

Attachment 6: Record of Engagement

ARDMORE BUSINESS PARK

Consultation with Local Authorities, Administering Agencies and Other Statutory Entities

Consultation Party	Consultation date	Summary
Auckland Council	<p>Consultation on stormwater occurring from July 2025 (several meetings)</p> <p>Formal Pre-Application Meetings held:</p> <p>5 December 2025 (Auckland Council/Auckland Transport)</p> <p>9 December 2025 (Auckland Council including staff from the Healthy Waters department)</p>	<p>Various meetings were held with Auckland Council.</p> <p>From July 2025 onwards informal meeting relating to stormwater matters (including flood hazard) have occurred between the applicant, experts on behalf of the applicant and the Auckland Council Healthy Waters staff s 9(2)(a) [REDACTED]. Key matters discussed include:</p> <ul style="list-style-type: none"> • Catchment overview and known capacity flooding issues; • Potential long term approach for the entire catchment (Healthy Waters led), but recognition that this is a whole catchment approach and the Ardmore Business Park Project could aim to co-ordinate and support, in the future; • General discussion of options for management of flood hazards and stormwater attenuation for the Ardmore Business Park Project <p>These discussions directly led to the development of the stormwater strategy outlined in the Stormwater Assessment (Attachment 11 to the referral application).</p> <p>Meeting records from the formal pre-application meetings held with Auckland Council, Auckland Transport are provided as Attachment A to this consultation summary.</p> <p>Written comments have been provided by Auckland Transport and also included in in Attachment A.</p> <p>From consultation with Auckland Transport various updates were incorporated into the Transport Assessment (Attachment 16 to the referral application, including matters relating to future public transport options/routes.</p> <p>Further discussions will occur after referral stage.</p>

Consultation Party	Consultation date	Summary
Auckland Transport	Meeting Friday 5 December 2025	Refer to the above summary.
Watercare Services Limited (“WSL”) / Veolia	<p>Various dates between July 2025 and December 2025</p> <p>Meeting Thursday 9 October 2025</p>	<p>Meeting with s 9(2)(a) – Veolia Developments Manager and s 9(2)(a) – WSL Head of Property.</p> <p>The meeting outlined that capacity checking was being undertaken to determine if the Ardmore Business Park could connect to the public supply networks for wastewater and water, however confirmation would be unlikely to be available at the referral application stage. Also discussed was WSL's “Takanini Renewal Project” on Clevedon-Takanini Road, Mullins Road and Airfield Road to cater for population growth as per the WSL letter of 25 November 2024. The project is to service current and new developments in the area. A copy of the letter is provided as Attachment B to this summary.</p> <p>Further email correspondence occurred between the applicant and s 9(2)(a) (Chief Strategy and Planning officer from WSL) confirming the intention of WSL to work with the applicant and explore options for servicing. A copy of this correspondence is provided as Attachment C to this summary.</p>
Franklin Local Board and Ward Councillor	<p>Various dates between July 2025 and December 2025</p> <p>Applicant undertook various discussions with members of the Franklin Local Board outlining the Ardmore Business Park project.</p>	<p>Letter of support received from Andy Baker (Auckland Councillor – Franklin Ward) dated 18 December 2025 outlining:</p> <ul style="list-style-type: none"> • Residential development in recent years that has not been matched by job creation. • The speed in which the only other significant industrial development in the area has progressed shows the demand is high. • There is a need to avoid further creation of dormitory suburbs by allowing for employment and business growth alongside residential developments. <p>A copy of the letter of support is provided as Attachment 22 to the referral application.</p>

Consultation Party	Consultation date	Summary
Ministry for the Environment	<p>17 December 2025 – Email sent by s 9(2)(a) of Tollemache Consultants to Ministry for the Environment</p> <p>Summary of email content:</p> <p>A consultation email was submitted to MfE under section 11(1)(e) of the Fast Track Approvals Act 2024. The email outlined the Ardmore Business Park and included a Concept Plan and requested confirmation of receipt from MfE.</p>	<p>Response on 17 December 2025:</p> <p>The Ministry for the Environment acknowledged receipt of the pre-lodgement consultation for the Ardmore Business Park under the FTAA. As the administering agency for approvals under the RMA and EEZ Act, MfE outlined the requirement for the application to include assessments against relevant NPS and NES.</p> <p>The letter provided:</p> <ul style="list-style-type: none"> • A summary of applicable NPSs, including those for freshwater, indigenous biodiversity, urban development, and the coastal environment. • A summary of relevant NESs, such as those for air quality, freshwater, greenhouse gas emissions, and contaminated soil. <p>MfE advised that the application must include:</p> <ul style="list-style-type: none"> • A summary of this consultation. • An explanation of how the consultation has informed the project. <p>The Ministry thanked the applicant for engaging and provided contact details for further assistance with the FTAA process.</p> <p>The applicant confirms that this Referral Application includes an assessment of the proposal against the applicable NPS's and NES's, which are contained in the Planning Memorandum in Attachment 7 to the referral application.</p>
Heritage NZ	<p>5 December 2025</p> <p>Email sent to s 9(2)(a) of Heritage NZ with draft archaeology assessment requesting comment or to meet.</p>	<p>No response was received.</p>

Consultation with other parties

Consultation Party	Consultation date / Summary of correspondence	Response Summary
Ardmore Airport	<p>Various dates between August 2024 and December 2025</p> <p>Applicant undertook various discussions with representatives from Ardmore Airport regarding the need for additional industrial land and the Project</p>	<p>Letter received from s 9(2)(a) (Chief Executive Officer) dated 9 December 2025 outlining:</p> <ul style="list-style-type: none"> • Agreements to work together with the applicant (including for development on Ardmore Airport landholdings). • Future approvals associated with the designation will be based on agreed outcomes as part of the substantive application. <p>A copy of the letter is provided as Attachment 21 to the referral application.</p>
Sir Barry Curtis	<p>Various dates between September 2024 and December 2025</p> <p>Applicant undertook various discussions with Sir Barry Curtis as a well respected former mayor of Manukau City outlining the Ardmore Business Park Project.</p>	<p>Letter of support received from Sir Barry Curtis dated 17 December 2025 outlining:</p> <ul style="list-style-type: none"> • Past failures in Auckland (e.g., Waitakere and North Shore) show that residential growth without employment land leads to traffic congestion and inefficiency. • South Auckland faces rapid residential growth, a young workforce, and a severe shortage of industrial/business land. • Ardmore Business Park aligns with the Fast-track Approvals Act by delivering regional and national economic benefits. • The development will create thousands of jobs in logistics, manufacturing, aviation-related activities, and services near growing residential areas. • The site is strategically located near SH1, Mill Road, and other major transport. • Sir Barry Curtis unequivocally supports the Ardmore Business Park, citing decades of experience in urban planning and economic development. <p>A copy of the letter of support is provided as Attachment 22 to the referral application.</p>

