

Response ID ANON-URZ4-5F14-N

Submitted to Fast-track approval applications
Submitted on 2024-05-03 15:00:47

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Kiwi Property Holdings No. 2 Ltd

2 Contact person

Contact person name:
David Schwartzfeger

3 What is your job title

Job title:
Development Director - Drury

4 What is your contact email address?

Email:

s 9(2)(a)

5 What is your phone number?

Phone number:

s 9(2)(a)

6 What is your postal address?

Postal address:

PO Box 2071, Auckland 1140, New Zealand

7 Is your address for service different from your postal address?

Yes

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

As above, but address for service via email:

s 9(2)(a)

Section 1: Project location

Site address or location

Add the address or describe the location:

The project area includes 53.2 hectares of land located within the Drury Centre Precinct, bound by Flanagan Road, Brookfield Road, and Fitzgerald Road, as listed below and attached:

- 97 Brookfield Road, Drury;

- 61 Brookfield Road, Drury;
- 189 Fitzgerald Road, Drury;
- 173 Fitzgerald Road, Drury;
- 155 Fitzgerald Road, Drury;
- 133 Fitzgerald Road, Drury;
- 139 Fitzgerald Road, Drury;
- 120 Flanagan Road, Drury;
- 68 Flanagan Road, Drury;
- 108 Flanagan Road, Drury;
- 132 Flanagan Road, Drury;
- 128 Flanagan Road, Drury; and
- 124 Flanagan Road, Drury.

File upload:

Drury Metropolitan Centre - Consolidated Stage 1 and 2 Site Location.pdf was uploaded

Upload file here:

Drury Centre Masterplan and Staging Plan.pdf was uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

Records of Title and Relevant Interests.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Kiwi Property Holdings No. 2 Limited is the registered legal landowner of all sites within the project area.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Kiwi Property Holdings No. 2 Limited owns all of the land that is the subject of this application. As such, it will be in a position to implement the consent without needing to obtain any other interest in land.

Section 2: Project details

What is the project name?

Please write your answer here:

Drury Metropolitan Centre - Consolidated Stage 1 and 2

What is the project summary?

Please write your answer here:

A project to subdivide 53.2 hectares land at Fitzgerald Road, Flanagan Road and Brookfield Road in Drury, South Auckland, and develop these sites for a commercial retail centre (including 10,000m² commercial, 56,000m² retail and 2,000m² community activities) and future residential activities in accordance with the underlying Metropolitan Centre and Mixed Use zones.

What are the project details?

Please write your answer here:

Kiwi Property seeks to refer its proposed development of the first stages of the Drury Metropolitan Centre for Fast Track approval. The development of this Transit Oriented Metropolitan Centre will support the projected population of 60,000 and anchor Drury as a new regional centre. The development is anticipated to generate economic activity in the region amounting to an NPV of approximately \$1.23 billion and contribute around 2,400 FTE jobs during the peak construction year within Auckland, with a total number of FTE years at around 7,710 over the construction period. It will also underpin the significant transport investments made by Central and Local Government in Drury, which Kiwi understands to be in the order of at least \$1.4 billion dollars.

The project area is located within the Drury Centre Precinct established by Plan Change 48 (PC48). PC48 was a private plan change submitted by Kiwi Property and approved by way of consent order by the Environment Court on 1 November 2022. PC 48 rezoned 95 hectares of Future Urban Zone land to a combination of Business - Metropolitan Centre, Business - Mixed Use and Open Space - Informal Recreation zones to provide for the development of a new, comprehensively planned and transit orientated metropolitan centre around the consented and fully funded Drury Central train station planned for completion in 2025.

The overall development of the Drury Centre Precinct has been intended to take place in a staged fashion of approximately 20 to 30 years. Kiwi's experience at Sylvia Park informs its expectations regarding the rate and staging of development at Drury and the manner in which development can be carried out in conjunction with transport infrastructure improvements.

This application is for a consolidated consent incorporating:

1. A variation to the consent Kiwi already holds for Stage 1 of the development. This will enable a reallocation of building platforms and provision for additional retail; and
2. Stage 2 of the development, being intensive retail and commercial development in the northern portion of the site.

The existing Stage 1 consent enables the construction of seven new buildings for retail purposes with a combined GFA of 32,000m² and 13 "superlots" for future residential development. The variation to this existing consent proposed as part of the Fast Track application involves revising the location and extent of building platforms and adding additional retail GFA within the Stage 1 area. The purpose of this is to provide for additional demand for large format retail in this part of the precinct. Proposed Stage 2 will comprise combined subdivision and land use consent applications and discharge permits for development of the northern part of the Drury Centre Precinct project involving the construction and operation of a new retail centre with associated retail, commercial and community buildings and ancillary car parking; 4 "superlots" for future residential development; associated bulk earthworks; the construction and installation of water and wastewater reticulation networks; and roading infrastructure and upgrades to existing transport infrastructure to service the project.

In total, the project will enable the development of 56,000m² of retail, 10,000m² of commercial and 2,000m² of community GFA and 17 superlots for residential development across 53.2 hectares. The project will enable the accelerated construction and delivery of a large portion of the planned Drury Metropolitan Centre, will maximise the short term benefits arising from the infrastructure investment that Central and Local Government are making within the wider Drury area, and will support the rapidly increasing residential population in the wider Drury area. The form and layout of the proposal is consistent with Kiwi Property's masterplan for Drury Centre (attached) as a guiding document for the proposal itself and subsequent stages of development in the wider centre. The detailed design of the proposal is being refined and will be provided with the application in due course.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

This project represents the first and second stages of the larger Drury Metropolitan Centre development. It is anticipated that future stages of the development will involve additional retail, commercial office, entertainment, healthcare, educational, food and beverage and residential development. This project will not compromise those future stages, but is designed to enable future development to easily integrate with it (as is currently occurring at Sylvia Park where additional retail and office activities are being developed above carpark areas and existing structures).

