

TOLLEMACHE CONSULTANTS LTD.

To: Knight Investments Limited

From: Tollemache Consultants Ltd

Date: 22 December 2025

Subject: Planning Memorandum in relation to a referral application for a fast track by Knight Investments Limited for the Ardmore Business Park.

1.0 INTRODUCTION

1.1 Tollemache Consultants Limited has been asked to provide a summary of the relevant planning documents to support a referral application by Knight Investments Limited ("the Applicant") for a Fast Track process involving the *Ardmore Business Park* ("the Project").

1.2 This memorandum constitutes a planning and effects assessment (including for the purposes set out in Schedule 5, clause 2 of the Fast-track Approvals Act 2024 ("FTAA"). It is to be read in conjunction with the referral application and its attachments.

1.3 This document provides a summary of the following matters:

- (a) A summary of the Project;
- (b) An overview of the application site, its surrounds and zoning context;
- (c) A summary of potentially applicable resource consent requirements, under relevant statutory documents;
- (d) An Assessment of Environmental Effects ("AEE"); and
- (e) Commentary on the relevant National Planning Documents.

1.4 A summary of our qualifications and experience is provided in **Attachment A**.

2.0 SUMMARY OF THE PROJECT

2.1 The purpose of this project is to deliver a regionally significant industrial and employment hub that capitalises on its location surrounding (and including) the Ardmore Airport and its accessibility to the planned Mill Road major transport connection and the growing residential areas of Takaanini, Manurewa, Papakura and Drury.

2.2 The Project Area is approximately 511 hectares.

2.3 Of this total, it is anticipated that:

(a) The net developable area will be between 193-276 hectares, which excludes significant ecological areas ("SEAs"), streams, stormwater management areas and that part of the Airport either used for existing operations/runways or already under construction.

(b) The likely gross floor area for future activities / buildings would be between 67 hectares and 136 hectares, with additional land required for yards, individual site landscaping and car parking etc.

2.4 At a broad level the Project includes:

(a) The construction and development of a business park for light industry/service type activities.

(b) A green / blue network providing riparian planting, stormwater management and wastewater disposal and protection of existing SEAs.

(c) Upgrades to existing roads and intersections.

(d) New roading connections to the Airport and the wider site.

(e) Land modification works and infrastructure.

3.0 THE PROJECT SITES

3.1 The sites that form part of the Project are set out in **Attachment B** to this memorandum.

3.2 **Attachment B** also identifies those sites and roads which infrastructure and/or upgrade works are required.

3.3 **Attachment C** contains a list of applicable Auckland Unitary Plan zonings, overlays, precincts, designations and non-statutory layers applicable to the Project sites.

Plan Change 120

- 3.4 PC120 to the Auckland Unitary Plan (Operative in Part) was notified on 3 November 2025. It aims to manage development within the Auckland region in response to recent flooding events and legislative changes. With regard to natural hazards, PC120 introduces stricter controls in flood-prone and hazard-exposed areas. It also introduces a new risk-based framework based on development's sensitivity to natural hazards.
- 3.5 The hazards provisions in PC120 have immediate legal effect. **Attachment C** includes the relevant PC120 applicable qualifying matters (as relevant to each site).

4.0 APPLICABLE RESOURCE CONSENTS

- 4.1 Based on our review of the proposal, it will or may trigger requirements for resource consents for the activities listed in **Attachment D**. The substantive application will also address all aspects of the proposal that are considered to be Permitted Activities.
- 4.2 The Attachment 5 Summary Table of Registered Interests on Records of Title identifies that there are several consent notices registered on the Project sites. From our review of the summary there are various consent notices relating to geotechnical and flooding matters which may be relevant to the Project. The Attachment 5 summary generally confirms that:
- (a) Newer geotechnical and/or flood hazard reporting would be prepared as part of the Project and that any specific recommendations would be imposed by conditions of consent on the substantive application. These conditions would include a condition requiring a consent notice to be imposed; and
 - (b) Under Section 221(3)(b) the Territorial Authority has the ability to review any consent notice after the deposit of any survey plan under section 223 of the RMA. This will enable the current consent notice to be reviewed and deemed to be effectively superseded by the newer report and associated conditions.
- 4.3 Section 42(4) and (6) of the FTAA enables an applicant to seek a change or cancellation of a resource consent condition where the applicant is also seeking a resource consent and where such a change is material to the implementation or delivery of the project.
- 4.4 As evident from paragraph 4.3 (a) above, the consent notices are not material to the delivery of the Project. Thus, no further consents need be sought on this matter.

4.5 This approach is consistent with that made in the Departmental Report on the Fast-track Approvals Amendment Bill in respect of submissions seeking that Section 221 of the RMA applications be explicitly referenced in the FTAA.¹ Paragraph 267 of that document states:

“Officials consider the inability to amend or cancel consent notices is not a barrier to project delivery, as these can be removed by the relevant local authority after a resource consent is granted, as was the case for many projects under the previous COVID-19 Recovery (Fast-track Consenting) Act 2020 fast-track regime. Adding an additional approval to the FTAA through the Amendment Bill is not considered necessary”

4.6 The “Government response” at paragraph 269 stated:

“No change is recommended to clause 15 of the Bill.”

4.7 Thus, while Section 221 applications could be made to the Territorial Authority these can be done separately to the substantive application and are “not a barrier to project delivery”.

4.8 For the avoidance of doubt this Application does not seek:

- (a) Approvals under the Wildlife Act. If such permits are required through investigations undertaken as part of the substantive application, these will be sought separately.
- (b) Approvals under the Heritage New Zealand Pouhere Taonga Act 2014. If such authorities are required through investigations undertaken as part of the substantive application, these will be sought separately.

5.0 ASSESSMENT OF EFFECTS

5.1 The Applicant has received advice as to the anticipated and known effects of the Project on the environment from the technical experts referred to below. The relevant assessments are attached to the referral application form as:

- (a) Attachment 9 prepared by LDE addressing Geotechnical Engineering.
- (b) Attachment 10 prepared by CFG Heritage addressing Archaeology.
- (c) Attachment 11 prepared by CivilPlan addressing Stormwater.

¹ https://www3.parliament.nz/en/pb/sc/submissions-and-advice/document/54SCENV_ADV_b59b6261-1db3-47a5-7dc9-08de1a89278c_ENV84659/ministry-for-the-environment-departmental-report-fast-track#RelatedAnchor

- (d) Attachment 12 prepared by Transurban addressing Landscape.
 - (e) Attachment 13 prepared by CivilPlan addressing Land Modification.
 - (f) Attachment 14 prepared by GWE addressing Wastewater
 - (g) Attachment 15 prepared by GWE addressing Water Supply.
 - (h) Attachment 16 prepared by Flow addressing Transportation matters.
 - (i) Attachment 17 prepared by Transurban addressing urban design.
 - (j) Attachment 18 prepared by Ecological Solutions addressing ecology.
- 5.2 The Project can appropriately manage its adverse effects on the environment so that these are not significant. The supporting technical reports confirm that adverse effects generated by the Project can be managed. Details as to how these effects will be avoided, remedied or mitigated will be provided with the substantive application, including through the use of management plans.
- 5.3 The key potential adverse effects are addressed in general below.

Airport approach paths and reverse sensitivity

- 5.4 The applicant has engaged with Ardmore Airport (Attachment 6 and Attachment 21), which also forms part of the Project Area. The applicant will work with Ardmore Airport to ensure the maintenance of flight and approach paths/surfaces associated with remaining runway through the location and height of buildings. The Airport has recently shut down one runway and commenced redeveloping this land with industrial activities.
- 5.5 Industrial and service activities are not identified as being sensitive to aircraft noise in the AUP. This makes them ideal to locate in proximity to the Airport, as can be seen adjoining the Auckland International Airport.

Earthworks

- 5.6 CivilPlan (Attachment 13) confirms that earthworks associated with the Project will be undertaken in accordance with best practice erosion and sediment control measures to ensure that any potential adverse effects are either avoided or minimised. Best practice measures that will be deployed include managing the extent of earthworks undertaken at any one time, the rapid stabilisation of earthworked surfaces, sediment retention ponds, decanting earth bunds, stabilised construction entrances from main roads, silt fences, and clean and dirty water diversions.

- 5.7 These measures will be detailed in an erosion and sediment control plan that reflects the Auckland Council's GD05 requirements and their implementation will be regularly monitored by the consent holder. These will ensure that sediment from earthworks activities is minimised, managing the effects of earthworks on downstream receiving environments including streams and wetlands.
- 5.8 Any residual effects can be appropriately managed and mitigated through the implementation of a comprehensive Erosion and Sediment Control Plan.
- 5.9 The Ecology Assessment in Attachment 18 identifies that effects from sediment discharges on ecology values can be managed through the erosion and sediment control plan.

Construction Effects

- 5.10 Construction is expected to result in temporary traffic effects, which include the potential for delays along adjoining transport corridors, where those corridors are near the site. Construction-related traffic effects will be temporary and can be managed through a Construction Traffic Management Plan (CTMP). A CTMP will detail key measures including the anticipated number of daily truck movements, designated truck routes, and other mitigation strategies to ensure traffic impacts are appropriately addressed. The assessment of temporary traffic effects will be undertaken as part of the substantive application.
- 5.11 During construction, dust may be generated as a result of land disturbance. These effects can and will be appropriately mitigated and managed, through dust suppression, taking into account wind conditions and direction. A Dust Management Plan will be prepared as required by conditions forming part of the substantive application and will address dust management techniques to manage these temporary effects.
- 5.12 Noise and vibration are anticipated during construction activities. These effects will be managed in accordance with NZS 6803:1999 *Acoustics – Construction Noise* and DIN 4150-3:1999 *Structural Vibration – Effects of Vibration on Structures*. Noise and vibration effects, including compliance with the AUP standards will be assessed with the substantive application. A Construction Noise and Vibration Management Plan (CNVMP) will be prepared as required by conditions forming part of the substantive application and will be implemented with construction. The CNVMP will outline mitigation measures such as restricted hours for noisy works, engagement with neighbouring properties, and the use of quieter equipment to ensure potential effects are appropriately managed. Noise and vibration effects will be temporary and can be managed so that they are acceptable.

