budget	Actual	\$	Variance indicator	Budget	Forecast	\$	Variance indicator
\$000				\$000			

Operating revenue by class

1	General rates	227	227	0	-	455	455	0	-	
2	Targeted rates	2,025	2,025	0	-	4,051	4,051	0	-	
3	External interest income	0	72	72	Higher	0	222	222	Higher	Interest earned on the flood reserve is not included in the budget, as these funds are available for immediate use during a flood event.
4	Other revenue	17	17	(0)	Lower	35	34	(0)	Lower	
5	Investment income	277	277	0	-	554	554	0	-	
6	Total revenue	2,547	2,619	72	Higher	5,093	5,316	223	Higher	

Operating expenditure by class

7	Administration expenses	5	6	1	Higher	10	11	1	Higher	
8	Grants and subsidies	0	3	3	Higher	0	3	3	Higher	
9	Other expenses	286	353	67	Higher	572	639	67	Higher	
10	Contract work	429	294	(135)	Lower	977	836	(141)	Lower	A designated portion of the budget has been allocated for necessary repairs resulting from unforeseen flood damage.
11	Depreciation and Amortisation	549	489	(60)	Lower	1,098	1,038	(60)	Lower	
12	Subtotal - expenditure	1,269	1,145	(124)	Lower	2,657	2,527	(130)	Lower	
13	Net overhead charges and recoveries	1,069	904	(165)	Lower	2,149	1,974	(175)	Lower	
14	Total operating expenditure	2,338	2,049	(289)	Lower	4,806	4,501	(305)	Lower	
15	Total operating surplus (deficit)	209	570	361		287	814	527		

Bay of Plenty Regional Council - Toi Moana

Statement of revenue and expense: Kaituna Catchment Rivers Scheme

For the 6 months ending 31 December 2025

Year to date		Variance		Annual		Variance	
Budget	Actual	\$	variance indicator	Budget	Forecast	\$	Variance indicator
\$000				\$000			

Capital revenue by class

16	Capital funding	1,646	197	(1,449)	Lower	3,292	1,879	(1,413)	Lower
17	Total capital revenue	1,646	197	(1,449)	Lower	3,292	1,879	(1,413)	Lower
18	Total surplus (deficit)	1,855	766	(1,089)		3,579	2,693	(887)	

Capital expenditure by project

19	Kaituna Pump Replacements	0	12	12	Higher	260	12	(248)	Lower
20	Kaituna River Capital New	0	117	117	Higher	0	117	117	Higher
21	Ford Road Pump Station	1,200	204	(996)	Lower	5,000	3,409	(1,592)	Lower
22	Te Puke Stormwater project	0	34	34	Higher	0	34	34	Higher
23	Ngongotaha Stream Civil Works	0	108	108	Higher	1,600	1,708	108	Higher
24	Upper Kaituna design	209	13	(196)	Lower	459	332	(127)	Lower
25	Lower Kaituna modelling	0	0	0	-	139	139	0	-
26	Lower Kaituna construcion	493	8	(485)	Lower	1,115	1,116	1	Higher
27	Ohineanganga	550	38	(512)	Lower	1,644	1,320	(324)	Lower
28	Bell Road upgrade	0	0	0	-	318	318	(0)	Lower
29	Kaituna fish passage	0	0	0	-	40	32	(8)	Lower
30	SOS Waengaehe Stream	52	0	(52)	Lower	105	105	0	-
31	Total capital expenditure	2,505	535	(1,970)		10,681	8,642	(2,039)	

Bay of Plenty Regional Council - Toi Moana

Statement of revenue and expense: Kaituna Catchment Rivers Scheme

For the 6 months ending 31 December 2025

Year to date		Variance	
Budget	Actual	\$	Variance indicator
\$000			

Annual		Variance	
Budget	Forecast	\$	Variance indicator
\$000			

Reserves		Opening Balance 01/07/2025	Movement	Closing Balance 31/12/2025
		\$000	\$000	\$000
32	Kaituna Flood Damage	3,427	213	3,640
33	Kaituna Asset Replacement	(543)	145	(398)
34	Kaituna Works	501	287	788
35	Kaituna NZTA	744	13	757
36	Kaituna River Remediation	605	11	616
37	Total Reserves	4,734	669	5,403

Allocated compensation for lost rates and ongoing pumping costs related to the TEL Highway and Bell Road C and Diagonal Drain pumping stations.

Allocated funds for ongoing costs related to the Maketū estuary diversion project, including additional pumping and maintenance expenses.

Internal Loans		Opening Balance 01/07/2025	Movement	Closing Balance 31/12/2025
		\$000	\$000	\$000

38 Internal Loans 12,153 38 12,191

Asset Value		Opening Balance 01/07/2025	Movement	Closing Balance 31/12/2025
		\$000	\$000	\$000

39 Asset Value 95,818 0 95,818

Report To: Kaituna Catchment Control Scheme Advisory Group

Meeting Date: 11 March 2026

Report Writer: Kirsty Brown, Rivers and Drainage Assets Manager

General Business

Executive Summary

The Advisory Group's feedback is sought on the following matters:

Wairakei South Development – Asset Vesting

A major fast-track development at Papamoa East is proposed within the lower Kaituna. New and upgraded pumping and drainage infrastructure may be vested to the Regional Council. Feedback is requested before the Regional Council considers vesting.

Kaituna Targeted Rate Review

A full scheme review is initially estimated at \$635,000 (excluding some costs). Advice is sought on whether to proceed now or continue with minor reviews, given potential changes under the local government reform.

Government Reform and Insurance Risk

Resource management and local government reforms may impact future roles and governance. Insurance premiums have reduced this year, but long-term flood infrastructure insurability remains uncertain. Feedback is invited on risk and resilience priorities.

Advisory Group feedback will help inform next steps and future Council decisions.

Wairakei South Fast-Track Development and Proposed Asset Vesting

The proposed Wairakei South development, led by the Bell Road Limited Partnership is located on Bell Road, Papamoa East, within the rapidly growing eastern corridor of the Western Bay of Plenty. While the location supports regional growth objectives, the site lies within a floodplain in the lower Kaituna Catchment Control Scheme, where drainage and pumping systems are already at capacity during heavy rainfall events.

The following photos were taken on 22 January 2026 during the recent weather event, showing the location of the planned initial stages 1, 2, and 3 of the development.



Photos taken the morning of 22 January 2026 during the 21-22 January 2026 rain event, noting clear water is surface water, coloured water is Bell Road Drain overflow. The development is being advanced as a Fast-track consenting proposal under the Fast-track Approvals Act, with the developers intending to lodge their full application in March 2026. If approved, the development is expected to be constructed progressively in multiple stages over the following 15-20 years.

Under the Fast-track consenting process, the Regional Council does not make decisions on the application. Instead, its role is advisory only, including providing technical information, responding to requests for further information, and reviewing any infrastructure that may be proposed for transfer to Council ownership.

Proposed Asset Vesting

The proposed development includes residential, commercial and industrial areas, along with supporting essential infrastructure and environmental assets. Key components include:

- 2,000 to 3,000 residential lots and 56 hectares of commercial and industrial land.
- Infilling of land by approximately 3 metres to raise ground levels.
- New and upgraded essential infrastructure and environmental assets.

Discussions have been held with the developer, Western Bay of Plenty District Council, and the Regional Council as part of the pre-application process regarding the future transfer of a range of infrastructure assets to the councils.

For the Regional Council, the assets of interest include pumping and drainage infrastructure such as rural floodwater conveyance, upgrades to the Bell Road A pump station, and a proposed new pump station at the Kopuaroa Canal. These assets are considered relevant to the scheme and support the Regional Council's flood protection and drainage role. As residential development in the area progresses, these assets are expected to function more as stormwater infrastructure, which will then potentially become a Western Bay of Plenty District Council responsibility.

For clarity of roles, Bay of Plenty Regional Council is responsible for river and drainage schemes, flood protection assets, and wider catchment-scale flood management. In comparison, Western Bay of Plenty District Council manages local stormwater networks as part of their 3 Waters services, local roading networks, reserves and community facilities. As rural land becomes urban, the purpose of some assets shifts from regional flood management to local stormwater servicing. When this happens, ongoing ownership and maintenance may be more appropriate for Western Bay of Plenty District Council.

Next Steps

Feedback from the Advisory Group is sought on the proposed future vesting, including any recommendations or considerations that may require further analysis. Following this feedback, a formal decision will be sought from Council once detailed analysis and final recommendations are complete. If approved, the necessary agreements and implementation steps for vesting future assets will then be developed.

Attached to the General Business report are draft plans prepared by the developer's consultants, Maven BOP.

Plans 1 and 2 show the overall proposed stormwater layout. Of particular interest to the Regional Council are:

- No. 1 – Proposed new Kopuaroa Pump Station.
- No. 2 – Proposed upgrade to Bell Road A Pump Station.
- No. 9 – Upstream floodwater drain.

Targeted Rating Review Update

The minor rating review for the Kaituna Catchment Control Scheme has been on hold while investigation has been underway for a full targeted rating review for the scheme. To support this, Simon Harris from People Water Land was engaged to outline the proposed methodology, provide a high-level cost estimate, identify modelling needs, and develop an indicative timeline. The estimated timeframe to complete a full review is between 24 and 36 months, reflecting the scale of technical work, modelling, engagement, and formal decision-making involved.

The full review is initially estimated to cost around \$635,000, including \$325,000 for external consultancy and \$286,000 for internal Regional Council resources. This covers technical assessments, development of rating tools, GIS work, and preparation of the final report. It does not include full costs associated with a Special Consultative Procedure under the Local Government Act, which would require informal and formal consultation, submissions, hearings, and deliberations.

Feedback is now sought from Advisory Group members on whether this is the right time to proceed with a full review, particularly given anticipated changes in local government, or whether it would be more appropriate to continue with minor rating reviews as previously undertaken as catchment development progresses.

Central Government Proposals for Local Government

Resource Management Reform Proposal

The Government is progressing a complete overhaul of New Zealand's resource management system, replacing the Resource Management Act 1991 (RMA) with two new laws:

- The Planning Bill – rules for how land can be used and developed.
- The Natural Environment Bill – management and protection of natural resources.

These Bills were introduced on 9 December 2025 and submissions closed on 13 February 2026. Enactment is expected mid-2026.

Key features:

- Fewer regulated effects (e.g. internal site matters, retail distribution, visual amenity removed from scope).
- Fewer consents and fewer activity categories; low impact activities would no longer require consent.
- More nationally consistent planning through standardised rules and a single combined plan per region.
- Environmental limits framework to protect ecosystems and human health.
- Shift to digital, modern planning systems and more data driven monitoring.
- Fasttrack approvals continue alongside broader reforms.

Overall, the stated aims of the reform are to simplify planning, enable infrastructure delivery, reduce consenting complexity, and ensure clearer, more consistent environmental management.

Simplifying Local Government Proposal

Announced on 25 November 2025, the stated aims are to streamline local government by restructuring regional governance. Each region will be required to develop a plan for how the councils within a region will work together to deliver services efficiently and effectively. Consultation runs until 20 February 2026.

A two staged model is proposed:

Step 1: Replace elected regional councillors.

- Regional councils would no longer have elected councillors.
- Instead, each region would be governed by a Combined Territories Board (CTB) made up of the region's mayors.
- Alternative governance options include adding Crown Commissioners with varying levels of voting power.

Step 2: Regional Reorganisation Plans (RRPs)

- CTBs must prepare a plan within two years outlining how councils will coordinate or restructure to improve efficiency.
- Could include shared services, amalgamation, or other structural reforms.

Key considerations:

- How voting for mayors on the CTB should occur (per district or based on population).
- Questions around democratic representation, Treaty partnership obligations, and central/local balance.

Infrastructure Insurance Update

Premium Reduction for 2025/26

The infrastructure insurance premium for 2025/26 has dropped to \$751,000, down from \$924,000 in 2024/25. For the Kaituna Catchment Control Scheme, this resulted in a premium decrease from \$190,870 in 2024/25 to \$142,818 in 2025/2026.

Aon (BOPLASS's insurance broker) advises the decrease is mainly due to a softer London and Singapore insurance market, along with Council's ongoing focus on resilience through targeted capital works, stronger asset management planning, and improvements to operations and maintenance.

Although premiums are lower this year, insurance costs remain volatile and are likely to rise in future.

National Infrastructure Insurance Discussion

Sector wide, there is growing concern about the future insurability of flood protection infrastructure, driven by potential changes under the Local Water Done Well reforms which could reduce group purchasing benefits and feedback from international insurers that these assets are becoming increasingly difficult to insure.

National discussions through the River Managers Special Interest Group and Aon Ltd indicate that future arrangements may involve:

- Greater self insurance.
- Much higher deductibles (potentially up to \$10 million, compared with BOPRC's current \$1.5 million).
- National or sector wide risk pooling.
- Use of parametric insurance to help manage larger deductibles. Parametric insurance is a type of insurance that pays out a pre-agreed amount when a specific event or threshold is triggered such as certain amount of rainfall, river level or earthquake intensity, rather than compensating of actual physical damage.

Earthquake Modelling Results

BOPLASS engaged Aon Global Risk Consulting to complete a high level assessment of potential earthquake losses for all Bay of Plenty councils. Using the RiskScape platform and the latest National Seismic Hazard Model (NSHM22), the study estimated likely impacts.

For BOPRC, the total insured asset value is about \$575 million: \$533.4 million under the Infrastructure policy and \$41.5 million under the Material Damage policy. Flood protection assets make up the largest exposure.

Across all modelled earthquakes, the average annual loss is estimated at \$951,200 (\$767,400 for infrastructure and \$183,900 for material damage to facilities such as pump stations). Major events could result in losses of around \$50 million (500year event) and \$83 million (1,000year event).

Aon recommends BOPRC:

- Use the modelling results to guide resilience planning and prioritise critical and high risk assets.





Appendix G – Landowner and Neighbour Consultation

Wairakei South Communication Register

Adjoining Neighbours / Owners

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions
1-Oct-25		Email.		1. Initial consultation letter sent via email	7/10/25 Dwayne confirmed initial contact made with [REDACTED] Dwayne to follow up to arrange a meeting
6-Oct-25		In Person.		1. Provide Development overview and FTAA process.	
17-Feb-26		Email.		1. Post consultation meeting summary email.	

30/09/2025

[REDACTED]
[REDACTED]
339 Bell Road, Papamoa

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Dwayne Roper



On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]
Mobile: [REDACTED]

CONCEPT FRAMEWORK PLAN

25 SEPTEMBER 2025

FOR DISCUSSION

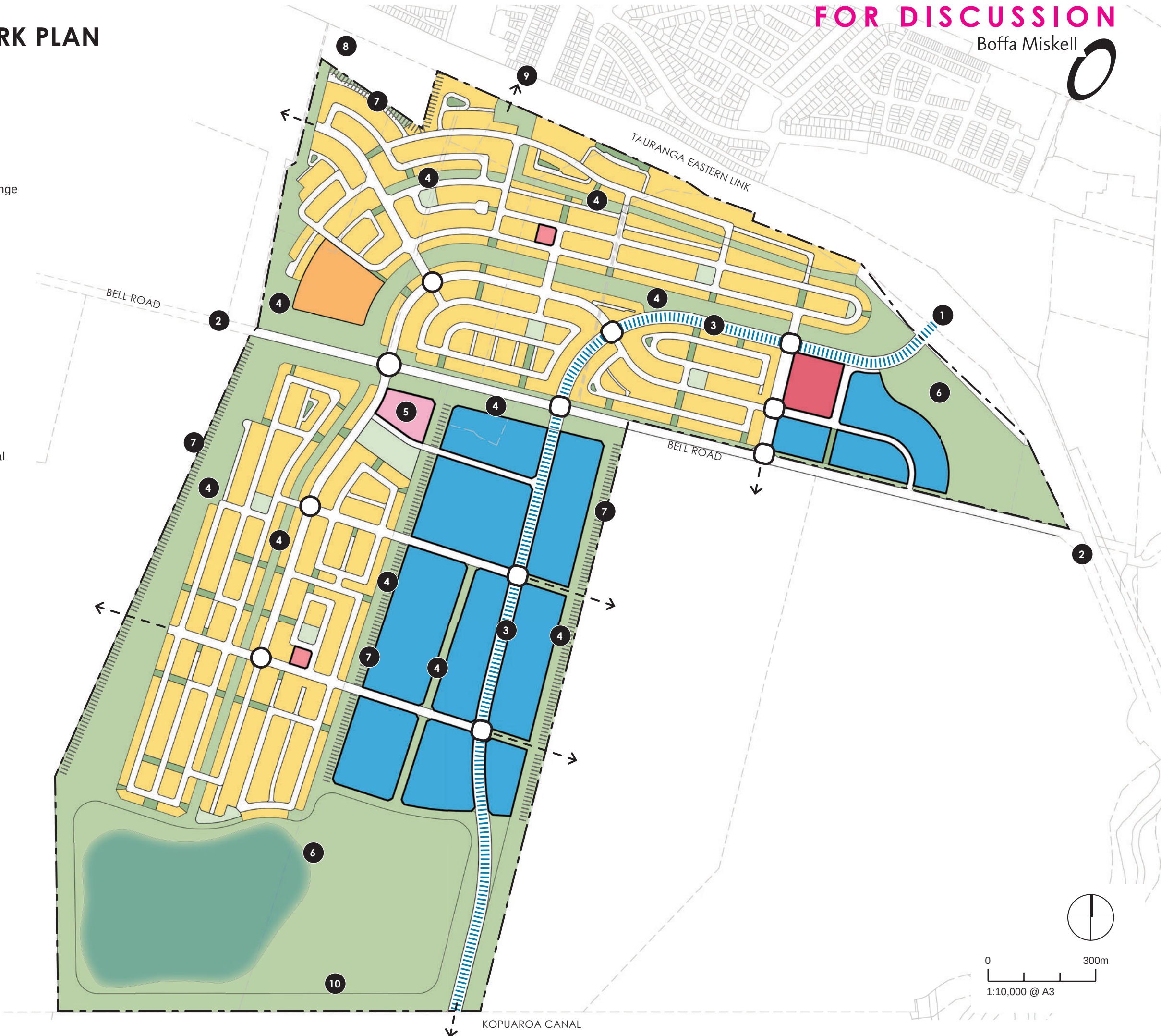
Boffa Miskell

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- [] SECONDARY ARTERIAL ROAD
- [] KEY NETWORK SIGNALISED INTERSECTION
- [] KEY NETWORK ROUNDABOUT
- [] FUTURE POTENTIAL ROAD CONNECTIONS



Matthew Kerse

From: Matthew Kerse
Sent: Tuesday, 17 February 2026 10:24 am
To: [REDACTED]
Cc: Dwayne Roper
Subject: RE: Proposed Wairakei South Development
Attachments: Wairakei South-Aquila Letter of Support.pdf

Good morning [REDACTED]

Thank you again for taking the time to meet with Dwayne and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I believe you have met with Dwayne again recently to talk through further queries in relation to your land and the proposed development.

I hope the information shared has been helpful as you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Dwayne.

Dwayne will be in touch soon if there are any further matters that you wish to discuss.

Kind regards,

From: Dwayne Roper
Sent: Friday, 30 January 2026 11:36 am
To: [REDACTED]
Subject: RE: Proposed Wairakei South Development

Hi [REDACTED]

I hope you've had a good break and looking forward to a busy year.

I would like to meet with you to go over some of your concerns you have mentioned in your email below. How are you placed over the next week or so?

Regards
Dwayne Roper
Director



PO Box 2585 715 Cameron Road Tauranga
Mobile [REDACTED]

WARNING: This email may contain information which is CONFIDENTIAL and may be subject to legal privilege. If you are not the intended recipient, you must not read, use, copy or distribute this email or its attachments (if any). If you have received this email in error, please notify us immediately by return

email, facsimile or telephone (you may call us collect) and delete this email and all copies from your system. Thank you.

From: [REDACTED]
Sent: Tuesday, 2 December 2025 1:54 pm
To: Dwayne Roper <dwayne@zariba.co.nz>; MathewK@maven.co.nz
Subject: Proposed Wairakei South Development

Hello Dwayne and Mathew,

Thanks again for taking the time to meet with Tom and myself the other week to discuss the proposal.

After reviewing the plans further, I'm unable to support the proposal in its current form. As presented, it relies on relocating our driveway and rerouting our heavy-vehicle access through a residential subdivision. Given the nature of our operations - including regular truck and trailer movements - this would not be appropriate for the proposed residents nor workable for us. It would inevitably create ongoing issues for both parties.

The property at 339 Bell Road was purchased specifically for the activities we run there, and our operations function efficiently with the existing access. Any form of neighbouring residential development, particularly one dependent on altering our access or introducing incompatible land uses, would significantly interfere with our operations. For that reason, we oppose any such development while we continue to operate from the site.

That said, I am open to continuing discussions around commercial arrangements that could enable the relocation of our operations, should you wish to progress the development. As you will appreciate, this would require agreement on appropriate terms that fully reflect the cost and disruption involved.

If you would like to explore that further, please feel free to contact me with a proposal.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Wairakei South Communication Register

Adjoining Neighbours / Owners

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions	
1-Oct-25		Email.		Matt Kerse, Dwayne Roper (BRLP)	1. Initial consultation letter sent via email.	Phonecall received from 10/01/25. MK to arrange meeting time next week with DR
10-Oct-25		In Person.		Matt Kerse, Dwayne Roper (BRLP)	1. Provide Development overview and FTAA process.	
30-Jan-26		Email.		Matt Kerse, Dwayne Roper (BRLP)	1. Post consultation meeting summary email.	
3-Feb-26		Email.		Matt Kerse, Dwayne Roper (BRLP)	1. Support letter.	
24-Apr-26		In Person.		Carlos da Silva, Nathan York (BRLP)	1. General update on Fast Track application and related workstreams.	

1-Oct-25		Email.		Matt Kerse, Dwayne Roper (BRLP)	1. Initial consultation letter sent via email. Phonecall received from [REDACTED] MK to arrange meeting time next week with DR
10-Oct-25		In Person.		Matt Kerse, Dwayne Roper (BRLP)	1. Provide Development overview and FTAA process.
30-Jan-26		Email.		Matt Kerse, Dwayne Roper (BRLP)	1. Post consultation meeting summary email.
3-Feb-26		Email.		Matt Kerse, Dwayne Roper (BRLP)	1. Support letter.
24-Apr-26		In Person.		Carlos da Silva, Nathan York	1. General update on Fast Track application and related workstreams.

30/09/2025

[REDACTED]
[REDACTED]
[REDACTED]

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Dwayne Roper



On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]

Mobile: [REDACTED]

CONCEPT FRAMEWORK PLAN

25 SEPTEMBER 2025

FOR DISCUSSION

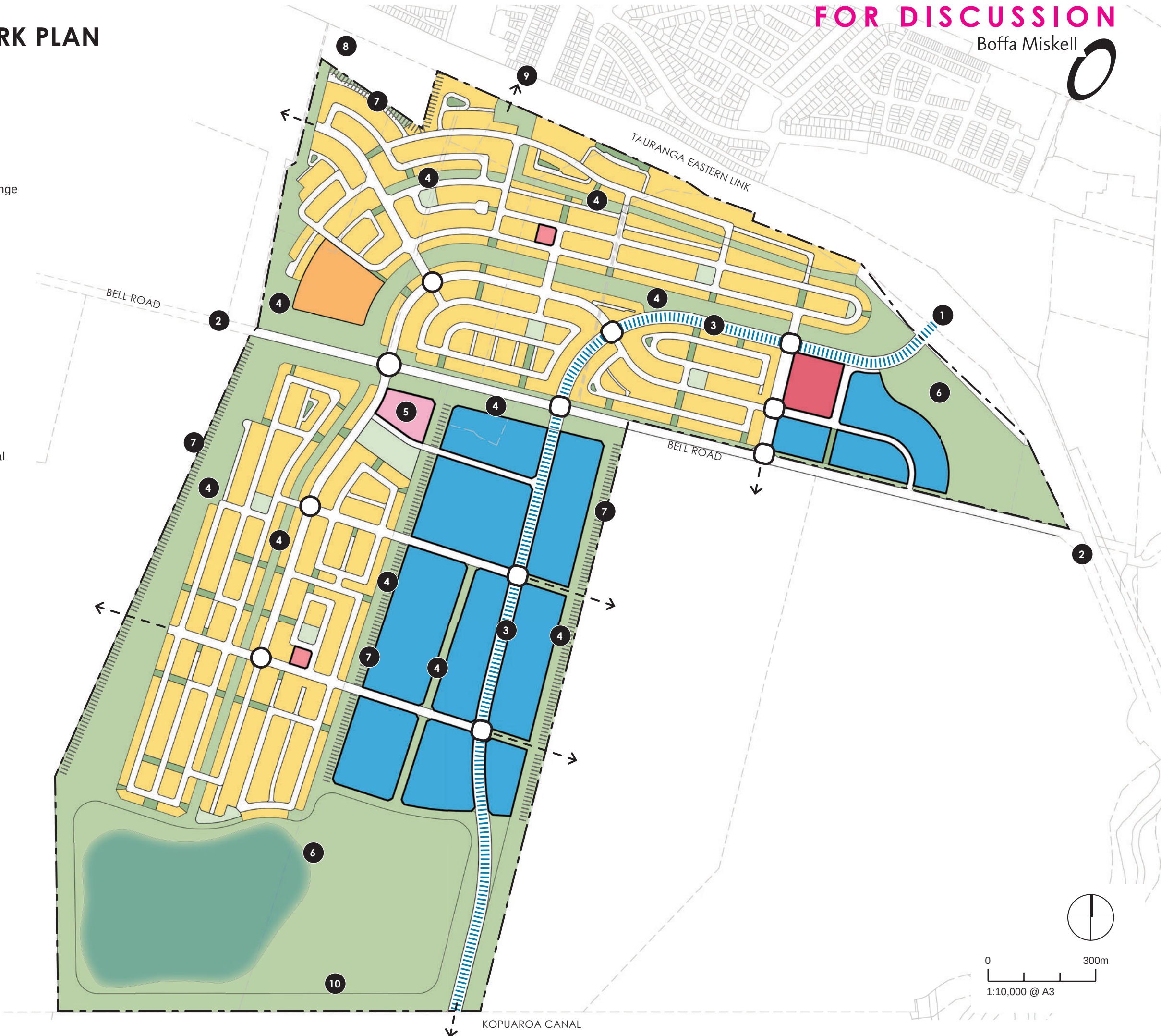
Boffa Miskell

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LEGEND

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- [] SECONDARY ARTERIAL ROAD
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- [] KEY NETWORK ROUNDABOUT
- [] FUTURE POTENTIAL ROAD CONNECTIONS



Matthew Kerse

From: Matthew Kerse
Sent: Friday, 30 January 2026 11:24 am
To: [REDACTED]
Cc: 'Dwayne Roper'
Subject: RE: Wairakei South Fast-track Consent - Consultation
Attachments: 260130-Wairakei South-[REDACTED] BM250088
_WS_Concept_Framework_Plan_V16.pdf

Hi [REDACTED]

Thank you for taking the time to meet with Dwayne and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I hope the information shared has been helpful and you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Dwayne.

Please don't hesitate to get in touch if you have any questions or would like to discuss any aspect further.

Kind regards,

-----Original Appointment-----

From: Matthew Kerse
Sent: Friday, 3 October 2025 4:27 pm
To: Dwayne Roper; [REDACTED]
Subject: Armer's - Wairakei South Fast-track Consent - Consultation
When: Friday, 10 October 2025 3:00 pm-4:00 pm (UTC+12:00) Auckland, Wellington.
Where: 35 May Street (35 May Street, Mount Maunganui Bay of Plenty 3116)

From: Matthew Kerse
Sent: Friday, 3 October 2025 12:39 pm
To: [REDACTED]
Cc: Dwayne Roper [REDACTED]; Carl Salmons [REDACTED]
Subject: RE: Wairakei South Fast-track Consent - Consultation

Hi [REDACTED] thanks for the call back earlier in the week.

As discussed, Dwayne and I would be able to meet next Friday to discuss the development in more detail. Would 3pm at your office in the Mount suit?

We are flexible Friday so if earlier suits you better let me know and I will set up a calendar invite.

Feel free to give me a call to discuss further.

Kind regards,

From: Matthew Kerse
Sent: Tuesday, 30 September 2025 9:28 pm

To: [REDACTED]
Cc: Dwayne Roper <[REDACTED]>; Carl Salmons [REDACTED]
Subject: Wairakei South Fast-track Consent - Consultation

Dear Scott,

Attached is a consultation letter that provides an overview of the proposed Wairakei South Development at Bell Road, Papamoa, along with a concept plan of the project. Given your position as neighbouring landowners to the site, we wanted to ensure you are kept informed as part of the process under the Fast-Track Approvals Act 2024.

We would also like to arrange a follow-up meeting with you in person to discuss this in more detail. Please reach out to me by email or phone to arrange a suitable time.

Thank you for your time and consideration.

Kind regards,

Date:

Minister for the Environment
Attention: Fast Track Approvals Team

To whom it may concern,

Re: Fast Track Approval Consents for Bell Road Limited Partnership, Wairakei South

owns the following property on Seddon Street, Te Puke:

1. Part Lot 2 DP 32292, Record of Title SA58B/528
2. Part Lot 3 DPS 19250, Record of Title SA21C/374
3. Part Lot 2 DPS 19250, Record of Title SA26D/170
4. Part Lot 2 DPS 39737, Record of Title SA40C/563
5. Lot 3 DPS 39737, Record of Title 838699
6. Lot 4 DPS 63396, Record of Title SA51D/560

We understand that Bell Road Limited Partnership intend to apply for a Fast Track approval under the Fast Track Approvals Act 2024.

We have been consulted by Bell Road Limited Partnership in relation to their Fast Track application. The proposal is to develop land at Wairakei South for a mixed-use development containing a mix of residential, industrial, and commercial use.

We consent to and have no objection to the project proposed.

We also consent in principle to negotiating a services corridor and associated easements through the abovementioned properties as may be required through the staging of the project, and subject to an agreement being entered between BRLP and

Yours faithfully,



Duly authorised signatory

3-Oct-25			Matt Kerse, Dwayne	1. Initial consultation letter sent via email.
10-Oct-25			Matt Kerse, Dwayne	1. Provide Development overview and FTAA process.
19-Dec-25			Matt Kerse, Dwayne	1. Post consultation meeting summary email.