Considering the large scale of this project, the actual construction of the various retail buildings and proposed roads to be vested will be coordinated and constructed in a staged manner. Each section of road to be vested is intended to be incrementally constructed to provide the necessary access to each substage of the subdivision and to service the proposed retail buildings. Earthworks for Stage 1 are largely complete, and earthworks for Stage 2 would begin the first earthworks season following grant of consent. The nature and timing of the staging is likely to be as follows:

1. Stage 1 – EPA process and procurement for civils currently underway; civils to begin Q3 2024. Stage 1 would then likely be delivered in two phases, with Phase 1a (comprising the large majority of Large Format Retail enabled under the Stage 1) commencing immediately following the fast-track approvals process. Assuming fast track approval is granted by end of Q2 2025, development would start Q2 2026 and be completed by Q4 2027.
2. Stage 2 – like Stage 1, it is anticipated that delivery of Stage 2 will occur in phases. Earthworks and civil design for the entirety of Stage 2 will be completed immediately following issue of decision, followed by civils construction for the first phase of Stage 2 (2A) taking place between Q4 2026 and end of Q4 2027 (assuming fast track approval is granted by end of Q2 2025). Development of Stage 2A would start Q1 2028 and be delivered end of Q3 2029.

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

Please write your answer here:

Kiwi Property is seeking consents under the Resource Management Act 1991 (RMA). This will include district consents (land use and subdivision) and regional consents (discharge to land) under the Auckland Unitary Plan. Consent is also likely to be required under the National Environmental Standards for Contaminated Land and the National Environmental Standards for Freshwater.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Auckland Council

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

Please write your answer here:

While Kiwi Property has not previously lodged consent applications for an identical project, it has obtained a number of relevant or related consents or approvals. These include:

- Consents granted by Auckland Council to enable Kiwi Property to undertake earthworks for the large majority of the Stage 1 area. This consent was granted on 13 April 2022 and has largely been given effect to.

• A grant of consent under the COVID-19 Recovery (Fast Track Consenting) Act 2020 to undertake Stage 1 of the Drury Metropolitan Centre development. This consent was granted on 17 July 2023. As outlined previously, this Fast Track proposal proposes to vary this existing consent to revise building platforms and to provide for additional retail GFA.

• Consent granted by Auckland Council to develop two new retail buildings as part of the Stage 1 of the Drury Metropolitan Centre development. This consent was granted on 30 April 2024.

• The zoning of the subject site under the Auckland Unitary Plan was altered from Future Urban to the operative urban zones by way of Private Plan Change 48 which was sought by Kiwi Property and approved by Independent Hearings Commissioners appointed by Auckland Council. Appeals against PC48 were settled by way of consent order issued by the Environment Court. PC48 also established the Drury Centre Precinct. The form and layout of the proposal is consistent with PC48 and with Kiwi Property's masterplan for Drury Centre.

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

No

Please explain your answer here:

As Kiwi Property owns and has full control over all the land that is the subject of this application for a referred project, it will not require approval from someone other than the applicant to undertake works within the project area. It will require approval from Auckland Transport under the Local Government Act 1974 or the Public Works Act 1981 in order to close part of Flanagan Road in order to implement proposed upgrades to the roading infrastructure. In the usual way, Kiwi Property will also require approvals from Council or infrastructure providers in order to connect to infrastructure.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

The attached staging plan provides a high level timeline outlining the key milestones. This information is summarised below. It assumes that: the Fast Track approvals process passes into law in Q3 2024; the project is identified as Schedule 2A; a Panel is appointed immediately; the application is lodged immediately following the Panel's appointment; and the Project is approved by the relevant Ministers immediately following the Panel's recommendation report being issued.

For Stage 1:

- Earthworks – underway and largely complete.
- EPA process (~ 6 months) – by end of Q2 2024.
- Procurement, Civils (~ 6 months) – by end of Q2 2024.
- Construction, Civils (~ 12 months) – Q3 2024 to end of Q2 2025.
- Fast track variation (~ 6 months) – Q1 2025 to end of Q2 2025.
- Stage 1A detailed design (~ 9 months) – Q4 2024 to end of Q3 2025
- Building consent process and procurement for Stage 1A (~ 6 months) – Q4 2025 to end of Q1 2025.
- Construction Stage 1A (~ 21 months) – Q2 2026 to end of Q4 2027.

For Stage 2:

- Concept design (~3 months) – by end of 2024.
- Fast track process (~6 months) – Q1 2025 to end of Q2 2025.
- Civils design Stage 2 (~9 months) – Q3 2025 to end of Q1 2026.
- Earthworks Stage 2 (~6 months) – Q4 2025 to end of Q1 2026.
- Detailed Design Stage 2A (~12 months) – Q2 2026 to end of Q2 2027.
- Engineering Plan Approvals Process (~6 months) – Q2 2026 to end of Q3 2026.
- Procurement, Civils (~6 months) – Q2 2026 to end of Q3 2026.
- Stage 2A Civils Construction (~15 months) – Q4 2026 to end of Q4 2027.
- Building Consent Process Stage 2A (~6 months) – Q3 2026 to end of Q4 2027.
- Procurement Stage 2A (~6 months) – Q3 2026 to end of Q4 2027.
- Construction Metro Centre Stage 2A (~21 months) – Q1 2028 to end of Q3 2029.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Persons likely to be affected by the project include local authorities (Auckland Council and its CCOs, and the Southern Growth Alliance (SGA)), and five iwi authorities (Te Ākitai Waiohū, Ngāti Tamaoho, Ngaati Whanaunga, Ngāi Tai ki Tāmaki and Ngāti Te Ata Waiohū) who have been engaged throughout the development of land in Drury East, including throughout the plan change rezoning process and three fast-track consents that have been approved under the COVID-19 Fast-Track Consenting Act.

