

23 July 2026

Ministry for the Environment
Attn: Listed Projects Team
Via email: s 9(2)(a)

To Whom It May Concern,

Response to the request for further information on application for referral of the Drury West Crossing project under the Fast-track Approvals Act 2024

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

The information request is set out below:

Please provide further information on the status and timing of the transport upgrades referenced in the application, including the Ramarama Interchange upgrades. In particular:

- a. explain the implications of any delay or uncertainty in the delivery of these upgrades for the project's construction programme, including any sequencing requirements and dependencies*
- b. explain how the project would proceed in the absence of these upgrades*
- c. clarify the extent to which the project is dependent on the delivery of the Ramarama Interchange upgrades, and how this affects the project's ability to be delivered and achieve its anticipated benefits*
- d. identify the parties responsible for funding and delivering these upgrades.*

Please find attached:

- Transportation Memorandum **dated 15 July 2026**

The Transportation Memorandum responds to the specific questions within the further information request and confirms that all transport upgrades required will be the responsibility of the applicant with the exception of the Ramarama Interchange which is a network upgrade. The transport memorandum confirms that initial development of 60,000-120,000 sqm GFA (to be refined at substantive stage) will be possible without the Ramarama interchange upgrade. A substantive Integrated Transport Assessment will be produced in the future to support the substantive consent application. This application will refine the GFA estimate that can occur prior to the Ramarama Interchange upgrade.

It is noted that substantive applications have been granted with conditions that sequence development with infrastructure. An example is Drury Metropolitan Centre condition 85 which sequences development with infrastructure that is programmed and funded, and network infrastructure upgrades which are yet to be funded such as Mill Road.

We also attach for reference the feedback from NZTA which was not available at the time of lodgement.

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

Yours sincerely | Nā māua noa, nā

Barker & Associates Limited



Rebecca Sanders

Senior Associate

s 9(2)(a)



Nick Roberts

Managing Director

s 9(2)(a)

TRANSPORT MEMO: FAST TRACK ACT (2024) REFERRAL

Subject: Drury West Crossing Limited Ararimu Road, Ramarama
Request for further information

Prepared By: Leo Hills

Date: 15 July 2026

1 INTRODUCTION

1.1 GENERAL

Drury West Crossing Limited, propose an industrial development ("**Project**") at Ararimu Road and Great South Road in Ramarama using the Fast Track Approvals Act 2024 ("FTAA").

Following lodgement of the referral, the Minister for Infrastructure has requested the following additional information dated 6 July 2026. This request states:

"1. Please provide further information on the status and timing of the transport upgrades referenced in the application, including the Ramarama Interchange upgrades. In particular:

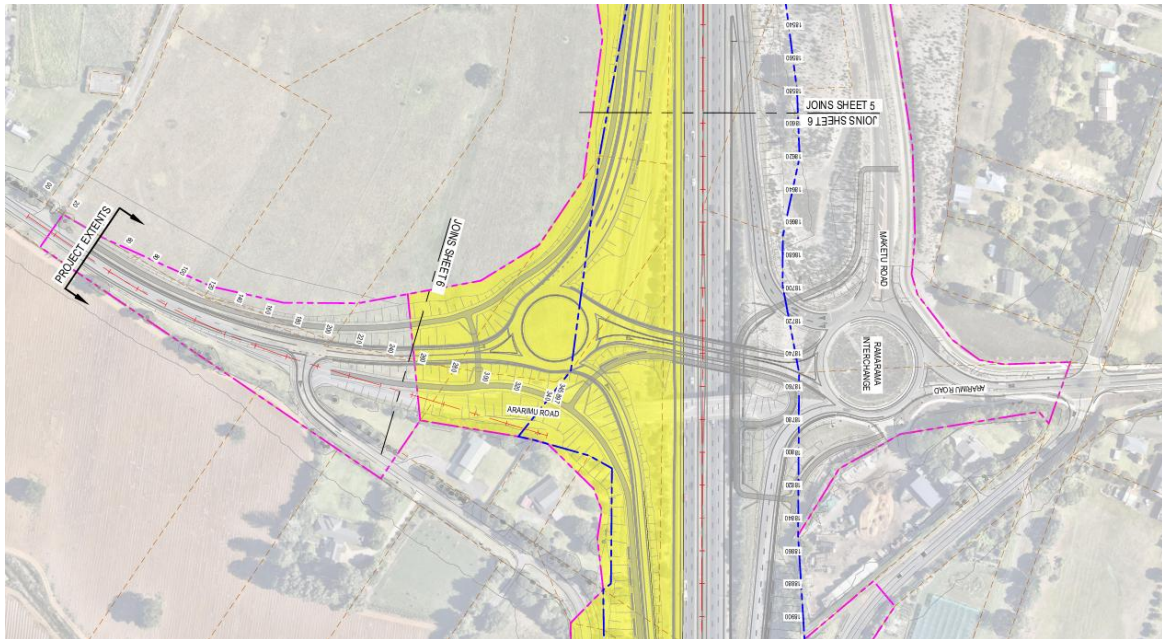
- a. explain the implications of any delay or uncertainty in the delivery of these upgrades for the project's construction programme, including any sequencing requirements and dependencies*
- b. explain how the project would proceed in the absence of these upgrades*
- c. clarify the extent to which the project is dependent on the delivery of the Ramarama Interchange upgrades, and how this affects the project's ability to be delivered and achieve its anticipated benefits*
- d. identify the parties responsible for funding and delivering these upgrades"*

In this regard the Ramarama interchange upgrade is the key "network" upgrade in the surrounding area as noted in the Commute 11 June 2026 Transport memo (Table 2). The other items in Table 2 are localised improvements and will likely be required to be undertaken by the applicant as part of the development of the site.

2 RAMARAMA INTERCHANGE

As noted in our referral memo, in 2024, NZTA lodged two Notice of Requirements (NoR) in the area relating to the interchange and surrounds. One of the key aspect of this is the upgrade of the Ramarama interchange as shown in Future 2-1 below.

Figure 2-1: NZTA Ramarama Interchange upgrade (aerial view)



The inclusion of the roundabout at the interchange (west side) will be a significant improvement to the existing arrangement both in terms of safety and efficiency.

The Commissioners' Recommendation was that the NoRs should be confirmed subject to conditions. NZTA accepted the Commissioners' Recommendation that the NoRs be confirmed and accepted in part and rejected in part the Commissioners' recommendations on conditions of the NoRs. This was notified on 15 July 2025 and is currently subject to two appeals.

As noted in Table 2 (item B) of our memo.

"The western intersection likely required to be upgraded to roundabout as per NoR. Small amount of development is likely permitted before this upgrade".

As also noted, traffic modelling will be completed at substantive stage to confirm the proposed mitigations by staging, to ensure that the identified mitigations are linked to the appropriate stage. This will include the exact level of development that can occur before the Ramarama upgrade. The following section provides an initial assessment of this.