Stormwater Effects

- 5.13 The memorandum from CivilPlan in Attachment 11 confirms that the Project will implement a comprehensive stormwater strategy consistent with the technical guidance documents GD01, TP108, and Auckland Council's TR2013/018, including best-practice treatment, extended detention, and climate change allowances in the calculations and modelling.
- 5.14 Stormwater impacts will be managed through a catchment-based approach, with drainage areas refined during detailed design. The design of earthworks and provision of impervious surfaces would avoid or otherwise mitigate upstream and downstream flooding either from stormwater runoff or displacement of flood waters. Stormwater attenuation would be modelled for the sub-catchments, and devices such as detention basins established as part of the substantive design. This would account for the attenuation of flooding, and also the retention of smaller events to manage erosion of streams.
- 5.15 Treatment will be provided via communal raingardens and lot-specific devices, with runoff discharged to streams or wetlands through piped outlets. This will address total suspended solids, gross pollutants such as litter and treat other contaminants such as metals from road surfaces.
- 5.16 Overland flow paths and reticulation systems will be designed for 10- and 100-year storm events, and floodplain management will ensure buildings are located outside 1% AEP extents.
- 5.17 A range of devices, including tanks, raingardens, wetlands, permeable pavements, and detention basins, will be used to treat and attenuate runoff, with ownership arrangements (likely private) to be confirmed as part of the substantive application and detailed design.
- 5.18 A Stormwater Management Plan (SMP) would be prepared to support the substantive application. Objectives for operations and maintenance of devices would be outlined in the SMP.
- 5.19 The Ecology Assessment in Attachment 18 also identifies that effects from discharges of stormwater on ecology can be managed through the stormwater design ensuring that specific devices are in place to treat stormwater to meet current best practice, and to attenuate stormwater to manage stream erosion. These effects will not be significant.
- 5.20 The stormwater network can be constructed by the Applicant and is not reliant on third party timing or funding.

Water Servicing

- 5.21 Attachment 15 identifies that there are feasible solutions to service the Project for potable water without creating significant environment effects. The solutions include on-lot tanks harvesting roofwater from the substantial roof areas resulting from industrial buildings and a water treatment plant to ensure that the supply meets the required drinking water standards.
- 5.22 These methods will also address suitable firefighting capacity, and would form part of a retention component of the SMP required to manage stormwater.
- 5.23 All water will be suitably treated to avoid any adverse effects on community health. The water treatment plant and reticulated network can be constructed by the Applicant and is not reliant on third party timing or funding.

Wastewater Servicing and Discharge

- 5.24 Attachment 14 identifies that there are feasible solutions to service the Project for wastewater without creating significant environment effects. The solutions include an onsite private wastewater treatment plant (WWTP) and reticulated network. Wastewater will be treated to a very high level and discharged to lan , or otherwise via wetland/land contact prior to discharge into the freshwater environment.
- 5.25 The WWTP design can be staged/scaled to provide for the progressive development of the business park. The Applicant has substantive landholdings to accommodate the WWTP and associated land disposal.
- 5.26 MBR or hybrid MABR/MBR technologies provide high quality treatment that are capable of exceeding the discharge quality criteria listed in the Water Services (Wastewater Environmental Performance Standards) Regulations 2025.² These technologies can reliably achieve stringent nutrient and pathogen removal targets, consistent with best practice in New Zealand. This includes greater than 97% reductions in cBOD, TSS, TN and TP, and near-complete pathogen removal. Effects on aquatic environments can be minimised and would not be significant.
- 5.27 While E.coli concentrations will not be affected by the proposed discharge, viruses from the discharge will still need to be accounted for. Therefore, this matter will be addressed in more detail through the design process, including the use of available disinfection and viral removal techniques that can reduce pathogen counts to near undetectable levels.

² Noting that a these standards only apply to public networks and not a private network such as that included in this Project.

- 5.28 The Ecology Assessment in Attachment 18 also identifies that effects from the discharge of treated wastewater will be carefully managed to ensure quality outputs align with the respective receiving environments. Specifically, the new technologies available for wastewater treatment plants enable the quality of treated wastewater to avoid adverse effects on water quality and aquatic ecology should discharges to waterbodies occur. Where disposal is to land, the rates of discharge and the design of the disposal accounts area would account for primary and reserve fields, along with appropriate separation from groundwater.
- 5.29 The WWTP, reticulated network and land disposal can be constructed by the Applicant and is not reliant on third party timing or funding.
- 5.30 The WWTP can be operated and maintained by the applicant, a private utility or body corporation/association structure.

Risk of Hazards

Flooding

- 5.31 The memorandum by CivilPlan in Attachment 11 identifies how the stormwater design can engineer overland flow paths and establish retention/detention devices to ensure that post-development flows do not exacerbate downstream flooding. The detailed design would include modelling to determine the sizing of devices to ensure that attenuation to pre-development flows is achieved. This will ensure that the effects on the environment are not significant.
- 5.32 The detailed design would include a hazards risk assessment, which addresses the manner in which finished floor levels of new development can be established above the floodplain.
- 5.33 Further assessments at the time of the substantive application will determine what mitigation measures are necessary for any displacement effects from earthworks filling.
- 5.34 The proposal is not considered to result in adverse flooding effects on upstream or downstream sites.

Land Stability

- 5.35 The memorandum from LDE in **Attachment 9** addresses the risk of geotechnical instability.
- 5.36 Earthworks will be managed to minimise land stability risks. This includes adherence to the Auckland Code of Practice for Land Development and compliance with NZS4431:2022 compaction standards.

- 5.37 Where sensitive alluvial soils or elevated groundwater levels are encountered, they will be addressed through conventional drainage techniques, ground improvement methods (e.g. lime stabilisation, subgrade undercutting), and robust construction management practices to ensure stability of future building platforms and infrastructure.
- 5.38 Ecological and geological assessments at the time of the substantive application will confirm whether attenuation measures are needed to mitigate stream erosion. This would be coordinated with the design of retention devices design to provide attenuation of smaller events that can erode streams.

Traffic

- 5.39 The report provided by Flow Transportation Specialists in Attachment 16 addresses the proposed access arrangements, integration with the existing transport network, and the internal design approach for the Project, including new intersections, road connections and active mode corridors.
- 5.40 The site is well connected to surrounding areas including Papakura, Takaanini and Alfriston.
- 5.41 The Project will generate additional traffic, which can be accommodated within the existing road network, subject to upgrades proposed by the applicant. These upgrades will improve safety and support urban amenity without generating adverse transport effects.
- 5.42 The Transportation Assessment (Attachment 16) identifies that while the introduction of employment opportunities will generate traffic, the traffic generated will predominantly be in the counter-peak direction. That is, rather than adding high traffic volumes to the current northbound peak commuter flow, traffic generated by the development will predominantly occur in the opposite direction across both morning and evening commuter periods.
- 5.43 Significant investment in the Mill Road corridor is proposed by the Government, identifying this as a Road of National Significance. While the Mill Road Stage 2 NOR is not included within the future environment against which effects are to be assessed, the proposal has been designed to be compatible with the project (as relevant under s 104(1)(c)).
- 5.44 A comprehensive Integrated Transport Assessment (ITA) will be prepared as part of the substantive application. It will include site-specific transport modelling, a Construction Traffic Management Plan, and details of any necessary staged upgrades to roads and intersections based on updated traffic surveys.
- 5.45 All proposed upgrades, including intersection improvements can be delivered by the Applicant and are not reliant on third-party land acquisition, timing, or funding.

Landscape and Character Effects

- 5.46 The assessment undertaken by Transurban in Attachment 12 identifies that the Project will result in a transformation of the site's character from rural to urban. While this change will be evident, it is considered to be consistent with the evolving context of the area, including the Ardmore Airport with its recent industrial development. Anticipated effects include the loss of open rural views, changes in amenity values, and increased visibility of built form. However, Transurban considers that these effects can be appropriately managed through the design and landscape mitigation measures proposed.
- 5.47 The substantive application will incorporate a range of responses to address the effects of change where necessary:
- (a) vegetative buffers and building setback along boundaries with neighbouring properties;
 - (b) planting of streams and wetlands to enhance ecological and visual values; and / or
 - (c) front yard landscaping associated with development (to integrate development with the road corridors).
- 5.48 A comprehensive Landscape and Visual Assessment and detailed landscape and design plans will be submitted with the substantive application to ensure the development integrates sensitively with the surrounding landscape and delivers positive visual and environmental outcomes.

Urban Design Effects

- 5.49 TransUrban Design has prepared an Urban Design Memorandum (Attachment 17) which assesses the potential urban design effects of the Project.
- 5.50 The substantive application will address these effects through a master-planned approach that incorporates urban design principles. This includes:
- (a) Integrating the street network with natural landforms and stream corridors to support walkability and environmental responsiveness.
 - (b) Greenways that incorporate natural features and stormwater management devices
 - (c) Landscape design of front yards to ensure built form contributes positively to the character and amenity of the area.

- 5.51 A comprehensive Urban Design Assessment and detailed architectural and landscape plans and design guidelines will be submitted with the substantive application to ensure the development delivers a well-functioning business park, supports multi-modal access, and enhances amenity for employees and visitors.

Ecology

- 5.52 The assessment by Ecological Solutions Ltd in Attachment 18 describes that the Project has the potential to generate both positive and adverse ecological effects. Positive outcomes include riparian and wetland restoration, improved fish passage, and increased habitat connectivity. Potential adverse effects relate to vegetation clearance, stream and wetland modification, sedimentation, discharges of contaminants from storm and wastewater and disturbance to native fauna, including fish, lizards, and birds.
- 5.53 The Concept Plan avoids direct impacts on indicatively mapped significant ecological areas and wetlands, and most vegetation affected is exotic or degraded.
- 5.54 Potential adverse effects will be appropriately managed through a combination of avoidance, mitigation, and offsetting. This includes:
- (a) Management plans (e.g. for lizards, bats, fish and birds) with the timing of works adjusted to avoid sensitive periods.
 - (b) Best-practice erosion and sediment controls to minimise the loss of sediment.
 - (c) Avoidance of stream and wetland loss where practicable, with offsetting or compensation utilised if works are required.
 - (d) Stream works, including culverts, design following national guidelines with respect to fish passage.
 - (e) Restoration native planting and weed/pest control.
 - (f) Discharges carefully managed to ensure water quality outputs align with the respective capacity of the receiving environments.
- 5.55 The substantive application will include:
- (a) Detailed ecological surveys and mapping.
 - (b) Use of the mitigation hierarchy.
 - (c) Site-specific ecological management plans covering restoration, enhancement, monitoring, and maintenance.

(d) Consideration of Wildlife Act Authority requirements for protected species which, if required, will be sought separately.

5.56 With appropriate design and management, the Project's ecological effects can be effectively managed so that there is a no net loss of ecological values, and preferably a net gain through the planting of stream corridors, as well as the other planting opportunities associated with new infrastructure (for example stormwater devices) developed with the Project. The substantive application will provide detailed assessments and plans to ensure ecological values are protected and enhanced, supporting a net-positive ecological outcome.