Consultation Party	Consultation date / Summary of correspondence	Response Summary
<p>Te Warena Taua Kaumātua Ngāi Tai ki Tāmaki & Te Kawerau a Maki¹</p>	<p>Various dates between August 2025 and December 2025</p> <p>Meetings held between the applicant and s 9(2)(a) Kaumātua - Ngāi Tai ki Tāmaki & Te Kawerau a Maki) outlining the Ardmore Business Park Project.</p>	<p>Letter of support received from s 9(2)(a) Kaumātua - Ngāi Tai ki Tāmaki & Te Kawerau a Maki) dated 18 December 2025 outlining:</p> <ul style="list-style-type: none"> • Strong support for the Project. • Identification of past working relationship with the applicant. • Previous experience with the applicant for industrial development in a different location highlighted that when employment land is provided in the right locations, with proper planning and infrastructure, it benefits not only business, but whānau, hapū, and the wider community. • Recognition that there has recently been over 100 acres of illegal and unmanaged industrial activities occurring in wider the Ardmore rural area. This the result of a long-standing shortage of lawful, well-located industrial land in the south. • The Project will address a shortage of industrial land and creates local employment. • The Project has the potential to deliver lasting benefits for this generation and those to come. <p>A copy of the letter of support is provided as Attachment 22 to the referral application.</p>
<p>Papakura Marae</p>	<p>Meeting dated 15 December 2025</p> <p>Meeting held between the applicant and s 9(2)(a) (Chief Executive of the Papakura Marae) outlining the Ardmore Business Park Project.</p>	<p>Letter of support received from s 9(2)(a) (Chief Executive of the Papakura Marae) dated 16 December 2025 outlining:</p> <ul style="list-style-type: none"> • Strong support for the Project. • The Project is considered to be regional-national significance due to employment opportunity enabled. • Concerns regarding current high rate of youth unemployment (particularly locally) and high rate of residential growth with insufficient employment to keep pace. • Lack of access to employment has direct social negative consequences for the community.

¹ Consultation with Ngai tai Ki Tamaki has been addressed separately below under “Iwi Authorities”.

Consultation Party	Consultation date / Summary of correspondence	Response Summary
		<ul style="list-style-type: none"> • The Project will support apprenticeships and training. • The Project will address a shortage of industrial land and creates local employment. <p>A copy of the letter of support is provided as Attachment 22 to the referral application.</p>
Manurewa High School	<p>Meeting dated 8 December 2025</p> <p>Meeting held between the applicant and s 9(2)(a) (Principal – Manurewa High School) outlining the Ardmore Business Park Project.</p>	<p>Letter of support received from s 9(2)(a) (Principal – Manurewa High School) dated 17 December 2025 outlining:</p> <ul style="list-style-type: none"> • The Project is considered to be urgently needed to support young people. • The Project will support apprenticeships and training and tie into existing training programmes (such as that run by Manurewa High School) by providing jobs in the areas/industries trained for. • South Auckland has a young population and a growing workforce, yet high unemployment rates and a well-documented shortage of industrial land and employment opportunities. • The Project will support workforce training and development at scale. • The Project will strengthen regional economic resilience. • The Project will align education investment with real and local employment demand. • Strong support for the Project. <p>A copy of the letter of support is provided as Attachment 22 to the referral application.</p>

Iwi Authority Consultation Summary²

Mana Whenua	Correspondence Sent Summary	Response Summary
<p>Ngāti Tamaoho Settlement Trust / Ngāti Tamaoho</p> <p><i>(Treaty Settlement Entity, TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p>Email was as below:</p> <p><i>Knight Investments Limited is seeking a referral and consent under the Fast-track Approvals Act 2024 for activities associated with the development of a new Business Park.</i></p> <p><i>The proposed Project area encompasses multiple properties located at Airfield Road, Mullins Road, Bullens Road, and Burnside Road in Ardmore (Papakura). The specific properties are identified in the concept plan attached to this email.</i></p> <p><i>We understand that you are a relevant iwi authority or Treaty settlement entity, and we are initiating contact to invite you to discuss the Project, gauge your interest in the site and confirm whether it falls within your area of interest and provide you with an opportunity to consult with us as we develop our project plans.</i></p> <p><i>We look forward to hearing from you if you wish to schedule a discussion.</i></p>	<p>Email response received 1 December 2025 from s 9(2)(a) (RMA technical officer) requesting copies of the technical reports and requesting a meeting.</p>
	<p>Subsequent Emails in response to s 9(2)(a)</p> <p>[REDACTED]</p>	<p>Several emails to confirm an onsite meeting:</p> <ul style="list-style-type: none"> 8 December 2025: s 9(2)(a) responds to Mr Smith’s request for meeting dates stating she is available 15 & 16 December and an online meeting would suit best.