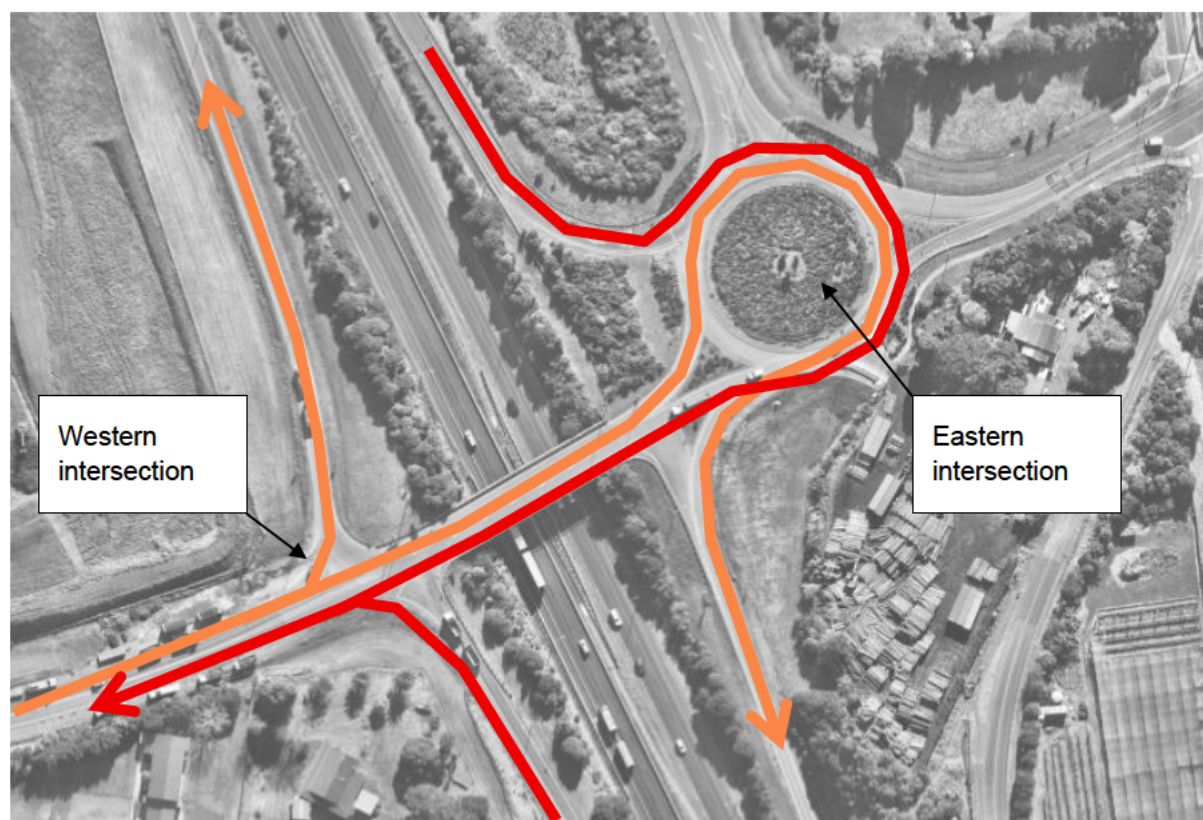
3 RAMARAMA UPGRADE ASSESSMENT

3.1 WESTERN INTERCHANGE

The key operational issue in the future will be the Ramarama interchange and in particular the existing western intersection which is currently uncontrolled (subject of the NoR). In this regard the proposal will not add to critical right turning movements at the western intersection. As shown in Figure 3-1 the increase in traffic at the western intersection is limited to:

- Left turn onto northbound on-ramp
- Left turn from northbound off ramp
- Straight through movements