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

Please write your answer here:

Iwi Authorities

Kiwi Property has been consulting with the Drury East mana whenua forum group, which is made up of representatives from Te Ākitai Waiohū, Ngāti Tamaoho, Ngāi Whanaunga, Ngāi Tai ki Tāmaki and Ngāti Te Ata Waiohū on an ongoing and frequent basis following the approval of the Drury Centre Stage 1 consent under the COVID-19 Fast-Track Consenting Act in July 2023.

Kiwi Property has had regular (~monthly) hui with the representatives from the five aforementioned iwi groups to discuss existing projects such as the Drury Access offramp project and the cultural narrative framework for the Drury Centre Stage 1 site, including determining cultural opportunities across the site that can be developed by mana whenua. As part of this work, Kiwi Property and their technical specialist have been meeting with iwi artists representing mana whenua groups to develop concept designs for entry pou into the site and paving opportunities at key intersections within the Drury Centre Stage 1 development.

Kiwi Property has also been consulting with mana whenua on an ongoing basis to discuss the wider development plans for the Drury Centre Precinct, with a specific focus on the management of freshwater features on site and the stormwater management approach across the wider Drury Centre Precinct.

Kiwi Property has established and maintained an excellent relationship with the Drury East mana whenua representative group, and will continue to consult with the iwi representatives and engage with the interested iwi groups on an ongoing basis for all stages of the Drury Centre Precinct development.

Local Authorities

The project, as part of the wider Drury Centre, in this location first commenced in 2017. Since then, Kiwi Property has actively engaged with the Auckland Council which included approval of the developer-led Drury-Ōpaheke Structure Plan and Drury Centre Private Plan Request (PC48).

Since the approval of PC48 in 2022, extensive consultation has been undertaken with Auckland Council, Auckland Transport and the SGA as part the wider developments in Drury which this project forms part of. Kiwi Property intends to continue consultation with local authorities.

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

Please write your answer here:

There have been no recent processes undertaken under the Public Works Act 1981 in relation to the project area. A compensation certificate dated 1966 is registered on the title of 128 Flanagan Road, as are two gazette notices to take land 1974, and these are reflected in the current title boundaries.

There are other projects within the vicinity of the project area (e.g.: the train station and roading upgrades) which will require PWA processes.

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

The land is located on land that is within a statutory acknowledgement area under the Ngāti Tamaoho Claims Settlement Act 2018. The location of interest is identified as Hingaia Stream and its tributaries. The Deed of Settlement Schedule identifies that the Hingaia Stream connects several of Ngāti Tamaoho's most important sites of occupation, and was a key travel route in the area, being navigable to a point very close to the Te Maketu sites.

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

No

If yes, what are they?:

Ngāti Porou do not have an interest in resource management matters at the project area and there are no Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project.

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

No

If yes, what are they?:

There are no identified parcels of Māori land within the project area.

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

No

Has the applicant has secured the relevant landowners' consent?

Yes

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

No

If yes, what are they?:

The project is not proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area.

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

No

If yes, please explain:

The project would not occur in a protected customary rights area.

Upload your assessment if necessary:

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Section 5: Adverse effects

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

Please describe:

Built Form and Character

The proposed project is for development within Drury Centre, and includes revisions to the existing consented activities in Stage 1 and the development of Stage 2. The development of retail activities, commercial activities, community activities, and residential superlots within the project area is consistent with the land use that is planned and anticipated under the Drury Centre Precinct provisions and underlying Business – Metropolitan and Business – Mixed Use zone. The future built form and configuration of buildings will be guided by Kiwi Property's masterplan for Drury Centre (attached), and will be in keeping with and complementary to the planned urban character within Drury. Accordingly, it is considered that the proposed project will appropriate in terms of built form and character.

Earthworks and Construction

Erosion and Sediment Controls

Bulk earthworks for the project will be carried out in accordance with best practice appropriate erosion and sediment control measures to ensure that the potential for sediment to discharge into receiving waters is avoided and minimised. Earthworks are also programmed to be carried out during the summer earthworks season to further reduce the potential discharge of sediment to receiving waters.

Although the bulk earthworks will change the existing landform character of the site, this is anticipated through the zoning of the site. There are no natural heritage overlays that apply over the site under the AUP either which further supports our conclusion that modifications to the existing landform and character from earthworks and development will not be an adverse effect.

Construction Noise and Traffic

To mitigate and minimise construction noise effects that could be experienced by closest receivers, a Construction Noise Management Plan (CNMP) will be prepared and implemented throughout the duration of the construction period for the project. In our view, this management framework for construction noise effects is considered to represent the best practicable option for enabling construction of the project while avoiding and protecting people from the unreasonable emission of noise.

With respect to construction traffic, a Construction Traffic Management Plan (CTMP) will be prepared and implemented to address the traffic effects arising from the demolition, bulk earthworks and construction phases of the project.

Contamination

A Detailed Site Investigation (DSI) will be commissioned including the preparation of a Site Management Plan and Remediation Action Plan (RAP) as required. This will ensure that any adverse effects on human health and the environment will be avoided, remedied or mitigated during the bulk earthworks phase of the project.

Archaeology

Having regard to the previous approvals within the project area, there is potential for pre-1900 archaeological sites in relation to European settlement to be present. As a precautionary measure in the event that any unidentified subsurface archaeological remains are discovered, an authority from Heritage New Zealand Pouhere Taonga (HNZPT) will be obtained prior to bulk earthworks occurring on site. Additionally, in the event that any unrecorded subsurface remains are uncovered, we note that the accidental discovery protocol will immediately come into effect and will need to be applied under the HNZPT Act 2014. This includes ceasing works and securing the area, informing relevant authorities and parties and enabling inspection of the site before works can recommence.