Cultural Effects

5.57 Mana Whenua have been, and are being, engaged throughout the planning and development of the Project, with a commitment to ongoing collaboration as the project progresses. Their involvement ensures that cultural values, historical connections, and tikanga / kawa are meaningfully incorporated into the design and development process. This approach not only acknowledges the significance of Mana Whenua as kaitiaki of the land but also helps to embed cultural identity and heritage into the physical and social fabric of the development.

5.58 Design elements, such as landscaping, public spaces, and interpretive features, will be informed by Mana Whenua input to ensure that cultural narratives are expressed in a way that is authentic and educational.

Loss of soils

5.59 The AUP GIS viewer indicates that the site contains class 2 soils. The Project's earthworks and future development will prevent the use of the site for activities which would rely on the productive potential of the soils. The same scenario exists across Auckland on all land with class 2 soils and for which land uses transition and change from rural productive to "other uses" – e.g residential, industrial, open space.

5.60 However, the sites are both subject to peat soils and are flood prone. These characteristics pose significant constraints to the use of land for rural production activities.

5.61 Peat soils are formed under waterlogged conditions and are characterized by low bulk density, high porosity, and high organic matter content, making them highly compressible and structurally unstable when drained.

5.62 Drainage for agriculture or horticulture accelerates peat oxidation, causing subsidence rates. This undermines the physical stability of land which in turn can severely impact rural production structures drainage systems, and adjacent infrastructure. This also releases large amounts of greenhouse gases.

- 5.63 Flooding adversely impacts access, damages crops, and accelerates soil degradation through erosion and nutrient leaching. Flood depths to a certain level also impact the wellbeing of livestock.
- 5.64 For horticulture, the high water tables and poor drainage in peat soils increase the risk of root diseases, nutrient imbalances, and crop failure, while over-drainage to counteract these issues leads to irreversible peat shrinkage and surface instability.
- 5.65 PC120 also imposes additional restrictions and costs to farming and rural production as it will increase the costs of operations in the flood prone areas due to all rural production based buildings exceeding 10m² triggering risk based resource consenting for flooding.
- 5.66 Furthermore, the cost of engineering solutions—such as raising land levels, installing advanced drainage, or flood protection infrastructure is likely to outweigh an economic return for rural production activities.
- 5.67 These factors combined meant that the land use classification system is not an accurate reflection on the viability of the use of the land for productive purposes.

Archaeology Effects

- 5.68 The AUP does not identify any archaeological sites, heritage items, or historic places within the sites. The Archaeological Assessment (refer to Attachment 10) identifies that there are no known archaeological features with the site and a history of use that makes discovery of sites relatively unlikely.

6.0 RELEVANT PLANNING DOCUMENTS

- 6.1 The below assessment is provided pursuant to s 13(4)(y)(i) of the Fast Track Approvals Act 2024, and cl 2 of Sch 5 to that Act. A full statutory assessment of the proposal, including against the relevant objectives and policies of the Auckland Unitary Plan, will be provided with the substantive application if referred.

Relevant National Policy Statements

National Policy Statement on Urban Development (“NPS-UD”)

- 6.2 This assessment evaluates the Project in relation to the NPS-UD, specifically Objectives 1, 3, 8, and Policies 1, 2 and 8. The Project seeks to develop land outside the AUP’s Rural Urban Boundary (RUB) to enable a large-scale business park that will accommodate industrial, commercial, services and logistics activities around an existing airport with industrial land uses. Apart from the Ardmore Airport special zone, the land is zoned rural and the proposal is for Fast Track referral as opposed to a plan change.

6.3 In terms of Policy 1, planning decisions must contribute to well-functioning urban environments that enable social, economic, and cultural wellbeing, good accessibility to jobs and services, and resilience to climate change; and Policy 2 directs planning decisions should it provide sufficient development capacity for housing and business land. Policy 8 seeks responsive approaches to plan changes, and while this is a referral request the purpose of policy 8 is to be responsive to outcomes that would contribute to well-functioning urban environments and add significantly to development capacity.

6.4 In respect of Policy 1:

Well-Functioning Urban Environment

- (a) The Project will create a significant employment hub, supporting economic wellbeing, providing increased local employment and economic development opportunities and reducing reliance on distant employment centres for residents of South Auckland.

During the development period, approximately 17,300 FTEs will be employed in constructing and servicing the Project. The Business Park itself will lead to an estimated 4,500-5,000 FTEs once complete.

The investment in the Auckland region over the 15 year development period has been estimated to be in the order of \$2.7 billion, which will stimulate economic activity and employment across multiple sectors.

- (b) The Project is located adjoining an airport and near major transport corridors (existing and planned). This ensures accessibility for freight and employees, contributing to efficient movement of goods and people.
- (c) The Project includes integrated transport planning (public transport links and active mode connections), reducing car dependency and supporting climate resilience.

Social and Economic Benefits

- (d) The Project will attract investment, stimulate regional economic growth, and provide diverse employment opportunities, aligning with Policy 1's emphasis on enabling social and economic wellbeing.
- (e) The Project will enable residents of nearby newly urbanising areas to work closer to home, enhancing personal and family wellbeing.

Climate Resilience

- (f) The Project incorporates stormwater management, ensuring development can be located above flood levels and that stormwater runoff generated from new impervious surfaces can be managed so as to not exacerbate flooding.

6.5 In respect of Policy 2, regarding the sufficiency of land for business development:

- (a) The current urban zones lack sufficient business land to meet projected demand for industrial and employment activities. This proposal addresses that shortfall, ensuring adequate capacity for business growth.

In 2023 Colliers projected a shortfall of over 900 hectares of industrial land in Auckland, with South Auckland being the most affected region.³

The economics assessment in Attachment 8 identifies that the Colliers' Auckland Industrial Essentials⁴, published that the overall industrial built form vacancy rate across Auckland was 2.2% as at August 2025. Specifically, Colliers reports that prime industrial space vacancy across Auckland is sitting at approximately 1.1%. East Tāmaki, one of the region's largest and most established industrial precincts, records an exceptionally low vacancy rate of 0.2%. Drury, currently under development, shows no remaining vacant stock. The Airport Corridor / Māngere area, which is the most comparable business cluster for the Project given its proximity to an airport, exhibits a prime vacancy rate of just 0.8% as at August 2025.

- (b) By increasing supply, the proposal reduces upward pressure on land prices, supporting competitive markets and contributing to the provision of more business land.
- (c) The Project provides long-term capacity for economic activities, reducing the risk of future land shortages and supporting regional growth.

6.6 In respect of Policy 8, the Project:

- (a) Significantly increases the supply of industrial land in South Auckland.

³ <https://www.oneroof.co.nz/news/auckland-industrial-land-supply-constrained-43388>

⁴ Auckland Industrial Colliers Essentials 2H 2025, Colliers (Source: <https://www.colliers.co.nz/download-article?itemId=39261627-3f6b-45ab-8aa1-4cbd158496f8>)

- (b) Provides opportunities for local employment in a fast growing part of South Auckland.
 - (c) Provides its own water, wastewater and stormwater infrastructure, ensuring that the Project is not reliant on Watercare and Auckland Council servicing.
- 6.7 It is also noted that Policy 6 of the NPS-UD highlights that planning decisions in urban environment should have particular regard to "(d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity". In this regard, the proposal enables development capacity for employment and industry in South Auckland.
- 6.8 For these reasons, the Project is consistent with the NPS-UD.

National Policy Statement for Highly Productive Land

- 6.9 The Project Area generally is classified as having a Land Use Capability (LUC) Class 2 and accordingly the NPS-HPL is relevant.
- 6.10 The NPS-HPL has a single objective, and nine policies – not all of which are directed at particular developments or applications of this nature.
- 6.11 The NPS-HPL also includes a number of prescriptive implementation provisions, which direct local authorities to do particular things to give effect to the objective and policies. The implementation provisions impose obligations on territorial authorities when amending their land use plans. These are not of direct import to any resource consent application, and so are not considered here.
- 6.12 Where a referral application includes activities requiring resource consent, the proposal must be assessed against the NPS-HPL. However, as confirmed by the Courts in several decisions since the NPS-HPL came into effect, in the resource consent context, it is only one of a number of matters to which regard must be had.⁵
- 6.13 Given the focus of the FTAA on (relevantly) facilitating the delivery of development projects with significant regional benefits, it is important not to ascribe too much weight to national policy statements,⁶ particularly at the referral stage.

⁵ See eg *Gray v Dunedin City Council* [2023] NZEnvC 45 at [199]-[201]. See also *Barbican Securities Ltd v Auckland Council* [2023] NZEnvC 174 at [55], and *Gibbston Vines Ltd v Queenstown Lakes District Council* [2023] NZEnvC 265.

⁶ With the exception of the NPS-UD, which is specifically referenced in s 22(2)(iii) of the FTAA.

- 6.14 In addition, it is important not to lose sight of the correlation with the NPS-UD, in the context of this particular project. This includes:
- (a) The benefits in contributing towards provision of business land to meet required targets in a manner which is not just theoretical planned capacity – the Project will deliver business land to meet current demand and provide employment to support the growing residential population of Auckland.
 - (b) The ability of the Project to contribute to a well-functioning urban environment (as described at length above under the NPS-UD).
- 6.15 In this respect, the Project contributes approximately 17,300 FTEs in constructing and servicing the Project. The Business Park itself will lead to an estimated 4,500-5,000 FTEs once complete. The investment in the Project is approximately \$2.7 billion.
- 6.16 Fundamentally, people need employment to provide for their well-being. This is best provided locally to reduce vehicle kilometres travelled, congestion, social costs and strain on infrastructure. South Auckland is the fastest growing area in New Zealand. That residential growth should be matched by a corresponding increase in local employment and business opportunities in locations that are well-connected to the transport network.
- 6.17 Reliance on future urban zoned land is neither a reasonably practicable nor feasible option for providing at least sufficient industrial development capacity within the same locality and market – given the many variables that exist to potentially militate against the development of that land (including landbanking, landowner capacity constraints, and Council policy). The Project ensures delivery of development capacity in a more timely fashion than relying on the release of future urban zoned land by Council.
- 6.18 Council has itself in the Future Development Strategy signalled the downzoning of Future Urban Zoned land in Takaanini (south of a Papakura Stream) because of its flooding risk. If this is undertaken, then there is an absence of land in Takaanini for employment activities to support residential growth. This combined with the Future Development Strategy deferring further rezoning of land in tis areas until 2050, will result in a shortfall of new land for local employment activities.
- 6.19 The nature of industry and employment land is it needs greenfields sites. Intensification is not a planning tool readily able to solve the need for the substantial amount of employment land required by growing nearby residential populations. Therefore, as new intensification or greenfields residential growth occurs, there must be a commensurate provision of greenfields land for industrial activities. To be successful this needs to be located where there are good transport connections, particularly to arterial and state highway networks.

