



Appendix A

**Fast-track Approvals (Wairakei
South and Other
Projects) Amendment Order &
Original Referral Application**



Fast-track Approvals (Wairakei South and Other Projects) Amendment Order 2026

Cindy Kiro, Governor-General

Order in Council

At Wellington this 9th day of March 2026

Present:

Her Excellency the Governor-General in Council

This order is made under section 117A of the Fast-track Approvals Act 2024—

- (a) on the advice and with the consent of the Executive Council; and
- (b) on the recommendation of the Minister for Infrastructure made in accordance with section 117A of that Act.

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Order

1 Title

This order is the Fast-track Approvals (Wairakei South and Other Projects) Amendment Order 2026.

2 Commencement

This order comes into force on 13 March 2026.

3 Principal Act

This order amends the Fast-track Approvals Act 2024.

4 Schedule 2 amended

- (1) In Schedule 2, item relating to Wairakei South, fourth column, replace “123 to 340 hectares” with “300 to 350 hectares (approximately)”.
- (2) In Schedule 2, item relating to Homestead Bay, third column, replace “1,100 square metre” with “11,000 square metre”.
- (3) In Schedule 2, item relating to Mt Welcome, Pukerua Bay, Porirua,—
 - (a) third column, replace “900 residential allotments, a commercial centre, and associated infrastructure, including a water reservoir, wastewater storage facilities, roading, and improved pedestrian and cycle trails to Pukerua Bay Village” with “950 residential allotments, an allotment and preparatory works to enable a future commercial centre, and associated infrastructure, including roading and improved pedestrian and cycle trails”:
 - (b) fourth column, replace “422A and 422B State Highway 59, Pukerua Bay, Porirua” with “Lot 1 DP 608433, Lot 1000 DP 608433 (34 Muri Road), Lot 1 DP 534864 (422 State Highway 59), Lot 2 DP 534864 (422A State Highway 59), Part Lot 1 DP 89102 (422A State Highway 59), Lot 2 DP 89102 (422B State Highway 59), and the State Highway 59 corridor legally described as Road Reserve”.
- (4) In Schedule 2, item relating to Tukituki Water Security,—
 - (a) third column, replace “a land exchange” with “land exchanges”:
 - (b) fourth column, delete “and 22 hectares at Ruahine Forest Park,”.

Rachel Hayward,
Clerk of the Executive Council.

Explanatory note

This note is not part of the order but is intended to indicate its general effect.

This order, which comes into force on 13 March 2026, amends Schedule 2 of the Fast-track Approvals Act 2024 to amend the project description or approximate geographical location, or both, for 4 projects, as follows:

- the approximate geographical location for the Wairakei South project is amended to be 300 to 350 hectares (approximately) at Bell Road, Papamoa instead of 123 to 340 hectares at Bell Road, Papamoa:
- the project description for the Homestead Bay project is amended to correct an error in the size of the proposed commercial retail precinct:
- the amendments relating to the Mt Welcome, Pukerua Bay, Porirua project—
 - amend the project description so that the project includes approximately 950 residential allotments, an allotment and preparatory works for a future commercial centre, and associated infrastructure, including roading and improved pedestrian and cycle trails. Formerly, the project included approximately 900 residential allotments, a commercial centre, and associated infrastructure, including a water reservoir, wastewater storage facilities, roading, and improved pedestrian and cycle trails to Pukerua Bay Village:
 - amend the approximate geographical location for the project so that it refers to specified land at 34 Muri Road, 422, 422A, and 422B State Highway 59, and the State Highway 59 corridor legally described as Road Reserve. Formerly, it referred to 422A and 422B State Highway 59:
- the amendments relating to the Tukituki Water Security project—
 - amend the project description so that the reference to a land exchange with the Department of Conservation is to land exchanges with that department:
 - amend the approximate geographical location for the project to remove a reference to 22 hectares at Ruahine Forest Park.

Issued under the authority of the Legislation Act 2019.

Date of notification in *Gazette*: 12 March 2026.

This order is administered by the Ministry for the Environment.



Wairakei South Original Referral Information

Bell Road Limited Partnership – Fast Track Application

SUBMITTER DETAILS

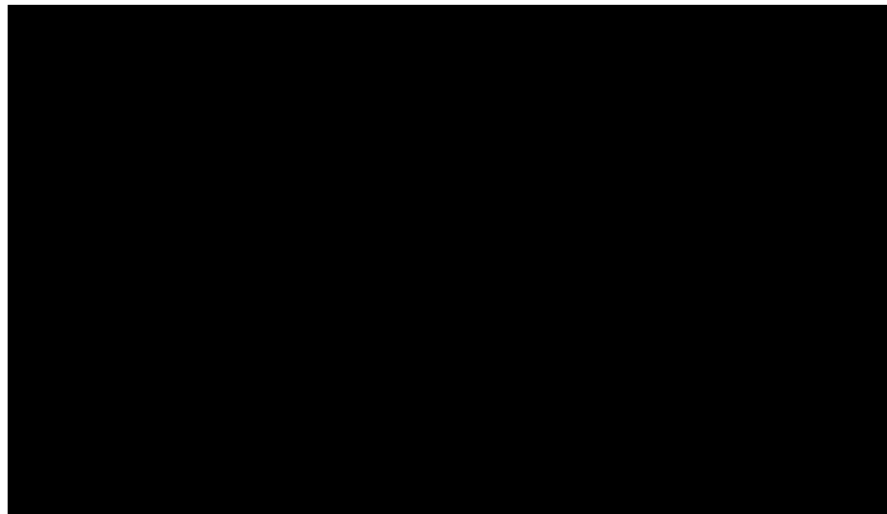
1. Application: [2A](#)
2. Submitter: [Bell Road Limited Partnership](#)
3. Contact Person: [REDACTED]
4. Title: [Manager](#)
5. Email: [REDACTED]
6. Phone: [REDACTED]
7. Postal Address: [REDACTED]
8. Service Address: [REDACTED]

SECTION ONE – PROJECT LOCATION

9. Site Address: [Bell Road, Pāpāmoa, Western Bay of Plenty District](#)

[Combined Maps \(Street & Aerial\) to be uploaded.](#)
[Framework Plan to be uploaded.](#)

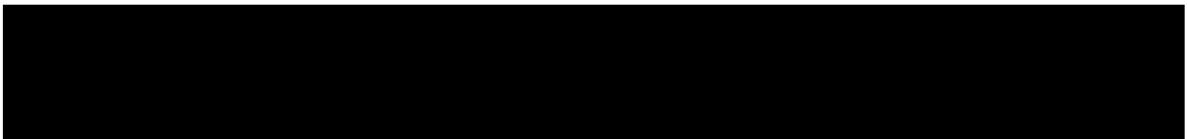
10. Registered Titles:



[Combined Titles to be uploaded.](#)

11. Applicant's legal interest (if any) in the land on which the project will occur and how that affects the applicant's ability to undertake the work that is required for the project:

[The applicant, Bell Road Limited Partnership is the developer of the proposed project.](#)



SECTION TWO – PROJECT DETAILS

12. Project Name: [Wairakei South](#)

13. Project Summary:

A development opportunity of considerable scale (356 hectares), that has the ability to meet the significant under supply of business and residential land in the Western Bay sub-region, particularly Tauranga.