Transport

An assessment of transport effects is included in the attached memorandum prepared by CKL. In summary, Kiwi Property intends to ensure that the proposal complies with the AUP provisions that specify transport thresholds (i.e.: constraints on the quantum of development unless and until specified infrastructure works have been undertaken). The traffic implications of the proposed project have already been assessed through the PC48 process and will not require a further ITA analysis, provided the transport thresholds are complied with. Overall, it is considered that the traffic effects can be appropriately managed.

Infrastructure and Servicing

Progressive upgrades to the reticulated network for three waters infrastructure have been completed and are planned as part of the consented activities in Drury Centre, including a wastewater pump station at Flanagan Road and a bulk supply point (BSP) and water main down Fitzgerald Road. There is a high degree of confidence that the project area will be adequately serviced in terms of infrastructure. The connections to the existing pump stations and BSP and water main, as well as internal reticulation necessary to service the project will be funded and delivered by Kiwi Property.

Stormwater and Flooding

An assessment of effects in relation to stormwater and flooding is included in the attached memorandum prepared by Woods. In summary, stormwater will be managed in accordance with the Drury East Stormwater Management Plan (Drury East SMP), which was developed as part of PC48. The Drury East SMP was subject to detailed stormwater modelling and is consistent with regulatory and stormwater-specific guidelines. The stormwater management approach for the project area will include a range of measures to manage stormwater runoff volumes and flooding, such as hydrological mitigation for streams, conveyance of stormwater in the piped network, and conveyance of water via overland flow paths.

Overall, there are no stormwater or flooding constraints to development that cannot be avoided, remedied, or mitigated.

Ecology

The project area has previously been surveyed to identify ecological features in terms of permanent and intermittent streams and natural wetlands. Existing streams and natural wetlands primarily located around the western periphery of the project area. The proposal will likely require reclamation of part of what is known as Stream A and the wetland at the headwaters of Stream A to facilitate the development of the project. The effects management hierarchy will be applied to the effects arising from the stream and wetland removal, and the applicant intends to achieve a 'no net loss' outcome. The applicant will explore either offsetting option within the site or on sites nearby. It is considered to be important and appropriate for the specific details of the offsets to be able to be detailed through the consenting process. This will ensure that there is sufficient flexibility to enable appropriate offsetting to deliver no net loss, following more detailed survey work.

Overall, adverse effects will be addressed through the effects management hierarchy and mitigated and offset to achieve a 'no net loss' outcome, such that any adverse effects will not be significant.

Cultural Values

As discussed above, Kiwi Property has proactively engaged with the five iwi authorities who have been closely involved with the development of land in Drury East since 2017. With respect to the statutory acknowledgement area under the Ngāti Tamaoho Claims Settlement Act 2018, Ngāti Tamaoho have been involved in consultation undertaken to date. A stormwater management strategy in keeping with the established best practice stormwater management measures under the Drury East SMP will also be implemented for the project.

Further engagement with all five iwi authorities will be undertaken should this project be successfully referred, including but not limited to aspects in relation to stormwater management, planting, and landscaping, as well as the opportunity to provide a Cultural Impact Assessment.

Upload file:

Technical Memorandums.pdf was uploaded

Section 6: National policy statements and national environmental standards

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

Please write your answer here:

It is considered that the project will be in accordance with the relevant national policy statements and national environmental standards.

National Policy Statement on Urban Development 2020 (NPS-UD)

The NPS-UD enables the development of land and infrastructure for urban land uses while recognising the national significance of well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing. The project is considered to be in keeping with the relevant objectives and policies for the following reasons:

- In accordance with Objective 1 and Policy 1, the project is part of a comprehensively planned, transit-oriented development which will contribute to achieving a well-functioning urban environment. The project will enable the development of live zoned business land in Drury, which will in turn contribute to meeting the needs of the growing community within the surrounding residential areas;
- In accordance with Objective 6, the progressive staging and development of land within Drury Centre will ensure that development is integrated with the funding and provision of infrastructure, including transport infrastructure; and
- In accordance with Objective 8, the project will support a reduction in greenhouse gas emissions by locating employment opportunities and other amenities in close proximity to surrounding residential land uses and public transport, including the planned Drury Central train station, located immediately adjacent to the north of the Drury Metropolitan Centre, at the corner of Flanagan Road and Waihoehoe Road.

National Policy Statement for Freshwater Management 2020 (NPS-FM)

The NPS-FM seeks to manage natural and physical resources to prioritise firstly, the health and well-being of water bodies and freshwater ecosystems, secondly, the health and needs of people, and thirdly the ability to provide for the social, economic, and cultural well-being of people and communities.

The project will be designed to be in keeping with the relevant objective and policies of the NPS-FM that relate to land development. In particular:

- In accordance with Policy 3, stormwater runoff within the project area will be comprehensively managed to ensure that the effects of the use and development of the land do not adversely affect downstream catchments and freshwater bodies;
- In accordance with Policies 6 and 7, the loss of stream and wetland within the project area are limited to parts of Stream A and its associated headwaters. It is intended that a 'no net loss' outcome will be achieved and that the detailed design of works will have regard to the effects management hierarchy.
- In accordance with Policy 8, there are no significant outstanding water bodies as identified under the Auckland Unitary Plan located within the project area; and
- The proposed Project is considered to provide for the social, economic, and cultural well-being of people and communities as it will deliver new employment opportunities while being consistent with the NPS-FM for the reasons outlined above.

National Policy Statement on Electricity Transmission 2008 (NPSET)

The NPSET provides guidance for local authorities on how to recognise the national significance of the national grid in Resource Management Act 1991 planning documents and local decision-making. In the context of this Project, the national grid yard to the west of the project location has been accommodated, and no development is proposed directly beneath the national grid, or within the national grid yard. Rather, this would be located over the proposed Hingaia Reserve which would be retained as open space. Therefore, the project will not compromise this national grid yard of national importance.