6.20 Fundamentally, the consistency or otherwise of this proposal with the NPS-HPL, and in particular, the sole Objective and Policies 7 to 9, must take into account (when determining what might be considered appropriate use and development, or subdivision), the following matters:

- (a) Significant economic investment in the Auckland region over the proposed 16-year development period, which has been estimated to be in the order of \$2.7 billion. This will stimulate further annual economic activity and employment across multiple sectors associated with a complete business park.
- (b) The Project enables a partnership between the applicant, Pacific Coast Technical Institute to train rangatahi in modern construction methods while delivering live construction projects on site. This will assist to tackle the regional and national issues associated with skilled workforce shortages and create social economic and cultural benefits.
- (c) Environmental, social and cultural benefits through delivery of a blue green network incorporating restored waterways.
- (d) Provision of local employment for approximately 17,300 Full Time Equivalent ("FTE") employees during construction, and approximately 4500 to 5000 FTEs employed upon completion of the development. This is a significant economic social and potential for cultural benefits.
- (e) Immediate leverage off existing and planned roads and community facilities.
- (f) Better accessibility to jobs, goods and services, and reduced VKT.
- (g) Ability to develop independent of the constrained infrastructure networks of Auckland Council and Watercare that have stalled development in South Auckland.
- (h) The impediments referred to above in relation to the use of Class 2 soils for agricultural or horticultural use.
- (i) That industrial development requires well-located greenfields land. Unlike residential development, intensification does not provide a substitute for the required land.

6.21 A full description of the significant regional environmental, social, economic and cultural benefits has been provided in the Referral Companion Document at **Attachment 1**. A more fine-grained analysis of the proposed activities against the relevant provisions of the NPS-HPL will be provided with the substantive application.

National Policy Statement for Freshwater Management (“NPS-FM”)

6.22 The Project is consistent with the relevant policies (1-9 and 15) for reasons that include:

- (a) The Project can minimise and mitigate its effects on ecosystems and waterbodies, through careful design and integration between engineering, ecology and planning practices. Specifically:
 - (i) The site contains degraded streams and wetlands, many of which have been historically modified by farming and drainage. The Project presents an opportunity to restore these features through native riparian and wetland planting, enhancing ecological connectivity and habitat quality.
 - (ii) Sediment discharge is minimised through the use of erosion and sediment control measures (consistent with Council guidelines);
 - (iii) Stormwater and wastewater discharges are appropriately treated to protect the health of freshwater environments. Treated wastewater can be discharged to land for disposal.
- (b) The Project will generally avoid development within streams and wetlands, and where works are necessary (for example infrastructure) the effects management hierarchy will be followed.
- (c) Works in proximity to wetlands can be carefully designed to ensure that the potential risk for adverse effects are minimised as far as practicable.
- (d) Stormwater and wastewater systems will be designed to meet best-practice standards.
- (e) The Project seeks to retain and enhance existing native vegetation that supports the health of streams and wetlands.
- (f) A comprehensive ecological management plan will be developed as part of the substantive application, including monitoring programmes to ensure freshwater and wetland health is maintained and improved over time.
- (g) The ongoing involvement of iwi, through cultural design integration, restoration initiatives, and the establishment of a cultural centre, will continue to ensure that tangata whenua values and interests, are integrated in the development and reflected in the outcomes associated with freshwater management.

National Policy Statement for Indigenous Biodiversity (NPS-IB)

- 6.23 The Project is consistent with the Objective and the relevant NPS-IB policies (1-8 and 15) for reasons that include:
- (a) Development will generally avoid development within mapped areas of SEA, and where works are necessary within an SEA (for example infrastructure) the effects management hierarchy will be followed.
 - (b) Ecological corridors will be enhanced through the planting of indigenous species within riparian margins. This can connect areas of habitat.
 - (c) Potential loss of habitat for indigenous species (including lizards and roosting locations for highly mobile species such as native birds and bats) will be managed using the effects management hierarchy, as may include measures such as conditions on the timing of vegetation removal, and the implementation of management plans.
 - (d) Other measures such as stock exclusion and animal and weed pest control will also be able to be implemented by the applicant (and detailed at the substantive application stages) which will create additional benefits indigenous biodiversity species.
- 6.24 The substantive application would also include an assessment of habitat values in accordance with the Department of Conservation bat roost protocols (as a precautionary approach) to manage any effects on bats.
- 6.25 The opportunities for ecological enhancement and restoration are identified by Ecological Assessment (Attachment 18) are significant and provide multiple avenues for effectively managing ecology impacts that may occur.
- 6.26 Involvement of iwi will continue to ensure opportunities to exercise kaitiakitanga for indigenous biodiversity in their rohe.
- 6.27 Overall, the Project will result in an increased amount of indigenous biodiversity and it is consistent with the NPS-IB.

National Policy Statement on Natural Hazards 2025

- 6.28 The applicant has been provided expert advice regarding geotechnical, stormwater and flooding hazards.
- 6.29 The memorandum from LDE in Attachment 9 addresses the risk of geotechnical instability. Earthworks will be managed to minimise land stability risks. This includes adherence to the Auckland Code of Practice for Land Development and compliance with NZS4431:2022 compaction standards.

- 6.30 The memorandum from CivilPlan in Attachment 11 indicates that the flood potential across the site is manageable, with existing low-lying areas identified as prone to water accumulation due to limited soil permeability. The proposed stormwater design includes engineered overland flow paths and retention/detention systems to ensure that post-development flows do not exacerbate downstream flooding. Buildings will be located outside of mapped flood extents.
- 6.31 A detailed natural hazard risk assessment would be provided with the substantive application to demonstrate the nature of risks and that they have been addressed with the detailed design of the Project.

National Policy Statement on Infrastructure 2025

- 6.32 The applicant has engaged with Ardmore Airport (Attachment 6 and Attachment 21), which also forms part of the Project Area. The applicant will work with Ardmore Airport to ensure the maintenance of flight and approach paths/surfaces associated with remaining runway. The Airport has recently shut down one runway and commenced redeveloping this land with industrial activities.
- 6.33 Industrial and service activities are not identified as being sensitive of noise in the AUP. This makes them ideal to locate in proximity to the Airport.
- 6.34 The Airport offers an opportunity to create a hub of industrial activity, some of which will locate adjoining the Airport to leverage off the aviation industry along with logistics and freight.
- 6.35 Burnside Road contains the water supply trunk mains from the Hunua dams. The proposal will protect this infrastructure.

The New Zealand Coastal Policy Statement (NZCPS) 2010

- 6.36 The proposed development is not located within or near the coastal environment. It is acknowledged that freshwater streams within the site feed into two catchments which ultimately discharge into the Manukau Harbour and Hauraki Gulf. The Project will not involve discharges that result in degradation of coastal waters because appropriate mitigation measures can be adopted in respect to the treatment of wastewater, the use of erosion and sediment control measures during earthworks and the treatment of stormwater runoff.

Hauraki Gulf Marine Park Act

- 6.37 Sections 7 and 8 of the HGMPA are to be treated as if they were a New Zealand coastal policy statement. They emphasize sustaining the life-supporting capacity of the Gulf, protecting and enhancing the Gulf's natural, historic, and physical resources and recognising tangata whenua relationships and cultural values.

6.38 The Project will not involve discharges that result in degradation of coastal waters because appropriate mitigation measures can be adopted in respect to the treatment of wastewater, the use of erosion and sediment control measures during earthworks and the treatment of stormwater runoff.

National Environmental Standards

6.39 **Attachment D** outlines the required resource consents and identifies that the Project would trigger consents under:

(a) The Resource Management (National Environmental Standard for Freshwater) Regulations 2020 ('NES-F').

(b) The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NES-CS').

6.40 Where any of the above listed regulations list relevant matters of control or discretion or any permitted activity standards, an assessment against these matters will be undertaken as part of a substantive application.

6.41 An assessment of the permitted activity standards under the National Environmental Standards will be undertaken as part of a substantive application.

Attachment A: Qualifications and Experience

Mark Tollemache, Director

M.Plan (Merit)

With 28 years' experience as a practicing planner, Mark has the knowledge and skills to move complex projects successfully through the resource consenting process. He has prepared numerous plan changes, structure plans, resource consent applications and evidence for Environment and High Court cases. Mark has also been involved in and prepared applications under the COVID-19 Recovery (Fast-track Consenting) Act 2020 for large scale residential and industrial development.

Mark has worked in both public and private sector roles, and appreciates the need to collaborate with the client, technical specialists and stakeholders to ensure a project is successful.

Renee Fraser-Smith, Senior Planner

M.Plan.Prac (Hons)

With 18 years' experience as a practicing planner, Renee's strong analytical skills and attention to detail means clients can trust Renee to deliver high quality advice.

Renee has been the lead planner on many multi-disciplinary land development projects and has developed a particular depth of expertise in the preparation of complex subdivision, land use and regional resource consent applications. She has also been involved in a number of rezoning proposals for large greenfield development areas. Renee has also been involved in and prepared applications under the COVID-19 Recovery (Fast-track Consenting) Act 2020 for large scale residential and industrial development as well as assisting decision making Panel's on several fast track projects.

Adelle Henderson, Planner

MRP (Hons)

With 10 years' experience as a practicing planner in the public sector prior to joining the team, Adelle assists with project delivery and providing feedback and advice on current and future projects.

Adelle has expertise in subdivision and resource consent planning for a range of predominantly residential and rural developments attaining an in-depth understanding of the Auckland Unitary Plan and the resource consent process.