30/09/2025

[REDACTED]
[REDACTED]
[REDACTED]

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear Brendan & Jane,

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Dwayne Roper

On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]
Mobile: [REDACTED]

CONCEPT FRAMEWORK PLAN

25 SEPTEMBER 2025

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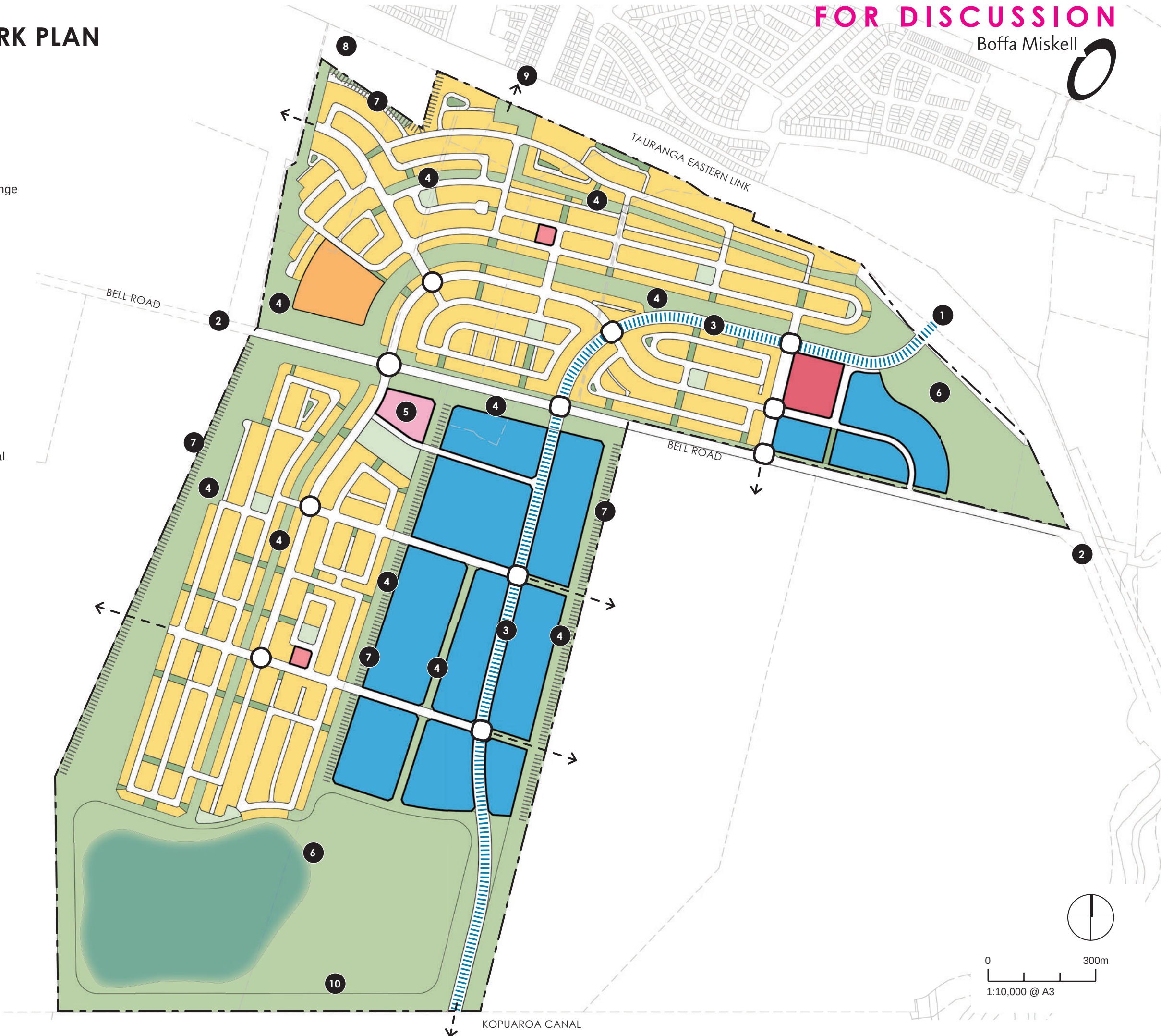
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Matthew Kerse

From: Matthew Kerse
Sent: Friday, 19 December 2025 12:02 pm
To: [REDACTED]
Cc: Dwayne Roper
Subject: RE: Wairakei South Fast-track Consent - Consultation
Attachments: Wairakei South-[REDACTED] Letter of Support.pdf

Good morning [REDACTED]

Thank you again for taking the time to meet with Nathan and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I hope the information shared has been helpful as you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Nathan.

Please don't hesitate to get in touch if you have any questions or would like to discuss any aspect further.

Kind regards,

-----Original Appointment-----

From: Matthew Kerse
Sent: Monday, 10 November 2025 12:14 pm
To: [REDACTED] 'Dwayne Roper'
Subject: Wairakei South Fast-track Consent - Consultation
When: Tuesday, 11 November 2025 1:30 pm-2:30 pm (UTC+12:00) Auckland, Wellington.
Where: [REDACTED]

Meeting to discuss Wairakei South fast-track consent.

From: Matthew Kerse
Sent: Monday, 10 November 2025 12:12 pm
To: [REDACTED]
Cc: Dwayne Roper [REDACTED]
Subject: RE: Wairakei South Fast-track Consent - Consultation

Thanks Brendan,

Dwayne and I will meet you at [REDACTED]

I will send out a calendar invite now.

Regards,

From: [REDACTED]
Sent: Monday, 10 November 2025 7:02 am
To: Matthew Kerse <[REDACTED]>
Subject: Re: Wairakei South Fast-track Consent - Consultation

Hi Matt, would Tuesday around 1.30 suit you at [REDACTED]
Sent from my iPhone

On 7 Nov 2025, at 2:19 PM, Matthew Kerse <[REDACTED]> wrote:

Hi [REDACTED]

Thanks for your patience in getting a catch up organised. I'm just getting back up to speed after a couple of weeks off for the birth of our second child.

Would you have availability to meet with Dwayne and I next week? If so, could you please let me know a couple of days/times that suit and I'll coordinate with Dwayne.

We're happy to come to you if that's most convenient.

Feel free to give me a call if you wish to discuss.

Kind regards,

Matthew Kerse

PRINCIPAL – MAVEN BAY OF PLENTY

BSurv, MS+SNZ, Licensed Cadastral Surveyor

<mime-attachment.png>

MAVEN BOP LIMITED

07 242 4255 | [REDACTED]

www.maven.co.nz

116 Cameron Road, Tauranga

This email is intended for the addressee(s) only and may contain privileged and/or confidential information. If you are not the intended recipient or have received this email in error, please notify the sender and delete all copies of this email.

From: Matthew Kerse

Sent: Thursday, 16 October 2025 1:02 pm

To: [REDACTED]

Subject: RE: Wairakei South Fast-track Consent - Consultation

Hi Brendan,

Thanks for reaching out. I'll confirm a suitable day and time from the 27th with Dwayne and come back to you.

Kind regards,

From: [REDACTED]

Sent: Thursday, 16 October 2025 12:24 pm

To: Matthew Kerse [REDACTED] >

Subject: Re: Wairakei South Fast-track Consent - Consultation

Hi Matthew, I'm able to have a meeting anytime from the 27th October onwards if you still want one. Cheers [REDACTED]

Sent from my iPhone

On 3 Oct 2025, at 12:28 PM, Matthew Kerse [REDACTED] wrote:

Dear [REDACTED]

Attached is a consultation letter that provides an overview of the proposed Wairakei South Development at Bell Road, Papamoa, along with a concept plan of the project. Given your position as neighbouring landowners to the site, we wanted to ensure you are kept informed as part of the process under the Fast-Track Approvals Act 2024.

We would also like to arrange a follow-up meeting with you in person to discuss this in more detail. Please reach out to me by email or phone to arrange a suitable time.

Thank you for your time and consideration.

Kind regards,

Matthew Kerse

PRINCIPAL – MAVEN BAY OF PLENTY

BSurv, MS+SNZ, Licensed Cadastral Surveyor

<mime-attachment.png>

[<mime-attachment.jpg>](#)

MAVEN BOP LIMITED

07 242 4255 | [REDACTED]

www.maven.co.nz

116 Cameron Road, Tauranga

This email is intended for the addressee(s) only and may contain privileged and/or confidential information. If you are not the intended recipient or have received this email in error, please notify the sender and delete all copies of this email.

[REDACTED]

[REDACTED]

14-Oct-25		Hand delivered.		1. Initial consultation letter sent via email.	Phonecall received 14/10/25. MK to arrange a meeting with BRLP within next week
5-Nov-25		In Person.		1. Provide Development overview and FTAA process.	
19-Dec-25		Email.		1. Post consultation meeting summary email.	

07/10/2025

[REDACTED]
[REDACTED]
[REDACTED]

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskell Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Matthew Kerse



On behalf of Bell Road Limited Partnership

Email: [REDACTED]

Mobile: [REDACTED]

Matthew Kerse

From: Matthew Kerse
Sent: Friday, 19 December 2025 11:58 am
To: [REDACTED]
Cc: 'Nathan York'
Subject: RE: Wairakei South (Bell Road) Project
Attachments: Wairakei South-[REDACTED] Letter of Support.pdf

Good morning [REDACTED]

Thank you again for taking the time to meet with Nathan and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I hope the information shared has been helpful as you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Nathan.

Please don't hesitate to get in touch if you have any questions or would like to discuss any aspect further.

Kind regards,

-----Original Appointment-----

From: Matthew Kerse
Sent: Tuesday, 4 November 2025 4:15 pm
To: [REDACTED] Nathan York
Subject: Wairakei South (Bell Road) Project
When: Wednesday, 5 November 2025 1:00 pm-1:45 pm (UTC+12:00) Auckland, Wellington.
Where: [REDACTED]

As discussed [REDACTED] - Nathan and I will meet at your workshop tomorrow at 1pm to discuss the proposed development at Bell Road.

Kind regards,

7-Oct-25		Email. [REDACTED]; Matt Kerse (BRLP)	1. Initial consultation letter sent via email.
10-Nov-25		Email. [REDACTED]; Matt Kerse (BRLP)	1. Signed Letter of Support.
11-Mar-26		In person. BOP Regional Councillors, WBOP District Councillors, Te Maru o Kaituna Representative, Farming and Landowner Representatives, BOPRC Staff, Community Board representatives, Nathan York (BRLP)	1. NY presentd to KCCSAG. 2. [REDACTED] is a member of the KCCSAG and was in attendance at the presentation.

07/10/2025

[REDACTED]
[REDACTED]
[REDACTED]

WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we have contacted you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Warm Regards,

Nathan York

On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]

Mobile: [REDACTED]

5 November 2025

Minister for the Environment
Attention: Fast Track Approvals Team

To whom it may concern,

Re: Fast Track Approval Consents for Bell Road Limited Partnership, Wairakei South

We, [REDACTED] are the owners of the following properties on Bell Road:

1. Lot 2 DP 537375, Record of Title 893644
2. Part Lot 1 DP 29530, Record of Title SA7A/206

We understand that Bell Road Limited Partnership intend to apply for a Fast Track approval under the Fast Track Approvals Act 2024.

We have been consulted by Bell Road Limited Partnership in relation to their Fast Track application. The proposal is to develop land at Wairakei South for a mixed-use development containing a mix of residential, industrial, and commercial use.

We consent to and have no objection to the project proposed.

Yours faithfully,



[REDACTED]



[REDACTED]



[REDACTED]

7-Oct-25		Email.	(BRLP) Nathan York, Matt Kerse	1. Initial consultation letter sent via email.
5-Nov-25		In person.	(BRLP) Nathan York, Matt Kerse	1. Wairakei South in person consultation. Provide Development overview and FTAA process.
11-Nov-25		Email.	(BRLP) Nathan York, Matt Kerse	1. Post consultation meeting summary email.
19-Dec-25		Email.	(BRLP) Nathan York, Matt Kerse	1. Post consultation meeting summary email.
19-Dec-25		Email.	(BRLP) Nathan York, Matt Kerse	1. Provided signed letter of support.

07/10/2025

[REDACTED]
[REDACTED]
[REDACTED]

WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskell Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we have contacted you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Warm regards,

Nathan York

On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]
Mobile: [REDACTED]

Matthew Kerse

From: Matthew Kerse
Sent: Friday, 19 December 2025 11:54 am
To: [REDACTED]
Cc: 'Nathan York'
Subject: RE: Wairakei South (Bell Road) Project
Attachments: Wairakei South-[REDACTED] Letter of Support.pdf

Good morning [REDACTED]

Thank you again for taking the time to meet with Nathan and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I hope the information shared has been helpful as you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Nathan.

Please don't hesitate to get in touch if you have any questions or would like to discuss any aspect further.

Kind regards,

From: Matthew Kerse
Sent: Tuesday, 11 November 2025 8:28 am
To: [REDACTED]
Cc: 'Nathan York' <nathan@bhml.co.nz>
Subject: RE: Wairakei South (Bell Road) Project

Good morning [REDACTED]

As discussed, please find the plans attached for your reference.

Support letter for yourselves to consider is incoming.

Kind regards,

From: Nathan York <[REDACTED]>
Sent: Tuesday, 7 October 2025 9:04 am
To: [REDACTED]
Cc: Matthew Kerse <[REDACTED]> Rod Bailey <[REDACTED]>
Subject: Wairakei South (Bell Road) Project

Morning [REDACTED]

Further to my chat with Marie yesterday, please find attached an update on our Fast Track project.

After you have digested and gathered your thoughts, it would be good to chat further about this information and your longer-term planning.

Note I have also copied in project team members to keep them abreast of communications too.

On mobile as required too.

Ngā mihi,



*Creating communities
of choice*

Nathan J. York

Chief Executive



W: bluehavengroup.co.nz

Level 1, Excelsa Centre,

1 Golden Sands Drive,

Pāpāmoa Beach



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[Please consider the environment before printing this email.](#)

Date:

Minister for the Environment
Attention: Fast Track Approvals Team

To whom it may concern,

Re: Fast Track Approval Consents for Bell Road Limited Partnership, Wairakei South

We, [REDACTED] are the owners of the following properties on Bell Road:

1. Lot 1 DP 81677, Record of Title SA64B/395

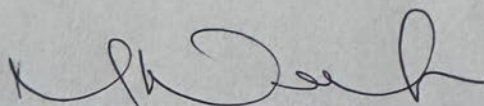
We understand that Bell Road Limited Partnership intend to apply for a Fast Track approval under the Fast Track Approvals Act 2024.

We have been consulted by Bell Road Limited Partnership in relation to their Fast Track application. The proposal is to develop land at Wairakei South for a mixed-use development containing a mix of residential, industrial, and commercial use.

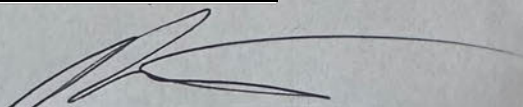
We consent to and have no objection to the project proposed.

We also consent in principle to the variation of our existing access, service connections, and associated easements as may be required through the staging of the project, subject to final plans and legal instrument updates.

Yours faithfully,



[REDACTED]



[REDACTED]

1-Oct-25		Email. [REDACTED] Roper (BRLP)	1. Initial consultation letter sent via email. 2. Information included updated concept plan without the [REDACTED] property. Phonecall received from [REDACTED] 10/01/25. MK to arrange meeting time next week with DR
7-Oct-25		In person. [REDACTED] Roper (BRLP)	1. Wairakei South in person consultation. Provide Development overview and FTAA process.
19-Dec-25		Email. [REDACTED] Roper (BRLP)	1. Post consultation meeting summary email.

30/09/2025

[REDACTED]
[REDACTED]
[REDACTED]

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Dwayne Roper



On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]

Mobile: [REDACTED]

CONCEPT FRAMEWORK PLAN

25 SEPTEMBER 2025

FOR DISCUSSION

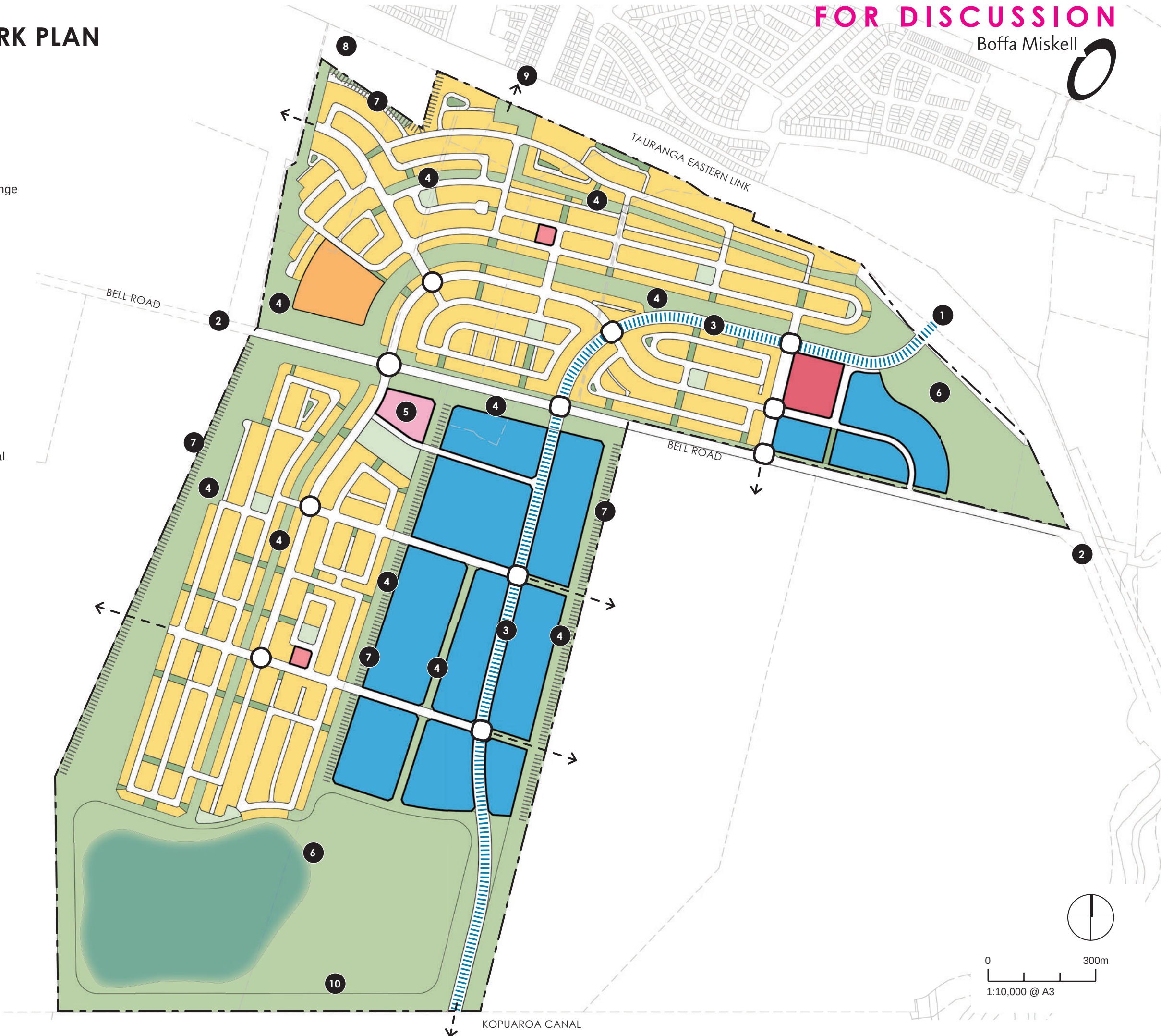
Boffa Miskell

KEY

- 1. New Connection to Papamoa East 2 Interchange
- 2. Bell Road (Existing)
- 3. Main Central Boulevard
- 4. Stormwater Reserve / Conveyance Swale
- 5. Major Neighbourhood Reserve
- 6. Stormwater Treatment Wetland Area
- 7. Landscape Buffer Strip / Development Extent (subject to LVA (TBC))
- 8. Existing Power Sub-Station
- 9. Existing Pathway Access Under TEL (via Large Box Culvert)
- 10. Stormwater Wetland Outlet to Kopuaroa Canal

LEGEND

- [] SITE BOUNDARY
- [] RESIDENTIAL (MDRZ) ZONE
- [] EMPLOYMENT (INDUSTRIAL / COMMERCIAL)
- [] SERVICE CENTRE
- [] NEIGHBOURHOOD CENTRE
- [] LOCAL CENTRE
- [] PRIMARY SCHOOL
- [] STORMWATER RESERVE
- [] NEIGHBOURHOOD RESERVE
- [] GREEN LINKS / POCKET PARKS / SERVICES CORRIDORS / STORMWATER CONNECTIONS
- [] BUFFER RESERVE STRIP
- [] SECONDARY ARTERIAL ROAD
- [] KEY NETWORK SIGNALISED INTERSECTION
- [] KEY NETWORK ROUNDABOUT
- [] FUTURE POTENTIAL ROAD CONNECTIONS



Matthew Kerse

From: Matthew Kerse
Sent: Friday, 19 December 2025 12:07 pm
To: [REDACTED]
Cc: Dwayne Roper
Subject: RE: [REDACTED] - Wairakei South Fast-track Consent - Consultation
Attachments: Wairakei South-[REDACTED] Letter of Support.pdf

Good morning [REDACTED]

Thank you again for taking the time to meet with Dwayne and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I hope the information shared has been helpful as you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Dwayne.

Please don't hesitate to get in touch if you have any questions or would like to discuss any aspect further.

Kind regards,

-----Original Appointment-----

From: Matthew Kerse
Sent: Friday, 3 October 2025 2:46 pm
To: [REDACTED] Dwayne Roper
Subject: [REDACTED] - Wairakei South Fast-track Consent - Consultation
When: Tuesday, 7 October 2025 1:00 pm-2:00 pm (UTC+12:00) Auckland, Wellington.
Where: [REDACTED]

From: Matthew Kerse
Sent: Friday, 3 October 2025 12:45 pm
To: [REDACTED]
Cc: Dwayne Roper <[\[REDACTED\]](#)>; Carl Salmons [REDACTED]
Subject: RE: Wairakei South Fast-track Consent - Consultation

Hi [REDACTED], thanks for taking my call.

As discussed, Dwayne and I will meet you at [REDACTED]

We look forward to meeting you and discussing the project in further detail.

Regards,

From: Matthew Kerse <[\[REDACTED\]](#)>
Sent: Tuesday, 30 September 2025 9:29 pm
To: [REDACTED]

Cc: Dwayne Roper <[REDACTED]> Carl Salmons <[REDACTED]>
Subject: Wairakei South Fast-track Consent - Consultation

Dear [REDACTED]

Attached is a consultation letter that provides an overview of the proposed Wairakei South Development at Bell Road, Papamoa, along with a concept plan of the project. Given your position as neighbouring landowners to the site, we wanted to ensure you are kept informed as part of the process under the Fast-Track Approvals Act 2024.

We would also like to arrange a follow-up meeting with you in person to discuss this in more detail. Please reach out to me by email or phone to arrange a suitable time.

Thank you for your time and consideration.

Kind regards,

Powerco Limited				
21-Aug-25	Powerco Limited	In person.	Brian Doherty, Bev Higginbotham, Keith Edmonds, Jerry Almano (Powerco); Dwayne Roper, Matthew Kerse (BRLP)	1. Wairakei South in person consultation. 2. Initial consultation meeting with Powerco to address network capacity and introduce the development.
1-Oct-25	Powerco Limited	Email.	Bev Higinbotham (Powerco); Matt Kerse, Rod Bailey (BRLP)	1. Initial consultation letter sent via email. 2. Information included updated concept plan without the [REDACTED] property.
2-Oct-25	Powerco Limited	Email.	Bev Higinbotham (Powerco); Rod Bailey (BRLP)	1. Resend consultation letter.
19-Nov-25	Powerco Limited	In person.	Brian Doherty, Bev Higginbotham, Keith Edmonds, Jerry Almano, Luke Balchin (Powerco); Dwayne Roper, Rod Bailey, Matthew Kerse (BRLP)	1. Wairakei South in person consultation. Provide Development overview and FTAA process.
27-Nov-25	Powerco Limited	Email.	Keith Edmonds, Brian Doherty, Bev Higginbotham (Powerco); Matthew Kerse, Dwayne Roper (BRLP)	1. Neutral support letter.

30/09/2025

Bev Higginbotham
Powerco Limited
251 Bell Road, Papamoa

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear Bev,

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

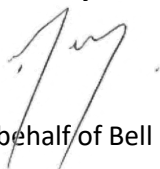
Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Rod Bailey



On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]

Mobile: [REDACTED]

CONCEPT FRAMEWORK PLAN

25 SEPTEMBER 2025

FOR DISCUSSION

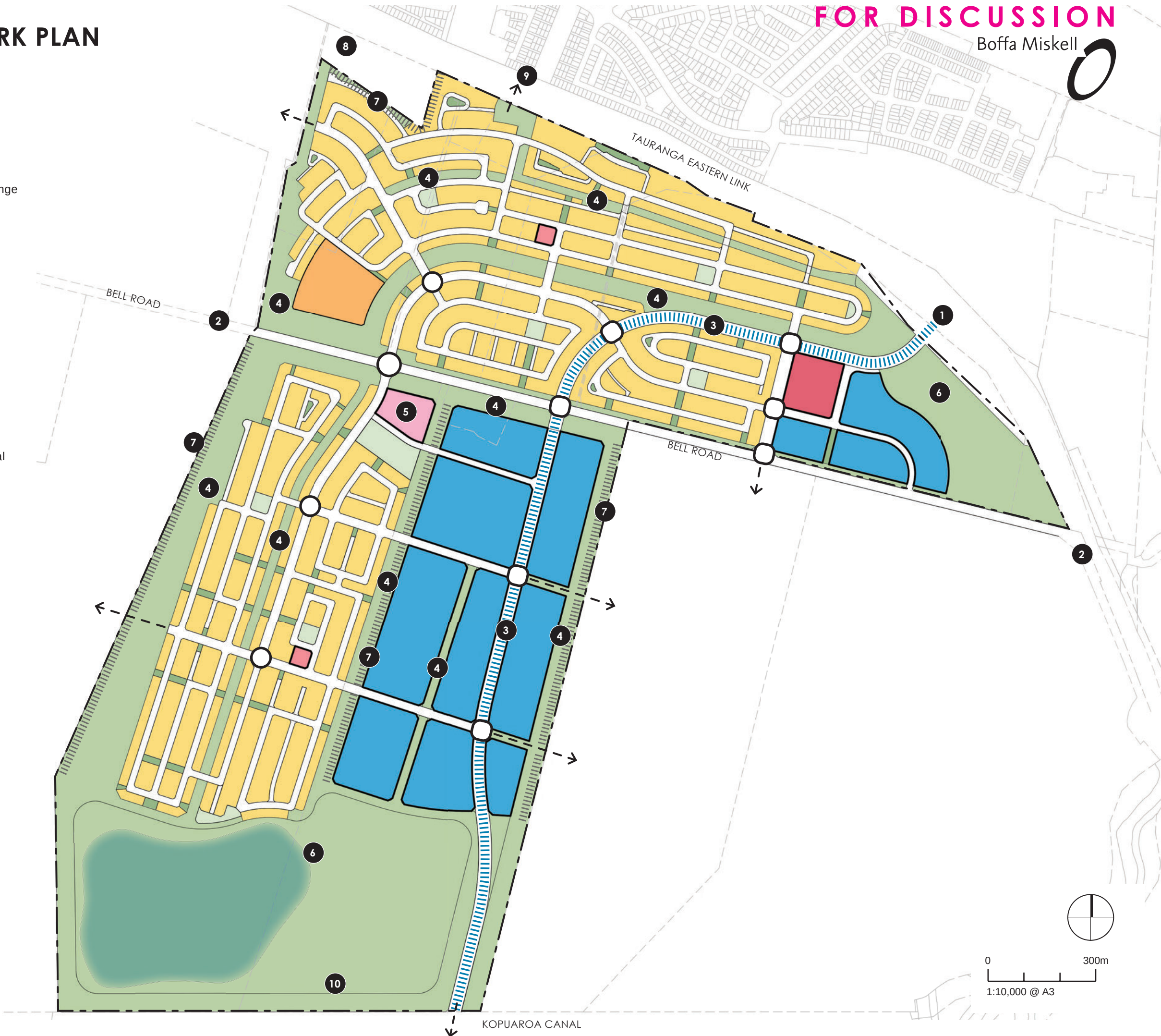
Boffa Miskell

KEY

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- 2. Bell Road (Existing)
- 3. Main Central Boulevard
- 4. Stormwater Reserve / Conveyance Swale
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- 6. Stormwater Treatment Wetland Area
- 7. Landscape Buffer Strip / Development Extent (subject to LVA (TBC))
- 8. Existing Power Sub-Station
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- 10. Stormwater Wetland Outlet to Kopuaroa Canal

LEGEND

- [] SITE BOUNDARY
- [] RESIDENTIAL (MDRZ) ZONE
- [] EMPLOYMENT (INDUSTRIAL / COMMERCIAL)
- [] SERVICE CENTRE
- [] NEIGHBOURHOOD CENTRE
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- [] BUFFER RESERVE STRIP
- [] SECONDARY ARTERIAL ROAD
- [] KEY NETWORK SIGNALISED INTERSECTION
- [] KEY NETWORK ROUNDABOUT
- [] FUTURE POTENTIAL ROAD CONNECTIONS





27 November 2025

Matthew Kears
116 Cameron Road, Tauranga

Dear Matthew,

Bell Road Limited Partnership Fast Track Application

Background

In July 2025 Powerco received a request from Maven to provide comment on our ability to provide an electricity distribution service for a substantial development at Bell Road by Bell Road Limited Partnership (BRLP). The plans provided to Powerco were conceptual and the request was only focussed on power supply, later a meeting was held (November 19th, 2025), and more detailed information was presented by BRLP including flood modelling and a staging plan. Concurrently Powerco have initiated discussions with landowners, including BRLP, about a double circuit 110kV transmission line route and substation upgrade we are progressing in the area.

