

Project: Drury - consent to occupy dwellings/issue 224(c) prior to road upgrade

Date: **5 November 2024**

Time: 1:00pm

Location: MS Teams

Item	Detail
1 - Introductions	<p>Barker and Associates – Pam, Cass, Gus</p> <p>Fulton Hogan Land Development - Dave</p> <p>CKL – Daryl, Paarth</p> <p>Auckland Council – Russell, Colin Hopkins (DCS consultant planner, deputising for Brooke Dales), Maria (DE), Ian Kloppers (Head of Infrastructure funding and development strategy), Craig Cairncross (Plan Change processing),</p> <p>Auckland Transport – Nagaraj, Chris Freke</p>
2 – Purpose of Pre-Application Meeting (B&A/CKL)	<p>Cass (B&A): Proposing a suite of transport upgrades - interim upgrades, representing first stage of development. Since approved have undertaken conversations with Auckland Transport about providing ultimate upgrade. Doesn't make sense to undertake the interim upgrade if ultimate upgrade brought forward. Here to discuss blanket resource consent.</p> <p>Daryl (CKL): Each of 3 fast-track consents clauses includes that if construction is started on ultimate upgrade, interim upgrade is not required. Purpose of this resource consent is to bridge the gap - time between dwellings constructed and the ultimate upgrades.</p> <p>Chris (AT): Context: Instead of interim works, the option is to do the ultimate upgrade, takes longer - public works act - acquire land to accommodate. Will take longer than interim which will affect program of release of titles.</p>
3 – Background (CKL)	<p>Daryl (CKL): Resource consent required under Column 1(a) - interim Waihoehoe upgrades. As Chris said, it doesn't make sense to build interim upgrades then demolish it 6 months later to build ultimate upgrade.</p> <p>Chris (AT): Kiwi property have delivered the off-ramp. If you look at 1(d), the ultimate upgrade required would cover (d) - so when the ultimate upgrade is provided, the requirements for the first 4 triggers are met.</p>
4 – Traffic Modelling (CKL)	<p>Daryl (CKL): Ultimate upgrade - Road of regional significance - Waihoehoe road upgrade. Negates need for interim upgrades. Temporary layouts will be provided up until ultimate upgrade complete. Waihoehoe/Kath Henry, and Waihoehoe/Fitzgerald - single lane + temporary roundabout. Have EPA. Interpolated modelling undertaken</p>

	<p>- interim testing done on Waihoehoe/GSR roundabout. Threshold used = average queue length wouldn't affect the next adjacent intersection (240m at 860 households). At 800 households in PM - average queue length of 66m. Can still get within threshold at 1000, but chose 800 hh as is adequate and shows the roundabout can handle effects.</p> <p>Chris (AT): Timing and programmes - ultimate upgrade will be completed 25/26 - subdivision and consents - effect that may last for 1 year at worst case - occupied housing. Programme of timing - useful to include programme of times - this is a contingency consent; this scenario is worst case scenario.</p> <p>David Maclean (FH): Might be 150/200hh when full upgrade complete</p> <p>Chris (AT): Infrastructure funding agreement - AT acquires land, using public work act over next months - have funding for that. In exchange for that, developers undertake ultimate upgrade works - intersection and frontage upgrade. Advantages - will enable more growth, minor effects offset by considerable benefit of going into this arrangement - bigger than interim which could be undertaken within existing road reserve.</p>
5 – Discussion (All)	<p>Cass (B&A): Discussion w Council - initial thoughts on application? This application is urgent.</p> <p>Russell (AC): No major issues or concerns, in principle doing final upgrade and not wasting money on interim followed by permanent solution is widely supported. AC haven't had traffic assessed yet - will take place, but in principle it makes sense.</p> <p>Ian Kloppers (AC): Pretty supportive, makes a lot of sense. Technical POV - Chris is across, Daryl and the team, want to make sure we tick all the boxes. If proposal is supported by AT, can't see why Council would have issues.</p> <p>Colin (AC): Whole thing makes sense - upgrades ultimately provided for anyway. Straightforward threshold.</p> <p>Russell (AC): From AT's perspective they are co-applicant?</p> <p>Chris (AT): Not co-applicant, but are affected party, happy to include background information, happy to support.</p> <p>Maria Baring (AC): Condition recommended from Auckland Transport to provide EPA?</p> <p>Chris (AT): Standard condition for EPA should suffice.</p>

Russell (AC): Will AT provide written approval?

Chris (AT): AT are happy to support - happy to give affected party consent - whatever supporting document. Ultimately applicant is applying for the release of title prior to works being completed. Not complying with standard that units will be occupied without interim upgrade. AT are confident work will be done in next couple of years. Developers cannot undertake interim development - impossible for developers to do interim.