Attachment B: Application Sites

Address	Legal Description	Address	Legal Description
308 Airfield Road	Lot 5 BLK XV DP 20982	115 Hamlin Road	Pt Lot 1 DP 50029 Pt Lot 2 DP 50029
348 Airfield Road	Lot 1 BLK XV DP 192819	120 Hamlin Road	Lot 1 BLK XV DP 53384
360 Airfield Road	Lot 2 DP 192819	125 Hamlin Road	Lot 1 BLK XV DP 53136
368 Airfield Road	Lot 2 DP 96780	130 Hamlin Road	Lot 2 DP 53384
371 Airfield Road	LOT 1 DP 578804	135 Hamlin Road	Lot 2 BLK XV DP 53136
382 Airfield Road	Lot 1 DP 96780	140 Hamlin Road	Lot 3 DP 53384
394 Airfield Road	Lot 1 DP 198874	143 Hamlin Road	Lot 1 DP 11032
396 Airfield Road	Lot 2 DP 208957	146 Hamlin Road	Pt Lot 4 DP 53384
398 Airfield Road	Lot 1 DP 208957	151 Hamlin Road	Lot 1 DP 316491
448 Airfield Road	Lot 1 DP 336380	155 Hamlin Road	Lot 2 DP 316491
453 Airfield Road	Lot 200 DP 319290	161 Hamlin Road	Lot 6 DP 39433
457 Airfield Road	Lot 202 DP 458277	40 Mullins Road	Lot 2 DP 169281
460 Airfield Road	Lot 2 DP 336380	47 Mullins Road	Lot 2 DP 206430
463 Airfield Road	Lot 203 DP 458277	50 Mullins Road	PT ALLOT 50 PSH Papakura
469 Airfield Road	Lot 204 DP 458277	53 Mullins Road	Lot 3 DP 206430
470 Airfield Road	Lot 1 DP 92845	61 Mullins Road	Lot 1 DP 75641
473 Airfield Road	Lot 205 DP 458277	66 Mullins Road	Lot 1 DP 22687
479 Airfield Road	Lot 206 DP 458277	90 Mullins Road	LOT 2 DP 598608
487 Airfield Road	Lot 207 DP 458277	100 Mullins Road	LOT 1 DP 598608
495 Airfield Road	Lot 208 DP 458277	114 Mullins Road	Lot 1 DP 95196, Lot 1 DP 81758
499 Airfield Road	Lot 209 DP 458277	124 Mullins Road	Lot 2 DP 129748
1 Burnside Road	Lot 1 DP 165259	7 Bullens Road	Lot 1 DP 141367
37 Burnside Road	Lot 2 DP 165259	19 Bullens Road	Lot 2 DP 450259
51 Burnside Road	Lot 2 DP 112997	49 Bullens Road	Lot 2 DP 111591
61 Burnside Road	Lot 2 DP 311910	51 Bullens Road	Lot 2 DP 473510
93 Burnside Road	PT ALLOT 1 DP 94470	52 Bullens Road	Lot 1 DP 473510
133 Burnside Road	LOT 2 DP 533681	99 Corsair Lane	LOT 2 DP 578804
803 Papakura-Clevedon Road	Lot 1 DP 450259	45 Clevedon-Takanini Road	Lot 3 DP 169281
881 Papakura-Clevedon Road	Lot 1 DP 483053	61 Clevedon Takanini Road	Lot 1 DP 112997
95 Hamlin Road	Pt Lot 1 DP 50029		

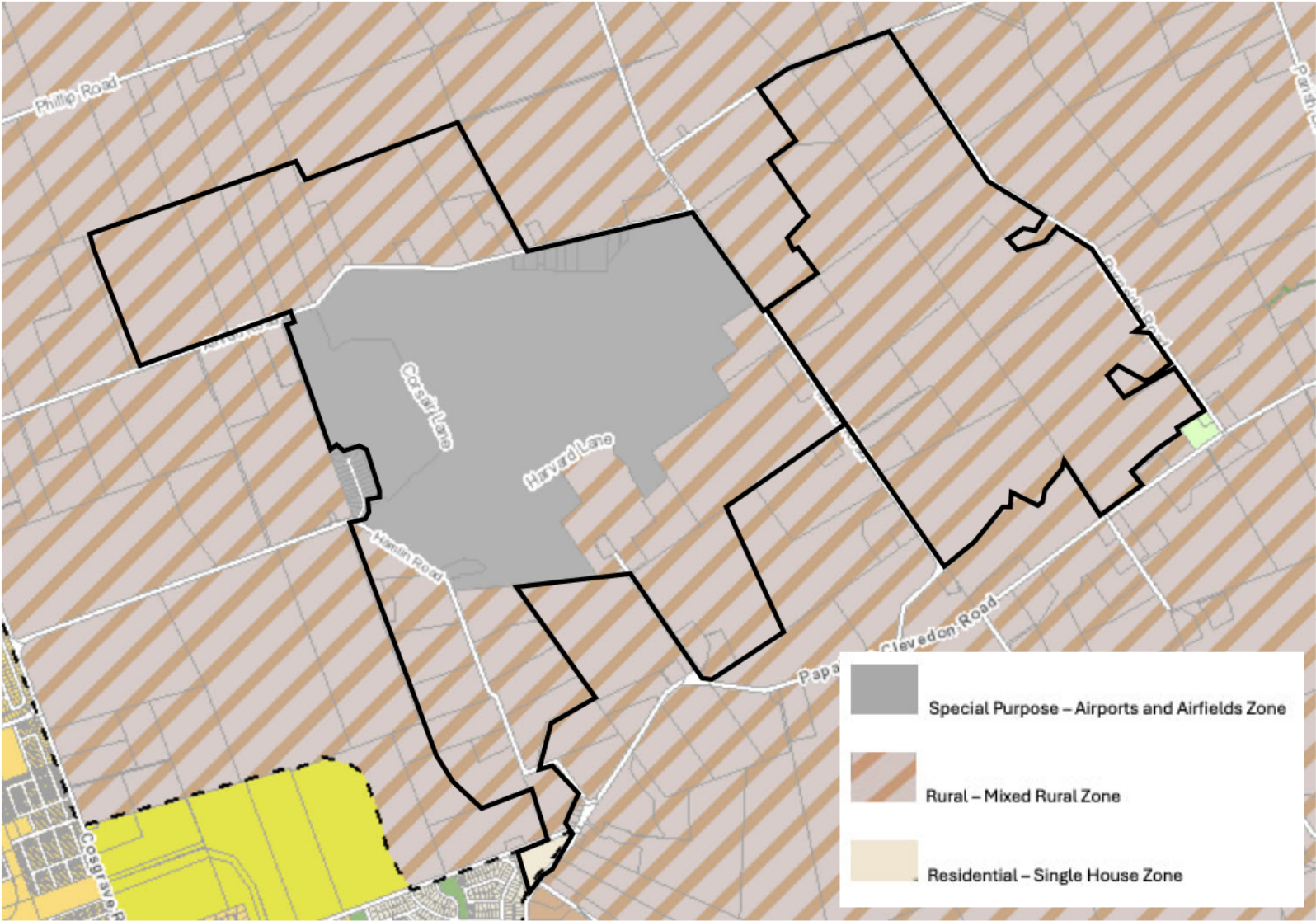
Public roads that may be subject to the required infrastructure / transport upgrades/connections¹:

- Airfield Road,
- Alfriston-Ardmore Road,
- Bullens Road,
- Burnside Road,
- Clevedon Road,
- Clevedon-Takanini Road,
- Cosgrave Road,
- Dominion Road,
- Hamlin Road,
- Mill Road,
- Mullins Road,
- Old Wairoa Road (including a paper road extension),
- Papakura-Clevedon Road,
- Petersons Road
- Village Way

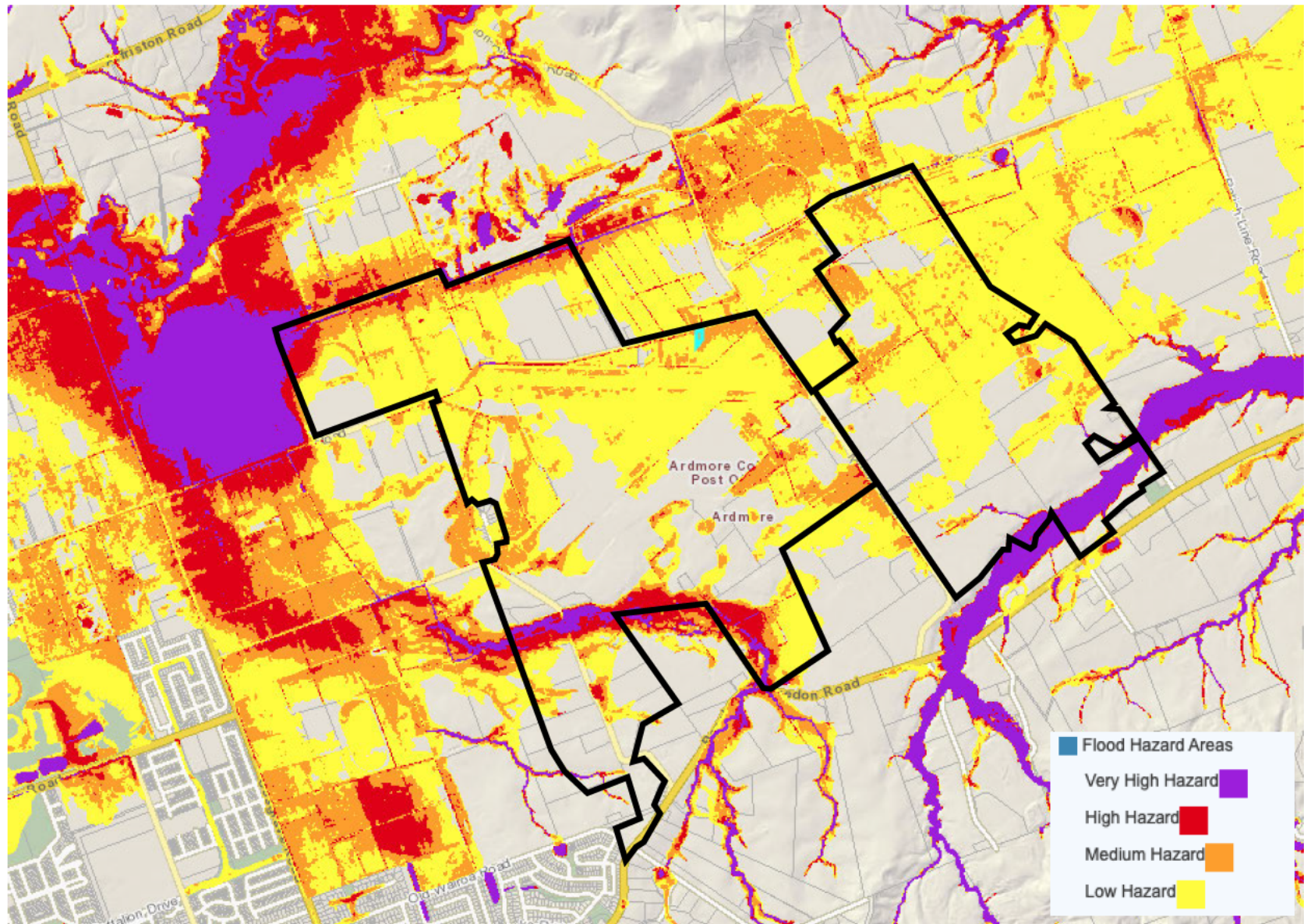
¹ Private roads (such as Corsair Lane, Harvard Lane etc) are not held separately and fall within the Records of Title held by the Ardmore Airport with the site addresses etc listed above.