Figure 3-1: Critical increase in movements at the interchange



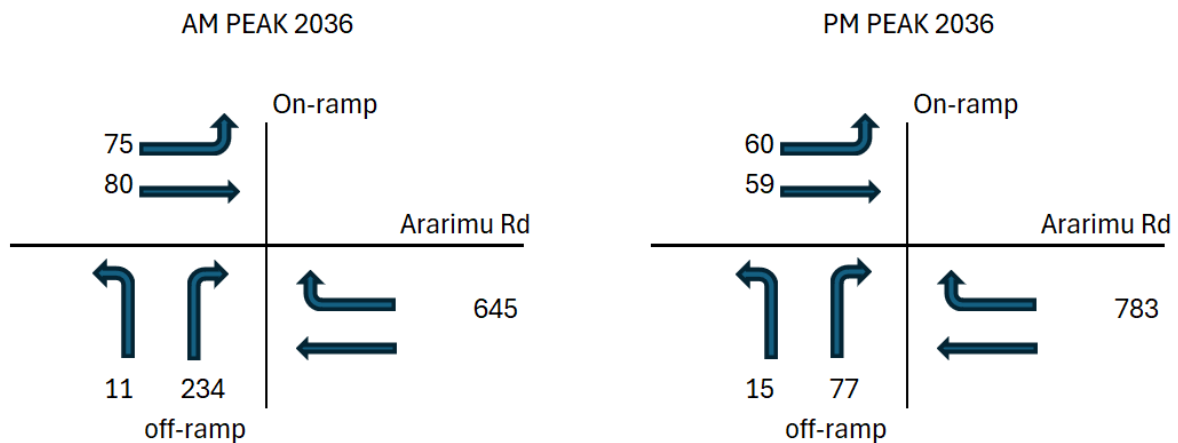
As such the proposal will not add noticeable traffic to the key movements (right turn onto on-ramp and right turn from off-ramp) and thus the overall impact is reduced. The proposal will, by generally adding traffic, contribute to increasing delay / queuing for these critical movements, however their impact is reduced.

Beca have previously undertaken a Transport Assessment including previous analysis of this interchange / intersection with the development of the Drury South - Industrial Precinct Subdivision Consent Application (November 2017 and July 2018). This development provided for around 185 hectares of Land Extensive Industrial Activities and around 750 residential dwellings, which was expected to be delivered by 2036.

The Beca modelling for 2036 (full build-out of Drury South) did assume the western intersection was upgraded to a roundabout as now currently proposed in the NoR but did not assess if, and when, this was “required”.

The Beca 2036 predicted volumes (full build-out of Drury South) at the western interchange have been obtained from the modelling. These are shown in Figure 3-2 below.

Figure 3-2: Beca predicted 2036 volumes (western interchange)

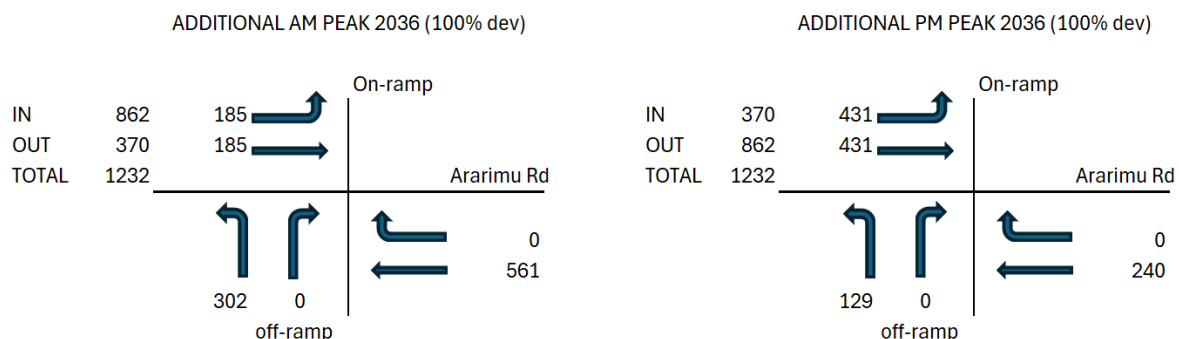


The exact origin destination of generated the project traffic will be detailed in the future Integrated Transportation Assessment (ITA). However, the 1232 vehicles per hour through this intersection in peak as per Figure 6-1 of our original memo has been distributed with:

- 70% entering: 30% leaving the site in AM Peak
- 30% entering: 70% leaving the site in AM Peak
- 50% to the north 35% to the south, 15% to the east

Figure 3-3 shows the increased traffic for the full project.

Figure 3-3: 100% Additional site volumes (western interchange)



Initial modelling (using SIDRA) shows that approximately 20% of the total site volumes in Figure 3-3 can be added to the intersection in 2036 before issues arise in the AM peak with the northbound

offramp. This translates to 67,000sqm of floor area. The result of the 20% SIDRA run is shown in Figure 3-4 below.