The project land is also strategically placed, so it can utilise key existing infrastructure, and acts as an extension to the existing Wairakei Urban Growth Area, one of the largest suburban areas of Tauranga currently operating and under further development.

14. Project Details:

Proposed project:

Large scale comprehensively planned mixed use development, with a focus on delivering both industrial and residential land uses.

The net developable area has the ability to deliver 2,000-3,000 new homes and approximately 60-80 hectares of new industrial land activity in the future for Tauranga and the Western Bay of Plenty sub-region.

Purpose:

New and readily available land supply, to address the Western Bay of Plenty sub-region's significant shortage of business and residential property.

The recent SmartGrowth Housing and Business Capacity Assessment (HBA) for the Western Bay of Plenty sub-region (dated 2022) identifies a significant deficit in housing supply in the short term (1,400), medium term (2,780) and long-term (3,000) which this project can address, notwithstanding the New Zealand housing market outlook in 2024 is arguably worse than compared to 2022.

Similarly with business land including industrial, Tauranga will face land capacity constraints over the medium-term (24 ha) and longer-term (331 ha) based on the same HBA report noted above. Potentially the shorter-term is also an issue if appropriate infrastructure investment is not addressed in a timely manner, and the need for Mount Maunganui to relocate industrial businesses due to air quality concerns requires immediate attention.

Objectives:

1. To create further housing and business land to address the sub-region's current housing and business land supply crisis.
2. To plan for and develop a well-functioning urban environment.
3. To substantially enhance the sub-region's economy and employment outcomes.

4. To ensure low natural hazard risk achieved after completion of the development.
5. To work collaboratively with the various statutory bodies including Councils, NZTA, and with Tāngata / Mana Whenua.
6. To provide cost-effective developer led infrastructure, as well as utilising existing or planned transport and three waters infrastructure.
7. To create positive on-site ecological and recreational benefits, by establishing a regional wetland restoration project.
8. The ability to commence physical works within 2 years from the appropriate zoning and resource consents being granted.

Activities:

The table below which sets out the various land uses for Wairakei South:

Land Use/s	Approximate Total Area (hectares)	% of Total Area
Mixed Use Development Areas	153 hectares	43.0%
Existing Stormwater Corridors	12.9 hectares	3.6%
Stormwater Management & Wetland Areas	162.7 hectares	45.7%
State Highway Buffer Reserve	4.2hectares	1.2%
Primary Road Network	23.2 hectares	6.5%
SUB TOTAL (Total Site Area)	356 hectares	100%

The Bell Road Limited Partnership shareholders are long-term and practicing developers, who are very active in the Wairakei Urban Growth Area and other areas of the sub-region. This very experience and adaptability of the applicant, ensures the Wairakei South development plan can adjust the mixed-use development area between housing, industrial, employment and commercial land uses.

15. Describe the staging of the project, including the nature and timing of the staging:

Below is the estimated development programme timing for the Wairakei South project:

Resource consents	2024 - 2026
Site earthworks	2026 - 2030
Bulk infrastructure	2027 - 2032 (SH2 interchange connection + 3 waters)
Individual staged infrastructure	2027 - 2041 (internal roading, utilities, site engineering)

16. What are the details of the regime under which approval is being sought?

Resource Management Act 1991

17. Who are the relevant local authorities?

Western Bay of Plenty District Council
Bay of Plenty Regional Council
Tauranga City Council

18. What applications have you already made for approvals on the same or a similar project?

No applications have been lodged at this stage. However, Bell Road Limited Partnership has been preparing information for a future Private Plan Change application and has also made a submission via the SmartGrowth Partnership (made up of Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council, Tāngata Whenua and Central Government) to have the Wairakei South development area to be included as a Priority Development Area and to be integrated into the Future Development Strategy.

19. Is approval required for the project by someone other than the applicant?

No, this project will be solely authorised by the Bell Road Limited Partnership.

20. Please provide a high-level timeline outlining key milestones like:

Detailed design:

- Concept planning has been completed.
- Preliminary engineering, stormwater modelling and geotech assessment has been completed.

Procurement:

- Northern land blocks (~123 hectares) has been acquired.
- Current option to buy the Southern land blocks (~217 hectares).

Funding:

- Initial funding is in place with equity contributions from the shareholders of the Bell Road Limited Partnership.
- Bank debt will also be used, along with the recycling of capital to continue the development.

Site works commencement:

- Estimated commencement date of physical works is 2026, subject to the appropriate resource consents in place.

Completion:

- Estimated completion date for the total development of the subject property is 2041.

SECTION THREE CONSULTATION

21. Who are the persons affected by the project?

1. Local authorities including Western Bay of Plenty District Council, Tauranga City Council and Bay of Plenty Regional Council.
2. Central Government agencies including NZTA (Waka Kotahi) and Ministry for the Environment.
3. Tāngata / Mana Whenua, including Te Kapu o Waitaha and the Kaituna River Authority.

22. Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Engagement with Tāngata Whenua has commenced and ongoing.

1. The applicant has met with Te Kapu o Waitaha (Mana Whenua) on 26 May 2024 to introduce the development project, following a preliminary project discussion.
2. The applicant is scheduled to meet with Te Maru o Kaituna River Authority (which includes five members from different Te Arawa iwi) on 3 May 2024.
3. Local Authorities and Central Government engagement has occurred via the SmartGrowth submission process outlined in Section Two of this application.
4. Preliminary discussions on the project has also occurred with Ngai Te Rangī, with other Tāngata Whenua engagement pending.