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESC)

The purpose of the NESC is to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed (and remediated if necessary). A DSI will be prepared to confirm if there are elevated levels of metal contaminants within the project area. Appropriate methods to remediate the site will be identified as part of the DSI, and it is considered that the project will be consistent with the intent of the NESC to ensure that effects on human health area appropriately managed.

National Environmental Standards for Freshwater 2020 (NESF)

The NESF sets out requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. Of particular relevance to the project are clauses which manage works affecting rivers and streams and works in and around natural wetlands. The relevant resource consents under the NESF will be applied for as part of the consenting process and the extent of any works proposed to existing streams and wetlands will be designed with regard to the relevant framework under the NPS-FM, including the effects management hierarchy.

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Section 7: Eligibility

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

Yes

Please explain your answer here:

Yes. Under the standard resource consent process it is anticipated that the proposal would take approximately 7 ¼ years for delivery of the first phase of the Metropolitan Centre (Stage 1 and Stage 2A). Under the process enabled by the Fast Track Approvals Bill it is anticipated it would take approximately 5 ¼ years to deliver Stage 2A of the Metropolitan Centre. This is based on an assumption that the standard resource consent process would take approximately 2.5 years (including resolution of appeals). Kiwi Property considers that the risk of an appeal to the Environment Court if it were to use the standard process is a real one, considering the difficulty it faced in progressing urbanisation of Drury East as a result of opposition from the Council and Auckland Transport (including Council's decision to appeal its own decision approving PC 48 to the Environment Court). It was for this reason Kiwi Property sought to consent its Stage 1 application using the COVID-19 Fast Track process, which was considerably more efficient and faster than the alternative.

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

Please write your answer here:

The project is a relatively straightforward one, albeit large in scale. It does not raise novel issues, and the effects are known and easily quantifiable. The appropriateness of this form of development in this location has been thoroughly considered in recent times, both through the PC 48 process and through the fast track consent for Stage 1. This proposal does not involve a form of development which deviates from those earlier processes in any significant way. This suggests that the matter will be one which is relatively straight forward for the Panel to consider and will not require significant resource to be allocated to it (e.g.: to engage experts to peer review assessments).

Has the project been identified as a priority project in a:

Central government plan or strategy

Please explain your answer here:

Drury has been identified by central and local government as a key node for future urbanisation, for example:

- The Ministry of Housing and Urban Development's Urban Growth Agenda identifies Drury as one of five priority growth and investment areas for Auckland (as part of the Auckland Housing and Urban Growth Joint Programme (February 2019) which is a collaboration between Auckland Council and the Government).
- The Government Policy Statement on Housing and Urban Development (September 2021) which records Drury's identification as one of two 'Priority greenfield growth areas for priority focus and investment within the Urban Growth Partnership.'
- The Hamilton - Auckland Corridor Plan & Implementation Programme (June 2019) which identifies Drury as a "priority development area" with the objective to "support the development of this significant and strategic growth node through new partnerships and applying new tools". This is reflected in the draft 2024 Future Proof Strategy (Waikato) which also recognises the importance of Drury as a regional centre to the Hamilton -Auckland corridor.

Central Government has committed funding amounting to \$2.7 billion as part of NZUP South Auckland package for investment in new train stations, delivery of a smaller scale northern section of Mill Road and investment in Drury transport upgrades that support releasing additional housing and connectivity with the stations. Kiwi Property understands that the NZUP contribution towards Drury project amounts to over \$1.2 billion. Auckland Council's ATAP allocates \$243 million for local road improvements in the Drury area to support the NZUP investment.

To that end, there are a number of significant infrastructure projects that are proposed, have been approved or are underway at and in the vicinity of Drury Centre – These include:

- The widening of the Southern Motorway between the Papakura and Drury Interchanges (funding and consents approved, under construction).
- Improvements to the Drury interchange (funding and consents approved).
- The approval of the Drury Central Railway Station through the FTA (under construction).
- Electrification of the NIMT to Pukekohe (under construction).
- Designations for local roading improvements including to Waihoehoe Road and to the intersection of Great South Road and Waihoehoe Road (consents and some funding approved).
- Extensions to bulk water supply and wastewater truck services (under construction).

Finally, development of the Metropolitan Centre, largely in the form proposed as part of this project, has been identified in a number of other strategic planning documents. For example, the Project is consistent with the Auckland Council Drury Structure Plan. The Project has been designed after confirmation of the Drury Structure Plan and following the approval of PC 48. It is a core principle of the Application that the Project will give effect to those higher order planning documents.

Will the project deliver regionally or nationally significant infrastructure?

Not Answered

Please explain your answer here:

The project will not deliver regionally or nationally significant infrastructure but is being proposed in conjunction with such transport infrastructure (road and rail) and:

1. The Drury Centre has deliberately been located where the Southern Motorway (SH1), the regional arterial road network (Great South Road) and the North Island Main Trunk Railway all intersect.
2. The Drury Railway Station has been located to serve the Drury Centre and the adjacent residential area.
3. The Drury Centre will be closely integrated with both the Railway Station and the adjacent road network, including access via the Drury Interchange with the Southern Motorway.

Will the project:

Please explain your answer here:

This project represents the second stage of the larger Drury Metropolitan Centre development by Kiwi Property led by the vision to create a vibrant pedestrian-centric streetscape and destination where people can work, live, eat, relax and shop. It will contribute to the creation of a well-functioning urban environment in the form of an integrated, sustainable and transit orientated metropolitan centre to be established around the fully funded and consented Drury Central train station programmed for completion in the final quarter of 2025.