² Iwi authorities with an interest in the Project Area have been identified using <https://www.tkm.govt.nz/>. In addition, the Iwi Authorities with an interest in the Project Area have been identified using the Auckland Council website (<https://www.aucklandcouncil.govt.nz/building-and-consents/resource-consents/prepare-resource-consent-application/Pages/find-hapu-iwi-contacts-for-your-area.aspx>)

Mana Whenua	Correspondence Sent Summary	Response Summary
	<ul style="list-style-type: none"> • <u>2 December 2025</u>: Mr Smith requested meeting dates from s 9(2)(a) and clarified that specialist memos were being developed. • <u>8 December 2025</u>: Mr Smith confirmed availability for 15 & 16 December and provided some available time for an online meeting. <p>Meeting Invite Sent: On 8 December, Mr Smith sends a meeting invite for 15 December.</p>	<ul style="list-style-type: none"> • <u>8 December 2025</u>: s 9(2)(a) confirmed 15 December at 10am would work for her.
	<p><u>15 December 2025</u>: Meeting held with s 9(2)(a), s 9(2)(a), Daniel Nakhle (applicant), and Mr Smith. The context of the project, location and properties involved for the development were discussed. Stormwater management was discussed at length. The Applicant confirmed that, if the Project was referred, further engagement would continue as well as procurement of a CIA/CVA as required.</p>	
	<p><u>15 December 2025</u>: s 9(2)(a) sent an email confirming Ngati Tamaoho wish to provide a CVA for the project.</p>	
	<p><u>23 December 2025</u>: The applicant and s 9(2)(a) (CEO of Ngāti Tamaoho Settlement Trust) spoke regarding the Project as a whole including the significant regional benefits and benefits for iwi should the Project be referred. It was agreed to meet in late January for further discussions on the Project and Ngati Tamaoho involvement.</p>	
<p>Te Ākitai Waiohua Iwi Authority / Te Ākitai – Waiohua</p> <p>(Treaty Settlement Entity, TKM Iwi Authority)</p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	<p><u>3 December 2025</u> Response received from s 9(2)(a) (planning consultant) on behalf of s 9(2)(a) requested an online hui.</p>
	<p><u>3 December 2025</u> Mr Smith requested dates and times to meet.</p>	<p><u>4 December 2025</u> Response from s 9(2)(a) confirming she would respond with meeting times next week.</p> <p><u>8 December 2025</u> Response from s 9(2)(a) confirmed Te Akitai Waiohua would not be able to meet until after Waitangi Day 2026 and they would like additional briefing material before the meeting.</p>

Mana Whenua	Correspondence Sent Summary	Response Summary
	<p><u>16 December 2025</u> Mr Smith responding stating that if the Project was referred, further engagement would continue as well as procurement of a CIA/CVA as required as sharing of technical reports. A meeting date was advised.</p>	
<p>Ngāi Tai ki Tāmaki Trust / Ngāi Tai ki Tāmaki</p> <p><i>(Treaty Settlement Entity, TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	<p>Letter was received from s 9(2)(a) (Chief Executive Officer - Ngāi Tai ki Tāmaki) dated December 2025 outlining:</p> <ul style="list-style-type: none"> • Strong support for the Project. • Ngāi Tai ki Tāmaki endorses Ardmore Business Park as a necessary response to pressures in the region. • The project addresses a severe lack of appropriately zoned and serviced industrial land in the sub-region. • Current unmanaged industrial activities reflect demand exceeding supply; enforcement alone cannot solve this issue. • The development provides a well-serviced employment area, improving environmental management and community outcomes. • Engagement with the applicant has been based on partnership and Te Tiriti principles, ensuring kaitiakitanga and long-term benefits. • The Project will reduce long commutes, support whānau wellbeing, and create local employment opportunities. • The Project offers opportunities for Māori involvement in construction, training, services, and long-term commercial activity. <p>A copy of the letter of support is provided as Attachment 23 to the referral application.</p>
<p>Ngāti Maru Runanga Trust / Ngāti Maru</p> <p><i>(TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025</p> <p><i>Email was as described above.</i></p>	<p>No response was received.</p>

Mana Whenua	Correspondence Sent Summary	Response Summary
<p>Ngāti Paoa Iwi Trust / Ngāti Paoa</p> <p><i>(Treaty Settlement Entity, TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025</p> <p><i>Email was as described above.</i></p>	<p>No response was received.</p>
<p>Ngati Tamatera Settlement Trust / Ngati Tamatera</p> <p><i>(TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025</p> <p><i>Email was as described above.</i></p>	<p>No response was received.</p>
<p>Ngati Whanaunga Incorporated Society</p> <p><i>(TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	<p><u>26 November 2025</u></p> <p>Response received from s 9(2)(a) confirming intention to meet regarding the development. s 9(2)(a) proposed meeting 2 or 3 December 2025 and provided a summary of costs.</p>
	<p><u>27 November 2025</u> Email sent confirming Wednesday 3 December 11.00am for a meeting on site at 420 Airfield Rd.</p> <p><u>2 December 2025</u> Email sent checking if the meeting on 3 December was still happening</p>	<p>No response was received.</p>
<p>Hako Tupuna Trust</p> <p><i>(TKM Iwi Authority)</i></p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	<p>No response was received.</p>

Mana Whenua	Correspondence Sent Summary	Response Summary
<p>Te Ara Rangatu o Te Iwi o Ngaati Te Ata Waiohua / Ngaati Te Ata</p> <p>(TKM Iwi Authority)</p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025</p> <p><i>Email was as described above.</i></p>	<p>Email received from s 9(2)(a) (Ngaati Te Ata Taiao Contact) 26 November 2025. s 9(2)(a) confirmed that Ngaati Te Ata Waiohua will undertake a CIA report and work collaboratively with the applicant and that he would send through terms shortly.</p>
	<p><u>15 December 2025</u> Mr Smith responding stating that if the Project was referred the applicant would progress to the procurement of a CIA/CVA and undertake further consultation.</p>	<p><u>15 December 2025</u> s 9(2)(a) acknowledged the email from Mr Smith and issued the Terms for CIA procurement.</p>
<p>Te Whakakitenga o Waikato Incorporated / Waikato Tainui iwi</p> <p>(TKM Iwi Authority)</p>	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025</p> <p><i>Email was as described above.</i></p>	<p><u>26 November 2025</u> Response received from s 9(2)(a) confirming Te Makarini Mapu would be the point of contact for consultation.</p>
	<p><u>3 December 2025</u> Email sent requesting available dates/times for meeting.</p> <p>Meeting invite sent for 12.00pm Tuesday 9 December</p>	<p><u>3 December 2025</u> Email response confirming availability 9 & 10 December 2025.</p>
	<p><u>9 December 2025</u> Meeting undertaken online outlining the project locality and scope.</p> <p><u>15 December 2025</u> Mr Smith sent an email summarising the meeting discussion points</p>	<p><u>15 December 2025</u> s 9(2)(a) confirmed Mr Smith's summary of the meeting and also confirmed further consultation as the project progresses and the outcomes of the project to be aligned with Tai Tumu, Tai Pari, Tai Ao – the Waikato-Tainui Environmental Management Plan.</p>

Mana Whenua	Correspondence Sent Summary	Response Summary
Tupuna Taonga o Tamaki Makarau Trust/ Whenua Haumi Roroa o Tamaki Makaurau Limited Partnership	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	No response was received.
Taonga o Marutuahu Trustee Limited/ Marutuahu Ropu Limited Partnership	<p><u>27 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	No response was received.
Ngaati Whanaunga Ruunanga Trust	<p><u>25 November 2025</u> Email sent with letter outlining the Ardmore Business Park Project and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	No response was received.
Te Ākitai Waiohua Waka Taua Inc.	<p><u>25 November 2025</u> Email sent with letter outlining the Fast-track scope and requesting a response by COB 9 December 2025.</p> <p><i>Email was as described above.</i></p>	No response was received.