Bell Road Limited Partnership also meets with the Kaituna Catchment Control Scheme Advisory Group every 6 months.

23. Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

No Public Works Act processes are required for the project.

SECTION FOUR - IWI AUTHORITIES AND TREATY SETTLEMENTS

24. What treaty settlements apply to the geographical location of the project?

Wairakei South land is in private ownership.

The applicant is continuing to research this subject matter. However, to date the applicant is not aware of any treaty settlements that apply to the development area properties.

25. Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No.

26. Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No.

27. Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No.

28. Has the applicant has secured the relevant landowners' consent?

Yes.

29. Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No.

30. Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No.

SECTION FIVE – ADVERSE EFFECTS

31. What are the anticipated and known adverse effects of the project on the environment?

Historical flooding

The area has been susceptible to historical flooding, and therefore requires mitigation works to be provided including raised building platforms, flood retention swales, pumping systems, and stormwater ponds to provide a low-risk urban development.

Independent expert analysis including geotech (Engeo), engineering (Lysaghts), stormwater modelling (DHI) and transport (Mott MacDonald) has already been completed by the applicant to substantiate these mitigation works, which are considered best practice systems currently applied in the Western Bay of Plenty sub-region.

Liquefaction

The area is susceptible to liquefaction and lateral spreading, like other development areas along the eastern corridor of Western Bay of Plenty. Initial investigations show that it is feasible to mitigate risk through raised ground levels, pre-loading, and ground treatment. Buildings will also have their appropriate structural engineering methodologies adopted as well.

Tsunami

Susceptibility to tsunami can be mitigated through warning and evacuation systems like all other development areas (current and planned) along the eastern corridor of Western Bay of Plenty. The added benefit of this development area is its southern adjacency to the Tauranga Eastern Link (SH2), which acts as a natural buffer from the coast.

Loss of productive land

The land is not highly versatile land given constraints such as its low-lying nature and peat soils. The land is not class 1 and only parts class 2, the land has limited productive potential as arable land for cropping or orcharding. The land is currently used as a dairy run-off block and would therefore have minimal impact on rural production activities in reverting to urban development.

SECTION SIX – NATIONAL POLICY STATEMENTS AND NATIONAL ENVIRONMENTAL STANDARDS

32. What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

NPS-Urban Development (NPS-UD)

The Wairakei South project is entirely consistent with the NPS-UD, both in the current and future intended environments. In particular, the project:

1. Clearly demonstrates a well-functioning urban environment that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and in the future; and
2. Can provide sufficient development capacity to meet the different needs of people and communities.

The Wairakei South project also:

- a) Enables more businesses to be located in areas of urban environment in or near a centre zone or other area with many employment opportunities and where there is high demand for housing (Objective 3);
- b) Recognises that New Zealand's urban environment develop and change over time in response to the diverse and changing needs of people, communities, and future generations (Objective 4);
- c) Enables as a minimum a variety of sites that are suitable for different business sectors in terms of location and site size; and supporting the competitive operation of land and development markets (Policy 1(b) and 1(d));
- d) Has regard to planned urban built form anticipated by those RMA planning documents that have given effect to the NPS; and that this may involve significant changes to an area and those changes may impact amenity values, including by providing increase and varied housing densities and types, and this is change is not an adverse effect (Policy 6); and
- e) Assists greatly in the current deficit faced by the sub-region for short-term and medium-term housing supply (Policy 2).

NPS-Highly Productive Land (NPS-HPL)

The existing land is class 2 and 3 land under the New Zealand Land Resource Inventory (NZLRI) maps.

It is proposed that the Wairakei South properties will have minimal impact on the sub-region (district) with regard to low productive capacity, as:

1. The land is not highly versatile land given constraints such as its low-lying nature and peat soils; and

2. The land has limited potential as arable land for cropping or orcharding.

It is also proposed that the Wairakei South project and is well suited for providing significant new land capacity for both residential and industrial uses, where demand is required.

NPS-Freshwater Management (NPS-FW)

The Wairakei South project is consistent with the NPS-FW. In particular, we can note the following:

1. There are no defined wetlands on the land, either natural or constructed by artificial means and no waterways in terms of rivers.
2. The development project is not within 10m of a “natural wetland” as defined under the NPS-FW, therefore, no consents are triggered.
3. It is also proposed to establish ~163 hectares of new wetlands on the land for recreational and stormwater purposes to ensure that natural and physical resources are appropriately managed and consistent with the principles of Te Mana o te Wai.

SECTION SEVEN – ELIGIBILITY

33. Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes, the Fast Track process will enable timely consenting of the development project, which would otherwise be subject to a Private Plan Change and resource consenting which will take over ten+ (10+) years to complete.

Therefore, no urban development would be realised from the site until 2036 and therefore much needed new housing and business land will not be delivered until post 2036.

To illustrate the significant delays to achieve to achieve urban zoning in Tauranga, the recent Plan Changes of Te Tumu and Tauriko in Tauranga have been in planning for at least 14 years and are still yet to be completed. Prior to these two areas, the last large scale Plan Change Area in Tauranga was the Wairakei Urban Area, which commenced in 2000 and was finally adopted in 2012, some 12 ago.

34. What is the impact referring this project will have on the efficient operation of the fast-track process?

The abbreviated timeframe of the Fast Track process has the ability to satisfy the significant under supply of business and residential land in the Western Bay sub-region. Tauranga city is at a crisis stage, with a huge deficit in both housing and industrial land.

The Wairakei South project has the ability to deliver 2,000-3,000 new homes and approximately 60-80 hectares of new industrial land.

By Fast Tracking the Wairakei South project, also facilities further strategic infrastructure being delivered in the area by the developer, including transport infrastructure and 3 waters infrastructure.

35. Has the project been identified as a priority project?

No.

36. Will the project deliver regionally or nationally significant infrastructure?

The Wairakei South project will assist in completing the Papamoa East Interchange (PEI) which is currently under construction and a regionally significant transport infrastructure, along SH2. With the Fast Track process, the project provides the ability to integrate a southern onramp as part of these current works.

The PEI creates immediate access to the Tauranga Eastern Link (SH2), the main transport corridor from the east into Tauranga and the port and also provides a contiguous link into the existing Wairakei Urban Area.

The use of existing infrastructure by Wairakei South has significant obvious advantages over other future development areas, which require major network upgrades, which have yet to be designed, consented, funded, constructed and/or made operational.