The project is consistent the definition of a well-functioning urban environment in Policy 1 of the NPS-UD, in particular subparagraphs (b) – (f). In combination with already consented Stage 1, the project provides a high level of internal accessibility in terms of walking and cycling. The Drury Central Train Station (due for completion in 2025) is within walking and cycling distance of the project area and will significantly improve accessibility from the development to Manukau or the City Centre, as well as support to reduce greenhouse gas emissions by enabling those accessing the centre to travel by public transport. The development will offer employment opportunities within Stages 1 and 2 of Drury Centre and has good accessibility to employment opportunities in the Drury South industrial area and to State Highway 1 for access to the remainder of Auckland. The accessibility for people between housing, jobs and community services will improve over time, noting that the project represents a key element of the urbanisation proposed for Drury and the Drury-Pukekohe corridor. A range of open spaces will be provided as part of Stage 1, all of which are within walking or cycling distance from the proposed development. The project will be designed in a manner which enables it to be resilient to the likely current and future effects of climate change. It will support the competitive operation of land and development markets by bringing capacity online.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Overall, the project represents the first stage of a new Metropolitan Centre in Drury which, once completed, is projected to deliver over 3,000 new dwellings and 5,000-6,000 permanent jobs. The analysis undertaken by Property Economics concludes that the project will provide significant regional economic benefits for Auckland. It will generate economic activity in the region amounting to an NPV of approximately \$1.23 billion and would contribute around 2,400 FTE jobs during the peak construction year within Auckland, with a total number of FTE years at around 7,710 over the period.

The project will enable the accelerated construction and delivery of a large portion of the planned Drury Centre which is considered to result in significant public benefit. These benefits include: immediate employment generation in the construction sector and long-term employment in the operation and maintenance of the Metropolitan Centre; and a well-functioning urban environment in the form of an integrated, sustainable and transit oriented Metropolitan Centre to be established around the new consented Drury Central train station with approved funding and programmed for completion in the final quarter of 2025.

As part of Stage 1, additional GFA is sought in order to provide the opportunity for 'big brand' names and retailers to establish first in this part of the Centre. That will in turn attract other smaller and more fine-grained commercial activities and businesses to establish in the Drury Centre to the north. The construction programme and timing for the delivery of this project, alongside the other fast track projects by the Drury East developers will ensure that there is a destination to support the new train station (alongside the residential catchment proposed to be established on the adjacent Fulton Hogan and Oyster Capital developments which have already been consented). Stage 2A of the project is anticipated to be delivered in the 2029 which in turn will attract other commercial activities, support the delivery of additional residential dwellings within the area, and make efficient use of the transport upgrades funded by Central and Local Government.

In effect, and with the planned construction of the Drury Central Train Station, this area of Drury will become a vibrant and increasingly more attractive location for people to live which will in turn generate increased demand for housing and ongoing employment opportunities in the construction sector. The project is therefore considered to a significant stimulator for economic benefits. It will provide immediate economic benefits for people in the construction sector who have become unemployed as a consequence of the economic downturn; people in the professional services sector with respect to the planning and design of Drury Centre; immediate economic benefits in the construction sector and long-term economic benefits of full-time employment opportunities in the operations and maintenance of this new centre. The project will be transformational for Drury and the wider South Auckland area which is expected to house an additional 120,000 people and 38,000 jobs over the next three decades. Kiwi Property understands that the Government is allocating over \$1.2billion for transport improvements in the Drury area through NZUP, with an additional \$243 million allocated by Auckland Council's ATAP. This is a significant level of investment and indicates that the Government and Council are committed to supporting development in Drury. The Government is also prioritising this by accelerating the delivery of the critical projects needed to support development, including the Drury Central train station in particular. Rezoning the land in Drury East now ensures that housing and jobs are delivered in time to coordinate with this infrastructure and make efficient use of it.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

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

No

Please explain your answer here:

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

Yes

Please explain your answer here:

Yes, the project will support climate change mitigation. In alignment with Kiwi Property's long-term commitment to sustainability and mitigating climate change, the buildings in this project will be constructed to achieve a 5-Star green rating benchmark. In 2019 Kiwi Property joined over 60 leading New Zealand companies on the Climate Leaders Coalition. This group, which has now grown to over 80 companies, represents over 50% of New Zealand's carbon footprint and has committed to transitioning New Zealand to a low carbon economy.

In addition, Drury Centre is a transit oriented metropolitan centre, located in very close proximity to residentially zoned land and the newly consented Drury Central train station. The development of retail, commercial and community activities, and residential superlots will future residents to access employment opportunities and amenities by way of public and active modes of transport, contributing to a reduction of greenhouse gas emissions. The new transport network within the project area will include dedicated facilities for pedestrians and cyclists, in accordance with the requirements of the Drury Centre Precinct.

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

Yes

Please explain your answer here:

Yes, the project will support adaptation, resilience, and recovery from natural hazards, particularly in relation to flooding.

The project will adopt a precautionary approach to climate change adaptation. As identified in the memorandum prepared by Woods, the Drury East SMP and future development will be informed by increases in temperature of both 2.1°C by 2090 and 3.8°C. This will ensure that the development of future buildings are resilient to the risk of natural flood hazards. The potential effects of climate change and natural hazards on the project are further discussed below.

Will the project address significant environmental issues?

No

Please explain your answer here:

N/A

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

Yes

Please explain your answer here:

The project is considered to be consistent with relevant local and regional planning documents, including:

Auckland Future Development Strategy 2023-2053

The Auckland Future Development Strategy 2023-2053 (FDS) incorporates a strategic framework which identifies spatial outcomes and principles for growth within the Auckland region. The FDS identifies four main spatial environments, being existing urban areas, future urban areas, rural areas, and business areas, and also identifies spatial priorities where the greatest benefits of investment can be achieved.

The FDS is underpinned by five key principles in order to achieve a well-functioning urban environment with a quality compact urban form:

- Principle 1: Reduce greenhouse gas emission.
- Principle 2: Adapt to the impacts of climate change.
- Principle 3: Make efficient and equitable infrastructure investments.
- Principle 4: Protect and restore the natural environment.
- Principle 5: Enable sufficient capacity for residential and business growth in the right place at the right time.