Attachment A: Auckland Council & Auckland Transport Meeting Records

Meeting Notes: Stormwater Discussion

Date: 9 December 2025

Attendees:

- s 9(2)(a) (Consultant Planner – Applicant)
- s 9(2)(a) (Consultant Planner – Applicant)
- s 9(2)(a) (Engineer – Applicant)
- Daniel Nakhle (Applicant)
- Doyle Smith (Applicant)
- s 9(2)(a) (AC - Healthy Waters)
- s 9(2)(a) (AC - Healthy Waters)
- s 9(2)(a) (AC - Healthy Waters)
- s 9(2)(a) (Engineer - Auckland Council)
- s 9(2)(a) (Consultant Planner – Auckland Council)
- s 9(2)(a) (Auckland Council)

Overview

Discussion focused on site area, light industrial activities. Regional significance emphasized job creation.

Key Discussion Points

- HW NDC pathway not an option for fast track here (private solution required).
- Desire to work with HW holistic approach.
- Regional significance is employment area and jobs.
- s 9(2)(a) did an overview of the key SW management strategies outlined in the memorandum provided as part of the pre-app.
- Sunfield is a 20 year project / This is a 15 year project. Doesn't necessarily need the infrastructure sorted in the next 6 months.

Technical Issues (raised by s 9(2)(a))

- Papakura Stream catchment: private farm drains lack capacity for pre-development flows, due to geometry and lack of maintenance/weeds blocking conveyance.
- Swale channel design must allow future maintenance (small diggers).
- Downstream channels under private maintenance create operational risks.
- HW has modelled entire catchment and has a catchment preferred wide solution similar to Awakeri wetlands, which would include our sites: large-scale public drain (funding challenges).
- An IFA between developers was suggested to cover conveyance costs with Mill Road/NZTA designation integration.
- Until funded, increased retention on site beyond pre-development flows would be required.
- Similar issues in Taitaia catchment; need faster conveyance to main stream.

- Ardmore Airport SW design failed due to downstream blockage.
- Weed growth and odor risks require robust RA setup for future maintenance.

Catchment Modeling

HW team advised that a hydrologic model underway to manage cumulative flows. First memo expected by Christmas for Alfriston area. Preference for all landowners to adopt HW catchment model.

Long-Term Planning

Council hui scheduled for 17 Feb on LTP and targeted rate via IFA.

HW to share technical work and catchment data for substantive process.

Meeting Notes: AC/AT Traffic Discussion

Date: 5 December 2025

Attendees:

- s 9(2)(a) (Consultant Planner – Applicant)
- s 9(2)(a) (Traffic Engineer – Applicant)
- Daniel Nakhle (Applicant)
- s 9(2)(a) (Consultant Planner – Auckland Transport)
- s 9(2)(a) Consultant Traffic Engineer – Auckland Transport)
- s 9(2)(a) (Auckland Transport)
- s 9(2)(a) (Consultant Planner – Auckland Council)
- s 9(2)(a) (Auckland Council)

Overview

- s 9(2)(a) provided updated numbers and land area details.
- Daniel emphasized the importance of job creation, noting a significant shortage in the area.
- Discussion on leveraging proximity to the airport and anticipated growth along the Mill Road corridor.

Transport Assessment

- Current referral detail is not a full Integrated Transport Assessment (ITA); Terry will prepare a complete ITA as part of the substantive.
- Effects have been modeled based on the highest GFA and without assuming upgrades from other projects.
- Sunfield impacts remain uncertain; however, future effects have been considered. Sunfield likely requires larger intersection upgrades compared to this project.
- Approach informed by traffic assessments from Ardmore and Sunfield reports.

Intersection Upgrades

- s 9(2)(a) provided an overview of required intersection improvements.

Public Transport (PT)

- s 9(2)(a) advised the need for a PT route through the site to support Clevedon's future population growth.
- A plan will be shared; s 9(2)(a) to respond.
- Alignment and future-proofing to be addressed during referral discussions.

Integration with Airport

- Existing consents lodged and progressing have been included in baseline modeling.

- Mitigation measures do not rely on completion of these upgrades.

Walking & Cycling Connections

- Initial considerations reviewed; final details to be confirmed.
- s 9(2)(a) noted AT's preference for provisions similar to PC69 Speeding Block.
- s 9(2)(a) confirmed this is under consideration but may not fully align with PC69, and would better align with Drury South Business Park which s 9(2)(a) were involved (for Council).

Next Steps

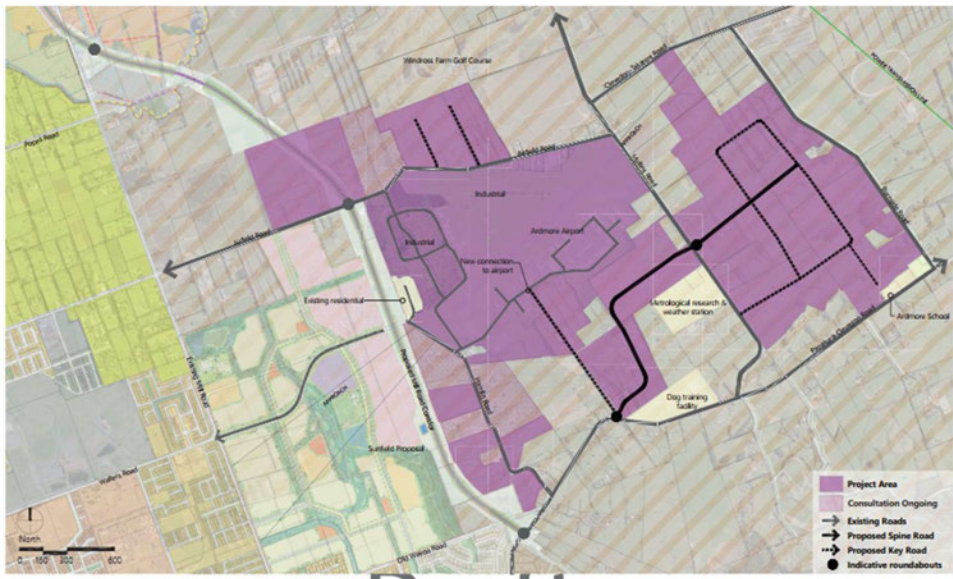
- s 9(2)(a) to provide updated numbers/areas and intersection upgrade plan.
- AT to provide feedback within one week.