Wairakei South also proposes to create an extensive stormwater and recreational wetland reserve that has the ability to assist in mitigating historical flooding to low lying areas of the wider catchment, while providing a community asset of considerable utility, being the wetland area of regional scale. This is relevant, as it is understood that over 90% of original wetlands have been lost in the catchment.

37. Will the project:

- Increase the supply of housing
- Address housing needs
- Contribute to a well-functioning urban environment

The Wairakei South project has the ability to deliver 2,000-3,000 new housing stock for the Western Bay of Plenty sub-region.

A number of housing and resident needs can be catered for including:

- A range of differing housing typologies and choices are proposed;
- A network of walkable housing neighbourhoods to be created; and
- A multi-modal transport environment including a direct connection to the adjacent Town Centre of Wairakei via the interchange currently under construction.

The Wairakei South development area can contribute to a well-functioning urban environment because it has strong spatial logic at macro urban scale.

Being located alongside the existing Wairakei and planned Te Tumu Urban Growth Areas, Tauranga Eastern Link (SH2), is immediately adjacent the Papamoa East Interchange (PEI) and has future connection possibilities to Te Puke, which are all important components.

The multitude of existing, planned, and future proposed land uses allows a highly functioning environment that has a strong live-work-learn-play framework. As a result, the community will have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces.

Equally important is the integrated delivery of land use and transportation to be achieved within the development area through a multi-modal approach including walkable neighbourhoods, clear public transport nodes, connected cycle networks and defined routes for industrial areas.

Large scale wetlands are to be created to offer significant ecological, cultural, and recreational values and will lead to significant water quality improvements in the area.

The industrial land to be provided, will also provide future employment business opportunities for the existing and future residents of Pāpāmoa, Wairakei and Te Puke.

38. Will the project deliver significant economic benefits?

Yes. The Wairakei South project has been assessed by an economist (Urban Economics) to provide substantial economic and employment benefit to the Western Bay of Plenty sub-region including the following:

- A direct GDP contribution of \$363.3m, supporting employment of 2,760 FTEs.
- An indirect GDP contribution of \$413.4m, supporting employment of 3,115 FTEs.
- A total economic impact of \$779.9m to GDP, supporting employment of 5,870 FTEs.

39. Will the project support primary industries, including aquaculture?

Aquaculture or primary industries are not land-uses contemplated in Wairakei South. However, the proposed industrial land area occupants (for e.g. trade, manufacturing, transport, utilities, construction, services) will inevitably have a support role to the wider agricultural and primary sectors of Bay of Plenty.

40. Will the project support development of natural resources, including minerals and petroleum?

Outside of the ecological wetland areas, the development of natural resources, including minerals and petroleum are not land-uses contemplated in Wairakei South.

41. Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes. The proposed land use and transport planning combined for Wairakei South encourage mode shift and reduced reliance on private motor vehicles, reducing energy consumption, reducing greenhouse gas emissions, and improving air quality.

Wairakei South is the nearest new industrial development area to the Tauranga City and Port (as a key sub-regional hub) by drive time and/or distance (estimated at 21min or 20km). As a result future transport movements between the development area and the port will notably less in comparison to other new industrial areas. The reduction in greenhouse (Co²) emissions over time will be significant.

The large-scale ecological wetlands and plantings and the multi-model approach and compact form of the development will also assist with reducing greenhouse emissions.

42. Will the project support adaptation, resilience, and recovery from natural hazards?

Yes. Independent expert advice has recommended the following measures for Wairakei South, to manage natural hazards:

- Flood freeboard of 0.5m minimum per statutory authority guidelines.
- Landform surface grades of 0.5% minimum.
- Average preload settlement allowance of 1.5m.
- Average earthquake and creep settlement allowance of 0.3m.
- Site is located above and outside Tsunami modelling area and protected from Tsunami by the Tauranga Eastern Link (SH2) corridor embankments.

43. Will the project address significant environmental issues?

Yes, in the past the wider catchment has been susceptible to historical flooding. However with what Wairakei South is proposing, various mitigation works including raised building platforms, flood retention swales, pumping systems, and stormwater ponds, not only provide a low-risk urban development, and assist in addressing flooding issues.

44. Is the project consistent with local or regional planning documents, including spatial strategies?

Yes. From a local a location perspective, Wairakei South is an ideal strategic fit for future development for a number of reasons, including:

1. The property is positioned immediately adjacent to the Tauranga Eastern Link (SH2) and utilises a completed state highway network corridor, that is fully functioning with a high degree of efficiency.
2. Wairakei South acts as an extension to the existing and thriving Wairakei Urban Growth Area, with an expansion option of sizeable scale. This expansion will enhance a well-functioning urban environment through greater intensification, improve connectedness via a multimodal transport system, and provide access to a huge community of existing (and new) residents & employees. This approach has been referred to as the Connected Centres Development Strategy, which underpins the Future Development Strategy (FDS).
3. This “Connected Centres” adopted by the sub-regional SmartGrowth Strategy supports the Wairakei South connection to The Sands Town Centre, a sub-regional centre. The Sands is identified to service not only the Wairakei and Te Tumu Urban Growth Areas, but the Tauranga Eastern corridor covering Tauranga City and Western Bay of Plenty Council areas and is formally recognised in the Tauranga City Plan.

45. Anything else?

- The Wairakei South proposal is master planned by way of a detailed framework plan.
- The development area is of a large enough in scale to contribute towards the current undersupply of both business and residential land in Tauranga.
- The site offers great regional accessibility and takes advantage of the Tauranga Eastern Link (SH2) and Pāpāmoa East Interchange (currently under construction) for this access.
- There are benefits of funding and delivery of infrastructure being developer led.

- The effects of climate change and natural hazards have already been assessed in terms of technical reporting.
- The site is in close proximity to large employment nodes, including The Sands Town Centre and Rangiuru Business Park.
- The wetlands proposed offer substantial stormwater management advantages and provide ecological benefits which are regionally significant.
- The project provides a huge economic contribution to the Western Bay of Plenty sub-region, including \$779.9m positive impact to GDP, supporting employment of 5,870 FTEs.

46. Does the project include an activity which would make it ineligible?

No.