We understand BRLP have made a referral application to the Fast Track Approvals process which has been listed and BRLP are currently preparing a substantive application for lodgement next year. Within the referral application Powerco was not listed as a person potentially affected by the project but we are aware under s53 of the Fast Track Approvals Act we will be invited to provide comment. Given the nature of that process, we appreciate the opportunity to work with BRLP to address each other's interests rather than relying on the expedited process under s53 of the Act.

Powerco Substation and Designation

Electrical load in the western Bay of Plenty has approximately tripled over the last 25 years and demand across the sub-region is projected to increase drastically by 2035, potentially up to 90%¹. Powerco has been working with Transpower to address this demand by investing in the WBOP area². Included in this investment plan is a new 110kV dual circuit from Transpower's Te Matai GXP (on Te Matai Road) to Powerco's existing Wairakei Substation (251 Bell Road). Additionally, as part of that investment, the substation at 251 Bell Road will be rebuilt to utilise the new supply to meet the forecasted demand (including the proposed development).

¹ Smartgrowth Strategy 2024-2074 – Chapter 9

² www.transpower.co.nz/projects/wbop

Powerco's existing Wairakei Substation is designated for substation purposes under designation number D245 in the Western of Plenty District Plan. The site was strategically purchased with the knowledge that Powerco would be required to develop the substation site to accommodate and distribute electricity at high voltages including up to 110kV from Transpower's network to meet the above-mentioned demand. With this knowledge the site was acquired due to its preferable location adjacent to State Highway 2 buffering the site from residential land to the north, the substation sites rural zoning and the surrounding rural zoning. One site selection reason for this is to minimise potential conflicts with sensitive land uses as 110kV substations are noticeably larger, louder and more negatively perceived than our lower voltage substations. The location also enabled the potential for overhead connections from the south through rural land which, if possible, would mitigate the cost of investment. It is worth noting that the value of infrastructure investment increases the cost of electricity for customers on the network and therefore we are obligated where possible to minimise cost when developing our network.

Powerco Position on Supply of Electricity and the BRLP Proposal

In terms of BRLP's request for written confirmation about Powerco's ability to provide electricity distribution services for BRLP's substantial development at Bell Road, in principle the answer is yes – as Powerco is actively working towards being able to have that ability. However, there are some caveats as the current supply will only be able to service stages 1 to 3 . If the development proceeds to all the projected stages, Powerco will require network upgrades from the existing substation, including an increase to 110kV capability. The upgrade would be necessary to support the increased electricity demand that this development forms part of.

In terms of the BRLP proposal more broadly, Powerco are supportive of growth in the region, but remain neutral in terms of supporting or opposing specific developments such as that proposed. At the same time our priority is to protect our existing electricity distribution infrastructure and our ability to undertake critical infrastructure upgrades to meet regional demand, including the proposed development. Therefore, we express areas of interest we wish to continue to discuss with BRLP as their project evolves. Many of these have already been touched on at the meeting held with BRLP but it would be good to continue to work through the details. These include the following.

- Reverse sensitivity - we have concerns that locating medium density residential properties adjacent to a 110kV substation could expose us to complaints about noise, visual amenity and perceived health effects that would have not otherwise been the case. We believe this can be mitigated by agreement on lot layouts, buffering, fencing and landscaping and would like to continue this discussion.
- We are aware of the development site's flood risk and as a critical piece of lifeline infrastructure we want to ensure with certainty that any such development will not result in an increased flood or other hazard risk on our 110 kV substation site. We acknowledge that the initial modelling shows no increases when compared to predevelopment, but please keep us updated as these are peer reviewed in more detail or are commented on by the relevant regional and territorial authorities.

- In relation to the above will the hazard considerations also address potential changes in groundwater and/or ground conditions between our neighbouring sites as higher water content can weaken soil structures.
- We currently access the site from Bell Road and want to ensure no adverse effects on our ability to access the site with heavy machinery for substation construction, maintenance and repair purposes.
- We need to protect our electricity network connection route options from the south whether it be overhead, underground or a combination.

Given the above we would sincerely appreciate the opportunity to continue to meet with relevant people in your team to discuss the matters identified above and work collaboratively toward our respective interests.

A handwritten signature in black ink, appearing to read "KEITH EDMONDS", with a large, stylized loop at the end.

Keith Edmonds

Network Development Manager - East

POWERCO

Mobile [REDACTED]

14-Oct-25		Hand delivered.	[REDACTED] Kerse (BRLP)	1. Initial consultation letter delivered in person.
3-Dec-25		In person.	[REDACTED] Nathan York, Matthew Kerse (BRLP)	1. Wairakei South in person consultation. Provide project development overview and FTAA process.
19-Dec-25		Email.	[REDACTED], Nathan York, Matthew Kerse (BRLP)	1. Post consultation meeting summary email.
20-Dec-25		Email.	[REDACTED], Matthew Kerse (BRLP)	1. Support letter.

07/10/2025

[REDACTED]
[REDACTED]
[REDACTED]

RE: WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskell Concept Framework Plan) as attached.

As your property is directly adjacent to the development area, we are contacting you to inform you of the development itself and discuss how your property is involved with our application. The Bell Road Limited Partnership is wanting to build a positive and constructive relationship with you as a neighbour to the project.

Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Yours sincerely,

Matthew Kerse



On behalf of Bell Road Limited Partnership

Email: [REDACTED]

Mobile: [REDACTED]

Matthew Kerse

From: Matthew Kerse
Sent: Friday, 19 December 2025 12:00 pm
To: [REDACTED]
Cc: 'Nathan York'
Subject: RE: Wairakei South Fast-track Consent - Consultation
Attachments: Wairakei South-[REDACTED] of Support.pdf

Good morning [REDACTED]

Thank you again for taking the time to meet with Nathan and I previously, where we talked through the proposed development and the broader context of the Wairakei South Fast-track proposal.

I hope the information shared has been helpful as you've had time to reflect on it.

For completeness, I have attached a draft letter of support for your information and consideration. Should you wish to provide your support towards the development, please sign and return to either myself or Nathan.

Please don't hesitate to get in touch if you have any questions or would like to discuss any aspect further.

Kind regards,

-----Original Appointment-----

From: Matthew Kerse
Sent: Monday, 1 December 2025 2:15 pm
To: [REDACTED] Nathan York
Subject: Wairakei South Fast-track Consent - Consultation
When: Wednesday, 3 December 2025 2:30 pm-3:30 pm (UTC+12:00) Auckland, Wellington.
Where: [REDACTED]

Hi [REDACTED]

As discussed, Nathan and I will come out to meet you at [REDACTED] to discuss the Wairakei South fast-track consent.

Kind regards,



Date: 19 December 2025

Minister for the Environment
Attention: Fast Track Approvals Team

To whom it may concern,

Re: Fast Track Approval Consents for Bell Road Limited Partnership, Wairakei South

[REDACTED] am the owner of the following property on Bell Road:

1. Lot 1 DP 553506, Record of Title 960661

I understand that Bell Road Limited Partnership intend to apply for a Fast Track approval under the Fast Track Approvals Act 2024.

I have been consulted by Bell Road Limited Partnership in relation to their Fast Track application. The proposal is to develop land at Wairakei South for a mixed-use development containing a mix of residential, industrial, and commercial use.

I consent to and have no objection to the project proposed.

Yours faithfully,

[REDACTED]

7-Jul-25 to 16-Apr-26		Various email, phone and in person.	; Nathan York (BRLP)
26-Mar-26		Email.	Nathan York (BRLP)

- 1. Option Agreement and Variation Agreement negotiated and signed by all relevant parties.
- 2. Consultation letter of support also presented and signed.

- 1. Support letter received.

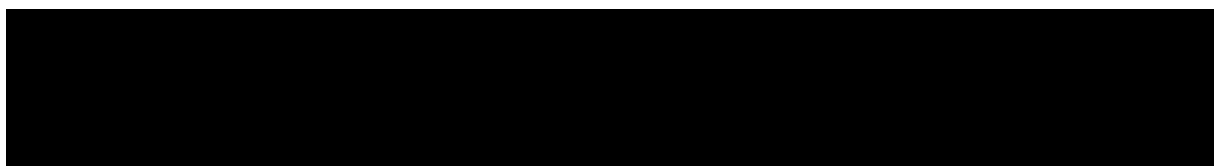


Date:

Minister for the Environment
Attention: Fast Track Approvals Team

To whom it may concern,

Re: Fast Track Approval Consents for Bell Road Limited Partnership, Wairakei South



1. Lot 2 DP 553506, Record of Title 960662

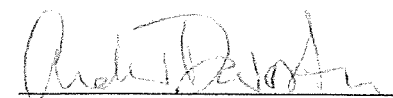
We understand that Bell Road Limited Partnership intends to apply for a Fast Track approval under the Fast Track Approvals Act 2024 to develop the subject property and surrounding lands (referred to as Wairakei South) outlined in the attached Framework Plan.

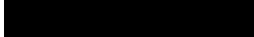
The development of Wairakei South contains a mix of residential, industrial, and commercial use, and various infrastructure improvements.

I consent to and have no objection to the development project proposed.

Yours faithfully,




 S. Rickard


Attached:

Wairakei South Framework Plan

CONCEPT FRAMEWORK PLAN

28 OCTOBER 2025

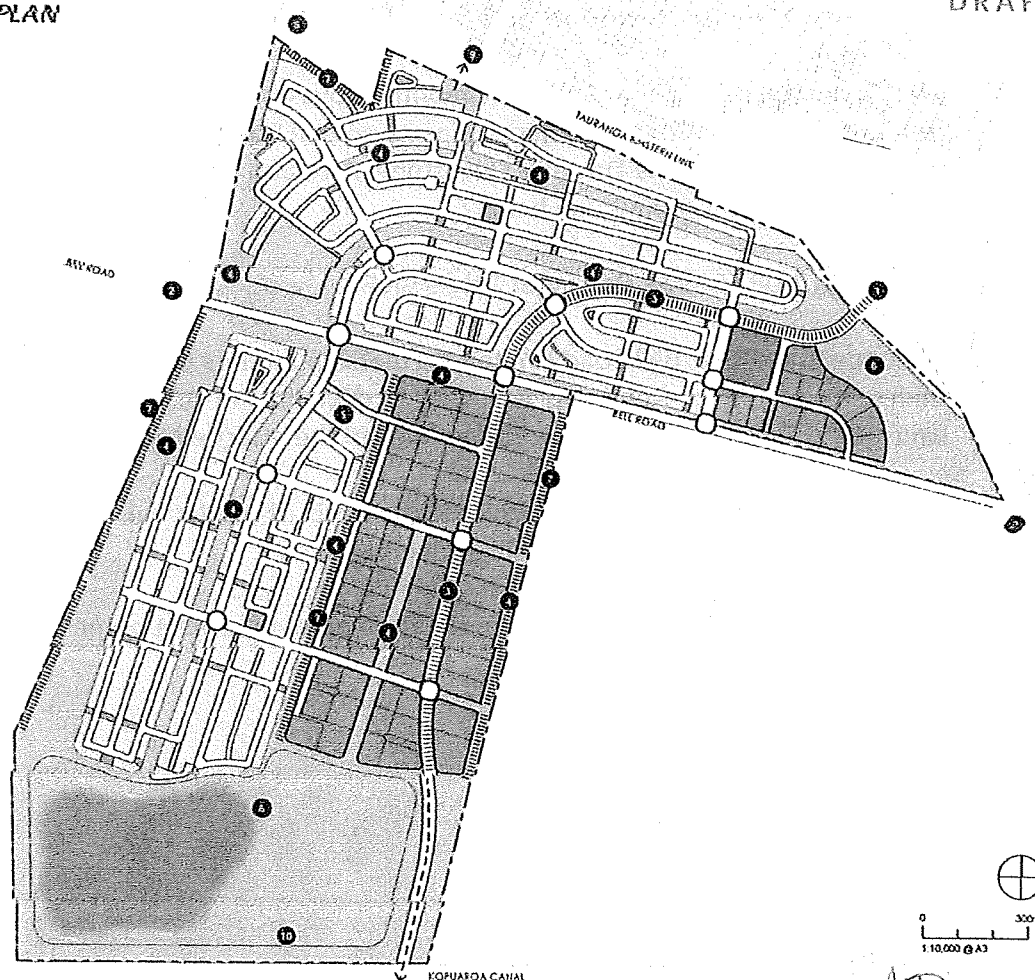
DRAFT

KEY

1. New Connection to Papamoa East 2 Interchange
2. Bell Road (Existing)
3. Main Central Boulevard
4. Stormwater Reserve / Conveyance Swale
5. Major Neighbourhood Reserve
6. Stormwater Treatment Wetland Area
7. Landscape Buffer Strip / Development Extent (subject to LVA (TBC))
8. Existing Power Sub-Station
9. Existing Pathway Access Under TEL (via Large Box Culvert)
10. Stormwater Wetland Outlet to Kopuarua Canal

LEGEND

- SITE BOUNDARY
- RESIDENTIAL (MODERATE)
- EMPLOYMENT (INDUSTRIAL/COMMERCIAL)
- SERVICE CENTRE
- NEIGHBOURHOOD CENTRE
- LOCAL CENTRE
- WATERWAY CORRIDOR
- STORMWATER RESERVE
- NEIGHBOURHOOD RESERVE
- ORIENTED POCKET PARKS / SERVICES CORRIDORS / STORMWATER CONNECTIONS
- BUFFER RESERVE STRIP
- SECONDARY ARTERIAL ROAD
- FUTURE ROAD CONNECTION
- KEY FUTURE ROAD INTERSECTION
- NEW FUTURE ROAD ROUNDABOUT



AD
SR.

28-Sep-21		In person.		Dwayne Roper, Nathan York (BRLP)	1. Discussion on JV proposal to rezone and develop combined Bell Road properties owned by the and BRLP. 1. NY to follow up with draft JV proposal.
1-Oct-21		Email.		Dwayne Roper, Nathan York (BRLP)	1. NY sent draft JV proposal.
14-Dec-21		Email		Dwayne Roper, Nathan York (BRLP)	Recieved response from Dave to the Land Offer from Bluehaven and Zariba.
25-Oct-24		In Person.		Dwayne Roper	Delivered Option Agreement including Sale and Purchase Agreements for to the Two farms on Bell Road prepared by Sharp Tudhope Lawyers.
Nov 24 to Early Feb-25.		Email and in person.		Dwayne Roper, Nathan York (BRLP)	1. Various ongoing discussions between BRLP and the including finalising option/purchase agreements for the property. 2. property was originally included within the Wairakei South site area and original Fast Track referral application. 3. Since the initial Fast Track referral, the land has now been excluded and the Fast Track referral amended accordingly, and subsequently approved. 4. Notwithstanding the above point, were not against development in the area.
17-Feb-2025		Phone.		Nathan York (BRLP)	1. DH has advised he has signed an option with Fern Renewables (solar operators) for 80 ha of his land. 2. This conditional agreement has a significant impact on Wairakei South masterplan and development deliverables.
23-Mar-25		In person.		& Amber (Office Manager); Dwayne Roper, Nathan York (BRLP)	1. Further negotiations to address property and Fern Renewables. 2. NY advised if we were not able to finalise a deal on property, we would revert to neighbouring land and include it as a replacement in the Fast Track application instead of the farms.
1-Apr-25 to 29-Apr-25		Email.		& Amber (Office Manager); Dwayne Roper, Nathan York (BRLP)	1. Email exchanges on commercial neogtiations. 2. advised of the appointment of BRLP SW engineers, noting their land was not being modelled with out an Agreement in place.
7-Oct-25		Email.		Matt Kerse, Nathan York (BRLP)	1. Initial consultation letter sent via email. 2. Information included updated concept plan without the property.
9-Dec-25		Email.		Matt Kerse, Nathan York (BRLP)	1. Provide stormwater management framework, updated roading and stormwater network information.
1-Dec-25 to 22-Jan-26		Emails.		Nathan York, Matt Kerse (BRLP), Sean Hayes (Veros)	1. Email exchanges requesting detailed and technical SW modelling information, which was not provided to Veros (non SW-engineer).
26-Jan-26		In person.		Nathan York (BRLP)	1. Provide development update/overview and FTAA process.
3-Feb-26		In person.		Dwayne Roper, Matthew Kerse, Aaron Collier (BRLP)	1. Provided over view of the Development with a focus on the propsed SW system.
10-Feb-26		In person.		Dwayne Roper, Matthew Kerse, Aaron Collier (BRLP)	1. Wairakei South in person consultation - stormwater modelling overview on screen and discussion.

23-Feb-26	██████████	In person.	Sean Haynes, Justin Anderson (Fraser Thomas), Dwayne Roper, Matthew Kerse, Aaron Collier	1. Review SW model with Justin Adamson for the ██████████
3-Mar-26	██████████	Email	Sean Haynes, Dwayne Roper, Matthew Kerse	1. Further information sent to ██████████ regarding stormwater modelling scenarios.
11-Mar-26	Kaituna Catchment Control Scheme Advisory Group (KCCSAG)	In person.	BOP Regional Councillors, WBOP District Councillors, Te Maru o Kaituna Representative, Farming and Landowner Representatives, BOPRC Staff, Community Board representatives, Nathan York (BRLP).	1. NY presented to KCCSAG. 2. ██████████ is a member of the KCCSAG and was in attendance at the presentation.

07/10/2025

[REDACTED]
[REDACTED]
via email [REDACTED]
[REDACTED]

WAIRAKEI SOUTH DEVELOPMENT – FAST-TRACK CONSENT APPLICATION

Dear [REDACTED]

Bell Road Limited Partnership (a joint venture partnership between Bluehaven Holdings Ltd and Zariba Holdings Ltd) is planning to develop up to 3,000 new homes and 60-80 hectares of employment land across an approximate 350-hectare development area at Bell Road, Pāpāmoa, under the Fast Track Approval Act 2024. The development area is situated primarily over three main existing properties as indicated in the draft Master Plan (Boffa Miskal Concept Framework Plan) as attached.

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Strategically located within the high-growth Eastern Corridor of the Western Bay of Plenty sub-region, and adjacent to SH2, the Tauranga Eastern Link, the development is proposed to occur in a staged manner progressively over a period of approximately 10 years, with pre-development works currently estimated to commence in 2027. Our vision is to create a well-integrated, mixed-use community that delivers much-needed housing, business land, and supporting infrastructure for the sub-region.

The concept framework plan is enclosed that provides a preliminary layout of the development.

Can you please make contact via the details provided below to arrange a suitable time to meet. Looking forward to meeting with you in person to discuss the project in more detail.

Warm regards,

Nathan York

On behalf of Bell Road Limited Partnership

To make contact and arrange a follow up meeting please contact Matthew Kerse – lead consultant for this development:

Email: [REDACTED]
Mobile: [REDACTED]

Wairakei South – Stormwater Management Framework

Date: 8/12/2025

To: Bell Road Limited Partnership (Attention: Nathan York)

From: Maven BOP Ltd (Matt Kerse)

Purpose

This memorandum outlines the proposed stormwater and flood management strategy for the Wairakei South development. It summarises the existing catchment conditions, the identified flood risks, and the integrated mitigation measures developed to manage both on-site and catchment-scale flood effects.

Catchment Context

The Wairakei South site is located within the Bell Road catchment, a complex network of artificial channels and farm drains that ultimately discharge to the Kaituna River. During minor rainfall events, this network typically contains flows, however, during larger storm events, the system becomes inundated, and floodwaters are conveyed overland across the floodplain, resulting in regular flooding of the existing agricultural land.

The wider catchment currently relies on stop banks, flap gate culverts and pump stations to provide a degree of flood relief typical of a low-lying farming area.

Proposed Stormwater and Flood Management Strategy

Wairakei South's stormwater and flood management strategy is designed to actively manage floodwaters through a combination of conveyance, storage, and high-capacity pumping. The approach addresses stormwater generated by the development and broader upstream catchment flows. Very limited soakage is available due to a high ground water table and surface management of stormwater is therefore required.

Management of On-Site Runoff

Stormwater runoff generated within the development will be managed through a purpose-built internal drainage network, comprising of:

- Swales and conventional piped systems to collect runoff from the development and convey flows through a network of broad greenways/swales.
- Greenways/swales sized to convey flows up to the 100-year storm peak, which also provide water quality treatment.
- Discharge of flows to two large, constructed wetland attenuation areas.
- Provision of attenuation storage within the stormwater reserves.

Treated stormwater will be discharged to the Bell Road Drain and the Kopuaroa Canal.

Management of Upstream and Catchment Flows

To mitigate effects on the wider catchment and address the loss of floodplain storage associated with the development footprint, the following measures have been incorporated:

- Construction of a flow diversion causeway along the western boundary of the site to intercept and divert significant upstream flows southward toward the Kopuaroa Canal, limiting floodwater entry to the development area and east.
- Construction of a new flood pump station at the southern end of the development to actively pump diverted flows into the adjacent Kopuaroa Canal; and
- Upgrade of the existing Bell Road A Drain pump station, located to the east of the development, to increase pumping capacity and improve drainage efficiency for surrounding properties.

System Performance and Modelling

The core principle of the proposed system is active floodwater removal, which provides a direct and quantifiable mitigation for the impacts of the development within an existing floodplain.

BRLP and its consultants have commissioned an independent peer review of the stormwater and flood modelling by BOPRC's preferred expert. This peer review is progressing through a structured and rigorous process and is intended to support BRLP's substantive application to the Environmental Protection Authority (EPA).

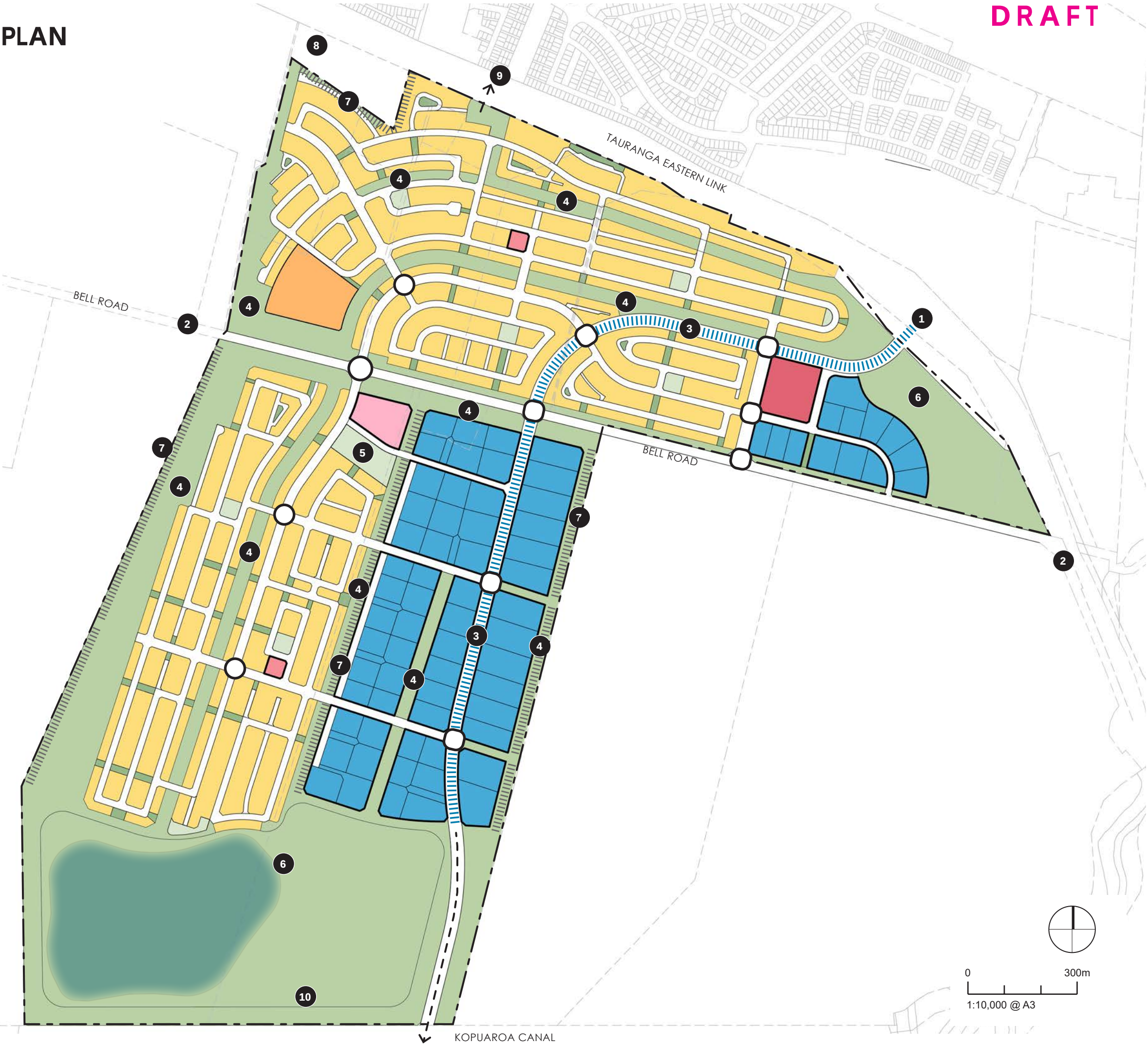
The proposed design has been tested and refined using a HEC-RAS hydraulic model. The model was developed from BOPRC's updated Bell Road Catchment Flood Model, ensuring consistency with regional data, assumptions, and boundary conditions.

CONCEPT FRAMEWORK PLAN
28 OCTOBER 2025

DRAFT

- KEY
- 1. New Connection to Papamoa East 2 Interchange
 - 2. Bell Road (Existing)
 - 3. Main Central Boulevard
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- LEGEND
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 - SERVICE CENTRE
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 - BUFFER RESERVE STRIP
 - SECONDARY ARTERIAL ROAD
 - FUTURE ROAD CONNECTION
 - KEY NETWORK SIGNALISED INTERSECTION
 - KEY NETWORK ROUNDABOUT



STORMWATER NETWORK

HIGH LEVEL ILLUSTRATION OF SOLUTION

LEGEND

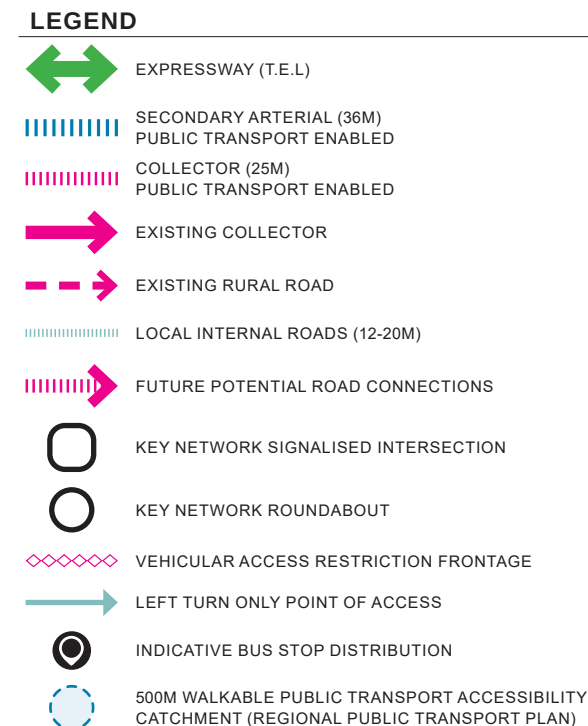
- STORMWATER ATTENUATION / TREATMENT AREA
- STORMWATER TREATMENT POND
- MAJOR STORMWATER CONVEYANCE CORRIDOR (50-100M WIDE)
- SECONDARY STORMWATER CONVEYANCE CORRIDOR (12-25M WIDE)
- INDICATIVE DIRECTION OF RUNOFF FROM DEVELOPMENT BLOCKS
- STORMWATER DISCHARGE POINT TO WIDER NETWORK
- NEW PUMP STATION
- EXISTING BELL ROAD A PUMP STATION
- EXISTING BELL ROAD B PUMP STATION
- EXISTING BELL ROAD NO 1 PUMP STATION

- NOTES:**
- Stormwater solution is shown at high level to illustrate in simple terms how the site will function. Refer to the comprehensive stormwater solution prepared by Maven for more detail.
 - Conveyance drain shown running north/south along western boundary is designed to capture upstream flow and divert through treatment wetland prior to going into Kopuaroa Canal.
 - Existing Bell Road drain to be widened and enhanced.
 - Both stormwater treatment wetlands shown are designed to provide attenuation during times of peak flows / high rainfall events.