Memorandum

To:	s 9(2)(a) Principal Project Lead – Premium Unit (AC) Planning & Resource Consents Auckland Council
From:	s 9(2)(a), Incite Consultants on behalf of Auckland Transport
Date:	12/12/2025
Subject:	PRR00043542 Ardmore Business Park Fast Track Consent
Has a meeting occurred:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
When did the meeting occur:	5 December 2025 <ul style="list-style-type: none"> • s 9(2)(a) (Consultant Planner – Applicant) • s 9(2)(a) (Traffic Engineer – Applicant) • Daniel Nakhle (Applicant) • s 9(2)(a) (Auckland Transport) • s 9(2)(a) (Consultant Planner – Auckland Transport) • s 9(2)(a) (Consultant Transport Advisor, Auckland Transport) • s 9(2)(a) (Consultant Planner – Auckland Council) • s 9(2)(a) (Auckland Council) Refer to meeting notes from s 9(2)(a) from Tollemache.
Site Address:	Various – Airfield Road, Mullens Road, Bullens Road, Burnside Road, Ardmore
AUP Zoning:	Zone <ul style="list-style-type: none"> • Rural – Mixed Rural Zone • Special Purpose Zone - Ardmore Precinct: <ul style="list-style-type: none"> • Ardmore Airport, Ardmore 3 (no specific transport elements) Overlays: <ul style="list-style-type: none"> • None relevant to Transport Controls: <ul style="list-style-type: none"> • Arterial Roads Designations and Requirements: <ul style="list-style-type: none"> • Requirement (lodged) Mill Road Stage 2 (Takaanini Section) Project, NZTA • Designation 200 Ardmore Airport, Ardmore Airport Limited • Designation 200 Ardmore Airport – Height Restrictions, Ardmore Airport Limited • Designation 9104 Pukekohe to East Tamaki Gas Pipeline, First Gas Limited
Proposal:	<p>The proposed development includes a large business park centred on Ardmore Airfield and to the immediate west of the proposed Sunfield Fast Track and Mill Road Stage 2 (Takaanini Section) Notice of Requirement (lodged). Only high-level summaries of the project and transport matters are available at this stage so there is no detail to comment on. The Applicant added that the project development includes:</p> <ul style="list-style-type: none"> • 486ha gross area including airport • Net area excluding airport of 193-260ha • Potential gross floor area of business park of 130ha

Memorandum

	<ul style="list-style-type: none"> • Incorporates existing planned development stages 1-3 in Special Purpose Zone – Ardmore Zone <p>The proposal seeks to provide further business land in the south of Auckland.</p>
<p>Relevant Network Factors:</p>	<p>Applicant advises that the project will be designed to be standalone with or without Mill Road Stage 2 or Sunfield Fast Track proposal progressing. Transport investigations have focused on what the Ardmore project itself requires and has not factored in Sunfield Fast Track as it is not approved.</p> <p>A large proportion of the development sits outside of the Special Purpose Zone – Ardmore Zone and is in the Rural – Mixed Rural Zone, outside of the Rural Urban Boundary and not included in a Future Urban Zone. Therefore, the extent of effects on the transport network not currently anticipated in the planning framework requires robust consideration, particularly in conjunction with the adjacent Sunfield Fast Track proposal should this be approved.</p> <p>It will also need to be able to effectively integrate with Mill Road Stage 2 when that project proceeds.</p>
<p>Proposed Site Layout:</p>	<p>Consultation Plan</p>  <p>- Draft -</p> <p>Ardmore Business Park</p>

Introduction

Thank you for the opportunity to provide commentary on the pre-application for this fast track proposal. The applicant has yet to lodge an application for referral, and only very high-level summary information on the proposal is available. Accordingly, AT is not in a position to provide detailed feedback or confirm its overall position at this stage.

It is acknowledged that if the proposal is accepted for referral and a substantive application follows, at that stage there will be a comprehensive ITA to consider.



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AT has obtained feedback from the following specialists on initial issues/concerns, along with some guidance on key matters that would need to be addressed in a substantive application/ITA:

- MetroBus/Public Transport Network Development
- Road Safety Engineering
- Traffic Engineering South
- Transport Design
- Strategic Development Partnerships
- Spatial Planning Policy
- Progressive Transport Solutions (external) - transport safety and operations
- Wier Consulting (external) - stormwater relating to AT assets
- Incite (external) – planning

High Level Comments

Specialists have all noted that there is not sufficient information available on which to provide any substantive comment at this stage.

A key matter for this proposed development is that it proposes a major expansion of light industrial development beyond the existing zoned urban area and extent of the Special Purpose – Ardmore Airport Zone, effectively urbanising a large part of the Rural - Mixed Rural Zone. This exceeds anticipated growth in either live urban zones or the Future Urban Zone and as such is not anticipated growth in the planning framework. This is proposed concurrently with the adjacent Sunfield Fast Track proposal to the immediate west, which also expands beyond live urban zones and the Future Urban Zone. While acknowledging other unapproved Fast Track applications are not part of the existing environment at this stage, Sunfield has commenced hearings so it is envisaged there will be a decision by the time any substantive application for this proposal is considered.

Further, NZTA has lodged a notice of requirement for Mill Road Stage 2 (Takaanini Section). The proposed designation footprint part crosses or otherwise adjoins the proposed application footprint. While the Applicant advised that their development does not rely on the Mill Road project, AT considers it is essential that the development is able to properly integrate with it in the future.