SECTION EIGHT – CLIMATE CHANGE

47. Will the project be affected by climate change and natural hazards?

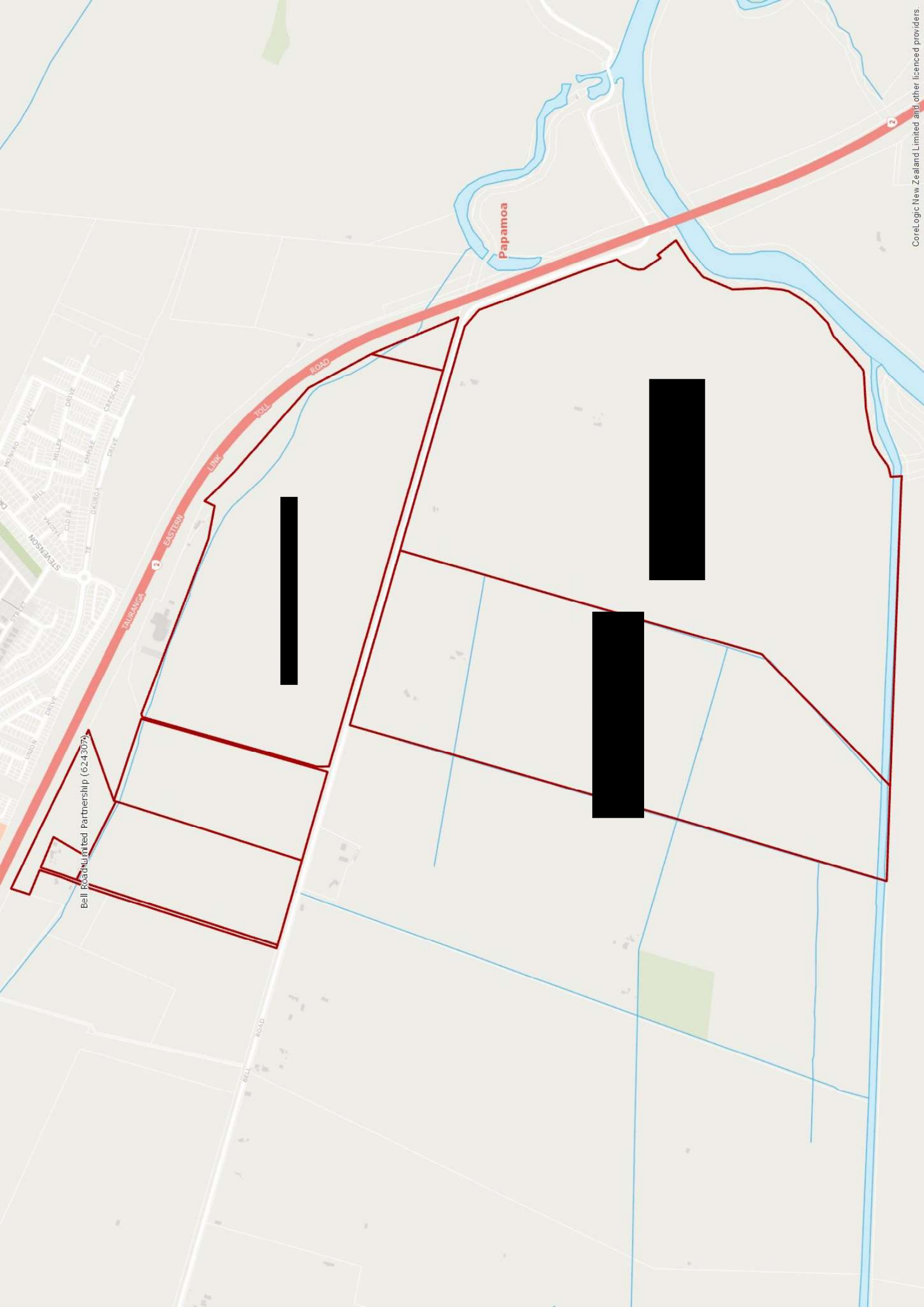
There is the potential for Wairakei South being affected by flooding and sea levels rising. However, the project is to be mitigated against these risks, by best practice solutions including raised building platforms, flood retention swales, pumping systems, and stormwater ponds.

SECTION NINE: TRACK RECORD

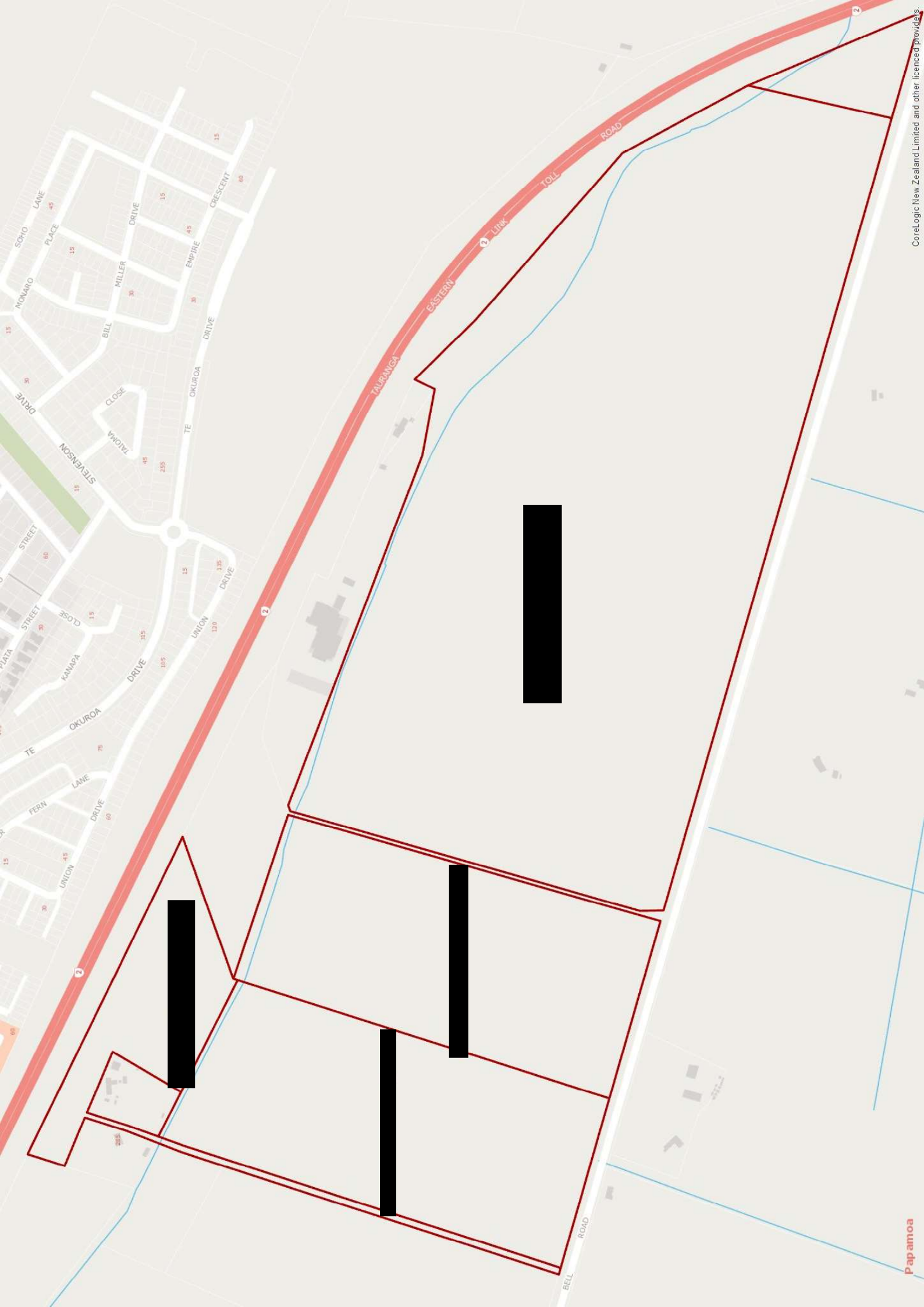
48. Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Bell Road Limited Partnership has not had any enforcement or compliance actions against itself.