Figure 3-4: 20% site volumes 2036 (western interchange)

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Nth bound off-ramp											
1	L2	All MCs	75	20.0	75	20.0	0.084	5.8	LOS A	0.3	2.5
3	R2	All MCs	246	10.0	246	10.0	0.880	41.4	LOS E	7.0	53.2
Approach			321	12.3	321	12.3	0.880	33.1	LOS D	7.0	53.2
East: Ararimu east											
5	T1	All MCs	152	20.0	152	20.0	0.110	0.4	LOS A	0.5	4.3
6	R2	All MCs	645	10.0	645	10.0	0.620	8.6	LOS A	6.7	51.3
Approach			797	11.9	797	11.9	0.620	7.0	NA	6.7	51.3
West: Ararimu West											
10	L2	All MCs	118	20.0	118	20.0	0.073	4.8	LOS A	0.0	0.0
11	T1	All MCs	123	20.0	123	20.0	0.071	0.0	LOS A	0.0	0.0
Approach			241	20.0	241	20.0	0.073	2.3	NA	0.0	0.0
All Vehicles			1359	13.4	1359	13.4	0.880	12.4	NA	7.0	53.2

I also note that the previous memo was based on relatively conservative trip rates of 0.5 trips per 100sqm for the activity based on historic RTA rates. Recent updated data from Australia for large format warehousing surveyed in 2024 found trips rates nearing half this value. This is typically due to rise of e-commerce and the integration of automation, requiring significantly more space to accommodate logistics systems and automated material handling equipment and thus vehicle movements per sqm reducing. This will be reviewed as part of the ITA and as such I consider an appropriate range of when the western interchange will require upgrading is between 60,000-120,000 sqm.

3.2 EASTERN INTERCHANGE

As noted in the memo, previous NZTA modelling shows the eastern interchange (existing roundabout) is predicted to be nearing capacity by 2048. At the eastern roundabout the Ararimu Road east approach is predicted to operate with a Degree of Saturation of 78%, while the north Maketu Road approach is predicted to operate with a Degree of Saturation of 93%. This is mainly due to the relatively high volumes from the large industrial area in-between Ramarama and Drury. These users will head onto SH1 southbound via Maketu Road. As such the performance of the eastern roundabout interchange in the PM peak will need to be fully assessed in the substantive application to gauge if any mitigation is required. It is however noted that the development will not add significant traffic to the critical Maketu Road approach and the years modelled 2048 is over 20 years into the future.

3.3 SAFETY

It is recognised that the above analysis only considered operational efficiency and not safety. The safety aspects of the interchange will also need to be fully assessed at the ITA stage.

3.4 FURTHER WORK

The ITA as part of the substantive application would re-evaluate the performance of the intersections and also review the performance of the wider network to determine the need, exact timing and level of upgrades required.\

4 QUESTIONS

Based on our initial assessment above, the below provides a summary responses to the questions asked.

- a. explain the implications of any delay or uncertainty in the delivery of these upgrades for the project's construction programme, including any sequencing requirements and dependencies*

Comment: All upgrades currently identified (apart from the Ramarama interchange) will be in road reserve or land owned by the applicant and thus can easily be delivered. The Ramarama interchange is however considered to be a wider regional project. Any delay of this project will simply mean later stages of the project will not be able to proceed.

- b. explain how the project would proceed in the absence of these upgrades*

Comment: Some initial development of 60,000-120,000 sqm GFA (to be refined at substantive stage) will be possible without the Ramarama interchange upgrade. The project will be delivered on a gradual basis which is typical of such large industrial developments and it is anticipated that there will be conditions limiting development in this regard.