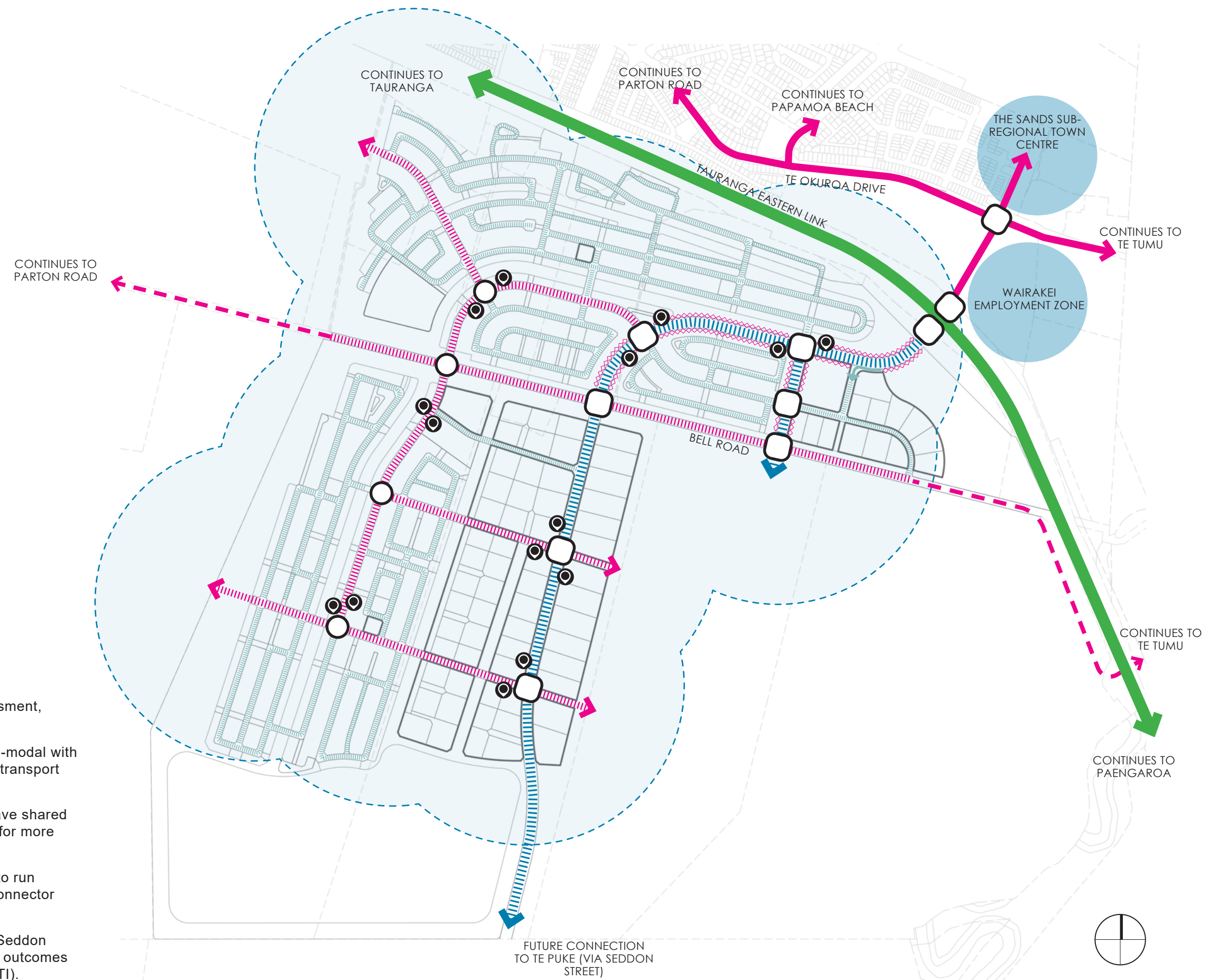
ROADING NETWORK

DRAFT



NOTES:

- Roading design solution informed by transport assessment, transport modelling and confirmed street profiles
- Secondary arterial and collector roads are to be multi-modal with shared pathways to one or both sides and are public transport enable (refer to street profiles for more detail).
- Primary, secondary and minor residential roads all have shared pathways to at least one side (refer to street profiles for more detail).
- Alternative transport corridors such as shared paths to run throughout stormwater conveyance network, green connector links as shown indicatively on diagram.
- Proposed future network connection to Te Puke (via Seddon Street), aligning with Connected Centres Programme outcomes outlined in the Urban Form & Transport Initiative (UFTI).



Appendix H– Heritage New Zealand Pouhere Taonga Consultation

Wairakei South Communication Register**Heritage NZ (HNZ)**

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions
2-Jul-25	HNZ	In Person.	Dr. Rachel Darmody, Eleanor Sturrock (HNZ); Ken Phillips (Archaeologist); Nathan York, Aaron Collier (BRLP)	1. Introducing Wairakei South to HNZ including authority application and appropriate consent conditions.	
3-Oct-25	HNZ	Email.	Dr. Rachel Darmody (HNZ); Matt Kerse, Nathan York, Aaron Collier (BRLP)	1. Supply letter outlining BRLP intent to apply for updated referral for Wairakei South development.	1. HNZ supply a letter confirming position.
13-Mar-26	HNZ	Email.	Dr. Rachel Darmody, Ben Pick (HNZ); Matt Kerse, Nathan York, Aaron Collier (BRLP)	1. Confirmation from HNZ.	
28-Apr-26	HNZ	Email.	Dr. Rachel Darmody, Ben Pick (HNZ); Matt Kerse, Nathan York, Aaron Collier (BRLP)	1. HNZ draft condition confirmation.	

BELL ROAD LIMITED PARTNERSHIP			
MEETING:	Preliminary discussions with Heritage New Zealand regarding the Bell Road Limited Partnership Fast-Track Process		
DATE	Wednesday 2 nd July 2025	TIME:	8:00am
LOCATION:	Heritage New Zealand, Level 1, 26 Wharf Street, Tauranga		
PRESENT:	Aaron Collier, Consultant Planner Ken Phillips, Archaeologist Nathan York, Bell Road Limited Partnership Dr. Rachel Darmody, Heritage New Zealand Eleanor Sturrock, Heritage New Zealand		

1.0	GENERAL	ACTION
1.1	Aaron Collier provided a background to the fast-track process and the applicants proposal which is to incorporate both the borrow site and the Bell Road site into the one application.	
1.2	Ken Phillips indicated that there were no recorded archaeological sites on the land. Best practice is to seek an Authority in case there are unrecorded sites.	
1.3	Aaron raised this issue of all of the consents being considered collectively through the fast-track process.	
1.4	Rachel indicated that Heritage New Zealand has had recent dealings with NZTA over a fast-track process. For the Bell Road site, the main issue will be working through appropriate consent conditions.	
1.5	Aaron discussed the issue of the term of the consent as Heritage New Zealand Authorities were normally granted for 5 years. However, the Bell Road site is likely to have a 5-10 year timeframe for completion.	
1.6	Ken and Rachel agreed that the option of reporting to Heritage New Zealand on an annual basis through an interim annual report was a good option for an Authority which had a longer term. Nathan and Aaron confirmed that there was no issue with this approach.	
1.7	It was agreed that Heritage New Zealand would provide a set of suitable conditions for the applicant to consider.	Rachel Darmody to send a copy of Heritage NZ's standard Authority conditions.

1.8	Nathan identified that iwi consultation was relatively advanced with the client leading this.	
1.9	Ken Phillips will need to provide a suitable report and assessment for the Authority.	
1.10	In terms of the Allport Road borrow site, Ken identified that the extent of pits and terraces present on the land. Rachel provided feedback from Te Haana Jacob confirming that Piki Thomas was the contact person for Ngāti Pikiao. Aaron advised that he would also consult with the Regional Council and Western Bay of Plenty District Council as to who are recognized iwi/hapu contacts for the Allport Road site.	
1.11	There was general discussion in relation to how the Allport site should be managed in terms of archaeology. The applicant indicated that they would look to apply to manage all sites as part of one excavation process which would remove the piece-meal nature of excavation.	
1.12	Rachel confirmed that a research strategy would only be required if the excavation was to occur in a number of stages over a period of time.	
1.13	The applicant is happy to address and deal with the archaeological sites at the start of the project as this is more efficient.	
1.14	In a similar manner to the Bell Road site, it was agreed that a longer Authority period would be sought with accidental discovery protocols to address any unrecorded sites once initial excavation and work had been completed on the recorded sites.	
1.15	Ken Phillips will prepare a suitable report to accompany the Authority.	Ken Phillips to prepare an Archaeological Assessment to accompany the Authority.
1.16	Nathan is to commence the required iwi consultation and engagement.	Nathan to commence iwi consultation.
1.17	There was discussion around the nominated archaeologist and this will be Ken Phillips for the purpose of the Authority application.	
1.18	Rachel identified that Section 45 enables Heritage New Zealand to amend approved archaeologists through a separate process.	
2.0	MEETING CLOSE	
2.1	Meeting concluded at approximately 8:45am.	

3 October 2025

Heritage New Zealand Pouhere Taonga
Level 1, 21 Wharf Street
Tauranga 3112

Attention: Dr Rachel Darmody.

RE: Update to Bell Road Limited Partnership's Wairakei South Referral

Dear Rachel,

As previously discussed with Aaron Collier, since the original FTAA referral was approved for the Wairakei South project, Bell Road Limited Partnership have amended the properties that form the overall development extent. Specifically, the [REDACTED] property has been removed, while the Thompson and Perpetual Trust properties have been added to the site extents on the south side of Bell Road.

Enclosed are copies of both the original masterplan submitted with the 2024 referral and the updated masterplan showing the updated extent of the Wairakei South Development. Consultation in 2025 with stakeholders has been undertaken based on the updated site extent.

The overall land area remains consistent with the originally referred site. A table of title and ownership information is attached for clarity.

This is the same masterplan and development extent that we have been working through with Council and other stakeholders over the past six months. Consultation on the subject land and the updated project has therefore been ongoing for that period, and this letter serves to formally align the updated legal descriptions with the masterplan being progressed.

Based on the changes to the legal descriptions of the land to be included within the Wairakei South project, Bell Road Limited Partnership proposes to apply for a replacement referral to update the sites legal descriptions and to refer to the current masterplan. As part of the referral process, the applicant is required to consult with Council as part of applying for the referral.

Can we please arrange a time to meet with you to discuss this further.

Yours faithfully,

Matthew Kerse



On behalf of Bell Road Limited Partnership

Encl	Attachment A	Original and Current Masterplan
	Attachment B	Ownership Information Table for Existing Referral and Proposed Referral

ATTACHMENT A:
ORIGINAL AND CURRENT MASTERPLAN

WAIRAKEI SOUTH - DEVELOPMENT AREA PLAN

SMARTGROWTH SUBMISSION ISSUE (19.10.23)

LEGEND

DEVELOPMENT BOUNDARY

STATE HIGHWAY 2 (TAURANGA EASTERN LINK)

INTERCHANGE (PRIMARY SITE ACCESS - MULTI-MODAL)

PRIMARY INTERNAL ROAD NETWORK

KEY INTERNAL INTERSECTIONS

PUBLIC TRANSPORT ROUTE (INCL. CYCLEWAYS)

FUTURE ROAD NETWORK EXTENSION

POTENTIAL RAIL BRANCH LINE

PRIMARY WALKWAY/CYCLEWAY CONNECTIONS

CONVEYANCE SWALE NETWORK (INCLUDES WALKWAY/CYCLEWAY LINKAGES)

EXISTING STREAM / RIVER NETWORK

STORMWATER RETENTION POND / TREATMENT WETLAND

MIXED USE DEVELOPMENT AREA

STATE HIGHWAY BUFFER RESERVE

STORMWATER RESERVE (INCL. WALKWAY / CYCLEWAY)

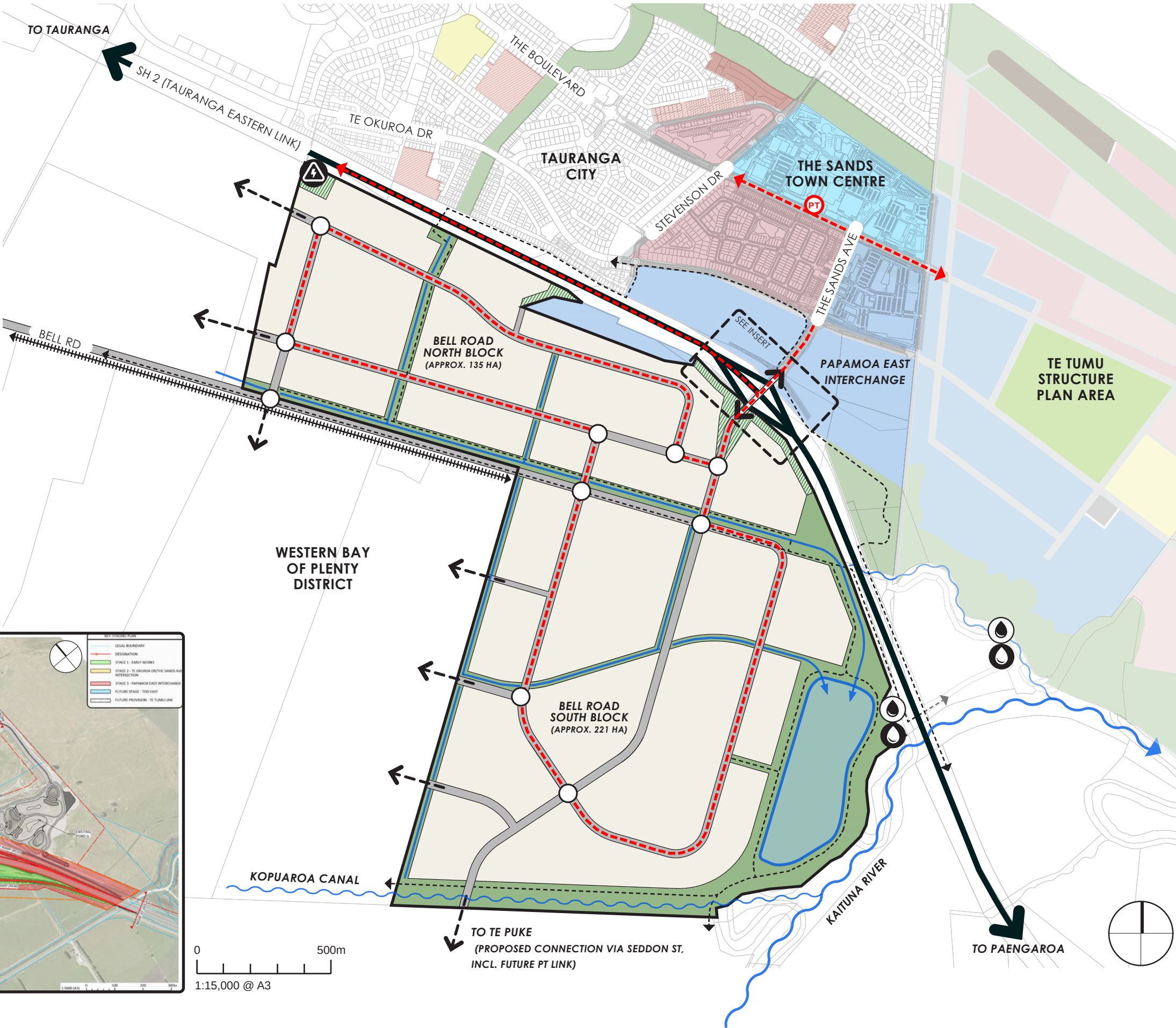
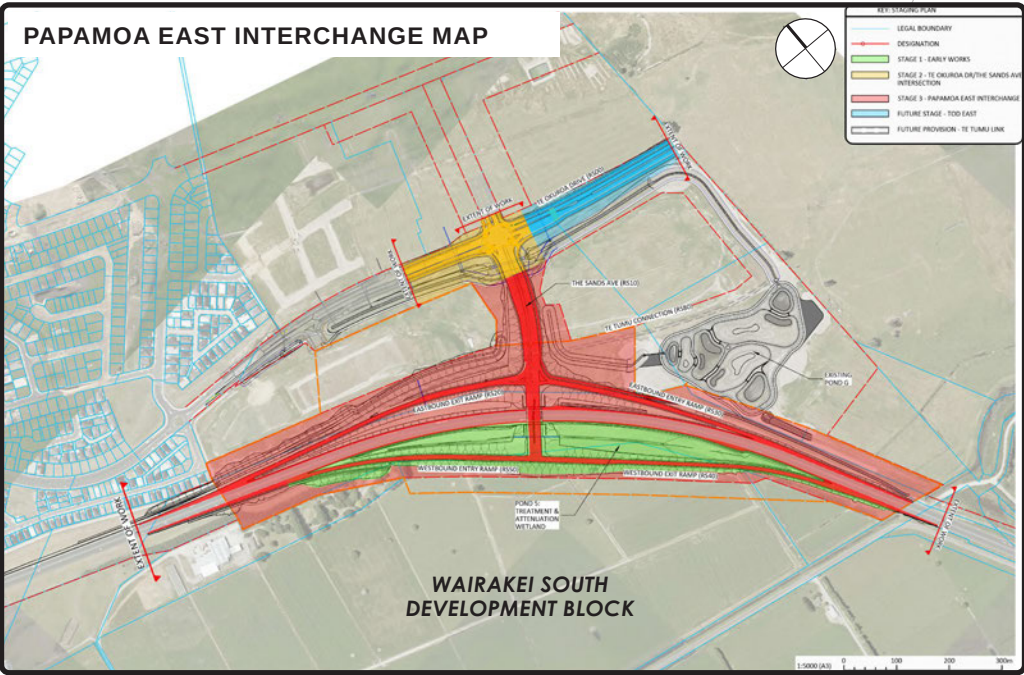
POWER SUBSTATION

PUMP STATION

PROPOSED ADDITIONAL PUMP STATION

Total Development Area: 356 Hectares

- Bell Road North Block: 135 Hectares
- Bell Road South Block: 221 Hectares



CONCEPT FRAMEWORK PLAN

25 SEPTEMBER 2025

FOR DISCUSSION

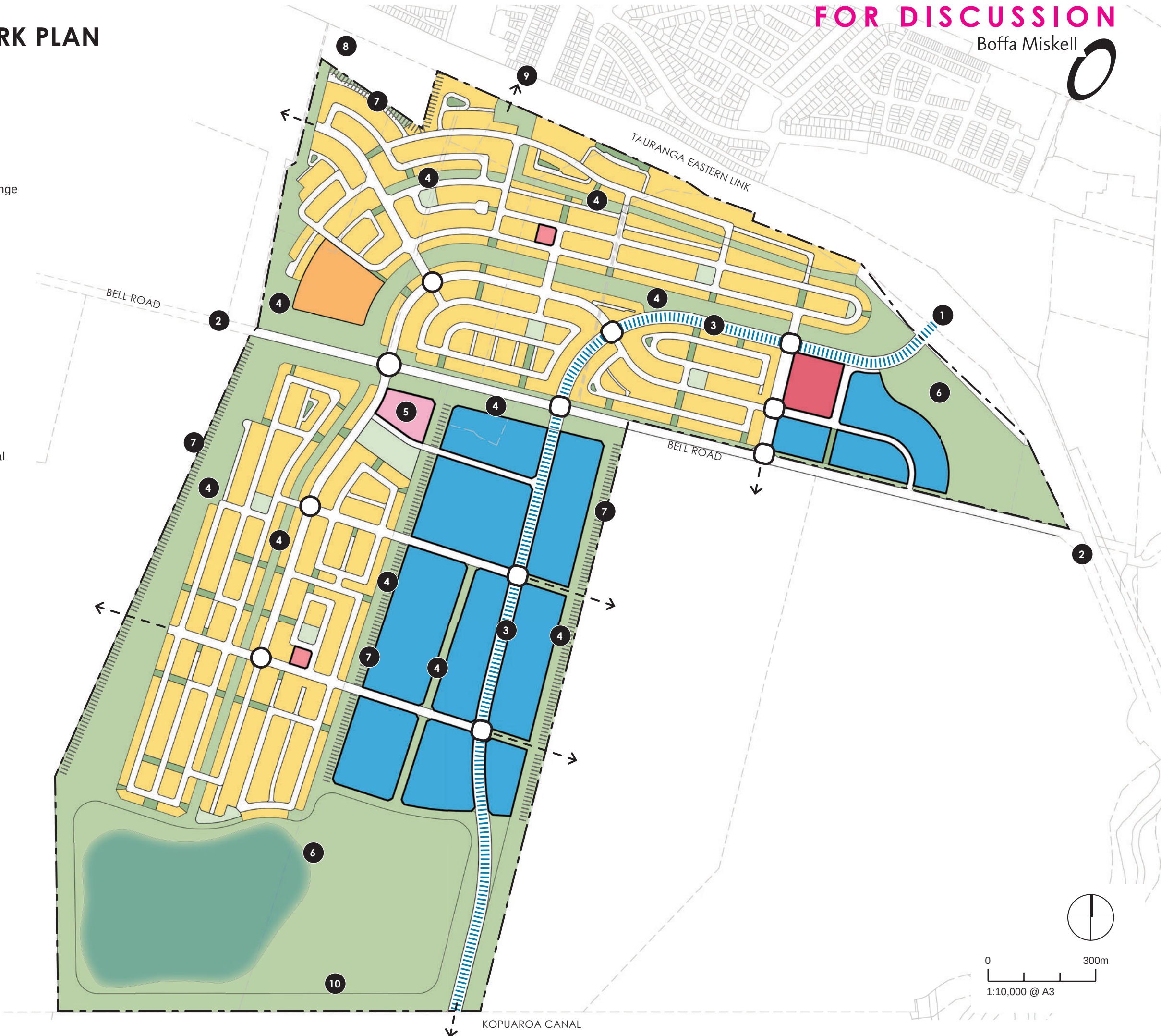
Boffa Miskell

KEY

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- [] SITE BOUNDARY
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- [] BUFFER RESERVE STRIP
- [] SECONDARY ARTERIAL ROAD
- [] KEY NETWORK SIGNALISED INTERSECTION
- [] KEY NETWORK ROUNDABOUT
- [] FUTURE POTENTIAL ROAD CONNECTIONS



ATTACHMENT B:
OWNERSHIP INFORMATION TABLE FOR EXISTING REFERRAL AND
PROPOSED REFERRAL

	RECORD OF TITLE	APPELLATION	AREA (Ha)
2024 Development Site	SA64B/396, SA64B/395, 624307, SA55D/202, 893643, 893644, 606872, 605743, 627163, 828501, SA748/22	Lot 2 DPS 81677 & Lot 1 DPS 54113, Lot 1 DPS 81677, Lot 1 DPS 69524 & Section 26 SO 427562, Lot 2 DPS 69524, Lot 1 DP 537375, Lot 2 DP 537375, Section 13 SO 458365, Section 12 SO 458365, Section 4 SO 436296, Section 19 SO Plan 490071, Lot 1 Deposited Plan 30374	352.3005
2025 Development Site	SA64B/396, SA64B/395, 624307, SA55D/202, 893643, 893644, 687138, 606872, 605743, SA7A/206, 960662, 960661	Lot 2 DPS 81677 & Lot 1 DPS 54113, Lot 1 DPS 81677, Lot 1 DPS 69524 & Section 26 SO 427562, Lot 2 DPS 69524, Lot 1 DP 537375, Lot 2 DP 537375, Section 1 SO 457222, Section 13 SO 458365, Section 12 SO 458365, Part Lot 1 DP 29530, Lot 2 DP 553506, Lot 1 DP 553506	349.1196

2024 Development Site

CURRENT REGISTERED OWNERS	ADDRESS	RECORD OF TITLE	APPELLATION	AREA (Ha)
		SA64B/396	Lot 2 DPS 81677 & Lot 1 DPS 54113	24.323
	285 Bell Road, Papamoa	SA64B/395	Lot 1 DPS 81677	2.694
		624307	Lot 1 DPS 69524 & Section 26 SO 427562	21.4595
	285A Bell Road, Papamoa	SA55D/202	Lot 2 DPS 69524	0.9815
	311 Bell Road, Papamoa	893643	Lot 1 DP 537375	15.2909
		893644	Lot 2 DP 537375	3.5277
		606872	Section 13 SO 458365	59.9413
		605743	Section 12 SO 458365	1.7884
	251 Bell Road, Papamoa	627163	Section 4 SO 436296	4.9374
	462 Bell Road, Papamoa 424 Bell Road, Papamoa	828501	Section 19 SO Plan 490071	137.3327
	362 Bell Road, Papamoa	SA748/22	Lot 1 Deposited Plan 30374	80.0241
	Total			352.3005

2025 Development Site

CURRENT REGISTERED OWNERS	ADDRESS	RECORD OF TITLE	APPELLATION	AREA (Ha)
		SA64B/396	Lot 2 DPS 81677 & Lot 1 DPS 54113	24.323
	285 Bell Road, Papamoa	SA64B/395	Lot 1 DPS 81677	2.694
		624307	Lot 1 DPS 69524 & Section 26 SO 427562	21.4595
	285A Bell Road, Papamoa	SA55D/202	Lot 2 DPS 69524	0.9815
	311 Bell Road, Papamoa	893643	Lot 1 DP 537375	15.2909
		893644	Lot 2 DP 537375	3.5277
	339 Bell Road, Papamoa	687138	Section 1 SO 457222	4.179
		606872	Section 13 SO 458365	59.9413
		605743	Section 12 SO 458365	1.7884
	250, 252 Bell Road, Papamoa	SA7A/206	Part Lot 1 DP 29530	113.7622
	314D Bell Road, Papamoa	960662	Lot 2 DP 553506	99.1095
	314 Bell Road, Papamoa	960661	Lot 1 DP 553506	2.0626
Total				349.1196

Matthew Kerse

From: Rachel Darmody [REDACTED]
Sent: Monday, 13 October 2025 11:58 am
To: Matthew Kerse
Cc: Nathan York; Aaron Collier; Ben Pick
Subject: RE: Update to Bell Road Limited Partnership's Wairakei South FTAA Referral

You don't often get email from rdarmody@heritage.org.nz. [Learn why this is important](#)

Kia ora Matthew

Thank you for your letter explaining the revised referral application and offer of a further meeting. Heritage New Zealand does not require a meeting on the revised referral application as the change is straight forward. We will assess the archaeological matters once you make your application.

Ngā mihi
Rachel

Dr Rachel Darmody | Senior Archaeologist | Heritage New Zealand Pouhere Taonga | PO Box 13339 Tauranga 3141 | Ph: 027 292 1588 |
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From: Matthew Kerse [REDACTED]
Sent: Friday, 3 October 2025 5:25 pm
To: Rachel Darmody [REDACTED]
Cc: Nathan York <nathan@bhml.co.nz>; Aaron Collier <aaron@collierconsultants.co.nz>
Subject: Update to Bell Road Limited Partnership's Wairakei South FTAA Referral

Good afternoon Rachel,

Please find attached a letter providing an update to Heritage New Zealand Pouhere Taonga on the Wairakei South Fast-track Referral.

We request to arrange a time to meet with you to discuss this further as we progress the revised referral application. Please do not hesitate to contact myself, Aaron Collier or Nathan York.

Kind regards,

Matthew Kerse
PRINCIPAL – MAVEN BAY OF PLENTY
BSurv, MS+SNZ, Licensed Cadastral Surveyor



MAVEN BOP LIMITED

07 242 4255 | [REDACTED]

www.maven.co.nz

116 Cameron Road, Tauranga



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Matthew Kerse

From: Aaron Collier [REDACTED]
Sent: Tuesday, 5 May 2026 1:52 pm
To: Matthew Kerse
Subject: FW: Bell road Limited Partnership - proposed Fast Track conditions
Attachments: Draft Conditions Bell Road.docx

Copy FYI

Regards

From: Rachel Darmody [REDACTED]
Sent: Tuesday, 28 April 2026 4:42 pm
To: Aaron Collier [REDACTED]
Subject: RE: Bell road Limited Partnership - proposed Fast Track conditions

Hi Aaron

Thank you for sending a set of draft conditions to Heritage New Zealand for comment. As discussed on the phone, please find attached the format Heritage New Zealand has been using for Fast Track conditions and a set of conditions we propose for Bell Road.

Ngā mihi
Rachel

Dr Rachel Darmody | Senior Archaeologist | Heritage New Zealand Pouhere Taonga | PO Box 13339 Tauranga 3141 | Ph: 027 292 1588 |
Visit www.heritage.org.nz and learn more about New Zealand's heritage places

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From: Aaron Collier [REDACTED]
Sent: Thursday, 23 April 2026 4:53 pm
To: Rachel Darmody [REDACTED]
Subject: Bell road Limited Partnership - proposed Fast Track conditions

Kia ora Rachel. I hope all is well.

Please find attached a set of conditions which we were proposing for the Bell Road Limited Partnership Fast track consent project. If you could please review these and come back to me with any comments that would be most appreciated.

Nga Mihi

Aaron Collier | [REDACTED]
Planner | Director
MNZPI

Collier Consultants Ltd | PO Box 14371 Tauranga Mail Centre 3143 | New Zealand
M. [REDACTED]

ARCHAEOLOGICAL AUTHORITY

AUTHORITY DETAILS

Authority Number:

Determination Date: **Expiry Date:**

Authority Holder:

Postal Address:

Archaeological Sites: List recorded sites and potential subsurface archaeological sites

Location: Legal Description of all parcels

Section 45 Approved Person:

Landowner Consent: To be provided/ Landowner consent has been provided to Heritage New Zealand Pouhere Taonga to satisfy clause 6(1) of Schedule 8 Fast-track Approvals Act 2024.

DETERMINATION

The FTAA Expert Consenting Panel grants/declines an archaeological authority pursuant to section 81 of the Fast Track Approvals Act 2024 and section 48 of the Heritage New Zealand Pouhere Taonga Act 2014 in respect of the archaeological sites described above, within the areas specified in the location above, to [authority holder] for [description of proposal/works] (archaeological works), subject to the following conditions:

CONDITIONS OF AUTHORITY

No.	Condition
Before Works	
1	Start Work Notification The Authority Holder must advise Heritage New Zealand Pouhere Taonga (HNZPT) and [tangata whenua] of the date when archaeological works will begin at least two working days before archaeological works start.
2	Archaeological Management Plan The authority must be exercised in accordance with the Archaeological Management Plan (AMP). The purpose of the AMP is to outline procedures for day-to-day activities that may affect archaeological sites, including provisions for:

	a) procedures for any archaeological investigation or recording of archaeological information; b) the role, responsibility and level of authority of the s45 approved person and any other person appointed to undertake archaeological work on their behalf. Names and contact details of all other persons whom the s45 approved person appoints must be stated in the management plan; c) timeframes for archaeological work; d) protocols for the unexpected discovery of archaeological material; e) on-site briefing by the s45 approved person (who may appoint a person to carry out the briefing on their behalf) for contractors about the archaeological work required and how to identify archaeological sites during works. The management plan must state who will be carrying out the briefings; f) the responsibilities of contractors with regard to notification of archaeological sites; g) requirements for stand down periods to enable archaeological work; h) mechanisms for dispute resolution; i) emergency contact details for the s45 approved person, Heritage New Zealand Pouhere Taonga, and Iwi. The AMP must be submitted to HNZPT for approval prior to the commencement of any earthworks. No earthworks shall commence until HNZPT has given its written approval of the AMP. The Authority Holder may update the AMP by submitting the amended AMP in writing to HNZPT for its written approval.
3	Landowner Consent The Authority Holder must provide HNZPT with the written consent of all landowners of the land subject to this Authority prior to any archaeological works commencing.
4	Site Briefing The Authority Holder must ensure that all contractors working on the project are briefed on site by the section 45 approved person (who may appoint a person to carry out the briefing on their behalf) prior to any archaeological works commencing. The briefing must include the possibility of encountering archaeological evidence, how to identify possible archaeological sites, the archaeological work required by the conditions of this authority, and contractors' responsibilities with regard to discovering archaeological evidence.
During Works	
5	Tikanga Archaeological work must be undertaken in conformity with any tikanga Māori protocols agreed between the Authority Holder and [tangata whenua]

6	Kōiwi Discovery If any kōiwi (human remains) are encountered, all works must cease within 20 metres of the discovery. HNZPT, New Zealand Police, and [tangata whenua] must be advised immediately. Any steps following must be undertaken in accordance with Guidelines for Kōiwi Tangata/Human Remains (AGS8 2014) and no further work in the area may take place until future actions have been agreed by all parties.
7	Monitoring Any earthworks that may affect an archaeological site must be monitored by the section 45 approved person, who may appoint a person to carry out the monitoring on their behalf in accordance with accepted archaeological practice⁷ and the AMP.
8	Annual Reporting Annually from the date of issue of this authority, the Authority Holder must submit to Heritage New Zealand Pouhere Taonga a written report containing a summary of the progress of the activity and any archaeological findings.
After Works	
9	Work Completion Notification The Authority Holder shall advise HNZPT and [tangata whenua] of the completion of archaeological works within five working days of completion.
10	Completion of Archaeological Siteworks Within 20 working days of the completion of on-site archaeological work associated with this authority, the Authority Holder shall ensure that: (a) An interim report, to the satisfaction of HNZPT, following the Archaeological Report Guideline (AGS12 2023) is submitted to HNZPT for inclusion in the HNZPT Archaeological Reports Digital Library. (b) Site records are updated or submitted to the NZAA Site Recording Scheme.
14	Archaeological Records Within 12 months of the completion of the on-site archaeological work, the Authority Holder shall ensure that a final report, completed following the Archaeological Report Guideline (AGS12 2023), is emailed to HNZPT for inclusion in HNZPT's Archaeological Reports Digital Library, and to [tangata whenua]. A copy must also be provided to the NZAA Central Filekeeper.