DECLARATIONS



Bell Road Limited Partnership (6243079)



SOHO LANE
MCMARNO PLACE
MILLER DRIVE
BILL MILLER DRIVE
EMPIRE DRIVE
CRESCENT
STEVENSON DRIVE
YAKOMA CLOSE
TE OKUROA DRIVE
UNION DRIVE
KAMAPA DRIVE
OKUROA DRIVE
FERN LANE DRIVE
UNION DRIVE

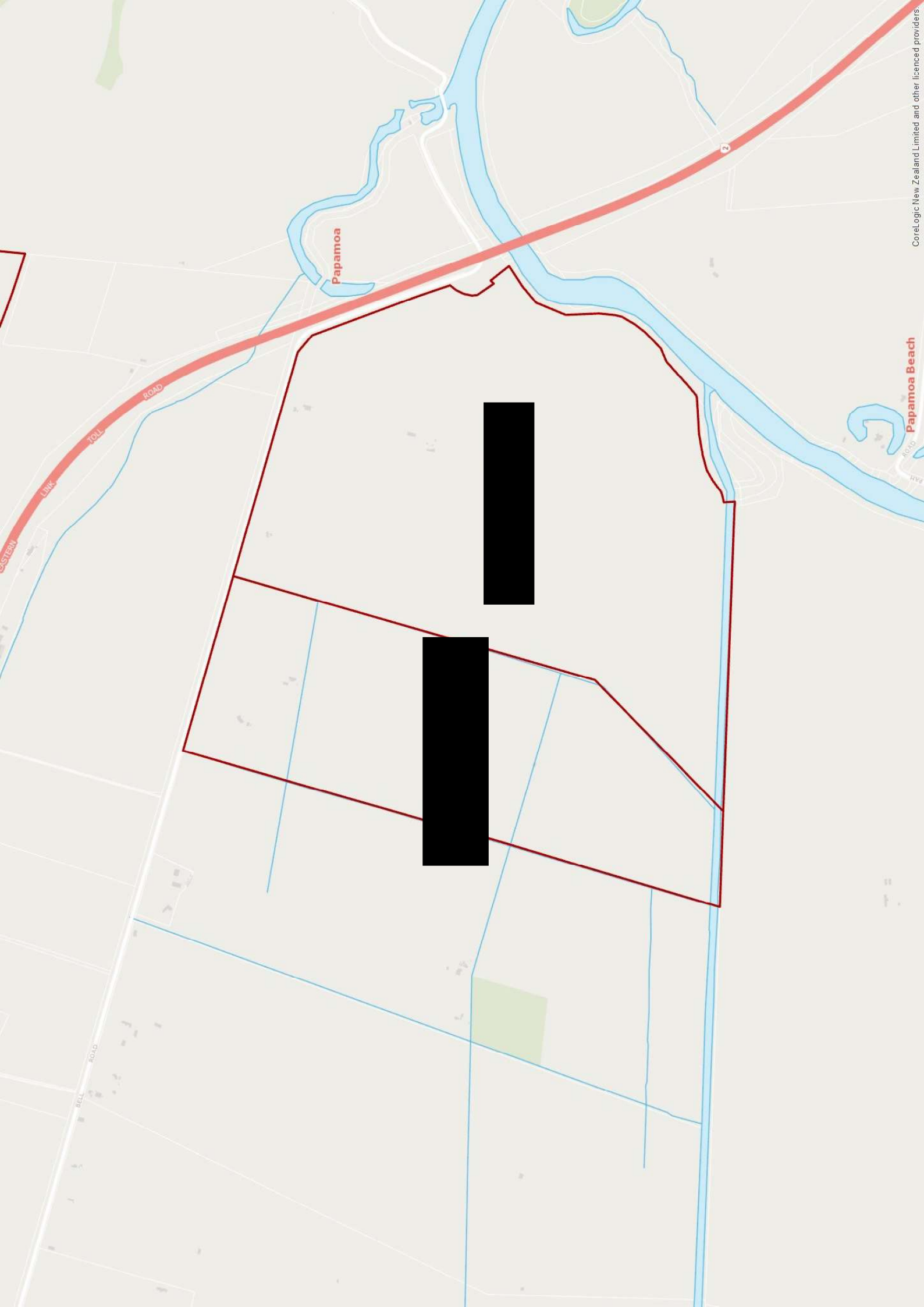
TAURANGA EASTERN LINK TOLL ROAD

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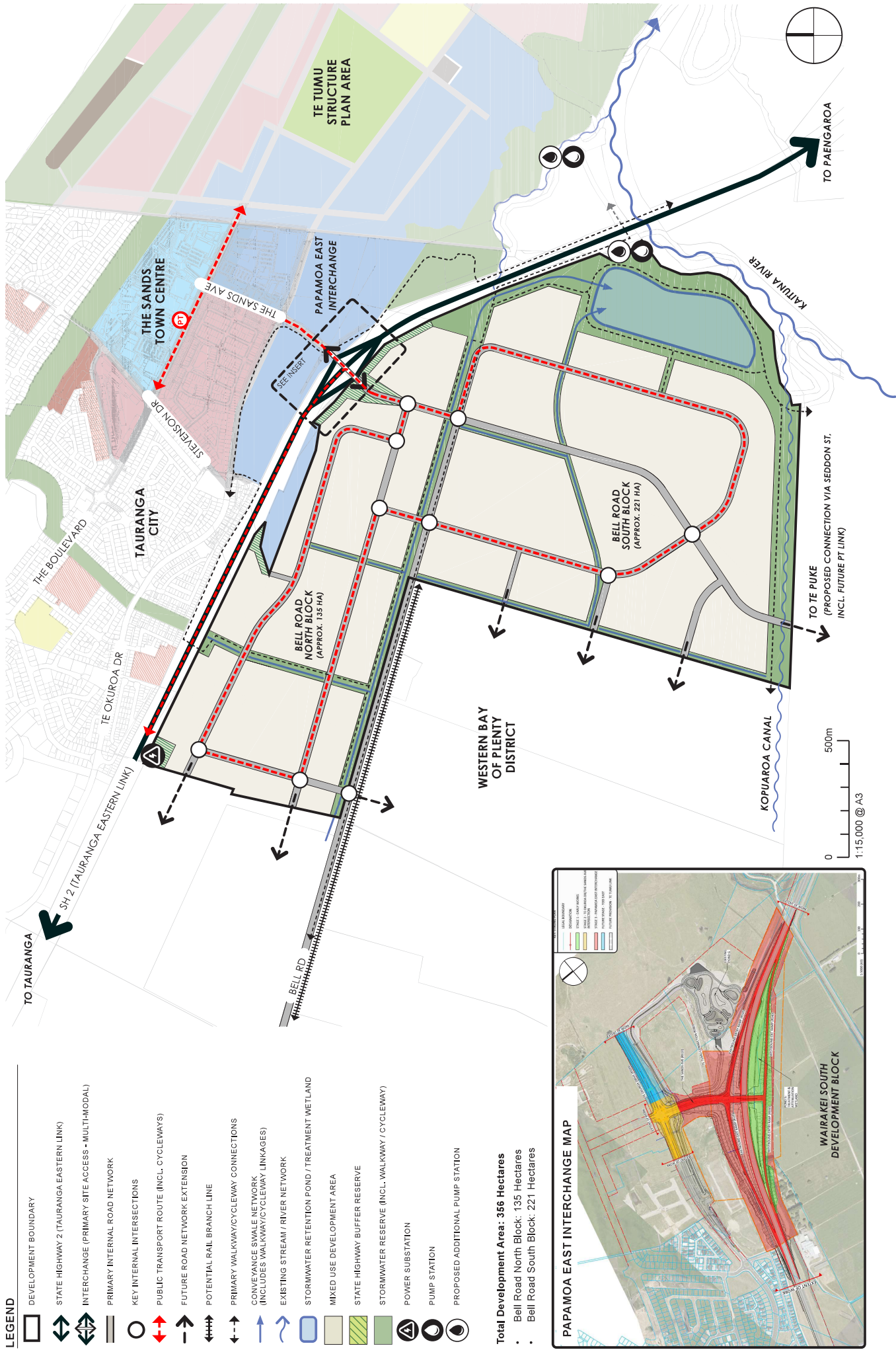






WAIRAKEI SOUTH - DEVELOPMENT AREA PLAN

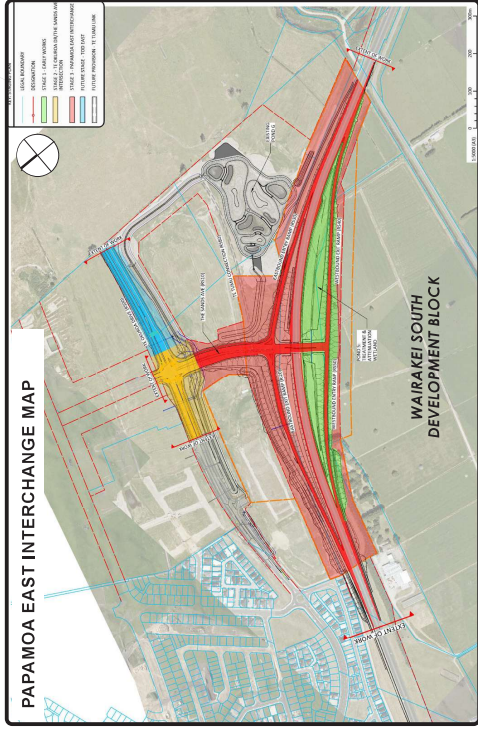
SMARTGROWTH SUBMISSION ISSUE (19.10.23)



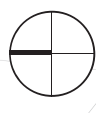
- LEGEND**
- DEVELOPMENT BOUNDARY
 - STATE HIGHWAY 2 (TAURANGA EASTERN LINK)
 - INTERCHANGE (PRIMARY SITE ACCESS - MULTI-MODAL)
 - PRIMARY INTERNAL ROAD NETWORK
 - KEY INTERNAL INTERSECTIONS
 - PUBLIC TRANSPORT ROUTE (INCL. CYCLEWAYS)
 - FUTURE ROAD NETWORK EXTENSION
 - POTENTIAL RAIL BRANCH LINE
 - 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



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1:15,000 @ A3



Property Guru

By  CoreLogic

Street Address: 339 Bell Road, Papamoa
Valuation Address: 339 Bell Rd, Papamoa, Bay of Plenty Region

Property Details

Document Type: Certificate of Title	Reference: 605743	
Date Issued: 04 Jan 2013	Land District: South Auckland	
Land Area: 1.7884 ha	Status: Live	
Legal Description SECT 12 SO 458365	Estate Fee Simple	Parcel Share 1/1
Document Type: Certificate of Title	Reference: 606872	
Date Issued: 04 Jan 2013	Land District: South Auckland	
Land Area: 59.9413 ha	Status: Live	
Legal Description SECT 13 SO 458365	Estate Fee Simple	Parcel Share 1/1