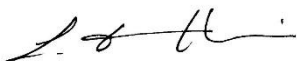
- c. clarify the extent to which the project is dependent on the delivery of the Ramarama Interchange upgrades, and how this affects the project's ability to be delivered and achieve its anticipated benefits*

Comment: As noted above, the full development will be dependant on the Ramarama interchange upgrade. Some initial development of 60,000-120,000 sqm GFA (to be refined at substantive stage) will be possible without the Ramarama interchange upgrade. The project will be delivered on a gradual basis which is typical of such large industrial development and it is anticipated that there will be conditions limiting development in this regard.

- d. identify the parties responsible for funding and delivering these upgrades*

Comment: All the upgrades identified in Table 2 of the Transport memo (apart from item B) will be the responsibility of the applicant. Item B (Ramarama interchange upgrade) is the responsibility of NZTA as it is a wider regional project.

We trust this meets your requirements. Please do not hesitate to contact us if you have any questions or require any additional information.



Leo Hills

Director

Commute Transportation Consultants

From: [Tessa Robins](#)
To: [Rebecca Sanders](#)
Cc: [Nick Roberts](#); [Leo Hills](#)
Subject: Re: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515
Date: Monday, 15 June 2026 2:24:42 pm
Attachments: [image001.png](#)
[image002.png](#)

Kia ora Rebecca,

NZTA appreciates the pre-lodgement engagement facilitated by the applicant’s team of specialists. In the meeting held between NZTA and the applicant’s team on 9 June 2026, NZTA were provided a brief presentation of the proposed development and the general transport interface with the existing state highway network and the NZTA Papakura to Bombay (P2B) project. It was raised in the meeting that NZTA would appreciate further justification and evidence regarding the trip generation rate that will be utilised in any substantive transport assessments.

It is understood that discussions between the landowner and NZTA have occurred regarding the progression of the Notices of Requirement for P2B. NZTA would need the following information to determine the potential adverse effects associated with the interface between the proposed development and the P2B project:

- The NoR extent shown on site plans. NZTA can supply Shape or CADD files if needed.
- The project’s indicative design shown on a site plan, this should include dimensions between the development’s proposed roundabout and the Ramarama interchange transport upgrades proposed by NZTA.
- Information that will identify where changes to ground levels within and adjoining the NoR are proposed.
- Information on proposed stormwater discharge including what (if any) stormwater is proposed to discharge to SH1 and whether they are proposing a stormwater neutral design

It should be acknowledged, that introducing a large-scale industrial activity in a rural zone not identified for future urbanisation represents an unplanned proposal, creating a mismatch between land use and the infrastructure planning. This could impact the planning and sequencing for transport infrastructure investment which needs to be understood and could require infrastructure upgrades to occur to enable a development of this scale to progress in this location. The applicant has recognised that they will need to undertake transport infrastructure upgrades in advance of the P2B project, and as such cannot rely upon the P2B project to manage and mitigate the effects of the increased traffic volumes at the Ramarama interchange that will be generated by this development. The extent of these upgrades will be critical to NZTA’s assessment of the proposal.

If this application is accepted for processing through the FTAA, NZTA would expect to see a robust integrated transport assessment as part of the substantive application that provides modelling and identifies appropriate transport infrastructure upgrades. This assessment will also need to determine what level of development can be accommodated prior to upgrades being required, the likely trigger points for intersection and interchange upgrades, and whether interim development can occur before operational effects become unacceptable.

NZTA would appreciate ongoing consultation with the applicant’s team.

Ngā mihi

Tessa Robins

Consultant Planner

Te Toki, System Design, Transport Services

Email: [§ 9\(2\)\(a\)](#)

Mobile [§ 9\(2\)\(a\)](#)

From: Rebecca Sanders [§ 9\(2\)\(a\)](#)
Sent: Thursday, June 11, 2026 11:26 AM
To: Tessa Robins [§ 9\(2\)\(a\)](#)
Cc: Nick Roberts [§ 9\(2\)\(a\)](#); Leo Hills [§ 9\(2\)\(a\)](#)
Subject: RE: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Thanks Tessa!