Overall, the project is consistent with these principles. In particular, the project area is located within the urban zoned area and will enable capacity for business growth within the Drury Metropolitan Centre to be realised while contributing to a reduction in greenhouse gas emissions due to the Centre's strategic location close to public transport and surrounding residential land uses.

In addition, the FDS identifies the live zoned areas within Drury as an investment priority area between the Council and central government to support residential, centre, and business development in recognition that a range of bulk infrastructure will be required to support the newly established and emerging communities. The development of the live zoned Drury Centre will therefore contribute to the efficient use of infrastructure investment.

Regional Policy Statement (RPS)

The objectives and policies of the RPS that are considered to be relevant to the proposal are:

B2 – Urban Growth and Form

The project is consistent with objective B2.2.1(1) to achieve a quality compact urban form with a high-quality urban environment by the development of the subsequent stages of the new Drury metropolitan centre with quality designed commercial retail buildings, Mixed Use buildings and surrounded by quality open spaces for recreation. The project will stimulate greater productivity and economic growth in this part of the Auckland region earmarked for growth in the Council's Structure Plan, and support the effectiveness and success of public transport in this location with respect to the Drury Central Train Station that is within walking distance to the centre. The land use diversity of this project in terms of commercial retail uses, public open spaces and Mixed Use development will enable social vitality, while cultural vitality is also enabled with the proposed stormwater management framework and enhancement of degraded stream corridors which are aligned with mana whenua values. The proposal is consistent with the policy framework of policy B2.2.2(4), (5) and (6) because such urban growth and intensification will be contained within the Rural Urban Boundary (RUB) and higher residential intensification is enabled within a planned metropolitan centre.

B3 – Infrastructure, Transport and Energy

The objectives and policies for infrastructure under B3.2.1 and B3.2.2 are principally focused on ensuring the importance of infrastructure is recognised and there is appropriate provision of this. With reference to objective B3.2.1(1), the development and upgrading of infrastructure (as necessary) is specifically enabled which in this case includes the necessary reticulation system to service the proposal and achieving the necessary connections to existing bulk infrastructure.

The proposal is consistent with transport objective B3.3.1(1) as a series of transport infrastructure upgrades to the surrounding local road network will be undertaken as anticipated by the Precinct provisions. This also ensures consistency with policy B3.3.2(5) in terms of land use and transport integration in that the necessary transport infrastructure is to be planned, funded and staged to integrate with urban growth of this proposal. Development of the centre at this location directly south of the Drury Central Train Station would also mean that the project is efficiently served by a key public transport service and private vehicle trips will inherently reduce.

B6 – Mana Whenua

The project is considered to be consistent with objectives B6.2.1(1) and (2) and policy B6.2.2(1) due to the extensive consultation and engagement with Mana Whenua groups that has occurred to date and over a series of hui extending back to 2017 as part of the plan change process. Kiwi Property is committed to consulting with the iwi representatives and engaging with the interested iwi groups on an ongoing basis for all stages of the project. This process is also consistent with policy B6.2.2(1) in terms of providing the opportunity for Mana Whenua to actively participate in the sustainable management of natural and physical resources, and building and maintaining partnerships and relationships with iwi authorities.

B7 – Natural Resources

The relevant objectives and policies of B7.3 seek to ensure that degraded freshwater systems are enhanced and the loss of freshwater systems is

minimised. There is an emphasis to integrate the management of subdivision, use and development and freshwater systems, identify degraded freshwater systems and to avoid the permanent loss and significant modification of lakes, rivers, streams and wetlands unless no practicable alternatives exist or mitigation measures are implemented to address the adverse effects arising from the loss in freshwater system functions and values. The project is considered to be consistent with this policy direction. Although the project will result in loss of part of Stream A and wetland, it is proposed to provide aquatic offsetting to ensure a 'no net-loss' outcome is achieved. The remaining streams and wetland within the project area will be restored and enhanced thereby giving effect to objective B7.2.1(2). The site is largely devoid of any significant vegetation and largely limited to shelterbelt planting and pasture. There are no Significant Ecological Areas across the site either and therefore the policies under B7.2.2 do not apply to the proposal.

B10 – Environmental Risk

The memorandum prepared by Woods (attached) confirms that there are no flooding constraints to development that cannot be avoided, remedied or mitigated, thereby giving effect to objective B10.2.1(2) and (3). The proposal is also consistent with objective B10.2.1(4) because the flood modelling undertaken to date and stormwater management approach has also factored in the effects of climate change on natural hazards, including future climate change temperature rises. The conveyance and function of overland flow paths are maintained by diverting these around the various allotments as part of the earthworks design and thereby achieving objective B10.2.1(6).

AUP Objectives and Policies

The objectives and policies in the following AUP chapters that are considered to be relevant to the proposal are:

- D26 – National Grid Corridor Overlay
- E1 – Water Quality and Integrated Management
- E3 – Lakes, rivers, streams and wetlands
- E10 – Stormwater Management Area Flow 1 and 2
- E11 and E12 – Land Disturbance Regional and District
- E15 – Vegetation Management and Biodiversity
- E23 – Signs
- E25 – Noise and Vibration
- E27 – Transport
- E30 – Contaminated Land
- E36 – Natural Hazards and Flooding
- E38 – Subdivision
- E40 – Temporary Activities
- H7 – Open Space Zones
- H9 – Business Metropolitan Centre Zones
- H13 – Business Mixed Use Zone
- I450 – Drury Centre Precinct

The ones we consider to be particularly relevant having regard to the potential effects of the project are summarised below.