Owner

Owner Status	Title	Owner Name
Current	605743	
Current	606872	
Prior	605743	
Prior	606872	
Prior	605743	
Prior	606872	
Prior	605743	
Prior	606872	
Prior	605743	
Prior	606872	
Prior	605743	
Prior	606872	

Prior Title(s)

Date Issued	Certificate of Title	Land Area	Status
05 Jul 1993	SA52C/331		Cancelled
15 Feb 1974	SA16D/174		Cancelled

Prior Title SA52C/331 (Detail)

Titles Issued from Prior Title: SA52C/331

Certificate of Title	Street Address	Valuation Address	Status
606871		461 Bell Rd	Live
606872		339 Bell Rd	Live

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Currency of Data

Survey and Title Data: 30 March 2024

CoreLogic Address Data: 05 April 2024

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Street Address: 285a Bell Road, Papamoa
Valuation Address: 285 Bell Rd (Unit A), Bay of Plenty Region

Property Details

Document Type:	Certificate of Title	Reference:	893643
Date Issued:	04 Mar 2020	Land District:	South Auckland
Land Area:	15.2909 ha	Status:	Live
Legal Description		Estate	Parcel Share
LOT 1 DP 537375		Fee Simple	1/1

Owner

Owner Status	Title	Owner Name
Current	893643	[REDACTED]
Prior	893643	Stewart, James Colin
Prior	893643	Thompson, Graham Douglas
Prior	893643	Thompson, Julie

Prior Title(s)

Date Issued	Certificate of Title	Land Area	Status
05 Aug 2015	702981		Cancelled

Prior Title 702981 (Detail)

Titles Issued from Prior Title: 702981

Certificate of Title	Street Address	Valuation Address	Status
893644		0 Bell Rd	Live
893643	311 Bell Road	285 Bell Rd (Unit A)	Live

Currency of Data

Survey and Title Data: 30 March 2024
CoreLogic Address Data: 05 April 2024

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Street Address: 285a Bell Road, Papamoa
Valuation Address: 285 Bell Rd (Unit A), Papamoa, Bay of Plenty Region

Property Details

Document Type:	Certificate of Title	Reference:	624307
Date Issued:	27 Jun 2013	Land District:	South Auckland
Land Area:	21.4595 ha	Status:	Live
Legal Description		Estate	Parcel Share
LOT 1 DPS 69524		Fee Simple	1/1
SECT 26 SO 427562		Fee Simple	1/1

Owner

Owner Status	Title	Owner Name
Current	624307	[REDACTED]
Prior	624307	Thompson, Graham Douglas
Prior	624307	Thompson, Julie

Prior Title(s)

Date Issued	Certificate of Title	Land Area	Status
07 Mar 1995	SA55D/201		Cancelled
07 Feb 1990	SA45B/855		Cancelled

Prior Title SA55D/201 (Detail)

Titles Issued from Prior Title: SA55D/201

Certificate of Title	Street Address	Valuation Address	Status
624307		285 Bell Rd (Unit A)	Live

Currency of Data

Survey and Title Data: 30 March 2024
CoreLogic Address Data: 05 April 2024

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Street Address: 143 Bell Road, Papamoa
Valuation Address: 143 Bell Rd, Papamoa, Bay of Plenty Region

Property Details

Document Type:	Certificate of Title	Reference:	SA64B/396
Date Issued:	22 Jul 1998	Land District:	South Auckland
Land Area:	24.3230 ha	Status:	Live
Legal Description		Estate	Parcel Share
LOT 1 DPS 54113		Fee Simple	1/1
LOT 2 DPS 81677		Fee Simple	1/1

Owner

Owner Status	Title	Owner Name
Current	SA64B/396	Bell Road Limited Partnership
Prior	SA64B/396	Thompson, Graham Douglas
Prior	SA64B/396	Thompson, Julie

Prior Title(s)

Date Issued	Certificate of Title	Land Area	Status
	SA45B/853		Cancelled
	SA45B/854		Cancelled

Prior Title SA45B/853 (Detail)

Titles Issued from Prior Title: SA45B/853

Certificate of Title	Street Address	Valuation Address	Status
SA64B/396		143 Bell Rd	Live

Currency of Data

Survey and Title Data: 13 April 2024
CoreLogic Address Data: 19 April 2024

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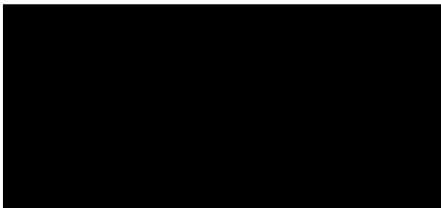
By  CoreLogic

Street Address: 362 Bell Road, Papamoa
Valuation Address: 362 Bell Rd, Papamoa, Bay of Plenty Region

Property Details

Document Type: Certificate of Title	Reference: 828501
Date Issued: 28 Feb 2018	Land District: South Auckland
Land Area: 137.3327 ha	Status: Live
Legal Description SECT 19 SO 490071	Estate Parcel Share Fee Simple 1/1
Document Type: Certificate of Title	Reference: SA748/22
Date Issued: 04 Sep 1941	Land District: South Auckland
Land Area: 80.0241 ha	Status: Live
Legal Description LOT 1 DP 30374	Estate Parcel Share Fee Simple 1/1

Owner

Owner Status	Title	Owner Name
Current	828501	
Current	SA748/22	
Current	828501	
Current	SA748/22	
Current	828501	
Current	SA748/22	
Current	828501	
Current	SA748/22	
Prior	828501	
Prior	SA748/22	
Prior	828501	
Prior	SA748/22	
Prior	828501	
Prior	SA748/22	
Prior	828501	
Prior	SA748/22	

Prior Title(s)

Date Issued	Certificate of Title	Land Area	Status
23 Apr 1940	SA728/151 SA739/96		Cancelled Cancelled

Prior Title SA728/151 (Detail)

Titles Issued from Prior Title: SA728/151

Certificate of Title	Street Address	Valuation Address	Status
SAGNH915955			Part Cancelled

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Certificate of Title	Street Address	Valuation Address	Status
828488		502 Bell Rd	Live
828495		502 Bell Rd	Live
828499		502 Bell Rd	Live
828501	462 Bell Road	362 Bell Rd	Live

Currency of Data

Survey and Title Data: 30 March 2024
CoreLogic Address Data: 05 April 2024

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