Ngā mihi | Kind regards,

REBECCA SANDERS
Senior Associate
[§ 9\(2\)\(a\)](#)
[§ 9\(2\)\(a\)](#)

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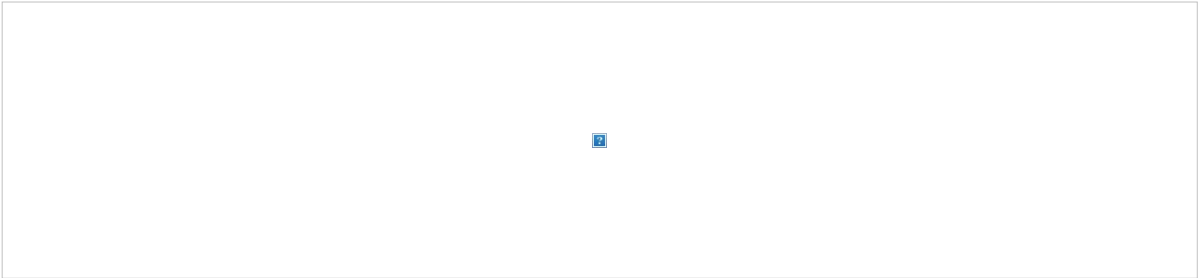
From: Tessa Robins [§ 9\(2\)\(a\)](#) >
Sent: Thursday, 11 June 2026 11:15 am
To: Rebecca Sanders [§ 9\(2\)\(a\)](#) >
Cc: Nick Roberts [§ 9\(2\)\(a\)](#) >; Leo Hills [§ 9\(2\)\(a\)](#) >
Subject: Re: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Rebecca,

Sorry I just realised this is sitting in my drafts!

That took a lot less time than expected.

My only comment as below so I snipped it rather than resending the whole document:



In regards to NZTA commentary, as stated in the meeting I will endeavor to have something more comprehensive with you by the end of the week noting that this will cover NZTA’s general understanding of the proposal, the interface with the state highway network (including the NoR) and expectations regarding information to be provided if this application is processed via the FTAA.

I’ll touch base later in the week.

Ngā mihi

Tessa Robins

Consultant Planner

Te Toki, System Design, Transport Services

Email: § 9(2)(a)

Mobile: § 9(2)(a)

From: Tessa Robins § 9(2)(a)
Sent: Tuesday, June 9, 2026 2:08 PM
To: Rebecca Sanders § 9(2)(a) >
Cc: Nick Roberts § 9(2)(a) >; Leo Hills § 9(2)(a) >
Subject: Re: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Rebecca,

Thank you for sending these through, I'll read them shortly and get back to you.

Ngā mihi

Tessa Robins

Consultant Planner

Te Toki, System Design, Transport Services

Email: § 9(2)(a)

Mobile: § 9(2)(a)

From: Rebecca Sanders § 9(2)(a)
Sent: Tuesday, June 9, 2026 1:29 PM
To: Tessa Robins § 9(2)(a) >
Cc: Nick Roberts § 9(2)(a) >; Leo Hills § 9(2)(a) >
Subject: RE: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Tessa,

Thanks so much for meeting with us this morning. Please find attached some minutes for your review.

Ngā mihi | Kind regards,

REBECCA SANDERS

Senior Associate

§ 9(2)(a)

§ 9(2)(a)

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From: Tessa Robins § 9(2)(a)
Sent: Thursday, 4 June 2026 3:14 pm
To: Rebecca Sanders § 9(2)(a)
Cc: Nick Roberts <§ 9(2)(a)> Leo Hills § 9(2)(a)
Subject: Re: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Rebecca,

I'll check with the team and get back to you asap. I'm on leave tomorrow so I may only be able to confirm Monday morning sorry!