Attachment C: Planning/Zoning Maps

Maps 1: Auckland Unitary Plan Zoning



Map 2: PC120 Flood Hazard Map



Attachment D: Summary AUP zones and overlays

Project Area - A

Site Address	Legal Description	Area	Zoning	PC120 Overlays	Overlays/Controls/Designations etc
47 Mullins Road	Lot 2 DP 206430	3.6987ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low and Medium Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Stream Management Areas Overlay • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
53 Mullins Road	Lot 3 DP 206430 NA134C/508	21.8058 ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Stream Management Areas Overlay • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
61 Mullins Road*	Lot 1 DP 75641 NA32B/7	1.6187ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low and Medium Flood Hazard Area 	<p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Site Address	Legal Description	Area	Zoning	PC120 Overlays	Overlays/Controls/Designations etc
				<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	
803 Papakura-Clevedon Road	Lot 1 DP 450259 RT 571995	1.506ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <u>Controls</u> <ul style="list-style-type: none"> • Controls: Macroinvertebrate Community Index - Native • Controls: Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
7 Bullens Road	Lot 1 DP 141367 NA83D/616	1.2819	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low and Moderate Shallow Landslide Susceptibility 	
19 Bullens Road	Lot 2 DP 450259 RT 571996	17.03ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low, Low and High Shallow Landslide Susceptibility 	
49 Bullens Road*	Lot 2 DP 111591 NA21A/287	4.062ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area 	

Site Address	Legal Description	Area	Zoning	PC120 Overlays	Overlays/Controls/Designations etc
				<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
51 Bullens Road	Lot 2 DP 473510 RT 647738	11.2028ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low and Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay [rp] - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural • Macroinvertebrate Community Index - Urban <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
52 Bullens Road	Lot 1 DP 473510 RT 647737	0.4184ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural • Macroinvertebrate Community Index - Urban <u>Designations</u>

Site Address	Legal Description	Area	Zoning	PC120 Overlays	Overlays/Controls/Designations etc
					<ul style="list-style-type: none"> <li data-bbox="1373 295 1960 378">• Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Project Area B

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
45 Clevedon-Takanini Road	Lot 3 DP 169281 NA103A/937	4.22ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Stream Management Areas Overlay [rp] • High-Use Aquifer Management Areas Overlay [rp] - Clevedon East Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
61 Clevedon-Takanini Road	Lot 1 DP 112997 NA63C/431	9.0708 ha	Rural – Mixed Rural Zone		
40 Mullins Road	Lot 2 DP 169281 NA103A/936	13.6208ha	Rural – Mixed Rural Zone		

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
					<u>Designations</u> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
50 Mullins Road	Part Allot 50 PSH of Papakura NA517/155	4.0469 ha	Rural – Mixed Rural Zone		<u>Overlays</u> <ul style="list-style-type: none"> High-Use Stream Management Areas Overlay High-Use Aquifer Management Areas Overlay [rp] - Clevedon West Waitemata Aquifer High-Use Aquifer Management Areas Overlay [rp] - Clevedon East Waitemata Aquifer Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA)
66 Mullins Road	Lot 1 DP 22687 NA604/186	19.2226ha	Rural – Mixed Rural Zone		<u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
90 Mullins Road	Lot 2 DP 598608 RT 1161569	5.7569ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> Very Low Large Scale Landslide Susceptibility Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> High-Use Stream Management Areas Overlay High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer High-Use Aquifer Management Areas Overlay - Clevedon East Waitemata Aquifer
100 Mullins Road	Lot 1 DP 598608 RT 1161568	12.3694ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> Low, Medium and High Flood Hazard Area Very Low Large Scale Landslide Susceptibility 	<u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural <u>Designations</u>

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
				<ul style="list-style-type: none"> • Very Low Shallow Landslide Susceptibility 	<ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
114 Mullins Road (and what was 118)	Lot 1 DP 95196 and Lot 1 DP 81758 NA51A/1149	6.6561ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low and Medium Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	
124 Mullins Road	Lot 2 DP 129748 NA76A/501	22.4901ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low, Low, Moderate, High and Very High Shallow Landslide Susceptibility 	
1 Burnside Road	Lot 1 DP 165259 NA99D/306	6.9782 ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Stream Management Areas Overlay • High-Use Aquifer Management Areas Overlay - Clevedon East Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA)

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
					<u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
37 Burnside Road	Lot 2 DP 165259 NA99D/307	1.1188 ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> Low and Medium Flood Hazard Area Very Low Large Scale Landslide Susceptibility Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> High-Use Stream Management Areas Overlay High-Use Aquifer Management Areas Overlay - Clevedon East Waitemata Aquifer Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) <u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
51 Burnside Road	Lot 2 DP 112997 NA63C/432	6.7394ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> Low, Medium and High Flood Hazard Area Very Low Large Scale Landslide Susceptibility Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> Significant Ecological Areas Overlay - SEA_T_533, Terrestrial High-Use Stream Management Areas Overlay High-Use Aquifer Management Areas Overlay - Clevedon East Waitemata Aquifer
61 Burnside Road	Lot 2 DP 311910 RT 46923	9.855ha	Rural – Mixed Rural Zone		<u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Native <u>Designations</u>
93 Burnside Road	Part Lot 1 DP 94470 NA50B/1087	16.1947ha	Rural – Mixed Rural Zone		

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
					<ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
133 Burnside Road	Lot 2 DP 533681 RT 877536	39.3676ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> Low, Medium, High and Very High Flood Hazard Area Very Low, Low and Moderate Large Scale Landslide Susceptibility Very Low, Low, Moderate and High Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> Significant Ecological Areas Overlay - SEA_T_5326, Terrestrial Significant Ecological Areas Overlay - SEA_T_5328, Terrestrial Significant Ecological Areas Overlay - SEA_T_5327, Terrestrial High-Use Stream Management Areas Overlay High-Use Aquifer Management Areas Overlay - Clevedon East Waitemata Aquifer <p><u>Controls</u></p> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Native Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Project Area C

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
308 Airfield Road	Lot 5 DP 20982 NA515/299	21.0209ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low and Low Shallow Landslide Susceptibility 	<p><u>Notice of Requirement:</u></p> <ul style="list-style-type: none"> • NZTA -Mill Road - Stage 2 (Takanini Section), Designations Lodged (not-notified), 16/06/2025 <p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay [rp] - Clevedon West Waitemata Aquifer <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Exotic • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Designations - 9104, Pukekohe to East Tamaki Gas Pipeline, Designations, First Gas Limited • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd • Airspace Restriction Designations - ID 1102, Protection of aeronautical functions - obstacle limitation surfaces, Auckland International Airport Ltd
348 Airfield Road	Lot 1 DP 192819 NA122B/150	8.174ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low and Moderate Shallow Landslide Susceptibility 	<p><u>Notice of Requirement:</u></p> <ul style="list-style-type: none"> • NZTA -Mill Road - Stage 2 (Takanini Section), Designations Lodged (not-notified), 16/06/2025 <p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
					<ul style="list-style-type: none"> Airspace Restriction Designations - ID 1102, Protection of aeronautical functions - obstacle limitation surfaces, Auckland International Airport Ltd
360 Airfield Road	Lot 2 DP 192819	4.0105ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> Low, Medium, High and Very High Flood Hazard Area Very Low Large Scale Landslide Susceptibility. Very Low Shallow Landslide Susceptibility 	<u>Notice of Requirement:</u> <ul style="list-style-type: none"> NZTA -Mill Road - Stage 2 (Takanini Section), Designations Lodged (not-notified), 16/06/2025 <u>Overlays</u> <ul style="list-style-type: none"> High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
368 Airfield Road*	Lot 2 DP 96780 NA52C/887	6.002ha	Rural – Mixed Rural Zone		
382 Airfield Road*	Lot 1 DP 96780 NA64D/880	5.2708ha	Rural – Mixed Rural Zone		
394 Airfield Road*	Lot 1 DP 198874 NA127C/914	2.0ha	Rural – Mixed Rural Zone		
396 Airfield Road	Lot 2 DP 208957 NA137A/420	17.5205ha	Rural – Mixed Rural Zone		
					<u>Overlays</u> <ul style="list-style-type: none"> High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
					<u>Overlays</u> <ul style="list-style-type: none"> High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer. Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) <u>Controls</u>

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
398 Airfield Road	Lot 1 DP 208957 NA137A/419	0.6017ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural Designations • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
448 Airfield Road	Lot 1 DP 336380 RT149157	3.2303ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer. • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural Designations
460 Airfield Road	Lot 2 DP 336380	1.7707ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low and Medium Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
470 Airfield Road	Lot 1 DP 92845	5.1799ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility 	

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
				<ul style="list-style-type: none"> <li data-bbox="1077 296 1267 408">• Very Low Shallow Landslide Susceptibility 	

Project Area D

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
95 Hamlin Road*	Pt Lot 1 DP 50029 NA10A/136	3.0655ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low and Medium Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - noise boundary (65dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
115 Hamlin Road*	Pt Lot 1 DP 50029, Pt Lot 2 DP 50029 NA9A/1276	5.723ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - noise boundary (65dBA) • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
120 Hamlin Road*	Lot 1 DP 53384 NA4B/238	4.059ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low and Low Large Scale Landslide Susceptibility 	<p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
				<ul style="list-style-type: none"> • Very Low Shallow Landslide Susceptibility 	
125 Hamlin Road	Lot 1 DP 53136 NA3D/118	5.1817ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
130 Hamlin Road*	Lot 2 DP 53384 NA4B/239	4.0868ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low and Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
135 Hamlin Road*	Lot 2 DP 53136 NA3D/117	4.0519ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area 	

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
				<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	
140 Hamlin Road*	Lot 3 DP 53384 NA4B/240	4.1564	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low and Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	
143 Hamlin Road	Lot 1 DP 11032 NA82C/147	5.1382ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<p><u>Notice of Requirement:</u></p> <ul style="list-style-type: none"> • NZTA -Mill Road - Stage 2 (Takanini Section), Designations Lodged (not-notified), 16/06/2025 <p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <p><u>Designations</u></p> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
146 Hamlin Road	Lot 4 DP 53384 NA4B/241	4.3215ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area • Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
151 Hamlin Road*	Lot 1 DP 316491 64462	1.131ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	
155 Hamlin Road	Lot 2 DP 316491 64463	9.1113ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low and Low Large Scale Landslide Susceptibility • Very Low, Low and Moderate Shallow Landslide Susceptibility 	