Appendix I – New Zealand Transport Agency Consultation

Wairakei South Communication Register
NZ Transport Agency (NZTA)

Date	Entity / Entities	Communication Type	In Attendance	Discussion Points	Future Actions
20-May-25	NZTA	In person.	Andrew Corkill (Director, Regional Relationships - Waikato/BOP) (NZTA); Nathan York, Dwayne Roper (BRLP)	1. Introduction meeting about Wairakei South project, development outcomes and people behind it. 2. General discussion on tolling methodology by NZTA. 3. BRLP keen to advance discussions on TEL (SH2) connection via Papamoa Eastern Interchange (PEI).	1. AC to provide NZTA management contacts regarding TEL (SH2) and PEI infrastructure. 2. BRLP to also engage with TCC management on the same subject matter.
22-Jul-25	NZTA	Microsoft Teams.	XiaoFan Lin (NZTA); Mark Apeldoorn (BRLP)	1. Tolling fees and arrangements for inputs to transport modelling 2. Introduction to Engagement Package, discussed toll levels, location options, current NZTA engagement on tolling	
29-Jul-25	NZTA	Phone call.	Nicola Foran (NZTA); Mark Apeldoorn (BRLP)	1. Coordination of engagement with NZTA 2. Discussed how to coordinate, further coordination internally to be progressed by Nicola, other persons to potentially be included including XiaoFan Lin - modelling, Alastair Cribbens - Spatial Planning	
4-Aug-25	NZTA, WBOPDC, TCC	Workshop.	XiaoFan Lin (NZTA); Andrew Mead, Bruce Robinson, Rohit Sinha, Sarah Dove (TCC); Anna Price, Pip Brown (WBOPDC); Craig Richards, Subramanyam Uppuluri (Beca); Rod Bailey, Mark Apeldoorn (BRLP)	1. Key stakeholder engagement on modelling methodology 2. Introduction to Engagement Pack, Discussed model peer review working in parallel, TTHM modelling to follow, consent condition structuring, TEL tolling, growth options, land use redistribution and transport network structures, model options and years, PEI Ebd off-ramp bypass and Bell Road Link for Te Tumu, Private Developer Agreements, Public Transport, Intersection modelling, identification of intersections to be modelled, works and engagement programme, safety audit for conditions post subdivision consent, corridor future-proofing.	1. As per minutes 2. BM to prepare and circulate updated track changed model methodology and programme
18-Aug-25	NZTA, WBOPDC, TCC	Email.	XiaoFan Lin (NZTA); Andrew Mead, Bruce Robinson, Rohit Sinha, Sarah Dove (TCC); Anna Price, Pip Brown (WBOPDC); Craig Richards, Subramanyam Uppuluri (Beca); Rod Bailey, Mark Apeldoorn (BRLP)	1. Issue of Minutes to Workshop on 4 Aug-25. 2. Inclusive of confirmed land use redistribution and modelling methodology.	1. Assumptions embedded in the transport modelling

20-Aug-25	NZTA, WBOPDC, TCC	Email.	Chris Watt, Anna Price, Pip Browne (WBOPDC), Rohit Sinha, Andrew Mead, Bruce Robinson, Sarah Dove (TCC); XiaoFan Lin (NZTA), Paula Goldsby, Andrew Williams, Tapuwaerenga Diana Hall (BOPRC), Craig Richards, Subramanyam Uppuluri (Beca); Nathan York, Rod Bailey, Dwayne Roper, Aaron Collier, Mark Apeldoorn (BRLP)	1. Confirmation of approach to land use and zones for The Sands and to intersection modelling when determined.	1. Proceed as has been planned and documented in the modelling workshop minutes
3-Oct-25	NZTA	Email.	Andrew Corkill, Nicola Foran (NZTA); Matt Kerse (BRLP)	1. Supply letter outlining BRLP intent to apply for updated referral for Bell Road development	1. Response intended from NZTA
28-Jan-26	NZTA	Email.	Nicola Foran, XiaoFan Lin (NZTA); Rod Bailey, Nathan York, Dwayne Roper, Mark Apeldoorn, Aaron Collier, Matt Kerse (BRLP)	1. PEI Segregation strip engagement	1. Memorandum for discussion
19-Feb-26	NZTA, TCC, BRLP, Neverman Bennett	Email.	Nicola Foran, Amanda Hampton, Michaela Budd (NZTA); Andy Mead (TCC); Tania Moran, John Neverman (Neverman Bennett Lawyers); Rod Bailey, Matt Kerse, Julia Glass, Mark Apeldoorn (BRLP)	1. PEI Segregation strip engagement - Minutes	
20-Mar-26	NZTA	Email.	XiaoFan Lin, Nicola Foran, Ngaire Atmore (NZTA); Rod Bailey, Mark Apeldoorn (BRLP)	1. SH2 segregation strip engagement - NZTA position regarding existing and proposed segregation strip removal	
20-Mar-26	NZTA	Email.	XiaoFan Lin, Nicola Foran, Ngaire Atmore (NZTA); Rod Bailey, Mark Apeldoorn (BRLP)	1. NZTA feedback on process of engagement and conditions	
30-Mar-26	NZTA	Email Memorandum.	Nicola Foran, XiaoFan Lin (NZTA); Rod Bailey, Nathan York, Dwayne Roper, Mark Apeldoorn (BRLP)	1. PEI Interchange future signal phasing memorandum	

BM250088.01	Wairakei South Fast Track Application – Transportation	
4 August 2025	1:00pm	Boffa Miskell Offices
Meeting purpose	To describe and discuss the fast-track proposal and consider the modelling methodology and approach	
Meeting called by	Mark Apeldoorn	
Facilitator	MA	
Minute taker	MA	
Timekeeper	MA	
Attendees	Rod Bailey Anna Price, Pip Browne Andrew Mead, Bruce Robinson, Rohit Sinha, Sarah Dove XiaoFan Lin Craig Richards, Subramanyam Uppuluri	Bluehaven Management Ltd WBOPDC TCC NZTA Beca
Distribute to all above, plus:	Nathan York Dwayne Roper Paula Goldsby, Andrew Williams, Tapuwaerenga Diana Hall Chris Watt Aaron Collier	Bell Road Limited Partnership Bell Road Limited Partnership BOPRC WBOPDC Collier Consultants Ltd
Transport Planning and Modelling		
2 hours	Mark Apeldoorn	
Discussion		
Agenda: An Agenda comprising a draft modelling methodology and an Engagement Package of drawings had been pre-circulated.		
Matters to be discussed were described as follows: • Strategic Approach – Process • Methodology – Outline • Regional Modelling Methodology • Intersection Modelling Method • Shared Results – Engagement • Reporting • Other Matters • Agreement		
Project Introduction: Mark briefly described the project by sharing onscreen the Engagement Package of drawings pre-circulated with the Agenda. This included the following: • A shortfall in long-term housing supply both across WBOPDC and TCC. The proposal has been prepared in response to this deficit. • A proposed approach to extend the Sands Avenue general form of cross section through into Wairakei in a similar form with a bi-directional cycle lane one side and shared path on the other • Provision for bus stop infrastructure within the berm and bus stopping in lane. BOPRC has confirmed this approach and is currently further advising on servicing frequency expectations for the site long term.		

- The secondary arterial south of Bell Road will be considered as to whether demands warrant this as a 4-lane corridor or if 2 lanes will suffice. Intersection forms will be subject to the outcome of the modelling and may be able to be considered as signalised or roundabout controlled subject to the number of lanes required and supporting safe pedestrian crossing facilities
- Indicative mid-block pedestrian crossing places will be included on the plan set being developed.
- The Fast Track application is at this stage understood to be for both a land use and subdivision consent approval. Design of the site is to be advanced at a super-lot level and therefore subsequent consents are expected to be required to support local roading and neighbourhood staged development.
- Concept design will therefore be required to support the application for the secondary arterial and potentially the Collector Road network and intersections. This will be prepared by Maven Consultants with inputs from the modelling. Concept layouts for the corridors and intersections will be prepared and be available for stakeholder comment through the assessment process.

Further matters described and discussed generally followed the pre-circulated Agenda and included:

Modelling Approach:

- MA described an outline approach to engaging on the model methodology development, sharing and workshopping the model results, workshopping the staging and transport infrastructure responses.
- BR asked about the Fast Track process and timings. MA described that once lodged the Panel would consider potentially affected parties and invite comment on the application. This typically involved a 5-day response timeframe. Timeframes will be advised in advance, however the directions are that there should be substantive coordination through the assessment process to resolve any issues or at least narrow these down.

Modelling Considerations:

- MA described the itemised Tasks on the Agenda including in particular the following:
 - o Land use updates to the model options
 - o Trip generation rates
 - o Redistribution of land use focussed on non-committed/zoned land areas away from the Wairakei south / Te Tumu environment
 - o Wairakei South development staging
 - o Road Networks, zones and connectors and
 - o PT servicing.
- The modelling task was expected to be a 6-to-7-week task with a target of delivery by mid-late September.
- Transport assessment documentation was required by bend of October/early November in order to align with the application timeframe in December
- The approach proposed was to participate in regular engagement on transport matters with the objective of resolving matters through the assessment process and leading to letters of support or statements of a narrowed scope of matters unresolved. To this end TCC, BOPRC and NZTA have been identified as key stakeholders to be engaged on transport matters. AM noted there was wider applicant engagement with stakeholders and responses would be expected to be consolidated in any stakeholder response.

Model Peer Review:

- RS inquired as to provisioning for an independent model reviewer to work alongside the modelling and provide assurance as to the state of the models, results and interpretation. Peer review is recommended as this project impacts all 4 councils/agencies - TCC, NZTA, WBOPDC and BOPRC. There was discussion on this matter and a general indication this was a preferred approach. It was suggested this might involve a single representative person which all parties could accept. MA to progress enquiry on this. Potentially relevant persons were nominated for consideration including:
 - o Ian Clarke – Flow Transportation Consultants

- o Tim Wright – QTP Consultants
 - o Julie Ballantyne – Stantec
- RS requested that TTHM (hybrid model) be run to test key options. HCM analysis of the ramps, merges/diverges and TEL was raised. It was acknowledged that this may be able to follow the principal regional modelling, at a later time, but was essential to address queuing through intersections and interchange ramp and merge operations that are not able to be handled by other modelling software. There was discussion on the relative merits of different models and the ability to apply, interpret and evaluate performance from these. MA and CR to consider how TTHM and HCM may be able to be most effectively employed in the methodology and report back.

TEL Tolling Assumptions

- Discussion was progressed in relation to tolling assumptions on the TEL. XL described and provided a point of reference for the current out to public engagement options proposed for this. This included a light vehicle \$1.10 north of the PEI and a supplementary top up to a total \$2.30 at the existing toll gantry to the south. XL noted that the toll was also to be removed 2037/2038 and therefore is not to be included in the 2048 model networks. MA/CR to embed these assumptions in the model if not already suitably there. XL indicated a high degree of confidence about the likelihood of the engagement outcome such that it was an appropriate assumption.
- SD noted that the PEI was to be opened to traffic in 2026.

Long Term Growth & Network Assumptions:

- AM sought clarification on the growth model assumptions and latest SmartGrowth Strategy projections was being adopted. MA/CR to provide confirmation on growth assumptions in the models. TCC has considered a higher population for Te Tumu in previous sensitivity test and will advise that preferred scenario model run should be done to stress test with Te Tumu up to 25,000 people as per TCC approach to date. MA/CR to embed these assumptions in the model.
- AM also highlighted the need to balance the transport model by taking other growth out when Wairakei South is added to model. CR/MA to report back with proposed approach
- BR noted there were two primary areas of interest for TCC, in addition to the general transport network effects and those were for the model options to be developed to be able to inform impacts on the timing for:
 - o The Eastbound bypass off-ramp to Te Tumu; and
 - o The Bell Road Link road connection.
- MA/CR to ensure the modelled options are able to inform considerations in relation to timing for these works.
- There was discussion in relation to the further information on the population and land use assumptions for each of the modelled options to assist the parties in better understanding what each option represents and how it differs from others. MA/CR to populate this information into the methodology for clarity.

Private Developer Agreements:

- A question was asked in relation to provisions for Private Developer Agreements. MA responded that it was early days in these regards. It was acknowledged there may be a range of infrastructure needs and PDA's were likely to be part of the overall planning and application process. The applicant BRLP is understood to be considering needs in these regards and where transport infrastructure was needed, it was indicated there was potential for it to be included within these.

Public Transport (PT):

- A question was asked about how public transport was to be provisioned for within the modelling. MA advised engagement was already advancing with BOPRC in these regards and that BOPRC had been asked to advise on likelihood, timing, frequency and infrastructure provisions for public transport. It was requested that the assumptions for public transport be shared with the parties. MA/CR to coordinate on describing and sharing key model assumptions.

Intersections and Study Area:

- BR asked about intersection modelling and what was proposed. Discussions indicated a typical approach was to consider the regional model area of influence out to about a 10% volume change extent, as a basis for considering and identifying key intersections to be assessed. This was agreed as a suitable methodology and is to be adopted. MA/CR to identify 10% area of influence and engage with Councils/NZTA on intersection models to be progressed.

Programme, Process and Feedback:

- SD asked if a programme of key decision points could be developed and shared, in particular to provide forward visibility for the parties to commit to being available assessments and responses within the tight timeframes. MA to prepare a programme and to set up key placeholders for meetings/workshops to determine transport and modelling matters.

Safety Audit:

- RS asked about planned provisions for safety audits. PB responded that these would be expected to be a particular condition with any audit undertakings being post consent and aligned with detailed drawings submitted for Council authorisation prior to construction. There was agreement this was an appropriate provision for a condition. MA to coordinate with PB on standard and appropriate form of condition for safety audits.

Future-Proofing and Corridor Planning:

- AM asked a question about cross section development and future-proofing corridors for potential and as yet unidentified further growth demands. RB acknowledged the matter. There was discussion and reference to the Engagement Package of plans identifying the key corridors next to greenways. MA is to consider future proofing transport corridors as part of the corridor and cross section planning.
- There was discussion about the relevant design standards to be applied. It was agreed the residing jurisdiction, WBOPDC Development Code standards should apply. Where there were departures proposed to this, these would need to be identified through the application. Corridor provisions to be proposed for the development will be prepared as part of the application and shared for feedback.

Next Steps:

- Overall, it was confirmed that MA/CR would consider the matters and information discussed and revert with a further developed methodology to be confirmed.

Action Items	Person Responsible	Delivery
MA to progress enquiry on Peer Review. Potentially relevant persons were nominated for consideration as above.	MA	Ongoing
MA/CR to consider how TTHM and HCM may be able to be most effectively employed in the methodology and report back.	MA/CR	Ongoing
MA/CR to stress test with Te Tumu up to 25,000 people as per TCC approach to date	MA/CR	Ongoing
For control total of Population and Employment within the transport model – MA/CR to report back with proposed approach to balance the growth in wider Western Corridor being most likely	MA/CR	Ongoing
MA/CR to embed advised tolling assumptions in the model if not already suitably there.	MA/CR	Ongoing
MA/CR to provide confirmation on growth assumptions for population and land use in the model scenario table.	MA/CR	Ongoing

MA/CR to ensure the modelled options are able to inform considerations in relation to timing for the PEI Eastbound bypass off-ramp and the Bell Road Link works supporting Te Tumu.	MA/CR	Ongoing
MA/CR to coordinate on describing and sharing key public transport model assumptions.	MA/CR	Ongoing
MA to prepare a programme and to set up key placeholders for meetings/workshops/feedback to consider/determine transport and modelling matters.	MA	Ongoing
MA to coordinate with PB on standard and appropriate form of condition for safety audits.	MA/PB	Ongoing
MA to consider future proofing transport corridors as part of the corridor and cross section planning.	MA	Ongoing
MA/CR to consider the matters and information discussed and revert with a further developed modelling methodology to be confirmed.	MA/CR	Ongoing



Memorandum

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Attention:	Chris Watt	WBOPDC
	Anna Price, Pip Browne	WBOPDC
	Andrew Mead, Bruce Robinson, Rohit	TCC
	Sinha, Sarah Dove	TCC
	XiaoFan Lin	NZTA
CC:	Nathan York, Rod Bailey	Bell Road Limited Partnership
	Dwayne Roper	Bell Road Limited Partnership
	Paula Goldsby, Andrew Williams,	BOPRC
	Tapuwaerenga Diana Hall	
	Aaron Collier	Collier Consultants Ltd
	Craig Richards, Subramanyam Uppuluri	Beca
Date:	Wairakei South – Land Use Redistribution and Model Assumptions	
From:	Mark Apeldoorn	
Message Ref:	Wairakei South Fast Track Application – Transport Modelling	
Project No:	BM250088.01	

Following the recent collective workshop, the transport modelling methodology and associated land use assumptions have been progressed. The planned approach responds to all of the matters discussed in the workshop and recorded as actions.

Modelling Methodology

We attach the following information confirming the modelling approach:

- Appendix 1: The proposed modelling methodology (Beca)
- Appendix 2: Model Inputs and Assumptions including Land Use Redistributions (Beca)
- Appendix 3: Model Peer Review Scope – (consolidated proposal from Flow)
- Appendix 4: Provisional Programme

Workshop Actions

In terms of the actions arising from the workshop, the response on these is summarised as follows:

Action Items	Person Responsible	Delivery	Action Status
MA to progress enquiry on Peer Review. Potentially relevant persons were nominated for consideration as above.	MA	Ongoing	Ian Clark – Flow, proposal received and to be confirmed

Action Items	Person Responsible	Delivery	Action Status
MA/CR to consider how TTHM and HCM may be able to be most effectively employed in the methodology and report back.	MA/CR	Ongoing	Included in the methodology – Appendix 1 Task 8.2
MA/CR to stress test with Te Tumu up to 25,000 people as per TCC approach to date	MA/CR	Ongoing	Included in the methodology, Appendix 1 – Model Scenarios and Appendix 2 – Land use scenarios
For control total of Population and Employment within the transport model – MA/CR to report back with proposed approach to balance the growth in wider Western Corridor being most likely	MA/CR	Ongoing	Included in Appendix 2 – Model Inputs and Assumptions
MA/CR to embed advised tolling assumptions in the model if not already suitably there.	MA/CR	Ongoing	Included in Appendix 2 – Model Inputs and Assumptions. Note the value described in Table 2.2 describe the current model assumptions which will be updated to reflect the NZTA advised levels.
MA/CR to provide confirmation on growth assumptions for population and land use in the model scenario table.	MA/CR	Ongoing	Included in Appendix 2, Table 2.1. Final land use assumptions for Wairakei are to be determined based on confirmed land use form and stormwater allocations. These will be provisioned in the order of 10% above the anticipated yield to provision for design development occurring in parallel.
MA/CR to ensure the modelled options are able to inform considerations in relation to timing for the PEI Eastbound bypass off-ramp and the Bell Road Link works supporting Te Tumu.	MA/CR	Ongoing	Included in Appendix 1 – Model Methodology
MA/CR to coordinate on describing and sharing key public transport model assumptions.	MA/CR	Ongoing	Included in Appendix 1 and 2.
MA to prepare a programme and to set up key placeholders for meetings/workshops/feedback to consider/determine transport and modelling matters.	MA	Ongoing	Provisionally included at Appendix 1 – Model Methodology: Programme and Appendix 3. On-going planning is intended to consolidate timeframes further before advising of further workshops and engagement.

Action Items	Person Responsible	Delivery	Action Status
MA to coordinate with PB on standard and appropriate form of condition for safety audits.	MA/PB	Ongoing	MA has sought advice from PB who is investigating and is to advise a suggested approach.
MA to consider future proofing transport corridors as part of the corridor and cross section planning.	MA	Ongoing	MA has provisionally identified specific corridor future-proofing. Further input is being sought across the engineering design team and will be further reported.
MA/CR to consider the matters and information discussed and revert with a further developed modelling methodology to be confirmed.	MA/CR	Ongoing	Herewith and attached.

Next Steps

The following actions are currently planned:

- Transport model development is planned to commence Monday 18 August 2025
- Confirm engagement of Model Peer Reviewer, currently with Bell Road Limited Partnership for instruction
- MA/CR to confirm land use assumptions against confirmed development scenario and stormwater provisions
- MA to coordinate programmed dates for model progress, results, infrastructure and condition development with road controlling authorities as soon as the programme is adequately defined
- MA to liaise with PB on safety audit provisions
- On-going application design, development and assessment.

We would welcome any further discussion on these or related transport planning matters. Please direct these to myself in the first instance, cc others as appropriate, so that we can maintain control on the overall process and appropriately coordinate any consequent activities.

Kindest regards.

Appendix 1: The proposed modelling methodology (Beca)

Bell Road Limited Partnership
c/o Boffa Miskell Ltd
Level 5, 35 Grey Street
Tauranga 3110
New Zealand

11 August 2025

Attention: Mark Apeldoorn

Dear Mark

Wairakei South Transport Modelling

Beca is pleased to submit this Offer of Service to undertake the Wairakei South Transport Modelling using the Tauranga Transport Modelling suite (TTM) 2023 version.

Introduction

The Wairakei South project area is shown in **Figure A** (within the yellow boundary). It is proposed to comprise a mix of housing, employment, education and recreation activities. A significant portion of the area will be designated for stormwater management.

We understand a consent application for this development is being progressed via the Fast Track Approvals Act, and transport modelling is required to inform the assessment of effects and mitigation being undertaken by Boffa Miskell. Beca can provide the Tauranga Transport Strategic Model (TTSM) and Tauranga Transport Hybrid Model (TTHM) analysis to inform this work.

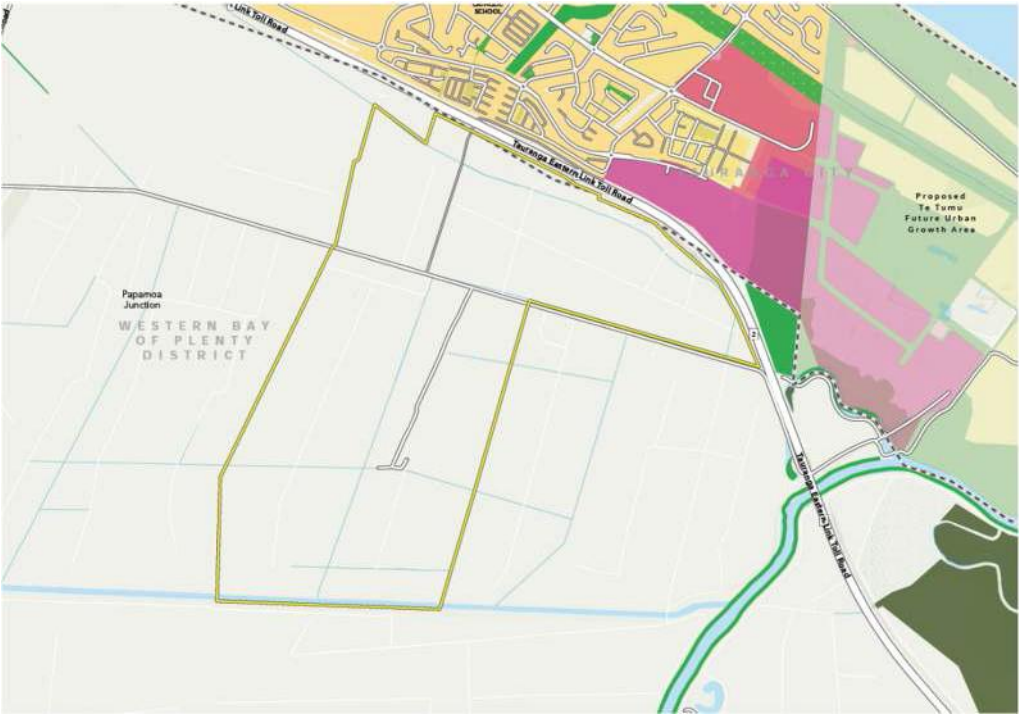


Figure A: Wairakei South Project area

Scope of Services

Based on our discussion, we understand the following scope items are required. The scope of work includes:

Task 1 – Kick-Off Meeting: We suggest using the latest TTSM 2023 version¹ as a starting point for this modelling. This TTSM version features Do Minimum, Do Something, and Do Something Plus scenarios with forecast model years of 2035, 2048, and 2063.

We will attend a kick-off meeting with the Boffa Miskell, TCC, NZTA and WBOPDC team to confirm the model assumptions for this project. We assume Boffa Miskell will arrange this meeting, and we will attend in person or on Microsoft Teams (note now completed on 04 Aug).

Following the meeting, we will prepare an updated methodology with Boffa Miskell, which can be circulated to all parties and agreed upon as the basis for commencing the modelling task (this document).

As part of this methodology memo, we will include a land use assumptions table and base network assumptions (base model network, tolls, etc) to be circulated with the scope to gain client and Council agreement on the land use and base model network assumptions (attached).

Task 2 – Land Use Update and Wairakei South Transport Networks: In TTSM 2023, the Wairakei South project area is currently represented as a single rural zone. This task involves updating the land use in the project area, as shown in **Figure B**, in accordance with the land use staging plan received from the client. We will use the standard TTSM trip rates to estimate the target trip generation for the following land use types.

- Residential – 7 to 8 trips/day/dwelling
- Industrial – 180 to 200 trips/ha/day
- Commercial (includes Local/Neighbourhood centres) – based on daily target trips from similar facilities in the TTSM
- Primary School – Based on the number of Students from a similar facility in the TTSM.

Redistribution of Land Use in Light of Wairakei South Development

To maintain the same overall totals for population and dwellings as the TTSM 2023 baseline projections, the land use will need to be redistributed among greenfield growth areas in the model due to the inclusion of the Wairakei South development. We propose the following scenarios for testing land use redistribution.

a. Option A – Redistribution from wider Growth Areas and no changes to Te Tumu development

We will need to agree with TCC and WBOPDC on where to apply this redistribution, i.e., growth in Wairakei South will delay growth in other areas, such as the Western Corridor (Upper Belk, etc.). Redistribution will be focused on unzoned future land development areas in the region; however, we may need to include some zoned areas depending on the level of redistribution required. Te Tumu is assumed to be progressed as planned without redistributive impact in this scenario.

¹ <https://econtent.tauranga.govt.nz/data/transport-model/ttsm23-update.pdf>

b. Sensitivity Test 1 – Redistribution from wider Growth Areas and no growth in Te Tumu

In a scenario where Te Tumu does not proceed, we will agree with TCC and WBOPDC on how to redistribute land use in light of the growth in Wairakei South. In this scenario, there would be no development in Te Tumu, and some growth in the Western Corridor (Upper Belk, etc.) would be delayed.

c. Sensitivity Test 2 – Seddon Street Connection

This scenario will test the effects of including the Seddon Street connection to Te Puke. Option A land use will be used in this scenario.

d. Sensitivity Test 3 – High Te Tumu Population

As discussed at our meeting, we will include a sensitivity test scenario with a Te Tumu population of 25,000 in 2063 to test the impact of higher densities in Te Tumu (as included in prior TCC structure plan modelling).

All the above scenarios will need to be agreed with TCC and WBOPDC, the attached land use redistribution memo can be used to inform this. Our current scope allows for the above redistribution of land use options based on agreement with TCC and WBOPDC.