Ngā mihi

Tessa Robins

Consultant Planner

Te Toki, System Design, Transport Services

Email: § 9(2)(a)

Mobile: § 9(2)(a)

From: Rebecca Sanders § 9(2)(a)
Sent: Thursday, June 4, 2026 2:38 PM
To: Tessa Robins § 9(2)(a)
Cc: Nick Roberts § 9(2)(a) Leo Hills § 9(2)(a)
Subject: RE: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Tessa,

Would Tuesday morning 9-10 work for a meeting?

Ngā mihi | Kind regards,

REBECCA SANDERS

Senior Associate
§ 9(2)(a)
§ 9(2)(a)
[barker.co.nz](mailto:§ 9(2)(a)@barker.co.nz)

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From: Tessa Robins § 9(2)(a) >
Sent: Wednesday, 27 May 2026 9:04 am
To: Rebecca Sanders § 9(2)(a)
Cc: Nick Roberts § 9(2)(a) >; Leo Hills § 9(2)(a) >
Subject: Re: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Rebecca,

Thank you for sending this through.

Do you have an anticipated lodgement date?

Ngā mihi

Tessa Robins

Consultant Planner

Te Toki, System Design, Transport Services

Email: § 9(2)(a)

Mobile: § 9(2)(a)

From: Rebecca Sanders § 9(2)(a) >
Sent: Monday, May 25, 2026 4:24 PM
To: Tessa Robins § 9(2)(a) >
Cc: Nick Roberts § 9(2)(a) >; Leo Hills § 9(2)(a) >
Subject: RE: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Hi Tessa,

Please find attached the transport memo from Leo.

Ngā mihi | Kind regards,

REBECCA SANDERS
Senior Associate
§ 9(2)(a)
§ 9(2)(a)
[barker.co.nz](mailto:§ 9(2)(a)@barker.co.nz)

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From: Tessa Robins § 9(2)(a) >
Sent: Wednesday, 20 May 2026 1:31 pm
To: Rebecca Sanders § 9(2)(a)
Cc: Nick Roberts § 9(2)(a) >; Leo Hills § 9(2)(a) >
Subject: Ararimu Road and Great South Road - Application-2026-0613 CRM:0503000515

Kia ora Rebecca,

Thank you for sending this through. I'll have a look and be in touch tomorrow/Friday if I have any initial questions.

If Leo has prepared anything relevant to NZTA's consideration, ie. potential impact on the Ramarama interchange then it would be handy to have that detail as well.

Ngā mihi

Tessa Robins
Consultant Planner
Te Toki, System Design, Transport Services
Email: § 9(2)(a)
Mobile: § 9(2)(a)

From: Rebecca Sanders § 9(2)(a) >
Sent: Wednesday, May 20, 2026 11:53 AM
To: Tessa Robins § 9(2)(a) >; Environmental Planning <EnvironmentalPlanning@nzta.govt.nz>
Cc: Nick Roberts § 9(2)(a) >; Leo Hills § 9(2)(a) >
Subject: Ararimu Road Ramarama Auckland FTAA Referral Application

Hi Tessa,

As discussed I am writing to you on behalf of Drury West Crossing Limited regarding an application site at Ararimu Road, Ramarama shown in the locality diagram below. Drury West Crossing Limited is in the process of preparing a referral application under the Fast-Track Approvals Act 2024 (FTAA) for a light industrial development. The draft masterplan is attached for your refence.



As Designation 6700, State Highway 1 does not extend into the site we didn't initially contact NZTA however, NZTA NoR2 6700 SH1 Drury to Bombay and NZTA NoR4 Shared User Path does extend into the site so in accordance with Section 11(1)(i)(c) of the FTAA we would like to consult on this project.

As discussed we are looking to lodge early June so if we could set up a meeting rather urgently that would be great.

Thanks in advance.

Ngā mihi | Kind regards,

REBECCA SANDERS

Senior Associate

S 9(2)(a)

S 9(2)(a)

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Auckland 1140
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Auckland

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Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

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