Public Transport Network/Active Networks

Most of this development is within 5 to 7 kilometres of Takaanini Station. This is a practical distance for a public transport service and biking from Takaanini Station.

AT considers that in the next ten years that Clevedon Village could reach a population of 2,000. It currently has a population of 600 people. Council / AT has a policy of providing public transport services to settlements of over 2,000 people (refer page 60 of the Regional Public Transport Plan 2023-2031). Conceptually, AT envisages a future bus route that connects Clevedon Village via Ardmore to either Takaanini or Papakura station. For that to occur, it needs a stronger east west road connecting through the development area. This should be considered in any masterplan/ITA.

In any substantive application, the Applicant will need to outline what are going to be private roads (under Ardmore Airport control) and what will be public roads. Understanding the proposed staging will assist AT in seeing how it can provide public transport services to the



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development as the network is being built out. It is difficult to serve cul-de-sac roads and roundabouts are generally a good solution for buses.

Roads should also be bike friendly as this is a suitable cycle distance for nearby communities and Takaanini Station.

If the Sunfield Fast Track application is approved, any bus routes will need to be properly integrated across both developments.

Integrated Transport Assessment (ITA) Scope

Due to the limited information available at this stage to comment on, much of the specialist feedback has focused on what information will be essential to consider in an ITA for AT to properly understand the effects of the proposal and form a position.

Trip Rate and Distribution

The Flow memo states that an overall trip rate of 0.26 trips per 100m² is to be used for the assessment. This is based on a warehousing trip rate. The Tollemache memo provides a list of the anticipated activities which is more than just warehousing. A more nuanced assessment of trip rates should be used for the assessment that takes into account the range of land uses.

Future Environment

It is understood that the assessment will exclude those projects that are not being constructed. Should the Sunfield Fast Track application be approved, the Ardmore Business Park application will need to take that development into account. Please note that AT did not accept the low trip rate assumed in the Sunfield Fast Track application and that a higher trip rate scenario was developed. That should be taken into account in any assessment that includes Sunfield.

The Mill Road Stage 2 (Takaanini Section) project has been lodged with Auckland Council. The Notice of Requirement process is in progress. Whilst there is no certainty as to when the project will be constructed, as the designation still needs to be confirmed and funding still needs to be secured, the Ardmore Business Park should take into consideration the potential effects of the project in terms of how it may affect access and trip distribution of traffic generated by the development, and the potential for changes to the overall distribution of traffic on the road network.

The application should clearly set out how the development will work with the Mill Road Stage 2 project, including where this affects access, such as the severance of Hamlin Road.



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Scope of Assessment

The scale of the development proposed is not anticipated in this area given the Rural – Mixed Rural Zoning of much of the land to be developed. Therefore, the assessment of traffic effects should extend beyond the immediate surrounding area, including Porchester Road (from Subway Road to Alfriston Road), Alfriston Road / Stratford Road / Ranfurly Road intersection and Mill Road (from Airfield Road to Ranfurly Road), effects on connections to Great South Road over the railway line (e.g. Spartan Road, Manuroa Road, Taka Street and Walters Road and taking into account the proposed Takaanini Level Crossing project which includes grade separation and closure of some of these routes). In addition, given that the development is intended to focus access to the south, then effects on routes through Papakura will also need to be considered.

The upgrades listed in Section 3 of the Flow memo appear appropriate. In addition to the upgrades listed, the Hamlin Road/Papakura-Clevedon Road intersection should also be included. Other upgrades may be required on the wider network, which may be identified by the wider assessment.

The assessment should consider the effects of the increased traffic, including heavy vehicle movements, on Ardmore School located on Papakura-Clevedon Road west of Burnside Road.

Mill Road Stage (Takaanini Section) severs Hamlin Rd

NZTA are not providing for a direct connection to Hamlin Rd. The Applicant should assess how their site integrates with development west of Mill Rd (Takaanini Section) in the absence of this existing connection. This includes provision for active modes across Mill Road (Takaanini Section).

High Traffic and Freight Volumes Concerns

The Transport Overview memo states that the application (not including Sunfield development) will generate somewhere between 2,200 and 3,350 vehicle trips per hour. To put this into context, the current two-way hourly volume (8am-9am) on Great South Road is 2,757 vehicles. Notwithstanding that an ITA is still not available, it appears on this initial analysis that without Mill Road South in place (south of the soon to commence northern section) or at least without significant network upgrades the existing network will not have the capacity to deal with the volumes proposed, noting that there is likely to be limited capacity on the three proposed Takaanini rail overbridges, connections to Great South Rd and the Takaanini Interchange even without this application going ahead.

Interim strategic freight network upgrades in the absence of Mill Road (Takaanini Section)

The proposed freight network to support this development in the absence of Mill Road (Takaanini Section) needs to be confirmed. AT does not support freight traffic using arterials that are heavily residential in nature including Walters Road, Airfield Road (urban section) and Clevedon Papakura Road (urban section).



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Consideration should be given to Popes Road/Manuia Road (designated as an over dimension route) as a key east-west freight route. However, this route requires upgrades to enable this functionality. The Application should assess further upgrades to this route including intersection upgrades at Airfield/Mill, Popes/Mill, Popes/Porchester, Takaanini School/Popes, Takaanini School/Spartan, Spartan/Oakleigh intersections. Assessment of midblock sections is also required, including edge line widths.

Consideration should also be given to Alfriston/Ardmore Road and Alfriston Road as another key freight route. This requires upgrades to enable this functionality, including intersection upgrades at Alfriston Rd/Alfriston Ardmore Rd, Mullins/Clevedon Takaanini Road. Assessment of midblocks is also required including edge line widths.

Staging

Details of how the development will be staged should be provided and this should be taken into account in the assessment, including the staging of any transport upgrades to support the development.

Active Modes and Public Transport

The development should consider how the active modes and public transport would be facilitated within and with connections to the wider transport network to provide means for future workers to be able to travel to the site from the surrounding residential neighbourhoods. Should the Sunfield Fast Track application be approved, this would significantly increase the number of potential workers within the immediate vicinity of the proposed development.