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
161 Hamlin Road	Lot 6 DP 39433 NA26B/1366	3.2653ha	Rural – Mixed Rural Zone	<ul style="list-style-type: none"> • Low and Medium Flood Hazard Area • Very Low and Low Large Scale Landslide Susceptibility • Very Low and Low Shallow Landslide Susceptibility 	<u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
881 Papakura- Clevedon Road	Lot 1 DP 483053 680583	1.9174ha	Residential – Single House Zone	<ul style="list-style-type: none"> • Low Large Scale Landslide Susceptibility • Very Low and Low Shallow Landslide Susceptibility 	<u>Notice of Requirement:</u> <ul style="list-style-type: none"> • NZTA -Mill Road - Stage 2 (Takanini Section), Designations Lodged (not-notified), 16/06/2025 <u>Precinct</u> <ul style="list-style-type: none"> • Takanini sub-precinct D, Sub-precinct <u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural <u>Designations</u> <ul style="list-style-type: none"> • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Project Area – E

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
371 Airfield Road	LOT 1 DP 578804* 1072588	129.0628ha	Special Purpose – Airports and Airfields Zone	<ul style="list-style-type: none"> • Low, Medium, High and Very High Flood Hazard Area • Very Low Large Scale Landslide Susceptibility • Very Low, Moderate and High Shallow Landslide Susceptibility 	<p><u>Precinct</u></p> <ul style="list-style-type: none"> • Ardmore Airport Precinct – Airport sub-precinct <p><u>Overlays</u></p> <ul style="list-style-type: none"> • High-Use Stream Management Areas Overlay • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - noise boundary (65dBA) • Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <p><u>Controls</u></p> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural • Macroinvertebrate Community Index - Urban <p><u>Designations</u></p> <ul style="list-style-type: none"> • Designations - 200, Ardmore Airport, Designations, Ardmore Airport Ltd • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
453 Airfield Road	Lot 200 DP 319290 75931	0.2078ha	Special Purpose – Airports and Airfields Zone	<ul style="list-style-type: none"> • Low, Medium and High Flood Hazard Area 	<p><u>Precinct</u></p> <ul style="list-style-type: none"> • Ardmore Airport Precinct – Airport sub-precinct <p><u>Overlays</u></p>

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
457 Airfield Road	Lot 202 DP 319290 597618	0.3685ha	Special Purpose – Airports and Airfields Zone	<ul style="list-style-type: none"> • Very Low Large Scale Landslide Susceptibility • Very Low Shallow Landslide Susceptibility 	<ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Rural • Macroinvertebrate Community Index - Urban <u>Designations</u> <ul style="list-style-type: none"> • Designations - 200, Ardmore Airport, Designations, Ardmore Airport Ltd • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
463 Airfield Road	Lot 203 DP 319290 597619	0.1301ha	Special Purpose – Airports and Airfields Zone		
469 Airfield Road	Lot 204 DP 319290 597620	0.4004ha	Special Purpose – Airports and Airfields Zone		
473 Airfield Road	Lot 205 DP 319290 597621	0.3533ha	Special Purpose – Airports and Airfields Zone		
479 Airfield Road	Lot 206 DP 319290 597622	0.5161ha	Special Purpose – Airports and Airfields Zone		
					<u>Precinct</u> <ul style="list-style-type: none"> • Ardmore Airport Precinct – Airport sub-precinct <u>Overlays</u> <ul style="list-style-type: none"> • High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer • Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <u>Controls</u> <ul style="list-style-type: none"> • Macroinvertebrate Community Index - Urban <u>Designations</u> <ul style="list-style-type: none"> • Designations - 200, Ardmore Airport, Designations, Ardmore Airport Ltd • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
487 Airfield Road	Lot 207 DP 319290 597623	1.4751ha	Special Purpose – Airports and Airfields Zone		<u>Precinct</u> <ul style="list-style-type: none"> Ardmore Airport Precinct – Airport sub-precinct <u>Overlays</u> <ul style="list-style-type: none"> High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer Infrastructure: Aircraft Noise Overlay - Ardmore Airport - noise boundary (65dBA) Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Urban <u>Designations</u> <ul style="list-style-type: none"> Designations - 200, Ardmore Airport, Designations, Ardmore Airport Ltd Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd
495 Airfield Road	Lot 208 DP 319290 597624	0.4359ha	Special Purpose – Airports and Airfields Zone		
499 Airfield Road	Lot 209 DP 319290 597625	0.1500ha	Special Purpose – Airports and Airfields Zone		
99 Corsair Land	LOT 2 DP 578804	22.2692ha	Special Purpose – Airports and Airfields Zone	<ul style="list-style-type: none"> Low, Medium and High Flood Hazard Area Very Low Large Scale Landslide Susceptibility Very Low and Moderate Shallow Landslide Susceptibility 	<u>Precinct</u> <ul style="list-style-type: none"> Ardmore Airport Precinct – Airport sub-precinct <u>Overlays</u> <ul style="list-style-type: none"> High-Use Aquifer Management Areas Overlay - Clevedon West Waitemata Aquifer Aircraft Noise Overlay - Ardmore Airport - noise boundary (65dBA) Aircraft Noise Overlay - Ardmore Airport - outer control boundary (55dBA) Aircraft Noise Overlay - Ardmore Airport - inner control boundary (60dBA) <u>Controls</u> <ul style="list-style-type: none"> Macroinvertebrate Community Index - Rural Macroinvertebrate Community Index - Urban <u>Designations</u>

Site Address	Legal Description	Area	Zone	PC120 Overlays	Overlays/Controls/Designations etc
					<ul style="list-style-type: none"> • Designations - 200, Ardmore Airport, Designations, Ardmore Airport Ltd • Airspace Restriction Designations - ID 200, Ardmore Airport - Height Restrictions, Ardmore Airport Ltd

Attachment D: List of Consents

The substantive application will also address all aspects of the proposal that are considered to be permitted activities.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
National Environmental Standards				
Resource Management (National Environmental Standard for Freshwater) Amendment Regulations 2022	Reg 54	Earthworks, diversion of water and discharge of water into water outside, but within 100m setback, from a natural inland wetland.	Non-complying	Areas within 100m of a natural wetland.
	Reg 45C (4) and (5)	Vegetation clearance within a 10m setback from a natural wetland; Earthworks within a 10m setback from a natural wetland; Earthworks outside a 10m, but within a 100m setback from a natural wetland; The diversion of water within a 100 metre setback of natural inland wetland; The discharge of water into water within a 100 metre setback of natural inland wetland.	Restricted Discretionary	Areas within 10 – 100m proximity to a natural wetland.
	Reg 57	Reclamation of any stream.	Discretionary	Entire site.
Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("NESC")	Regulation 10	The disturbance of soil and subdivision and proposed change in land use.	Restricted Discretionary	Entire site.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Auckland Unitary Plan ("AUP")				
Chapter E38 – Subdivision (Urban)	E38.4.1 (A11)	Subdivision of land within a natural hazard area (1% AEP).	Restricted Discretionary	Across portions of site with urban zoning (Single House Zone and Special Purpose – Airports and Airfields) that are subject to flooding.
	E38.4.1 (A13)	Subdivision for a network utility not meeting the standards.	Discretionary	Area of the Project site with urban zoning (Single House Zone and Special Purpose – Airports and Airfields) that are subject to future road vesting and/or other network utilities.
	E38.4.1 (A44)	Subdivision not meeting the standards in E38.6 General Standards for subdivision.	Discretionary	Area of the Project site zoned Special Purpose – Airports and Airfields.
	E38.4.1 (A45)	Subdivision not otherwise provided for in Table E38.4.1.	Discretionary	Area of the Project site zoned Special Purpose – Airports and Airfields.
Chapter E39 – Subdivision (Rural)	E39.4.1 (A8)	Subdivision of land within a natural hazard area (1% AEP).	Restricted Discretionary	Portions of site with rural zoning (Mixed Rural) that are subject to flooding.
	E39.4.1 (A9)	Any subdivision listed in E39.4.1 not meeting standards in E36.6.1 (i.e. Specified Building Area).	Discretionary	Area of the Project site with rural zoning.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
	E39.4.2(A11)	Subdivision for open spaces, reserves or road realignment.	Discretionary	Portions of site with rural zoning (Mixed Rural) that are for the creation of open spaces, reserves or road realignments.
	E39.4.2 (A13)	Subdivision in the <i>Rural-Mixed Rural</i> not complying with Standard 39.6.5.1 (site area).	Non-complying	Portions of site with rural zoning (Mixed Rural).
	C1.9	Subdivision listed in E39.4.2 not meeting an applicable standard (i.e. E36.6.1.1) .	Restricted Discretionary	Portions of site with rural zoning (Mixed Rural).
Chapter I401 – Ardmore Airport Precinct (Airport Sub-Precinct)	I401.4.1(A5)	Trade suppliers.	Restricted Discretionary	Areas of the Project site in Ardmore Airport Precinct.
	I401.4.1(A13)	Driver training, vehicle product launches and demonstrations, and vehicle testing.	Restricted Discretionary	Areas of the Project site in Ardmore Airport Precinct.
	I401.4.6.1.2(b)	Non Aviation activities exceeding the thresholds listed in I401.4.6.1.2(a).	Discretionary	Areas of the Project site in Ardmore Airport Precinct.
	C1.7	Activities not provided for.	Discretionary	Areas of the Project site in Ardmore Airport Precinct.
	C1.8	Buildings not complying with the standards.	Restricted Discretionary	Areas of the Project site in Ardmore Airport Precinct.
H3 Residential – Single House Zone	<i>NB: The only activity proposed within this zone/site the creation of a new road and infrastructure</i>			