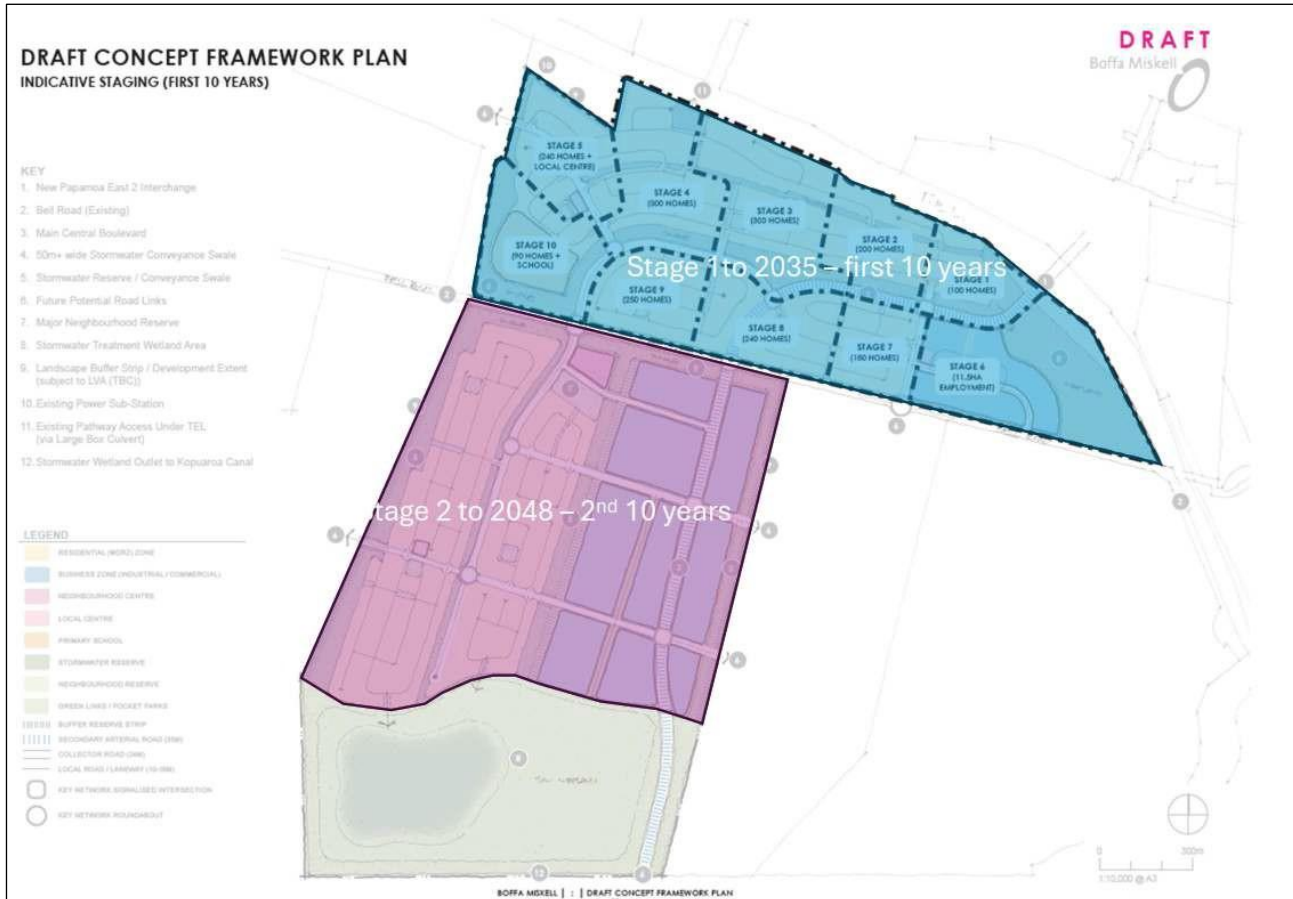


Figure B: Wairakei South Draft Staging Plan

Task 3 – Development of Model Scenarios and TTSM Runs: This task involves developing the Wairakei South transport model scenarios for the forecast model years of 2035, 2048 and 2063 using the TTSM 2023 version. It includes the following:

- **Road Network**– This involves refining the road network (including traffic analysis zones) based on the Wairakei South development plan document, as shown in **Figure B**, for each of the forecast years.
This includes a staging plan for the proposed road network, detailing the number of lanes, types of intersection forms and controls.
- **PT Network**– In TTSM 2023, the project area is not served by any Public Transport (PT) routes. Therefore, this task involves rerouting a PT service to pass through this project area due to the planned development. We suggest discussing this with BOPRC to agree on the best approach for redistribution.
- **Tolling** – Update the tolling model assumptions based on advice from NZTA, and including the removal of tolls entirely from the TEL and PEI Interchange Ramps prior to 2048. Accordingly, we will be updating the Do Minimum and Do Something models for 2035 and 2048 based on the advised toll rates from NZTA for light and heavy vehicles.

Model Scenarios:

We anticipate that the following model scenarios will be required for this work. All project scenarios assume a wider model land use redistribution (as per the attached memo).

Land Use	Scenarios		Mode Years	Comment
Without Wairakei South	Standard TTSM 2023 Scenarios	Do Minimum	2035, 2048 and 2063	We will need to update the 'Do Minimum' and 'Do Something' models with the new toll assumption for 2035 and 2048. No other changes.
		Do Something ²	2048 and 2063	
With Wairakei South and Te Tumu (Option A)	Core Scenarios	Do Minimum (3 model runs)	2035 (Stage 1 only), 2048 and 2063 (Stages 1 & 2)	Core Scenarios with redistribution of Growth Areas and no changes to Te Tumu development
		Do Something (2 model runs)	2048 and 2063 (Stages 1 & 2)	
With Wairakei South and no development in Te Tumu (Sensitivity Test 1)	Sensitivity Test Scenarios	Do Minimum (3 model runs)	2035 (Stage 1 only), 2048 and 2063 (Stages 1 & 2)	Sensitivity Scenarios with redistribution of Growth Areas, excluding development in Te Tumu
		Do Something (2 model runs)	2048 and 2063 (Stages 1 & 2)	

² The Do Something scenario includes planned transport projects from the TSP, but many of these are not committed / funded at this time.

Land Use	Scenarios	Mode Years	Comment
With Wairakei South and Te Tumu, plus Seddon Street (Sensitivity Test 2)	Do Something (2 model runs)	2048 and 2063 (Stages 1 & 2)	Sensitivity Scenarios with redistribution of Growth Areas, including Te Tumu development and with the Seddon Street connection
With Wairakei South and Te Tumu high growth, plus Seddon Street (Sensitivity Test 3)	Do Something (1 model run)	2063 (Stages 1 & 2)	Sensitivity Scenario with Te Tumu high growth (i.e. 25K population) and with Seddon Street connection (tbc).

This results in **three core scenarios** (i.e., 5 model runs) and **three sensitivity scenarios** (i.e., 8 model runs), covering various land use distribution scenarios to be modelled in TTSM for model years (i.e., 2035, 2048, and 2063). A sense check is conducted by comparing the outputs with those from the previous TTSM 2023 scenarios.

Other Input Assumptions

For the land use distribution **Sensitivity Test 1 (no Te Tumu development)**, we will not remove the road network in the Te Tumu area within the model to maintain simplicity in our analysis (having to remove the network in Te Tumu would take a lot of effort). We will however manually prevent vehicles from using this part of the network.

All modelled scenarios will use the same wider network assumptions (to be agreed upon), and all other model input assumptions (e.g., land use, wider network tolls, parking costs, etc.) will be consistent with the TTSM 2023 model version. No Tauranga Cycle Model (TCM) feedback will be used for this study.

Task 4 – TTSM Model Outputs

This task involves the extraction of the following model outputs:

- GIS shapefiles containing Vehicles and PT volumes (Peak hours (AM, IP, PM) and daily)
- Intersection results include the layout, lane arrangements, and turning volumes for the signalised and roundabout intersections shown in **Figure B**. For signalised intersections, a phasing plan from the TTSM will be provided.
- Equivalent trip generation rates for the indicated activities as per the Standard TTSM assumptions
- Network Statistics (Vehicle Kilometre Travelled (VKT), Vehicle Hour Travelled (VHT))
- Plots showing the link and intersection level of service (LOS) as per the Standard TTSM criteria
- Select link Analysis Plots are extracted for Wairakei development scenarios at the below locations:
 - o South of PEI Interchange and West of Bell Road for all new modelled scenarios and years
 - o Proposed Connection to Seddon Street in 2048 and 2063 model years from Do Something with the Seddon St connection scenario
- NetBen results for Base and Option modelling – Emission Statistics.

Task 5 – Modelling Technical Note: A high-level technical note documenting the model assumptions, inputs and findings of the modelling undertaken (this is required to be provided to the TTM model owners). We will issue the technical note to Boffa Miskell, who will subsequently distribute it to the owners of the TTM model, the Councils, NZTA and the Peer Reviewer.

Task 6 – Peer Review Response

We will also provide input to develop responses to the Peer Reviewer comments and finalise the memorandum for issue to the parties.

Task 7 – Job Management: This task involves liaising with Boffa Miskell and internal job management.

Task 8 – Provision Sum Items

The following tasks are included as provisional at this stage as the scope is unclear at this stage. The scope can be confirmed after completion of Task 4.

Task 8.1 – Comprehensive Sensitivity Scenario

Provision is included within the modelling for a final sensitivity model option, to be determined based on the outcome results of the Option and Sensitivity modelling scenarios. A particular focus of the modelling is to include a clear determination of the triggers for key infrastructure, and in particular:

- The future Eastbound Bypass Ramp at the PEI interchange to access Te Tumu;
- The Bell Road Link to Te Tumu; and
- Any other identified infrastructure.

Task 8.2 – TTHM of Final Model Option

Beca will undertake Tauranga Transport Hybrid Model (TTHM) modelling of the final option utilising a cordon model from the full TTHM. The cordon model area will be agreed with the TTM team after we finalise the preferred option from the TTSM modelling exercise.

Beca will prepare a TTHM Model Option model inputs and assumptions Memorandum as a basis for agreement on the key inputs to the modelling. We will attend a meeting with Boffa Miskell, Councils and NZTA to secure sign-off on the modelling assumptions.

The TTHM model findings will be documented in a summary memo and included in the broader Beca modelling report.

Beca will provide for engagement and coordination and securing staged sign-off by the peer reviewer on both these phases.

Task 8.3 – Additional Model Outputs

This task involves extracting additional model outputs (e.g. new select link analysis locations) as required by the client. However, as the scope of this task is unclear at this time (i.e., the specific list of outputs), a provisional sum is provided.

Proposed Deliverables

Our deliverables on the project include the following:

TTSM deliverables

- GIS shapefiles for Vehicles and PT volumes
- Model outputs in a spreadsheet or PDF format. The spreadsheet outputs include network statistics, emission outputs and Intersection volumes. LOS outputs are provided in PDF format.
- Project TTSM databank to the Boffa Miskell and TCC modelling team.
- Modelling Technical Note.

TTHM deliverables

- LOS
- Average and 95th%ile Back of Queue
- Modelling Technical Note.

SIDRA deliverables

Beca will provide the turning movement flows from the TTSM for SIDRA modelling analysis by Boffa Miskell. A peak hour factor of 1.1 will be used to convert the average one-hour flows into peak-hour flows for SIDRA modelling analysis.

Assistance to be Provided

We understand you will be providing the following information/services [service, data, etc] as part of this commission.

- Make Beca fully aware of any particular requirements of the Services.
- Access to the TTSM models operated by the Tauranga Joint Model Owners Group. As part of the model usage agreement, we (Beca) are required to share all model outputs and documentation from this study with the Tauranga Joint Model Owners Group as per the TTM procedures outlined in **Appendix A**. By accepting this Offer of Service, you agree that these files may be shared with the Tauranga Joint Model Owners Group upon completion of the project. Boffa Miskell had already submitted a request through the Modal Manager Service Desk³ to utilise the TTSM 2023 model version for this study and had provided this data to Beca.
- Confirm input assumptions for the modelled scenarios in the TTSM with TCC.
- Boffa Miskell will provide the following information to Beca:
 - o CAD or Sketch plan showing the number of lanes for the new roads within the study area
 - o Lane arrangement showing turning movements (i.e. Left, Through and Right) for the Signalised, Roundabout and Priority intersections within the study area.
 - o Proposed upgrades to be included in the final model option based on outputs from the initial TTSM modelling.

Exclusions

The calibration and validation of the 2018 Wairakei South area are excluded from this modelling work. We will add a commentary to include the calibration/validation undertaken as part of the TTSM 2021 study for this area.

Programme

We estimate the following timeframe from receiving the input assumptions from Boffa Miskell:

- Five weeks for Tasks 1 to 4
- One to two additional weeks for Task 5
- Peer Review response will be throughout the project modelling timelines
- One week for Task 8.1 (Comprehensive Sensitivity Scenario) after completion of the TTSM modelling
- Five to Seven weeks for Task 8.2 (TTHM modelling) after completion of Task 3.

³<https://gis.tauranga.govt.nz/portal/apps/experiencebuilder/experience/?id=87d806c577ed4abe8e31acfb5cd&id=87d806c577ed4abe8e31acfb5cd&views=Survey>

Key Personnel

The Beca job director is Craig Richards, and the job manager is Subramanyam Uppuluri.

The lead modeller is Subramanyam Uppuluri, with Ali Danesh supporting.

Nyan Aung Lin will undertake verification.

The principal point of contact should be Craig Richards.

Yours faithfully



Craig Richards

Technical Director - Transportation

on behalf of

Beca Limited

Phone Number: +[REDACTED]

Email: [REDACTED]

I confirm that I am authorised to accept, and accept, on behalf of ***Bell Road Limited Partnership***, the Terms and Conditions referred to above.

Signature

Name

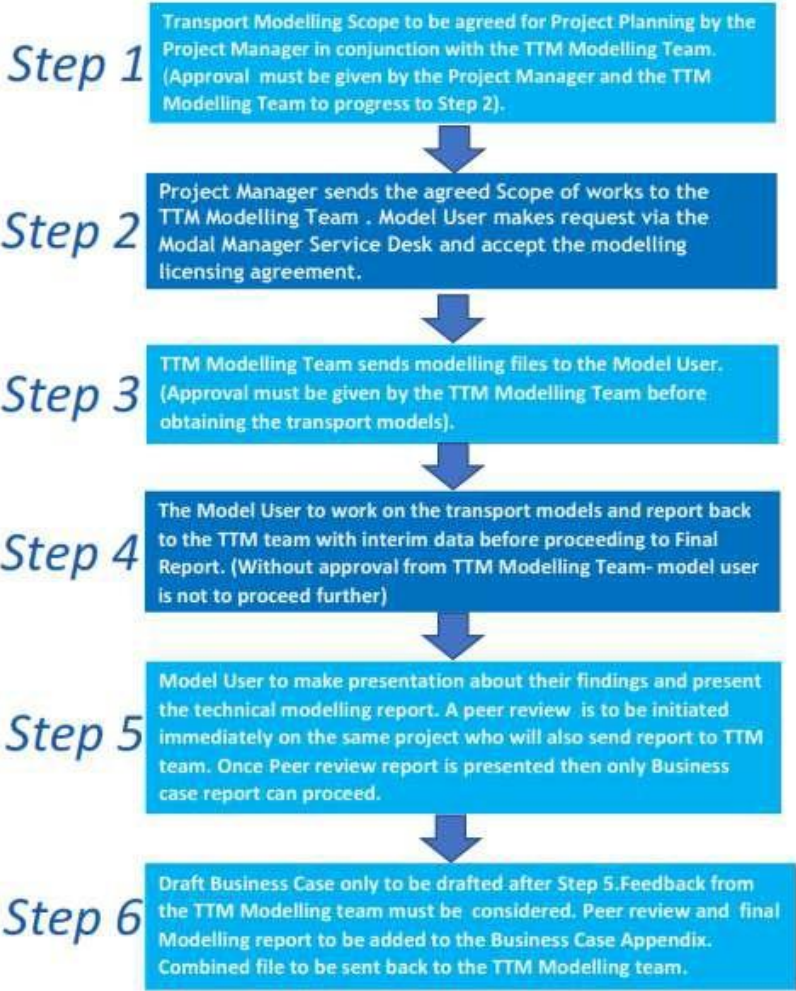
Title

Date



Appendix A – TTM/Business Case Management Process

The Tauranga Transport Model/Business Case Management Process



File Note

By:	Subramanyam Uppuluri	Date:	12 August 2025
Subject:	Wairakei South Transport Modelling – Model Inputs and Assumptions to be Agreed	Our Ref:	3019500
Review:	Craig Richards		

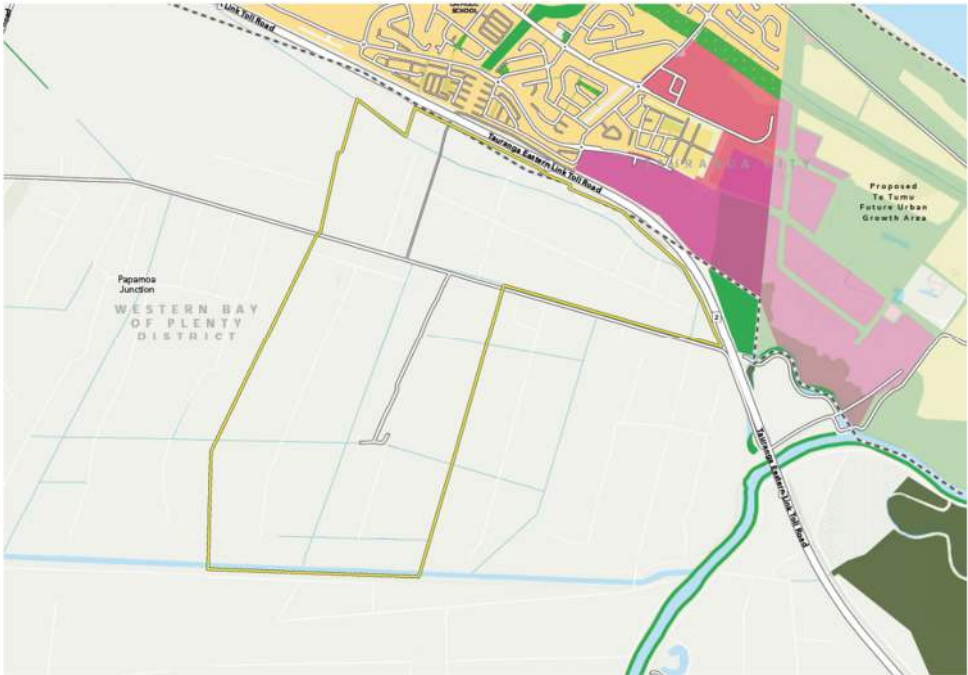
1 Introduction

Bell Road Limited Partnership has engaged Beca to undertake the Wairakei South Transport Modelling using the Tauranga Transport Modelling Suite (TTM) 2023 version,

The Wairakei South area is shown in **Figure 1-1** (within the yellow boundary). It is proposed to comprise a mix of housing, employment, education and recreation activities. A significant portion of the area will be designated for stormwater management.

The transport modelling is required to inform the assessment of effects and mitigation being undertaken by Bell Road Limited Partnership. Beca will provide the Tauranga Transport Strategic Model (TTSM) and Tauranga Transport Hybrid Model (TTHM) analysis to inform this work. The TTSM and TTHM 2023 version features Do Minimum, Do Something, and Do Something Plus scenarios with forecast model years of 2035, 2048, and 2063.

Figure 1-1: Wairakei South Project area



2 Model Inputs and Assumptions

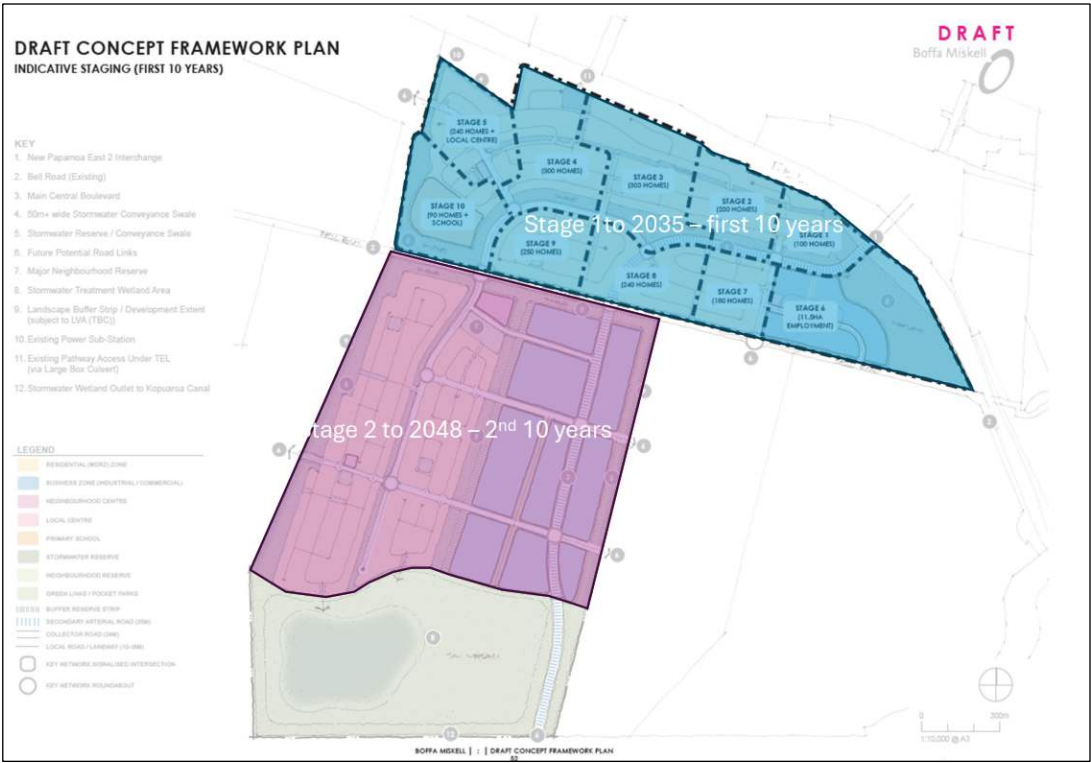
The following sections set out the major Land Use and Transport Network assumptions that need to be agreed with TCC and WBOPDC.

File Note

2.1 Land Use

In TTSM 2023, the Wairakei South project area is currently represented as a single rural zone. This will be updated to reflect the land use in the project area, as shown in **Figure 2-1**.

Figure 2-1:Wairakei South Draft Staging Plan



We need to maintain the same overall totals for population and dwellings as the TTSM 2023 baseline projections. Therefore, land use assumptions for other areas within in the transport model will need to be redistributed due to the inclusion of the Wairakei South development.

This is for this study specifically and modelling purposes only.

The redistribution needs to be agreed by TCC and WBOPDC before we progress. A table of possible redistribution has been prepared to inform the agreement process (Table 2-1). The table is our suggested redistribution intended as a starting point. We request that TCC and WBOPDC provide adjustments to the land use assumptions for the modelling purposes, or confirm agreement with the proposed redistribution.

The following scenarios require redistribution in the model and are included in the table.

Option A – Redistribution from wider Growth Areas and no changes to Te Tumu development

This land use redistribution is based on Te Tumu and Wairakei proceeding as planned. Redistribution is focused on unzoned future land development areas in the region; however, we have had to include some zoned areas due to the level of redistribution required.

Sensitivity Test 1 (ST1) – Redistribution from wider Growth Areas and no growth in Te Tumu

This scenario assumes no development in the Te Tumu area and growth in the Wairakei South area. This land use redistribution in the wider growth areas.

File Note

2.1.1 Sensitivity Test 2 (ST2) – Seddon Street Connection

This scenario will assess the impact of incorporating the Seddon Street connection to Te Puke in 2048 and 2063. **Option A** land use would be used in this scenario.

2.1.2 Sensitivity Test 3 (ST3) – High Te Tumu Population

This scenario involves the Te Tumu population of 25,000 in 2063, aiming to test the impact of higher densities in Te Tumu, as included in prior TCC structure plan modelling. The redistribution of land use in the wider growth areas.

Table 2-1 shows the summary of the land use data before (TTSM 2023 version) and after the redistribution scenarios (Option A, ST1 and ST3) for 2035, 2048 and 2063. Note the numbers in Wairakei South represent the current development proposal, this amount has to be redistributed out of other areas in the model.

File Note

Table 2-1: Land Use Summary

Growth Area	Description	TTSM 2023			Option A			ST 1			ST 3
		2035	2048	2063	2035	2048	2063	2035	2048	2063	2063
Residential Land Use (Number of Dwellings)											
Western Corridor	Keenan Road	301	1,620	2,500	0	0	2,500	0	1,620	4,588	2,500
	TBE Extn and Upper Belk Road	186	184	10,150	0	0	7,067	0	184	10,150	3,045
	Upper Joyce Road	168	390	4,500	0	0	4,500	0	691	4,500	2,853
	Merrick Road	219	218	3,250	0	0	3,250	0	218	4,043	2,080
Te Tumu	Te Tumu	827	3,384	5,964	827	3,384	5,964	0	0	0	12,803
Parau Farms	Parau Farms	608	631	631	0	0	631	492	631	631	631
Ōmokoroa	Ōmokoroa Stage 3 Structure Plan	1,958	3,191	3,191	1,624	3,151	3,191	1,958	3,191	3,191	3,191
Wairakei South	Wairakei South	84	97	97	1,900	3,180	3,180	1,900	3,180	3,180	3,180
	Total	4,351	9,715	30,283	4,351	9,715	30,283	4,351	9,715	30,283	30,283
Industrial Land Use (Hectares)											
Te Tumu	Te Tumu	9	36	63	9	36	63	0	0	0	63
Rangiuru	Rangiuru Business Park	110	148	148	110	148	148	110	148	148	148
Ōmokoroa	Ōmokoroa Stage 3 Structure Plan	13	26	26	1	2	2	10	13	35	2
TBE Extension	TBE Extension	43	70	100	43	40	70	43	65	100	79
Wairakei South	Wairakei South	0	0	0	11	54	54	11	54	54	54
	Total	174	280	337	174	280	337	174	280	337	337

Note : 'XX' indicates reduced land use compared to TTSM 2023, while 'XX' also denotes new or increase in land use data compared to TTSM 2023.

File Note

2.2 Network Assumptions

2.2.1 Do Minimum (DM) and Do Something Scenarios

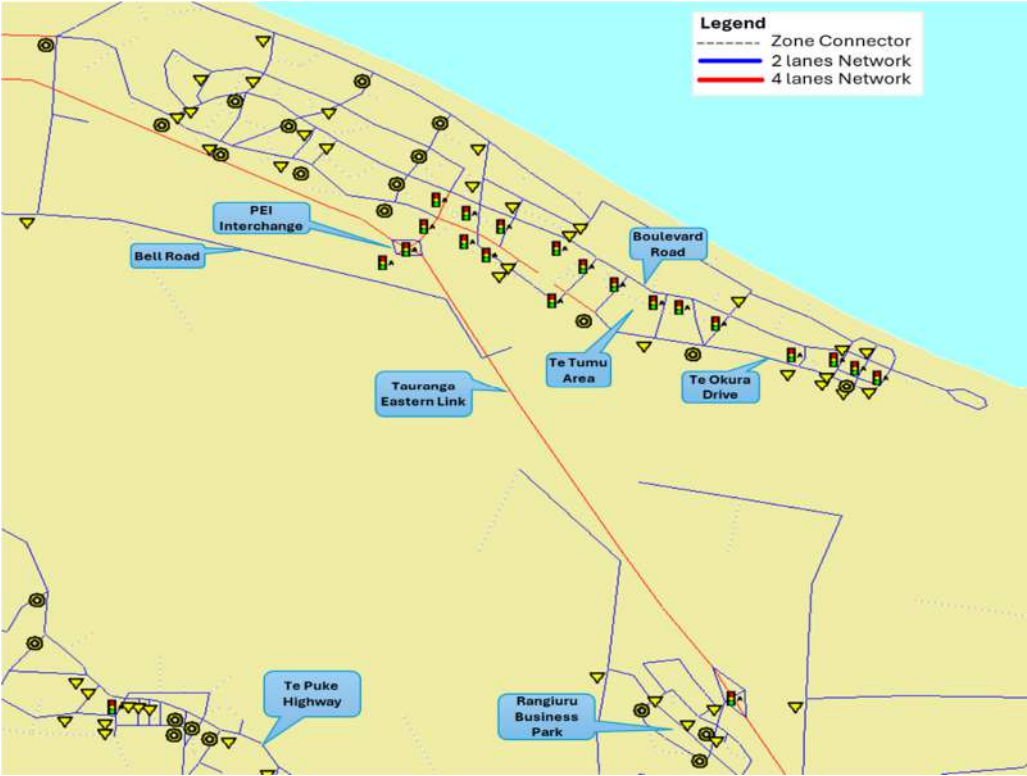
We also need to confirm the network assumptions to be used in the Wairakei South modelling with TCC and WBOPDC.

The Do Minimum network assumptions are based on the TTSM23¹ Do Minimum scenario plus Wairakei South Transport network interventions. The Do Something network assumptions are based on the TTSM23 Do Something scenario plus Wairakei South transport network interventions.

As agreed with TCC, the East-bound off ramp and Bell Road connection to Te Tumu are excluded from the Wairakei South transport modelling for the 2048 and 2063 model years. The timing of these road improvement projects will instead be addressed within the Comprehensive Sensitivity Scenario, as outlined in the detailed modelling methodology.

The TTSM 2023 network assumptions, excluding the Wairakei South transport network for the years 2035, 2048, and 2063 within the study area, are presented in **Figure 2-2** to **Figure 2-4**. These network plots will be updated to include the Wairakei South transport network prior to commencing the modelling.

Figure 2-2: 2035 Do Minimum and Do Something Networks from TTSM 2023



¹ Please refer to the link below for detailed network assumptions for the TTSM 2023 Do Minimum and Do Something scenarios within both the project area and the wider area, as outlined in **Sections 2.2.1** and **2.2.2**.