Russell (AC): Are NZTA affected party you might seek approval from?

Chris (AT): Won't be big issue – NZTA are aware of arrangement – encouraged it. Works exist within road reserve within Waihoehoe - doesn't affect KiwiRail. This consent is not seeking works with the upgrade, it is to seek ability to occupy title before upgrade work is fully operational.

Craig (AC): Objectives + policies and effects need to be assessed.

Chris (AT): Non-complying activity - technical non-compliance.

Nagaraj (AC): Please include project timeframes include in AEE so we can update projected time of works.

Cass (B&A): Confirmed will provide timeframe of ultimate upgrades 2026/2027 vs programme from when houses will be finished and occupied – include in application, note that this is the “worst case scenario”.

Chris (AT): IFA could be shared. Would give people confidence of commitment.

From: [Cassandra Rippon](#)
To: [Russell Butchers](#)
Cc: [Nick Roberts \(NickR@barker.co.nz\)](#); [Rachel Morgan \(RachelM@barker.co.nz\)](#); [Pamela Santos](#); [Gus Finlayson](#)
Subject: PRR00042107 Drury Transport Row A Upgrades blanket resource consent application
Date: Thursday, 12 December 2024 12:40:00 pm

Hi Russell

Please see our notes below from the Row A pre-app on Monday.

Drury Transport Row A PRR00042107 – Pre-app 2 (9 December 2024)

- Council – Russell Butchers (AC), Ian Kloppers (AC), Maria Baring (AC), Chris Freke (AT), Paul Schischka (AT Consultant), Nagaraj Prabhakara (AT)
- Applicant – Nick Roberts (B&A), Pamela Santos (B&A), Cassandra Rippon (B&A), Gus Finlayson (B&A), Andrew McCarthy (Oyster), David Schwartfeger (Kiwi Property), David MacLean (FHLD), Daryl Hughes (CKL)
- Nick provided an overview of meeting and purpose
 - Purpose of the meeting to discuss amendments to the x3 Drury fast-track consents in relation the Row A transport upgrades
 - Change in scope since 5 November 2024 pre-application meeting being a change to consent strategy – change of conditions to fast-track consents required, with three separate applications to be lodged (one per developer)
 - Key conditions:
 - Waihoehoe FT – conditions 69 and 70
 - Drury East Stage 1 FT – condition 4
 - Drury Centre Stage 1 FT – condition 88
- Daryl
 - Provided a recap of the transport triggers, noting Row A is the interim Waihoehoe Road upgrades and Row D is the Ultimate Waihoehoe Road upgrade
 - Row D works has confirmed funding, 50% design so far. Interim upgrade is no longer required as established at 5 November pre-app.
 - Temporary roundabouts to be provided as temporary measures
 - Recap of traffic modelling – initial results confirmed 800hh (conservative residential yield) could be accommodated with temporary measures in place.
 - Scope has since been revised to see whether we can incorporate any retail GFA into the mix
 - Testing confirmed 600hh + 5,000m2 retail GFA OR 400hh + 10,000m2 retail GFA would yield same results as 800hh's
- Chris
 - Noted 18-month gap between opening of Drury Rail Station and Ultimate Waihoehoe Road upgrade
 - Applications will provide for 1 season of development, further seasons of development will have further triggers.
- Cassandra
 - Consents required would be a s88 LUC to infringe Row A standard and s127 to

change the relevant transport upgrade conditions of consent in the respective fast-track consents

- One combined s88 / s127 application to be lodged per developer. Three applications to be lodged concurrently.
 - Each application will allow each developer an allocation of the 600hh + 5,000m2 retail GFA (noting that collectively, this will not be exceeded)
 - Consent applications will not be reliant on one another
 - Whatever remaining development under the fast-track consents is not covered by the respective developers allocation/split of the 600h + 5,000m2 retail GFA will be covered under amendments to conditions.
- Paul
 - Could the LFR retail include smaller outlets?
 - Nick – FT consent provides for LFR only.
 - Nagaraj
 - Are any of the roads to be upgraded?
 - Andrew – Waihoehoe Road has recently been upgraded.
 - Paul – requested EPA numbers provided.

Ngā mihi | Kind regards,

CASSANDRA RIPPON
Associate
021 051 1898
CassandraR@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz 

B&A Logo



Kerikeri | Whangārei | Warkworth |
Auckland | Hamilton | Cambridge |
Tauranga | Havelock North | Wellington |
Christchurch | Wānaka & Queenstown

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.