Urban frontage upgrades proposed

Proposed urban frontage upgrades should be confirmed on the following roads:

- Airfield Road
- Mullins Rd
- Clevedon Takaanini Rd
- Burnside Rd
- Papakura Clevedon Rd
- Bullins Rd
- Hamlin Rd
- Harvard Lane (private)
- Bristol Freighter Lane (private)
- Dakota Lane (private)



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- McBride Lane (private)
- De Havilland Lane (private)
- Tiger Moth Lane (private)
- Kitty Hawk Lane (private)
- Starlet Lane (private)
- Victa Lane (private)
- Dauntless Lane (private)
- Corsair Lane (private)

Auckland Forecasting Centre

Traffic modelling must include input from Auckland Forecasting Centre (AFC). The Mill Road corridor should be incorporated into the traffic modelling and assessment. While the Flow summary report mentions Mill Road, level crossings, and Sunfield development, it does not assess their impact on network capacity. The Mill Road corridor should be incorporated into the traffic modelling and assessment.

Safety Assessment

A safety assessment is required. The increased traffic volume could exacerbate safety issues. Assessment should include both the wider network and the directly adjoining roads.

Ardmore Airport

Whilst noting Ardmore Airport land is part of the proposal footprint, as regionally significant infrastructure effects on and off the airport operation should be included.

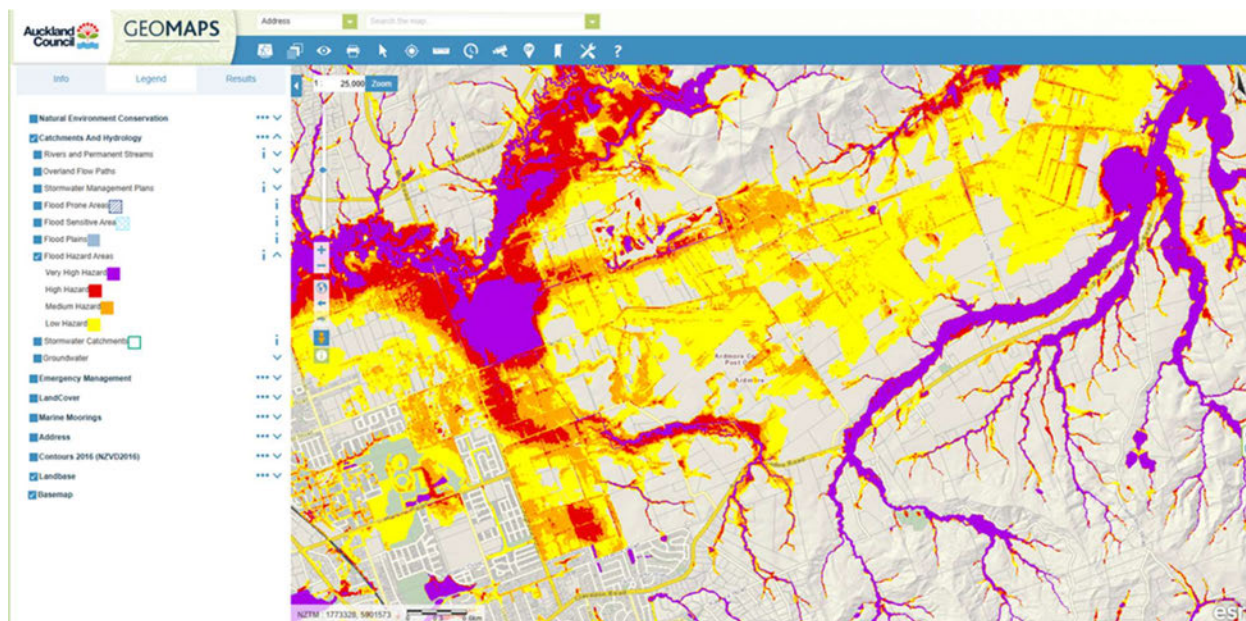
Stormwater

The Stormwater Report provided is very high-level, there is not a lot to comment on.

In terms of the site itself, AT's stormwater advisor notes that this is subject to extensive flood hazards. Below is an extract from Auckland Council Geomaps showing the new flood hazard layers that apply in relation to the Plan Change 120 changes to AUP Chapter E36.

From AT's perspective, much of the existing road network in this area is subject to significant flooding, with most existing rural roads inaccessible during an extreme event but also exposed to frequent flooding in small events as low as the 2-year ARI.

Memorandum



A comprehensive flood hazard assessment would be required to understand how the development proposes to manage flooding hazards whilst having no adverse effect on AT's road network.

In terms of stormwater assets, it is noted that the development proposes to retain any new stormwater infrastructure as private assets. However, it is not clear how this would work if there are any public roads to vest in terms of road drainage assets. Clarity is required on this arrangement in due course to understand the impact to AT.

Recommendations/ Advice

As previously noted, there is very limited information to comment on at this stage. The focus of this advice as part of the pre application process is on key high-level issues and concerns, and the nature of information essential to be provided in a more substantive application should the matter be referred for fast track so that AT has sufficient information before it to form a view on the proposal, the extent of traffic effects and the scope of any mitigation.

Important note to Auckland Council:

The views expressed by AT specialists within a preapplication are the preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal, nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.

Attachment B: Watercare Letters re: Takanini Renewal Project

25 November 2024

Dear neighbour,

Catering for growth and providing resilience to your water network: Takanini Renewal Project

Starting on Thursday 28 November, Watercare will be undertaking investigations for a new project which will cater for population growth and provide resilience to support ageing infrastructure in the Takanini / Ardmore area. This project is about the construction of transmission and network water pipes which will service the current and anticipated developments in this area whilst addressing the ageing assets.

This work requires us to do some further investigations along Clevedon-Takanini Road, Mullins Road and Airfield Road.

- The work will include 2x boreholes and 3x cone penetration tests (CPTs) to be completed. Boreholes will take up to one day and CPT's 2-3 hours.
- All the works are within the road berm and will be completed under traffic management.

Investigation Purpose

Physical site investigations are required for the following reasons:

- Confirm ground conditions at critical locations along the alignment.
- Understand the risk of liquefaction required for structures design.
- Undertake testing of land identified as potentially hazardous to assess the concentrations of potential contaminants of concern and inform the project consenting status.
- Verify observations from the desktop ecological study.