<https://econtent.tauranga.govt.nz/data/transport-model/ttsm23-update.pdf>

File Note

Figure 2-3: 2048 Do Minimum and Do Something Networks from TTSM 2023

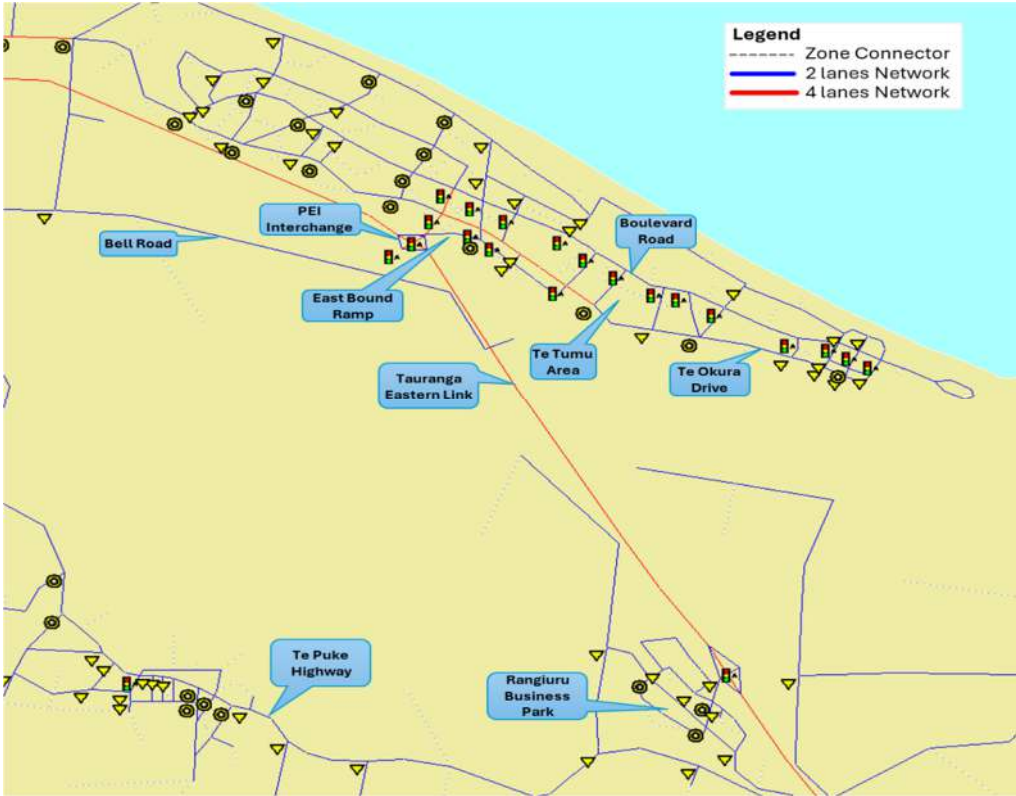
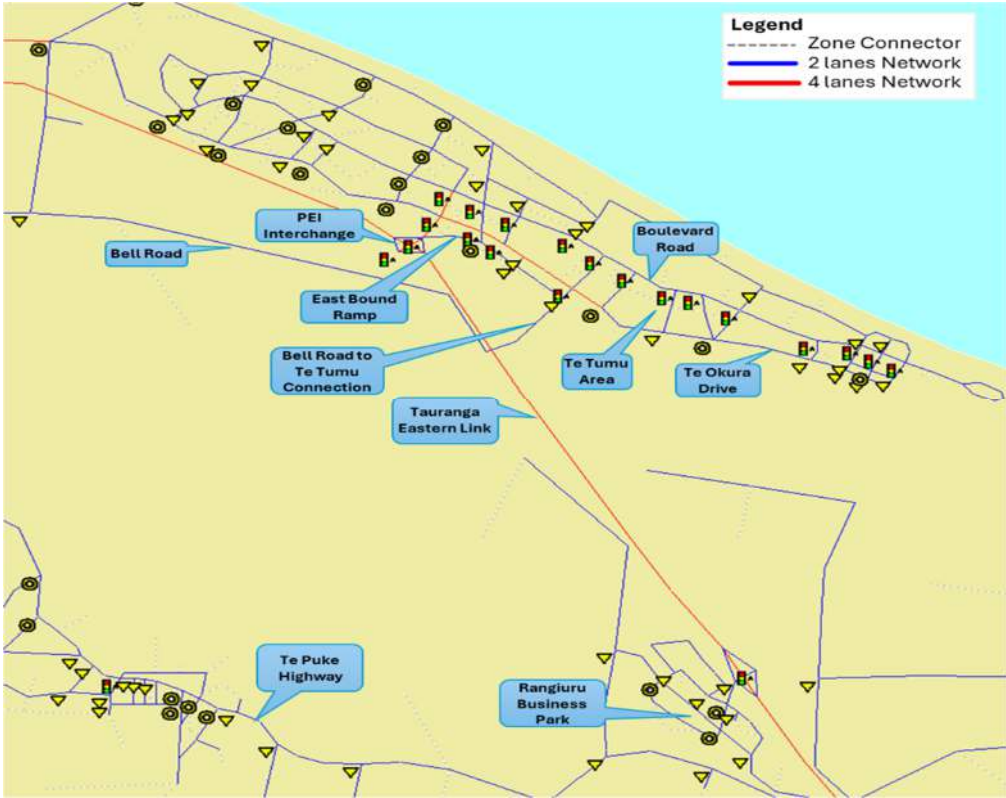


Figure 2-4: 2063 Do Minimum and Do Something Networks from TTSM 2023



File Note

2.3 Public Transport

2.3.1 Public Transport Services

The TTSM 2023 Do Minimum and Do Something Scenarios public transport (PT) services will be utilised for the Wairakei South transport modelling. As outlined in our modelling methodology, the Wairakei South project area is currently not served by PT routes. Therefore, in consultation with BOPRC, selected PT services will be rerouted to pass through this area to accommodate the planned development included in this modelling work. We will work with BOPRC to determine bus network changes.

2.3.2 PT Station Quality

The PT station quality information from TTSM 2023 Do Minimum and Do Something Scenarios will be utilised for the Wairakei South transport modelling.

2.3.3 PT Fare

The PT fare from TTSM 2023 Do Minimum and Do Something Scenarios will be utilised for the Wairakei South transport modelling.

2.4 Parking Costs

The parking costs from TTSM 2023 Do Minimum and Do Something Scenarios will be utilised for the Wairakei South transport modelling.

2.5 Tolling Assumptions

The tolling assumptions for the Do Minimum and Do Something Scenarios from TTSM 2023 are as follows:

- Takitimu Drive Toll Road: No toll in all model years as it is expected to end by 2031
- Takitimu North Link: The preferred tolling strategy (in \$2022) from the Tauranga tolling study is adopted for the TNL corridors. This includes a combination of discounting/capping toll for the through movement (users of TNL Stage1 and Stage2) and time-varying toll with increased commuter peaks, as shown in **Table 2-2**.
- Tauranga Eastern Link (TEL) Toll Road and Papamoa East Interchange (PEI): The preferred tolling strategy (in \$2022) from the Tauranga tolling study is adopted for the TEL and PEI corridors. This includes toll on the TEL mainline at the existing location and a new Toll gantry between Domain Road and PEI, as described in **Table 2-2**. No toll is assumed for the TEL in 2048 and 2063, as it is expected to end in 2037.

We will review the toll rates for the Takitimu North Link and Tauranga Eastern Link corridors based on the latest information available from the NZTA website.

File Note

Table 2-2: Toll Strategy – TNL and TEL Corridor² (in \$2022)

Movement	Peak		Model Year		
	Peak	Off-Peak	2035	2048	2063
Takitimu North Link					
Takitimu North Link Stage1 Only	\$3.10	\$2.10	√	√	√
Takitimu North Link Stage2 Only	\$3.10	\$2.10	--	√	√
Through Movement (i.e. Takitimu North Link mainline)	\$4.10	\$3.10	--	√	√
TEL Corridor					
TEL Full Length	\$2.10	\$2.10	√	--	--
TEL Partial Length	\$1.80	\$1.80	√	--	--

2.6 Tauranga Cycle Model

Feedback from the Tauranga Cycle Model (TCM) will not be utilised for the Wairakei South transport modelling.

Subramanyam Uppuluri

² Disclaimer - The proposed toll fee (\$ 2022) is assumed for modelling purposes only and is subject to further tolling studies and alignment with the government’s policy.

Appendix 3: Model Peer Review Scope – (consolidated proposal from Flow)

Transport & Modelling Programme

Task	Duration (Weeks)	Weeks Commencing																											
		18-Aug	25-Aug	1-Sept	8-Sept	15-Sept	22-Sept	29-Sept	6-Oct	13-Oct	20-Oct	27-Oct	3-Nov	10-Nov	17-Nov	24-Nov	1-Dec	8-Dec	15-Dec	22-Dec	29-Dec	5-Jan	12-Jan	19-Jan	26-Jan	2-Feb	9-Feb	16-Feb	
Stage 1: Transport input to master plan and concept design:	Ongoing																												
Stage 2: Transportation Assessment:																													
Transportation Assessment review																													
RMA/Legal																													
Stage 3: Traffic and transport modelling - Sidras to TTHM																													
Beca Modelling																													
Tasks 1 - 4	5																												
Task 5 in parallel with Peer Review	1 to 2																												
Task 8.1 Final Comprehensive	1																												
Task 8.2 TTHM	5 to 7																												
Reporting																													
Council's and NZTA TTSM & TTHM Results																													
Workshops																													
Peer Review																													
TTSM Peer review	Ongoing																												
TTHM Peer review	Ongoing																												
Final report																													
Stage 4: Infrastructure requirements and design:																													
Council & NZTA Infrastructure Requirement Workshop																													
Council & NZTA Draft Transport Infrastructure Conditions Workshop																													
Stage 5: Advisory and additional tasks, site visits, meetings, NZTA and TCC engagement:	Ongoing																												

14 August 2025

Bell Road Limited Partnership
c/o Boffa Miskell Ltd
Level 5, 35 Grey Street
TAURANGA 3110

Attention: Mark Apeldoorn

Dear Mark

PEER REVIEW OF TRANSPORT MODELLING FOR WAIRAKEI SOUTH PROJECT

We refer to your kind invitation for Flow Transportation Specialists Ltd (Flow) to provide a fee estimate to provide peer review services relating to the transport modelling work to be carried out in the Tauranga Transport Strategic Model (TTSM) and the Tauranga Transport Hybrid Model (TTHM), for the Wairakei South Fast Track project.

WHY CHOOSE FLOW?

We're local

- Flow is proudly 100% locally owned and operated, with offices in Ponsonby, Auckland. We regularly undertake projects all over the country, as well as in some of the Pacific Islands
- We do not outsource any of our New Zealand work to overseas consultants
- Engaging Flow as your transport subject matter expert helps the New Zealand economy.

Our experience

- We have carried out many transport modelling reviews, including several in the Tauranga area
- This includes significant experience in reviewing modelling that is carried out using CUBE and AIMSUN (these being the software packages used for the TTSM and TTHM, respectively)
- We also have significant experience in projects in the Papamoa East area in particular. These projects have included:
 - Reviewing the initial assessment for the Papamoa East Interchange (PEI)
 - Reviewing the transport assessment prepared for The Sands development proposal
 - Reviewing the traffic modelling carried out for the Te Tumu area
 - Carrying out tests on numerous layout options for the PEI, and for the local road network in Papamoa East, through to Te Tumu

The above experience assures you that you are in a “safe pair of hands”

Our availability

- As shown in our attached Company Profile, Flow has a depth of high quality and experienced staff so that we can ensure that your project will be adequately resourced to meet your project delivery timeline
- We actively manage our forward workload so that our commitment to projects is scheduled appropriately. We can confirm that your project will get 100% of the resource required.

WHAT WE WILL DO

We understand from your brief that the scope of the work is to review the transport modelling that is being carried out by Beca for the project. The more detailed aspects are as follows:

- We will review the use of the TTSM, in the first instance, noting that this review will be of the project modelling and not the model itself (i.e. we will not be carrying out a “model audit”)
- We will review the subsequent use of the TTHM
- The output of each stage of our review will be a “peer review issues register”, which we will discuss with the modellers
- We will attend meetings to talk through the issues identified.

Specific tasks and assumptions are described in more detail below.

Our tasks

Based on the offer of service provided to you by Beca, we understand that our involvement will include the following tasks

- Review initial land use and transport assumptions file note (Beca task 2)
- Consider issues/risks associated with the use of the “off the shelf” versions of the TTSM and TTHM for this assessment, and consider the need for additional model runs/sensitivity tests
- Review the outputs of the model scenarios developed using TTSM, and associated reporting (Beca tasks 4 and 5). According to the Beca offer of service, these will comprise three core scenarios (5 model runs) and three sensitivity tests (8 model runs)
- Review the outputs of the “comprehensive sensitivity test” to be developed using TTSM (Beca task 8.1)
- Review the model scenario (termed the final option) to be developed using TTHM (Beca task 8.2).

OUR TEAM FOR YOUR PROJECT

We propose that the work will be carried out by the following personnel:

- The work will be led by Ian Clark, who is a Director at Flow. Ian was responsible for scoping up and then reviewing the development of the TTHM and the enhancements to the TTSM, for

example, to allow the strategic model to assess multi modal issues. He was responsible for most of the reviews referred to on the previous page

- Ian will be assisted by Qing Li, an Associate at Flow. Qing has significant experience in using the TTHM for a number of project applications and in reviewing the use of this model by others.

In other words, Ian and Qing have significant experience in using and reviewing work carried out using the Tauranga Transport Models.

Mark Apeldoorn

From: Mark Apeldoorn
Sent: Wednesday, 20 August 2025 9:35 am
To: Rohit Sinha
Cc: Nathan York; Rod Bailey; Dwayne Roper; Chris Watt; Paula Golsby; Andrew Williams; Tapuwaerenga Daina Hall; Aaron Collier; Craig Richards; Subramanyam Uppuluri; Anna Price; Pip Browne; Andrew Mead; Bruce Robinson; Sarah Dove; XiaoFan Lin
Subject: RE: Wairakei South Fast Track Application - Transport Modelling Methodology and Assumptions [Filed 20 Aug 2025 09:34]
Categories: Filed by Mail Manager

Rohit,

Many thanks for the update. I understand from Beca that you have already been working and coordinating with them on this. The initiative is most appreciated, thanks. I would ask going forward that you include myself in any communications so that I can maintain control across the project.

I have already advised Beca of the most current consents for The Sands and so they will have this well in hand.

In relation to intersection modelling we are well advanced in planning for this as was discussed at the modelling methodology workshop. You'll recall the direction in the Minutes and as requested by TCC, was to take a 10% change in demands approach to determining which intersections may warrant assessment. Following the modelling we will identify the area of change and engage with the road controlling authorities on the scope of intersection evaluation.

Looking forward to discussing and seeing the first results in a few weeks' time.

If you've any queries, please feel free to call and discuss with me.

Kindest regards.

Mark Apeldoorn ([he/him](#)) | Transport Planner | Partner | Fellow Engineers NZ, FEng(NZ), Chartered Professional Engineer (CPEngNZ)

E: [REDACTED] | LEVEL 5 | 35 GREY STREET | TAURANGA
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From: Rohit Sinha <[REDACTED]>
Sent: Tuesday, 19 August 2025 3:44 pm
To: Mark Apeldoorn <mark.apeldoorn@boffamiskell.co.nz>

[REDACTED]

Subject: RE: Wairakei South Fast Track Application - Transport Modelling Methodology and Assumptions

Dear Mark,

From the modelling side, there are two points I would like to highlight:

- I support the consultant's suggestion to check the East-bound off-ramp and Bell Road connection to Te Tumu based on scenario-run triggers. In addition, I recommend that the TOD / Sands Avenue junction configuration (as it exists today) also be tested, with a focus on when double right turns are triggered under different scenario runs. This will provide a clearer understanding of infrastructure triggers in the area.



- The Sands development, which was approved in 2020, sits on the opposite side of the PEI. Since then, the masterplan has undergone several revisions based on market conditions. At present, the TTSM zones on that side of the PEI are only matched to total trip numbers at a broad zone level, without reflecting block-level detail of the masterplan. From a modelling perspective, it is important that these zonal blocks are updated with the latest trip numbers to ensure that impacts on the surrounding road network are accurately captured. This is particularly important given the strong interactions between the Sands development and the Wairakei South land use. Accurate trip chains and zoning detail will be critical to reflect realistic travel behaviour.

Regards

Rohit Sinha | Principal Transport Modeler
Tauranga Transport Model Manager
Western Bay of Plenty Transport Modelling Partnership |
Tauranga City Council | [REDACTED] | www.tauranga.govt.nz



From: Mark Apeldoorn <Mark.Apeldoorn@boffamiskell.co.nz>

Sent: Monday, 18 August 2025 12:27 pm

To: Chris Watt [REDACTED]; Anna Price [REDACTED]; Pip Browne

Subject: Wairakei South Fast Track Application - Transport Modelling Methodology and Assumptions

CAUTION: External Email.

Chis and all,

Further to the transport modelling workshop held on 4 August 2025 please find attached as follows:

- Finalised workshop minutes following receipt of comments and responses to the draft minutes, thank you.
- A memorandum describing the modelling methodology and assumptions to be progressed, following feedback from the workshop and as further described in the memorandum and attachment.

I'd be glad to hear further as needed. If I can ask that communications are directed to myself, cc others so that we can maintain project control.

Many thanks and I will be in touch again soon to programme subsequent meetings.

Kindest regards.

Mark Apeldoorn ([he/him](#)) | Transport Planner | Partner | Fellow Engineers NZ, FEng(NZ), Chartered Professional Engineer (CPEngNZ)

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1 October 2025

NZ Transport Agency Waka Kotahi
PO Box 13055, Tauranga Central,
Tauranga 3141

Attention:

Andrew Corkill, Director – Regional Relationships Waikato/BOP
Nicola Foran, Team Leader Environmental Planning

RE: Update to Bell Road Limited Partnership's Wairakei South Referral

Dear Andrew and Nicola,

Since the original FTAA referral was approved for the Wairakei South project, Bell Road Limited Partnership have amended the properties that form the overall development extent. Specifically, the [REDACTED] property has been removed, while the Thompson and Perpetual Trust properties have been added to the site extents on the south side of Bell Road.

Enclosed are copies of both the original masterplan submitted with the 2024 referral and the updated masterplan showing the updated extent of the Wairakei South Development. Consultation in 2025 with stakeholders has been undertaken based on the updated site extent.

The overall land area remains consistent with the originally referred site. A table of title and ownership information is attached for clarity.

This is the same masterplan and development extent that Mark Apeldoorn has used as the basis for his consultation with NZTA over the past six months. Consultation on the subject land and the updated project has therefore been ongoing for that period, and this letter serves to formally align the updated legal descriptions with the masterplan being progressed.

Based on the changes to the legal descriptions of the land to be included within the Wairakei South project, Bell Road Limited Partnership proposes to apply for a replacement referral to update the sites legal descriptions and to refer to the current masterplan.

If NZTA would like to meet to discuss this further or require any further information, please do not hesitate to contact me.

Yours faithfully,

Matthew Kerse



On behalf of Bell Road Limited Partnership

Encl	Attachment A	Original and Current Masterplan
	Attachment B	Ownership Information Table for Existing Referral and Proposed Referral

ATTACHMENT A:
ORIGINAL AND CURRENT MASTERPLAN

ATTACHMENT B:
OWNERSHIP INFORMATION TABLE FOR EXISTING REFERRAL AND
PROPOSED REFERRAL



Memorandum

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+643 470 0460

Attention: Nicola Foran

Company: NZ Transport Agency – Waka Kotahi

CC: XiaoFan Lin – NZTA
Rod Bailey, Nathan York, Dwayne Roper – BRLP
Aaron Collier – Collier Consultants
Matthew Kerse - Maven

Date: 28 January 2026

From: Mark Apeldoorn

Message Ref: Wairakei South Fast Track Consent: Papamoa East Interchange – Southern Boundary Adjustment Request

Project No: BM250088

Introduction

I am writing on behalf of Bell Road Limited Partnership (BRLP) in relation to the Wairakei South Fast Track Consent application. Your team has now and for some months been providing useful and critical input to the transportation modelling and assessment processes, and that has and continues to be most helpful, thank you.

Context

In this particular matter, the BRLP has identified a parcel of land at the southern extent of the Papamoa East Interchange (PEI), which I think you too have identified with me also in recent communication. The land previously owned by the Thompson's has been the subject of NZ Transport Agency engagement with respect to its purchase and re-establishment of the existing segregation strip further south to accommodate the PEI once constructed. The agreement with the Thompson's has since been novated to BRLP.

BRLP is seeking to engage with the NZ Transport Agency in relation to an amendment to the required land parcel and the segregation strip to provide for a road connection between the PEI interchange to Wairakei South land.

We provide some further information and specificity (including a parcel reference plan and segregation strip indicative change plan – **Appendix A**) in relation to the matter as follows:

- The site is currently separated from the TEL legal road parcel by a Crown-owned segregation strip.
- The NZ Transport Agency requires a parcel of land to enable construction of the northbound off-ramp.
- Wairakei South proposes a new road connection direct connection to the PEI overpass and TEL on-ramp.
- As part of this connection, partial removal of the segregation strip at the intersection location is required to provide legal alignment for access.
- The new road connection also provides future-proofing for:

- the Bell Road Link, which Tauranga City Council has previously identified as enabling a long-term future potential and supplementary point of access for Te Trumu; and
- the potential for a future through site link between the PEI and Sedon Street, Te Puke, which while not confirmed at this time, is understood to be part of Western Bay of Plenty District Council considerations in relation to the Te Puke Spatial Planning undertaking.
- The Wairakei South substantive Fast Track consenting application is applying for a range of consents, one of which is a subdivision consent to facilitate the development. This consent application and associated scheme plan will necessarily depict the extent to which the segregation strip is to be removed / repositioned.
- Once the consent is granted, the segregation strip removal would be actioned through the survey and legal dealings under the subdivision.

Request

BRLP wish to request engagement with the NZ Transport Agency to:

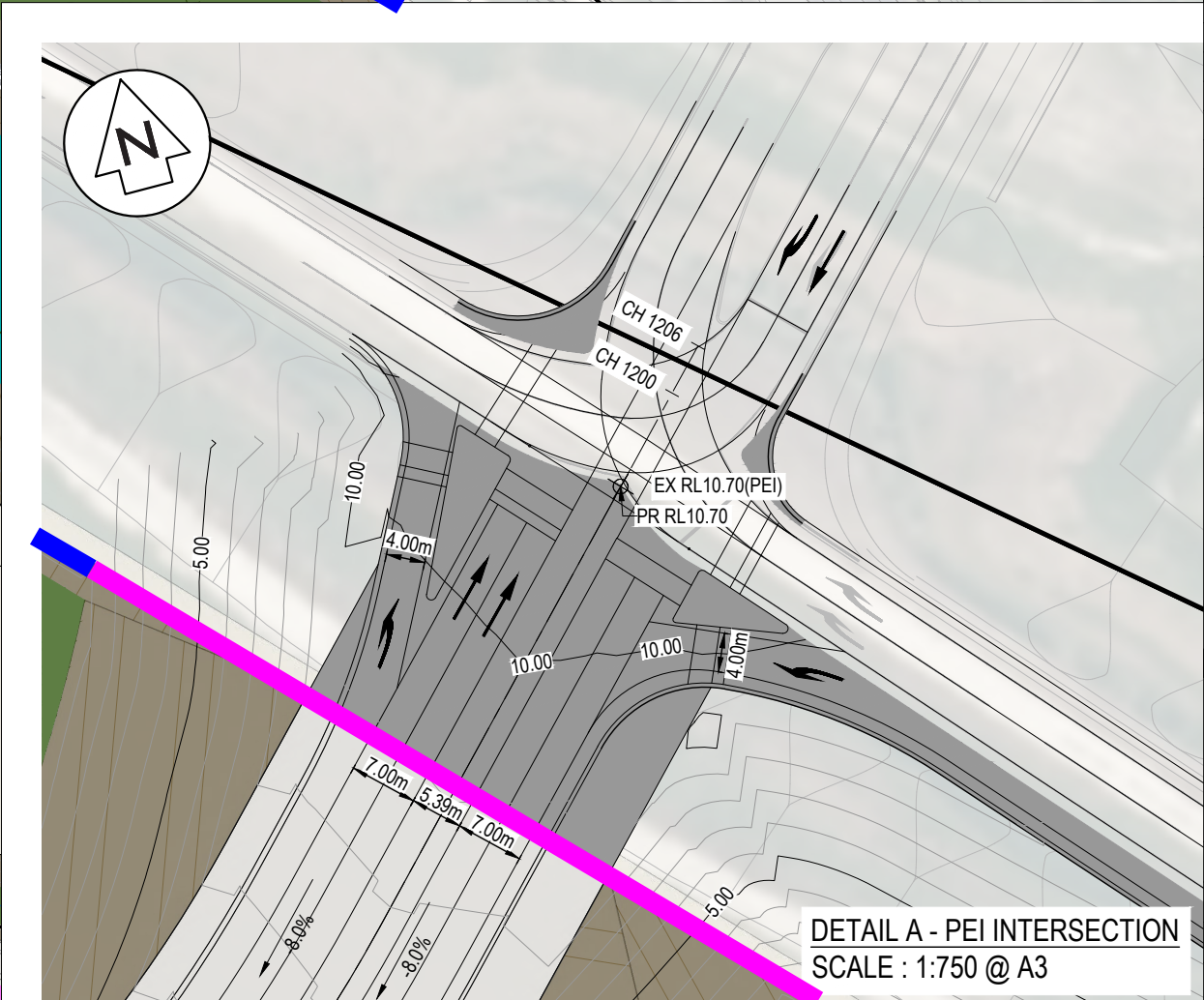
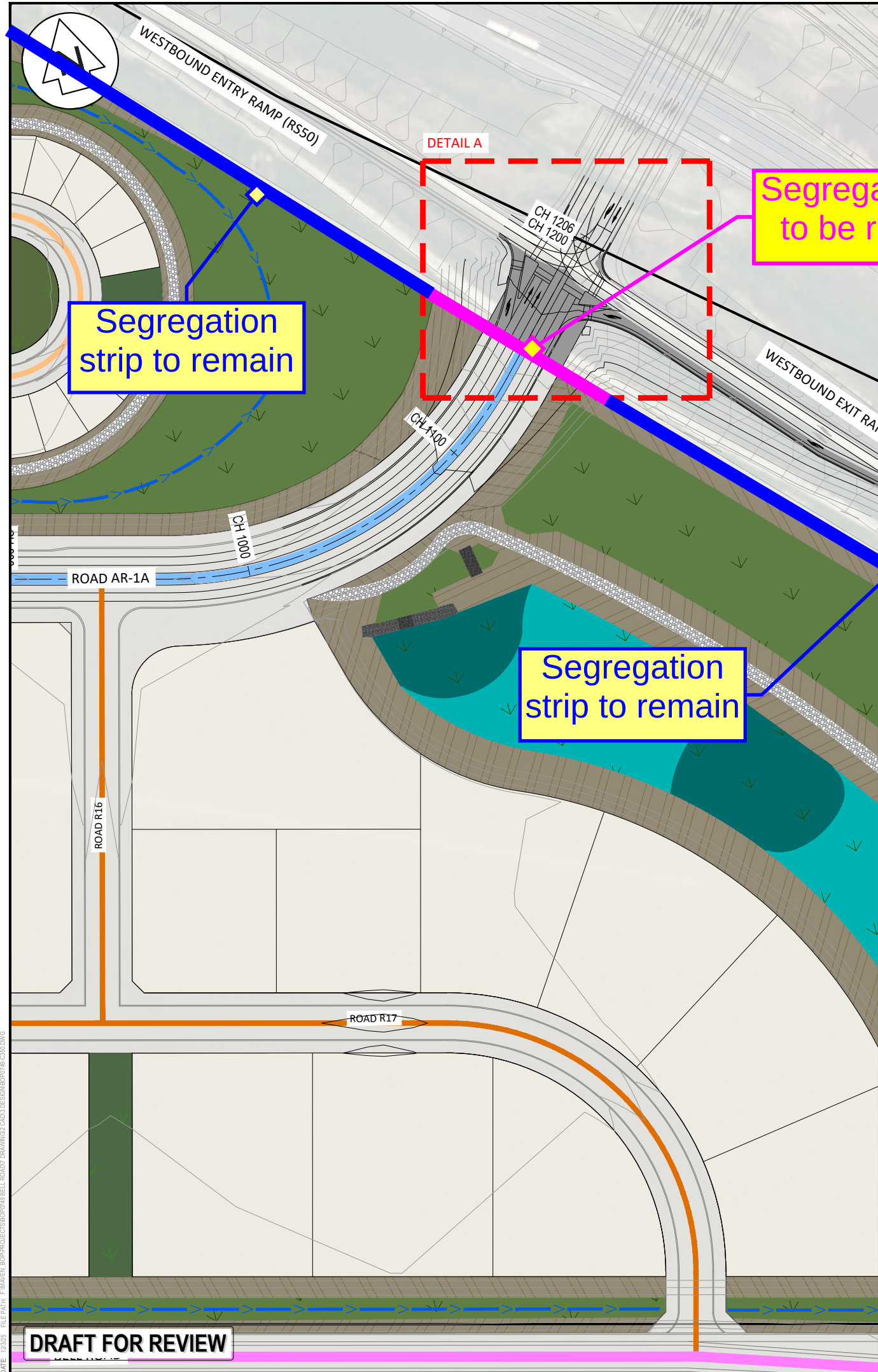
- Confirm and agree the appropriate engagement and discussions to identify and resolve any outstanding matters, if any;
- Confirm the required process to secure agreement for the partial remove the segregation strip;
- Secure written support for partial removal of the segregation strip, to accompany the Fast Track application;

Next Steps

We suggest that we contact you further to set up a meeting to discuss the most appropriate and efficient way to progress this request. We will be in touch in the next day or so.