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
	H3.4.1(A1)	Activities not provided for (e.g proposed road/infrastructure for the industrial activities).	Non-Complying	Areas of the Project site in Single House Zone.
Chapter H19 – Rural - Mixed Rural Zone.	H19.8	<i>NB: The activity status of the activities applies to new buildings, including accessory buildings, that will accommodate or are needed to facilitate the activity.</i>		Applies to all development within the Project Area Zoned Mixed Rural.
	H19.8.1(A12)	Disposal of non-residential waste not meeting the standards. <i>(applied as a precaution as wastewater will be from ablution/staff facilities etc but this is not a "residential" activity)</i>	Discretionary	
	H19.8.1(A16)	Rural commercial services.	Restricted Discretionary	
	H19.8.1(A21)	Rural Industries.	Restricted Discretionary	
	H19.8.1(A36)	Restaurants and Cafes.	Discretionary	
	H19.8.1(A37)	Garden Centers.	Restricted Discretionary	
	H19.8.1(A40)	Storage and Lock up Facility .	Discretionary	
	H19.8.1(A42)	Veterinary clinic.	Restricted Discretionary	
	H19.8.1(A48)	Education facilities.	Discretionary	
	H19.8.1(A53)	Emergency services.	Restricted Discretionary	
	H19.8.1(A65)	Cleanfill.	Discretionary	
	H19.8.1(A66)	Managed fill.	Discretionary	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
	C1.7	Activities not provided for: e.g - Industrial activities. - Trader Supplier. - Entertainment facilities.	Discretionary	
	C1.8	Buildings not complying with the standards.	Restricted Discretionary	All development within the Project Area Zoned Mixed Rural.
Chapter E3 – Lakes, Rivers Streams and Wetlands	E3.4.1 (A5)	Depositing any substance for the purposes of habitat enhancement.	Restricted Discretionary	In Streams.
	E3.4.1 (9)	Any activity not complying with the general permitted activity standards in E3.6.1.1 or the specific activity standards in E3.6.1.2 and E3.6.1.3.	Restricted Discretionary	In Streams.
	E3.4.1 (11)	Channel clearance more than 100m.	Discretionary	In Streams.
	E3.4.1 (A19)	Diversion of a river or stream to a new course and associated disturbance and sediment discharge.	Discretionary	In Streams.
	E3.4.1 (A28)	Structures associated with the enhancement and restoration of rivers and streams not otherwise provided for.	Restricted Discretionary	In Streams.
	E3.4.1 (A33)	Culverts more than 30m in length when measured parallel to the direction of water flow.	Discretionary	In Streams.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
	E3.4.1 (A44)	Activities not complying with the general permitted activity standards in E3.6.11 or the specific activity standards in E3.6.1.14 to E3.6.1.23.	Discretionary	In Streams.
	E3.4.1 (A49)	New reclamation or drainage, including filling over a piped stream.	Non-complying	In Streams.
Chapter E6 – Wastewater Network Management	E6.4.1 (A6)	The discharge of treated wastewater onto or into land and/or water.	Discretionary	Location of the WWTP.
Chapter E7 - Taking, using, damming and diversion of water and drilling	E7.4.1 (A13)	Diversion of surface water not meeting the standards.	Discretionary	Whole site.
	E7.4.1 (A26)	Dewatering /Take and use not meeting the permitted activity or restricted discretionary activity standards or not otherwise listed.	Discretionary	Whole site.
	E7.4.1 (A28)	The diversion of groundwater caused by any excavation, (including trench) or tunnel that does not meet the permitted activity standards or not otherwise listed.	Restricted Discretionary	Whole site.
	E7.4.1 (A35)	Dams not otherwise listed as permitted activity. <i>Applied as a precaution for future stormwater devices/sizing requirements to meet flood storage volumes</i>	Discretionary	Whole site.
Chapter E8 - Stormwater – Discharge and Diversion	E8.4.1 (A10)	All other diversion and discharge of stormwater runoff from impervious areas not otherwise provided for.	Discretionary	Whole site.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
E9 Stormwater Quality – HCGC and HUR	E9.4.1 (A6)	Development of a new HCGC greater than 5000m ² .	Controlled	Whole site.
	E9.4.1 (A7)	Development of a new high use road greater than 5000m ² .	Controlled	Any high use road.
Chapter E11 – Land Disturbance Regional	E11.4.1 (A8)/(A9) C1.9(2)	Earthworks greater than 2,500m ² inside the sediment control protection area in the Residential - Single House Zone, Rural – Mixed Rural Zone, Special Purpose – Airport and Airfields Zone and Roads.	Restricted Discretionary	Those parts of the site zoned as stated.
Chapter E12 – Land Disturbance District	E12.4.1 (A6) & (A10) C1.9(2)	Earthworks greater than 2,500m ² and 2,500m ³ in the Single House Zone, Rural – Mixed Rural Zone, Special Purpose – Airport and Airfields Zone and Roads.	Restricted Discretionary	
Chapter E14 Air Quality	E14.4.1 (A163)	Treatment of municipal wastewater (municipal wastewater treatment plants).	Discretionary	WWTP location.
Chapter E15 Vegetation Management	E15.4.1 (A17)	Vegetation Removal within 10m of a rural stream (in Mixed Rural Zone).	Restricted Discretionary	Areas within 10m of a stream on land in Mixed Rural Zone.
	E15.4.1 (A18)	Vegetation Removal within 20m of a wetland.	Restricted Discretionary	Areas within 20m of a wetland.
	E15.4.2 (A43)	Any vegetation alteration or removal not otherwise provided for in the SEA. <i>Applied as a precaution only</i>	Discretionary	Areas within the mapped SEA.
Chapter E17 Trees in Roads	E17.4.1 (A8)	Works within the protected root not complying with standards.	Restricted Discretionary	Road zone.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
	E16.4.1 (A10)	Tree removal of any tree greater than 4m in height or greater than 400mm in girth	Restricted Discretionary	Road zone.
	E16.4.1 (A10)	Tree trimming, alteration or removal not otherwise provided for	Discretionary	Road zone.
Chapter E23 Signs	E23.4.2(A53)	Comprehensive development signage.	Restricted Discretionary	Whole site.
Chapter E24 Lighting	E24.4.1 (A2)	Activities that do not comply with the relevant permitted activity standards. <i>Applied as a precaution only</i>	Restricted Discretionary	Whole site.
Chapter E25 Noise and Vibration	E25.4.1 (A2)	Activities that do not comply with the permitted standards for noise and/or vibration. <i>Applied as a precaution only</i>	Restricted Discretionary	Whole site and potentially construction activities.
Chapter E30 Contaminated Land	E30.4.1 (A7)	Discharges of contaminants into air, or into water, or onto or into land not meeting controlled activity standards. <i>Applied as a precaution only</i>	Discretionary	Whole site.
Chapter E26 Infrastructure	E26.2.3.1 (A51)	Wastewater Treatment Plant.	Restricted Discretionary (Rural Zones)/ Discretionary (Special Purpose)	Location of WWTP.
	E26.2.3.1 (A55)	Stormwater detention/retention ponds/wetland.	Controlled	Locations across whole site.
	E26.2.3.2 (A67)	Construction of unformed roads.	Restricted Discretionary	Old Wairora Road (paper road portion).

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
	E26.3.3.1 (A78)	Vegetation alterations or removal not otherwise provided for.	Discretionary	Areas associated with network utilities.
	E26.4.3.1 (A93)	Tree trimming, alterations or removal not otherwise provided for.	Discretionary	Areas associated with network utilities.
	E26.5.3.1 (A97A)	Earthworks greater than 2500m ³ other than for maintenance, repair, renewal, minor infrastructure upgrading.	Restricted Discretionary	Areas associated with network utilities.
	E26.5.3.2 (A107)	Greater than 2,500m ² within the Sediment Control Protection Area ¹ other than for maintenance, repair, renewal, minor infrastructure upgrading.	Restricted Discretionary	Areas associated with network utilities.
	E26.6.3.1	Earthworks greater than 2500m ² or 2500m ³ .	Discretionary	Areas associated with network utilities in an SEA.
Chapter E27 Transport	E27.4.1 (A2)	Parking and access which is an accessory activity but does not comply with the standards.	Restricted Discretionary	Whole site.
	E27.4.1 (A3)	Any activity or subdivision which exceeds the trip generation standards.	Restricted Discretionary	Whole site.
	E27.4.1 (A5) & (A6)	Construction, use and establishment of new activity where the vehicle crossing access restriction applies.	Restricted Discretionary	Whole site.
Chapter E33 – Industrial and Trade Activities	E33.4.2 (A18) C1.9(2)	Discharge of contaminants from a new industrial or trade activity area listed as moderate risk in Table E33.4.3 where the permitted discharge standards are not met.	Controlled	Whole site.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Chapter E36 – Natural Hazards*	E36.4.1 (A37)	New structures and buildings in the 1% AEP.	Restricted Discretionary	Localised areas across the whole site.
	E36.4.1 (A41)	Diverting the entry or exit point, piping or reducing the capacity of any part of an overland flow path.	Restricted Discretionary	
	E36.4.1 (A42)	Any buildings or other structures, including retaining walls located within or over an overland flow path.	Restricted Discretionary	
	E36.4.1 (A45)	Water tanks or stormwater soakage fields on land which may be subject to instability that do not comply with Standard E36.6.1.12.	Restricted Discretionary	
	E36.4.1 (A51)	Buildings and structures on land which may be subject to land instability, not otherwise provided for.	Restricted Discretionary	
	E36.4.1 (A56)	All other infrastructure in 1% AEP flood plains and on land which may be subject to instability that has not otherwise been provided for.	Restricted Discretionary	
E40 Temporary Activities	E40.4.1 (A24)	Specific temporary activities that are not provided as a permitted activity in rules (i.e construction during longer than 24 months).	Restricted Discretionary	Whole Site.
	C1.7	Temporary activities not otherwise provided for.	Discretionary	
C1	C1.9(2)	Various infringements to standards	Restricted Discretionary	Whole Site.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
<p>* PC120 has immediate legal effect which results in the potential for several additional consents being required under the updated provisions of <i>Chapter E36 – Natural Hazards</i>.</p> <p>The substantive application will address these, however, there is potential for the following consents to also be required:</p> <p>Flood Hazard Areas</p> <ul style="list-style-type: none"> - E36.4.1A(A78) Activities where natural hazard risk is significant in accordance with Table E36.3.1B.1 in flood hazard areas requires consent as a non-complying activity. - E36.4.1A(A88) Construction of private roads, roads intended to be vested, and accessways in flood hazard areas, requires consent as a restricted discretionary activity. - E36.4.1A(A92) Construction of other land drainage works, stormwater management devices, or flood mitigation works in the 1% AEP floodplain requires consent as a restricted discretionary activity; - E36.4.1A(A98) All other structures and buildings (including retaining walls) in the 1% AEP flood plain requires consent as a restricted discretionary activity. - E36.4.1A(A101) Any buildings or other structures located within an overland flow path with a catchment greater than 4,000m² requires consent as a restricted discretionary activity. - E36.4.1A(A102) Diverting the entry or exit point, piping or reducing the capacity of any part of an overland flow path requires consent as a restricted discretionary activity. <p>Flood and Coastal Hazard Areas</p> <ul style="list-style-type: none"> - E36.4.1A(A107) All other infrastructure in flood and coastal hazard areas not otherwise provided for requires consent as a restricted discretionary activity. <p>Landslide Susceptibility Areas</p> <ul style="list-style-type: none"> - E36.4.1C(A133) All other infrastructure in medium or high landslide susceptibility assessment areas not otherwise provided for requires consent as a restricted discretionary activity. 				