Please contact me on either s 9(2)(a) or via email at s 9(2)(a) if you have any questions or queries about this work.

Yours faithfully

Helen Jansen

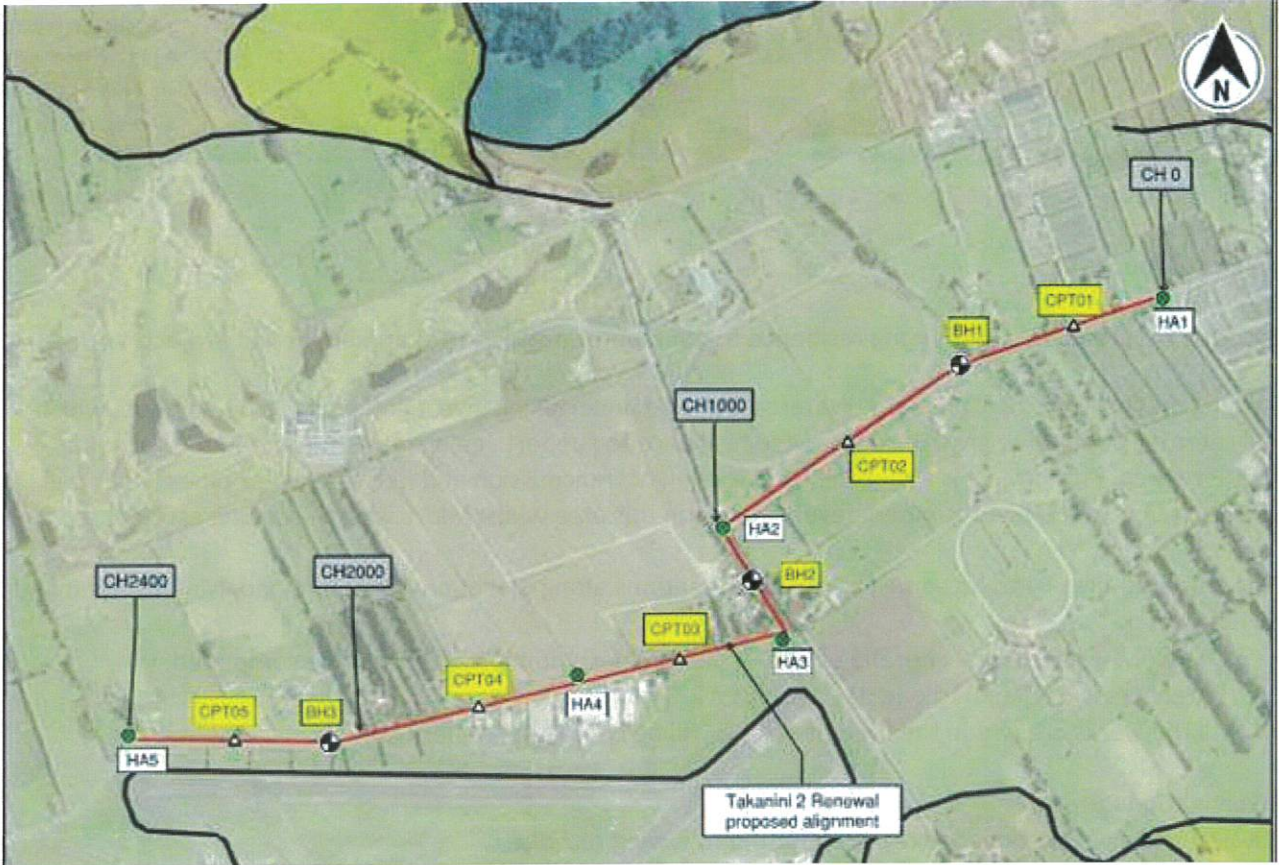
Stakeholder Liaison Advisor
Watercare Services Limited



Tell us how you really feel

Take the online survey at: www.watercare.co.nz/aucklandprojects or scan the QR code





Attachment C: WSL Correspondence

Out of Scope and Ardmore Business Park

From: s 9(2)(a)
Date: Fri, 19 Dec 2025 at 1:44 PM
Subject: RE: Out of Scope and Ardmore Business Park
To: s 9(2)(a)
s 9(2)(a) >
Cc: s 9(2)(a)

Hi Daniel,

We appreciate and acknowledge the proactive and positive manner in which you have and continue to work with Watercare.

As discussed, Watercare cannot confirm a position for the proposed developments based on the information supplied and evaluation completed to date. Given that both of these proposals sit outside of what is currently planned for Auckland's water and wastewater systems (i.e. they are outside the Rural Urban Boundary or Zoned Rural Land), they are not accounted for in our asset management planning.

We will, however, continue to work with you through this process and will explore options with you as you move through the Fast Track Consenting Processes. We cannot commit to any specific approach for your applications at this stage.

Happy to touch base with you in the New Year.

Ngā mihi nui

s 9(2)(a) | Chief Strategy and Planning Officer

Watercare Services Limited

Customer service line: +64 9 442 2222

Postal address: Watercare, Private Bag 92 521, Victoria St West, Auckland 1142, New Zealand

Physical address: [73 Remuera Road, Remuera, Auckland](#) 1050, New Zealand

Website: www.watercare.co.nz

Disclaimer: This e-mail message and any attachments are privileged and confidential.

They may contain information that is subject to statutory restrictions on their use.

From: Daniel Nakhle s 9(2)(a)
Sent: Thursday, 18 December 2025 11:36 am
To: s 9(2)(a)
Subject: Out of Scope and Ardmore Business Park

Hi s 9(2)(a)

Thanks for the chat yesterday and also thanks to you s 9(2)(a) for your guidance on what is realistically achievable from Watercare's perspective.

s 9(2)(a) has asked me to email you where I understand we have got to being WSL is currently able to confirm water supply for the above Fast Tracks and agree that we will work together prior to the substantive application stage on trying to find potential Waste Water solutions. This is without commitment on provision of WW servicing from WSL given more capacity investigation will be needed.

A potential solution may involve interim on site waste water treatment but that detail will be discussed closer to time.

I am very excited to work with you on these two very exciting and socially imperative projects for Auckland and look forward to your confirmation of the above later today if that is possible.

Regards and thanks

Daniel

Daniel Nakhle

The Nakhle Group

s 9(2)(a)