E1 – Water Quality and Integrated Management

Chapter E1 gives effect to the NPS - FM. The objectives are to progressively improve the quality of freshwater in areas where this is degraded; and the mauri of freshwater is maintained or progressively improved over time to enable traditional and cultural use of this resource by Mana Whenua. A water sensitive design philosophy in accordance with the Drury East SMP is proposed for the project. At a minimum, SMAF 1 hydrological mitigation will be provided for all impervious surfaces within the development. This includes the design of stormwater treatment devices consistent with Auckland Council's GD05 "Water Sensitive Design for Stormwater". A "Pass Forward" approach is being adopted for the peak runoff from the Drury Centre development to ensure the peak flows from the development precede the overall peak flow within the Hingaia Stream.

E3 – Lakes, rivers, streams and wetlands

The project has been assessed to be in keeping with the objectives and policies of the NPS-FM and chapter B7 of the RPS. For these reasons, it is considered that the proposal will be consistent with the policy direction contained under chapter E3 of the AUP.

E27 – Transport

The relevant transport objectives and policies seek to encourage that land use and transport (including public transport, walking and cycling) is integrated in a manner that enables adverse effects of traffic generation on the transport network to be managed. In addition, the objectives and policies ensure that parking and access is designed, located and accessed safely and efficiently for pedestrians and vehicles within and outside the site.

The project is considered to be consistent with these objectives and policies as it provides for an integrated transport network with public, vehicular, cycling and walking transport modes provided for within the development. The development has also been comprehensively designed to provide cycling and walking connections with the surrounding road network and connectivity to the Drury Central Train Station. Compliance with the required infrastructure upgrades identified within the Drury Centre Precinct will also ensure the integrated delivery of land use and transport infrastructure.

E36 – Natural Hazards and Flooding

The project has been assessed to be in keeping with the objectives and policies of chapter B10 of the RPS. For these reasons, it is considered that the proposal will be consistent with the policy direction contained under chapter E36 of the AUP.

I450 – Drury Centre Precinct, H9 – Metropolitan Centre Zone and H13 – Mixed Use Zone

The project area is located within the Drury Centre Precinct and is zoned Metropolitan Centre and Mixed Use under the AUP(OP).

The overall objectives for all centres and business zones aim to provide a strong network of centres that attract ongoing investment, and provide employment and housing, with development of a form, scale and quality that reinforces the centre and positively contributes towards the planned future form of the area.

The specific objectives and policies for the Metropolitan Centre zone aim to enable growth and intensification, and encourage a wide range and high concentration of commercial, leisure, tourist, cultural, and community activities and services, while managing effects on adjacent residential zone; while the specific objectives and policies for the Mixed Use zone seek to provide for moderate to high intensity residential activities and employment opportunities in close proximity to, or which can support, the City Centre zone, Metropolitan Centre zone, Town Centre zone and the public transport network. A mix of compatible residential and non-residential activities are encouraged.

Similarly, the objectives and policies for the Drury Centre Precinct aim to achieve a vibrant and intensive transit-orientated development that supports business and residential activities within walking distance of the Drury Central train station. The Precinct also seeks to enable development in a way that is co-ordinated with the availability of infrastructure, including for transport and three waters, and to facilitate modal shift to public and active modes of transport.

The proposal is considered to be consistent with these relevant objectives and policies for the reasons below:

- The project will enable the delivery of Stages 1 and 2 of the Drury Metropolitan Centre, an integrated, sustainable and transit oriented metropolitan centre to be established around the Drury Central train station. The project will involve a significant quantum of commercial large format and other retail activities, as well as commercial and community activities, open space and additional residential superlots. It will enable the Centre to become a key focal point of employment and amenity for the wider Southern Auckland area.
- The project will contribute towards the planned future form, consistent with the anticipated built character in the underlying zones and Drury Centre Precinct.
- The project will include the necessary upgrades to and provision of wastewater, water supply, and stormwater infrastructure.
- Subdivision and development of the land will not occur in advance of the necessary transport infrastructure being available and operational.
- Alongside consented activities in Drury Centre, the project will support a range of transport modes, including walking and cycling modes in dedicated footpaths and cycle lanes, to be established within the new roading network.

Anything else?

Please write your answer here:

N/A

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

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

No

If yes, please explain:

No, the project will not be affected by climate change and natural hazards, particularly in relation to potential flood hazards.

As assessed in the memorandum prepared by Woods, all stormwater modelling undertaken to date has accounted for the long-term effects of climate change. Flooding risks and stormwater within the project area will be managed in accordance with the Drury East SMP and best practice guidelines. The modelling undertaken confirms that flooding will be contained within the stream network. Drury Centre is also elevated above the Hingaia Stream flood levels, and the design of future earthworks will lift development outside of the 100 year 3.8 °c floodplain. Overall, Woods conclude that the infrastructure developed and proposed for Drury Centre is resilient to the potential future effects of climate change, and any flooding effects can be avoided, remedied or mitigated.

Section 9: Track record

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

Please write your answer here:

Kiwi Property has not been subject to compliance and/or enforcement actions in the past.

Kiwi Property is a substantial organisation with a history of constructing, maintaining and operating high quality and large scale developments. Kiwi Property takes a long term and strategic approach to the development, maintenance and upgrading of assets. Examples of Kiwi Property's assets in Auckland include:

- Sylvia Park Metropolitan Centre, which Kiwi Property has owned for approximately 25 years and has developed from a cleared brownfield site.
- Lynn Mall, which is the retail core of the New Lynn Metropolitan Centre, which Kiwi has owned since 2010 and which has since been expanded and upgraded. Kiwi Property has obtained consent for multi-storey residential development above Lynn Mall (i.e.: within the Metropolitan Centre zone).
- The Vero Centre office building in Shortland Street, Central Auckland, which was constructed in 2000.
- Drury Metropolitan Centre, where Kiwi Property pursued a private plan change to urbanise the land and which, following the approval of that plan change, it immediately began pursuing development opportunities. Earthworks for the first stage are almost complete.

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Kasey Zhai

Important notes