Kindest regards,

Appendix A: Land Parcel Plan and Concept Diagram



DRAFT

LEGEND				
---	---	---	---	EX BDY
---	---	---	---	PROP BDY
---	---	---	---	PROP ARTERIAL ROADS
---	---	---	---	PROP RESIDENTIAL ROADS (LOCAL)
---	---	---	---	PROP INDUSTRIAL ROADS (LOCAL)

A	DRAFT FOR REVIEW	AJS	10/25
Rev	Description	By	Date
		By	Date
Survey	MAVEN		05/2025
Design	JM		10/25
Drawn	AJS		10/25
Checked			



Project
**WAIRAKEI SOUTH FTA090
DEVELOPMENT
BELL ROAD, PAPAMO
A FOR BELL ROAD
LIMITED PARTNERSHIP**

Title
**PROPOSED ROADING
INTERSECTION 2 PAPA-
MOA EAST INTERCHANGE**

Project no.	BOP0749
Scale	1:2000@ A3
Cad file	BOP0749-C350.DWG
Drawing no.	C350-1
Rev	A

Meeting Minutes – Wairakei South Fast-Track – NZTA Tauranga Eastern Link TEL Segregation Strip Meeting

Date: Thursday 19th February
Time: 9:30 – 10:30 am
Location: Online Video Call

Attendees:

Bell Road LP: Rod Bailey
 Boffa Miskell: Mark Apeldoorn
 Neverman Bennet Lawyers: Tania Moran, John Neverman
 Maven: Matt Kerse, Julia Glass
 NZTA: Nicola Foran, Amanda Hampton, Michalea Budd
 TCC: Andy Mead

Item	Details	Actions
1.	Initial high-level summary of the proposed development was presented to NZTA to provide context to the discussions regarding the segregation strips, both existing and proposed.	Note
2.	Neverman Bennett and Maven stepped through the intention to vest the road parcel from the development connecting to the PEI with WBOPDC (within the development site) and NZTA through proposed subdivision consent. There is an opportunity for the existing Crown owned segregation strip (that needs to be realigned in relation to the PEI construction footprint) to be realigned through this process, subject to coordination with NZTA and others. NZTA commented on the general process to dispose of redundant land (existing segregation strip), need to demonstrate surplus to requirements, is a wider business decision, PWA Vs RMA process.	Note
3.	Maven provided further context to the existing site, segregation strip and TEL boundary needing realignment to the physical extent of the PEI footprint, which is a result of the PEI construction, not the proposed Wairakei South Development. The traffic engineering and modelling workstream that Mark Apeldoorn is chairing with the regional traffic group proposes connection to the southern end of the PEI. A successful traffic modelling process is intended to prove this connection is appropriate and supported in principle by NZTA. Noting that legal access onto the TEL road parcel is being sought through this process.	Note

	A marked up marked-up diagram (appended) was presented that outlines the ultimate road parcel and segregation strip location.	
4.	NZTA provided context to the processes and permissions they require. Pathways under both Sec 114 PWA and 238 of the RMA. Internal mechanics for NZTA regarding progressing under Sec 50 & 52 of the PWA. Comment on where the “offer back” and “NZTA “surplus to requirements” matters landed. Neverman Bennet have asked NZTA to outline this in more detail.	NZTA
5.	TCC hold a compensation certificate to construct the PEI over a portion of BRLP’s land adjacent the TEL. At completion of the construction, NZTA/TCC are required to complete the survey and legal process to realign the TEL boundary and segregation strip to the physical extent of the PEI footprint. As this encroaches into BRLP’s current title boundary, Maven and others requested that NZTA and TCC to provide an update on when the PEI would be opened to the public, and then the boundary realignment would be closed out. Andy stated that the PEI is to be live in March, but the conversation relating to formalising the boundary has only just started with NZTA within the last week and the timeline on the boundary realignment was not determined. Andy continued to state that TCC were not willing to progress this workstream until BRLP had addressed TCC’s future infrastructure capacity and development contribution requirements as directed by their mayor in relation to the wider Wairakei South development in a recent letter. Maven queried whether these are two separate topics unrelated and should not be held up by one or another. Andy believes these are related and therefore the close out of the PEI road take and segregation strip formalisation would not progress in advance.	Note
6.	BRLP advised it may be appropriate to park discussions until the TCC and NZTA matters were further progressed or resolved.	Note
7.	Neverman Bennet have followed up with NZTA and asked they include the vesting of the segregation strip in the resolution between NZTA and TCC for the relocation of the segregation strips.	NZTA

Mark Apeldoorn

From: XiaoFan Lin [REDACTED]
Sent: Friday, 20 March 2026 1:34 pm
To: Mark Apeldoorn; Nicola Foran; Ngaire Atmore
Cc: Rod Bailey
Subject: RE: Wairakei South Fast Track Application - NZTA

Hi Mark,

Apologies for the delayed response. We appreciate the level of engagement to date, particularly the involvement of NZTA in the transport modelling assessment for the proposed development and the resolution in relation to the segregation strip and land parcels. The process has been constructive and collaborative.

However, at this stage we're not able to indicate a position until we've reviewed the final ITA report, application, proposed conditions, and any related material from our internal SMEs.

What we can confirm is the positive level of engagement that has occurred throughout the process so far.

Kind regards,

XiaoFan Lin (he/him)

Senior Transport Planner

Te ara ki te ora – kia marutau / Transport Services

[REDACTED]
[REDACTED]

NZ Transport Agency Waka Kotahi

From: Mark Apeldoorn <Mark.Apeldoorn@boffamiskell.co.nz>
Sent: Friday, 20 March 2026 11:51 am
To: Nicola Foran <[REDACTED]>
Cc: Rod Bailey [REDACTED]
Subject: RE: Wairakei South Fast Track Application - NZTA

Nicola, XiaoFan,

Just touching base to inquire on a possible response and progress in relation to my following message. I'd be glad to discuss the form of this with you and how it might capture key considerations for NZTA going forward.

We are moving towards finalising the draft ITA report for the client over the next week, so would be very pleased to hear from you.

Kindest regards.

Mark Apeldoorn (he/him) | Transport Planner | Partner | Fellow Engineers NZ, FEng(NZ), Chartered Professional Engineer (CPEngNZ)

E [REDACTED] | LEVEL 5 | 35 GREY STREET | TAURANGA
3110 | NEW ZEALAND

From: Mark Apeldoorn

Sent: Friday, 6 March 2026 4:35 pm

To: [REDACTED]

Cc: Rod Bailey [REDACTED]; Nathan York [REDACTED] Dwayne Roper [REDACTED]
anna <[REDACTED]@[REDACTED].nz>; Aaron Collier [REDACTED]

Subject: Wairakei South Fast Track Application - NZTA [Filed 06 Mar 2026 16:34]

Nicola, XiaoFan,

Further to the phone message I left for you, I'd like to discuss if, based on the extensive engagement on the transport modelling, identification of PEI interchange staged capacity improvement works and commitment to incorporation of this in the reporting as recommended mitigation, if NZTA might be in a position to provide a letter of support to the proposal in principle.

As you're aware, we've been engaging on transport matters since July last year, incorporated NZTA's advice and recommendations (particularly around tolling and infrastructure) into the modelling undertakings. We've also available through the engagement minutes all of the transport modelling findings including the framework for the conditions over the past month.

It would be appropriate for this to be subject to review of the application / Integrated Transport Assessment report and associated conditions. I expect you would like to see provisions for:

- Engaging prior to commencement of any planned works within the state highway corridor
- Engaging and resolution in relation to the segregation strip and land parcels
- Authorising the detailed engineering design of works prior to commencement; and perhaps
- A NZ Guide to Temporary Traffic Management ((NZGTTM) provision.

In relation to the conditions, it would be useful if you were able to incorporate the form of those into the letter of support, such that I may be able to uplift those and include directly into the recommendations within the Integrated Transport Assessment report.

I'd be glad to hear from you on this. We're moving to close out the assessments and progress condition development at present, therefore it would be tremendously helpful if we could coordinate together on something along these lines over the next week to fortnight if possible?

Glad to hear from you and discuss as suits.

Kindest regards.

Mark Apeldoorn ([he/him](#)) | Transport Planner | Partner | Fellow Engineers NZ, FEng(NZ), Chartered Professional Engineer (CPEngNZ)

[REDACTED] | LEVEL 5 | 35 GREY STREET | TAURANGA
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Attention: XiaoFan Lin, Nicola Foran

Company: NZ Transport Agency

CC: Rod Bailey, Nathan York, Dwayne Roper – Bell Road Limited Partnership

Date: 30 March 2026

From: Mark Apeldoorn – Boffa Miskell

Message Ref: Wairakei South Fast Track – PEI Interchange Future Signal Phasing

Project No: BM250088

Purpose

The purpose of this memorandum is to engage with NZ Transport Agency on the outcome of the Tauranga Transport Hybrid Modelling (TTHM) prepared by Beca and peer reviewed by Flow Transportation Consultants for the Wairakei South Fast Track Consent. The particular focus of this communication relates to the determined future year signal phasing for the Papamoa East Interchange (PEI signal phasing).

Context

In the TTHM modelling for 2035 and 2048, Beca together with input from the peer reviewer assessed the future year PEI interchange phasing based on a typical 3 phase overlap operation.

In development of the 2063 future year TTHM modelling, Beca identified the need for some additional green time in the phasing to support the northbound and southbound traffic flow demands in the PM peak period only. The proposed phasing is represented by the diagrams at **Appendix A**.

These matters have been engaged with the Wairakei South Stakeholder Engagement Group for Transport, for which NZTA is a participant, and the communication are documented in the Minutes of the meeting dated 17 March 2026 at Section 4 TTHM Option 10D 2063 Results, Slide 18 Discussion, bullet point 4.

The 2063 year represents full build out of the planned Te Tumu Future Growth Area and the proposed Wairakei South Area. In progressing from the 2048 to the 2063 future years, the additional land use development contribution from each of these areas is summarised in the following Table:

Future Growth Area	Net Additional Land Development Area	
	Residential Land Use	Employment Land Use
Te Tumu	2,580 dwellings (91%)	27 ha Industrial (81%)
Wairakei South	250 dwellings (9%)	6 ha Industrial (19%)
Totals	2,830 dwellings	33 ha Industrial

Table 1: Summary of Additional Development Area Added between 2048 and 2063 by Future Growth Area

The principal issue driving the need for this was identified as the substantial 120m separation distance between the northern and southern intersections of the interchange. The separation distance was resulting in substantial lost time and an overall inefficiency for the interchange. In response to this, it was determined that by enabling the north and southbound movements to come forward into the interchange area in advance of a follow-on overlap movement, the transport effects were effectively mitigated.

The peer review consultants identified this as a non-standard phasing and sought further consideration of it.

Assessment and Evaluation

Boffa Miskell has assessed and evaluated the nature of the change and key matters for consideration as follows:

- Boffa Miskell engaged with the Tauranga Transport Operations (TTOC) to inform the matters to be considered and assessed;
- TTOC advised of two general guidance principles for consideration at signalised interchanges as follows:
 - Traffic entering the interchange at the first node (either a right turn from the off-ramp or a through movement from the local road) should not be stopped at the second node, regardless of the movement being made. The only likely exception is a motorway U-turn from off-ramp to on-ramp.
 - For traffic entering from the local road, the first stop line must always display green before, or at the same time, as the second stop line. This is a safety measure to prevent drivers waiting at the first stop line from “jump-starting” through a red if the downstream signal turns green earlier.
- The further investigation and advice in relation to these matters has confirmed the following:
 - All of the other signalised interchanges in Tauranga are configured with about a 60m separation between the signalised ramp terminals each side of the interchange, compared with 120m at the PEI interchange. The proposed form of the interchange in the 2063 TTHM model is shown at **Appendix B**;
 - An assessment of the Tauranga region identified 4 of the interchanges currently operating with pre-loading phases, as shown on the Figures at **Appendix C**;
 - The Tauranga region example interchange are all operating with different phasing variants, and therefore phasing is tailored to specific site locations at interchanges;
 - With increasing distance between the two nodes increases, both guidance principles become less critical, and the interchange can be treated more like two coordinated intersections.
 - Not achieving the first guidance principle is assessed as not being a significant issue subject to it operating efficiently and with queuing being accommodated; and
 - In relation to the second guidance principle, this will be met because the proposed phasing will activate the first stop line green phase first.

Peer Review Subsequent Assessment

The assessments and evaluations described above were communicated by Beca to the peer reviewer (Flow). The Peer Reviewer has recommended that provision for a Safety Audit would be an appropriate provision.

The application is proposing to require safety audits for all intersections on the secondary arterial and collector road network, in accordance with the Western Bay of Plenty District Plan requirements, which include the subject interchange, with detailed engineering design drawings when these are submitted for authorisation by Council.

The transport model year that has been assessed where consideration would need to be made is 2048. The land development assumptions that underly this assumption in the model are based on Te Tumu development progressing at pre-planned rates unaffected by the land supply in Wairakei South, that there is a significant land development transfer from a range of other model areas to the Wairakei South site and that the Wairakei South development progresses at an optimal development rate unimpacted by land development elsewhere within the region. It is highly likely therefore that in practice, the potential for this phasing to be considered will be some material period beyond 2048. Notwithstanding this, and based on full development of both the contributing Te Tumu and Wairakei South areas, the matter is assessed as having the potential to arise in the PM peak period at some future horizon year.

The peer reviewer has also noted that that there is the potential for queues from the PEI to extend back to The Sands Avenue intersection if this arrangement is not implemented.

Upon further consideration, and having regard for the matters described, the Flow peer review report has classified the matter as minor and closed out the peer review assessment.

PEI Future Phasing Engagement Request

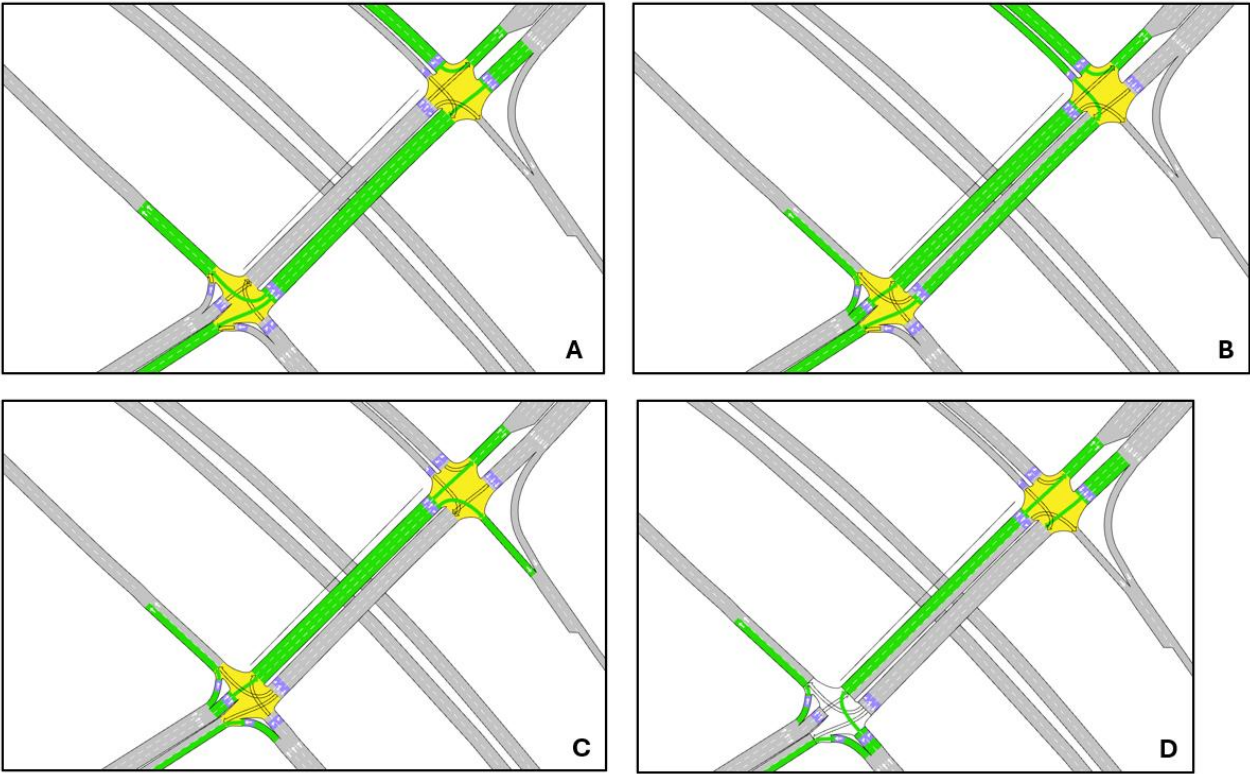
On the basis of this summarised information and assessment, it is requested that NZTA have regard for the phasing proposal and further engage with the applicant with a view to confirming the proposed method, and any further aspects that may warrant consideration as conditions of consent.

Following your initial consideration, we would be pleased to meet with you, to discuss any matters warranting consideration. We would invite you to engage with Mark Apeldoorn – Boffa Miskell in relation to coordination of this.

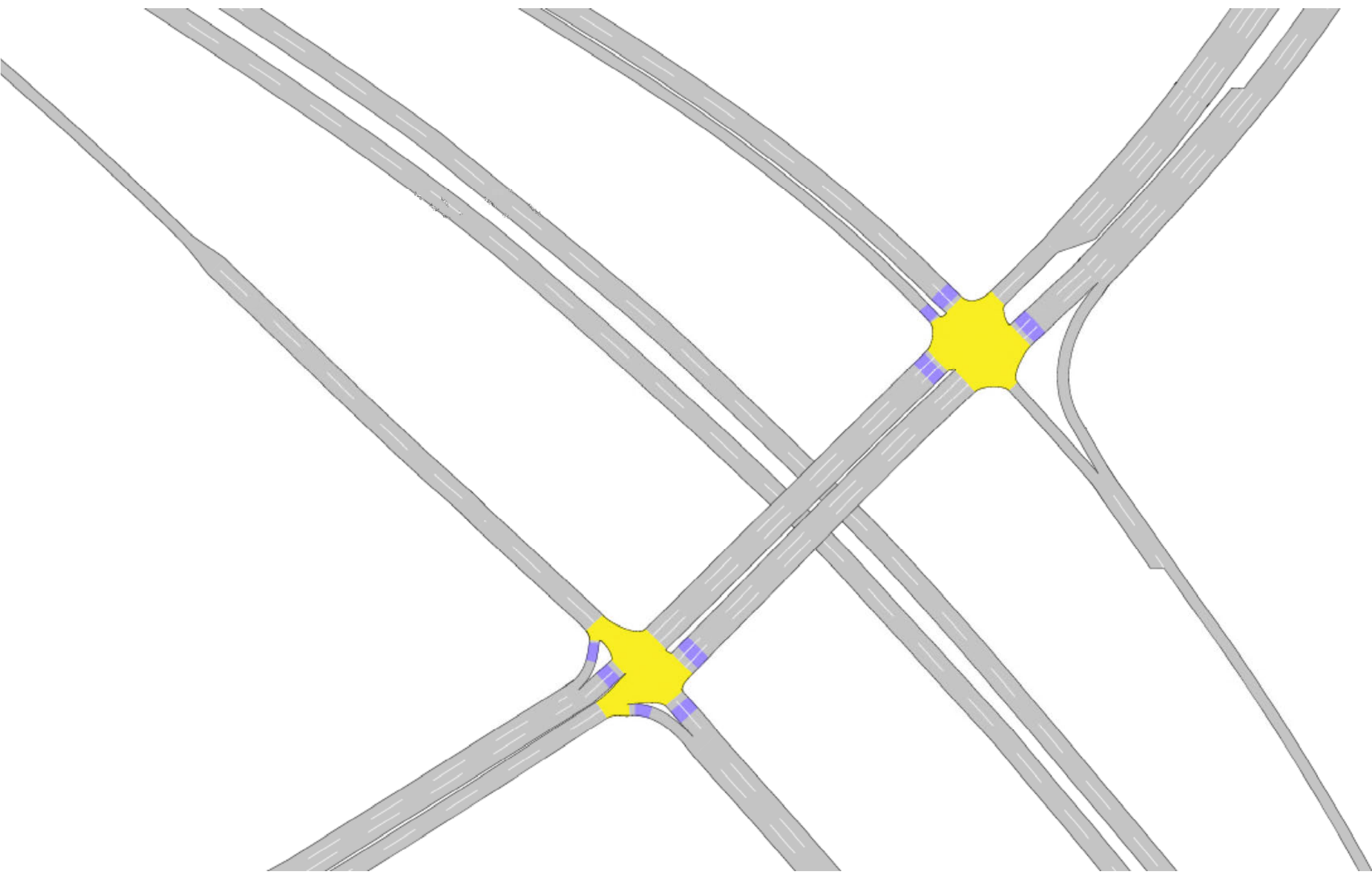
Many thanks for your consideration and we look forward to hearing from you.

Kindest regards.

Appendix A: TTHM 2063 PEI Interchange Phasing



Appendix B: 2063 TTHM PEI Interchange Layout Diagram



Appendix C: Tauranga Region Interchange Signal Pre-loading Phasing Examples

TMonitorForm: (1) 9035 (Suspended) - Tauranga E Link, Sands Avenue, Papamoa East Int : Tauranga (NZTA)...

Show Configure Options

Find Monitor Subsystem Strategic Monitor

9035 Alarms PK WBOP Subsystem 43 Degree of Saturation 0 scats Move Smarter

Split Plan 1 Isolated Subsystem Plan 1 Master Subsystem Cycle Generator 5

Offset Plan 3 Offset 0, 0 ^A Link Plan 3 Link none Active Link none

Special Facilities Z3,6 Cycle Plan none Cycle Length 50 Required Cycle Length 50

XSF

Active Plan

	<A>	55%	27
B	25% <td>13</td>	13	
C	20% <td>10</td>	10	
D			

Site Operation

	<A>	
B		
C		
D		

Active Offset 0 ^A Site Fallback 120

MSS Isolated

Region - WBOP - Version 6.10.0.4

TMainForm: SCATS Access

File View Edit Login Tools Window

Cycle Lock	Trim	Detect
Dwell	Notices	Lam
Plan Lock	Incidents	Majo

Central Manager - Tauranga City Council

9035 Papamoa East Interchange

TCS 9035

TAURANGA

WBOP

SS=43

5 PHASES

A	D
B	
B1	
C	



TMonitorForm: (1) 9020 - Tauranga E Link, Sandhurst Dr : Tauranga (NZTA) - WBOP

9020 Sandhurst

Show Configure Options

Find Monitor Subsystem Strategic Monitor

9020 Software V3bb CS=12 from 1-2-2024; Tauranga E Link

9020

Alarms SC SI NF

WBOP Subsystem 38

Degree of Saturation 26

scats Move Smarter

Split Plan 1

Master Isolated

Subsystem Plan 1

Master Subsystem

Cycle Generator 87

Offset Plan 3

Offset 0, 0 ^C

Link Plan 3

Link none

Active Link none

Special Facilities Z3,6

Cycle Plan none

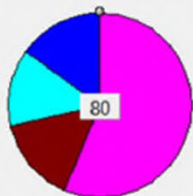
Cycle Length 80

Required Cycle Length 80

XSF

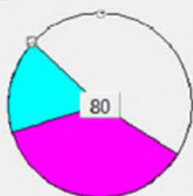
Active Plan

A	14%	11
B	15%	12
<C>	56%	45
D	15%	12



Site Operation

A	14	42
B		
<C>	29	33
D		



Active Offset 0 ^C

Site Fallback 0

MSS

Master Isolated

Region - WBOP - Version 6.10.0.4

TMainForm: SCATS Access

File View Edit Login Tools Window

Cycle Lock	Trim	Detect
Dwell	Notices	Lam
Plan Lock	Incidents	Major

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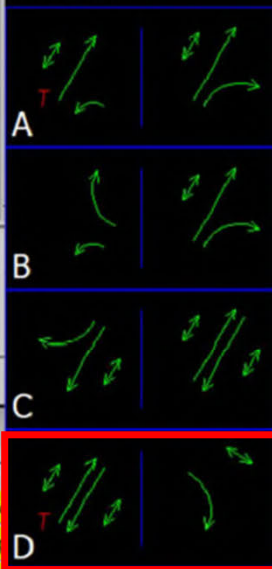
TSiteGraphicsForm: Site Graphics

TCS 9020

TAURANGA
WBOP

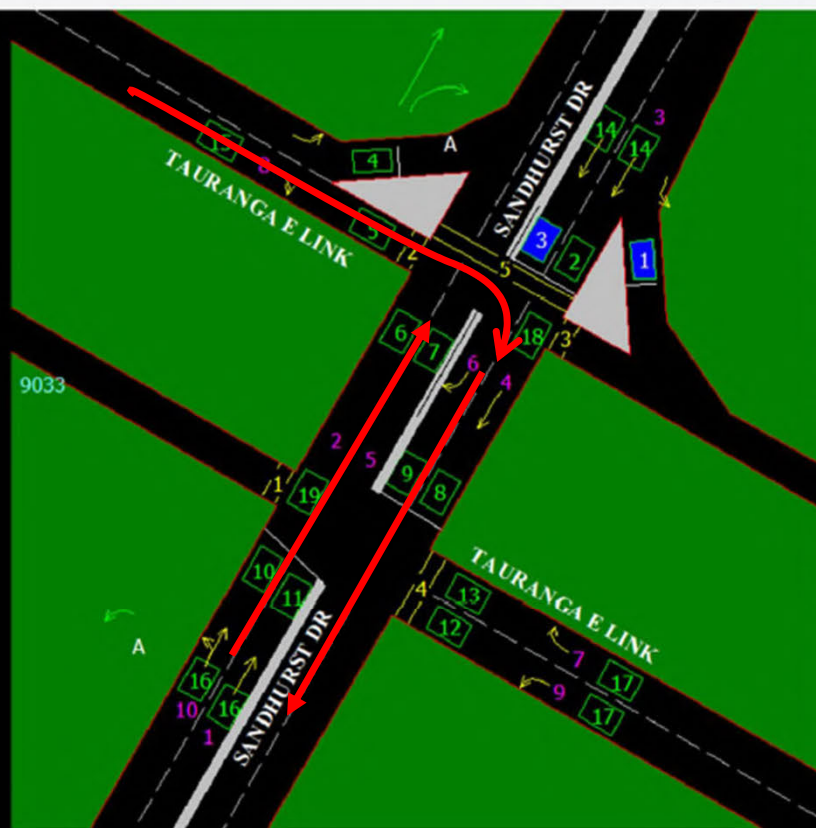
SS=38

4 PHASES



SP1 = Stretch C
SP2 = Stretch A
SP3 = Stretch B
SP4 = Stretch C

This to enable
dynamic stretch
for sudden
approach
closures due to
crashes



Search A Star Settings Music Star Profile

9 1



The screenshot displays a traffic management system interface for TCS 9004. The interface is divided into several sections:

- Top Bar:** Shows the system name "TCS 9004" and "WBOP". It includes a "Show" button and a "Monitor" button.
- Left Sidebar:**
 - Alarms SI NF:** A table showing active plans and their status.

Plan	Status	Count
<A>	25%	20
B	19%	15
C	27%	22
D	11%	9
E	14s	14
 - Site Operation:** A table showing site operation status.

Plan	Status	Count
<A>	14	39
B	11	4
C	16	10
D		
E		
- Main Map Area:** A detailed map of the road network. A red box highlights a specific lane labeled "E". The map shows various ramps, including "OFF RAMP" and "ON RAMP", and labels for "MIRRIELES RD" and "MARSH STREET".
- Bottom Panel:** A menu of system functions.

Function	Status
Cycle Lock	Trim
Dwell	Notices
Plan Lock	Incidents
Detector Alarm	Lamp Fault
Major Alarm	
RAM Update	Short Clearance
Long Clearance	
Fallback	High Density
Increment Failure	File Update

Show Configure Options

Find Monitor Subsystem Strategic

9003

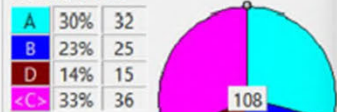
Split Plan 3

Offset Plan 3

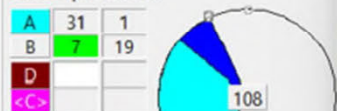
Special Facilities Z3,6

XSF

Active Plan



Site Operation

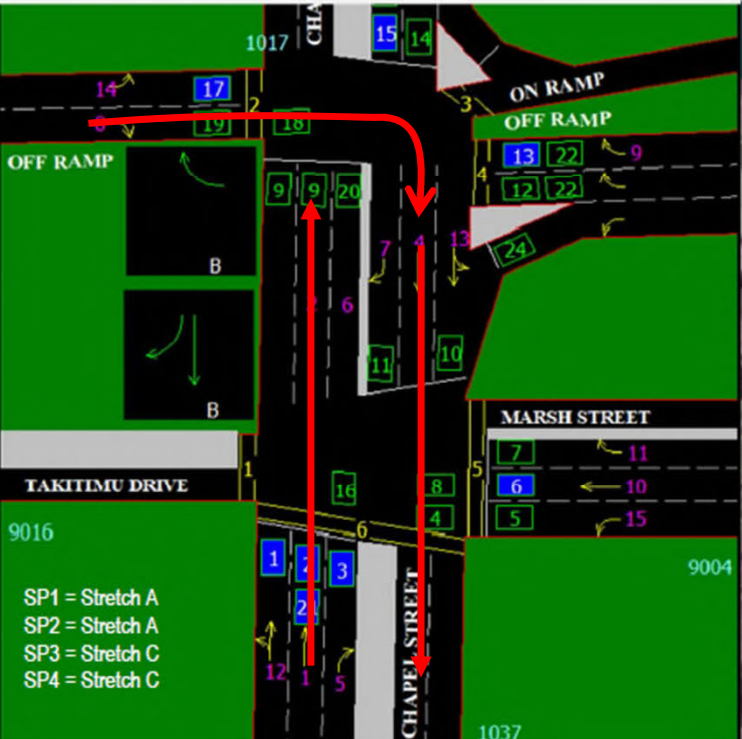
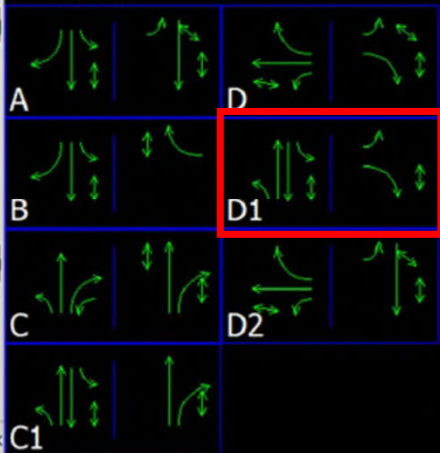


Active Offset 0 ^A

MSS

TCS 9003
WBOP
SS=32

7 PHASES



SP1 = Stretch A
SP2 = Stretch A
SP3 = Stretch C
SP4 = Stretch C

File View Edit Login Tools Window Help

Cycle Lock	Trim	Detector Alarm	RAM Update	Short Clearance	Fallback	Manager
Dwell	Notices	Lamp Fault		Long Clearance	High Density	Region
Plan Lock	Incidents	Major Alarm	System Alarm	Messages	Increment Failure	File Update

Central Manager - Tauranga City Council

User 3 - Level 1

12/03/2026 12:20:57 pm

9003 Chapel / Marsh

< Collapse

Old Stones | Medi

Search A Star

9

9003

