

Drury West Crossing Masterplan Package

Fast Track Referral | Ramarama, Auckland | June 2026

B&A
Urban & Environmental

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1.0 Purpose and Scope

This document is one of a suite of high-level technical reports which have been prepared in support of a Fast Track Referral application for the proposed Drury West Crossing Development.

The purpose of this document is to provide design background to the development of a masterplan that has been prepared to support the implemtation of the Fast Track application.

This document identifies design considerations relevant to the application site and has been informed by national and local urban design policy and guidance.

Secifically this document seeks to provide the following:

- An understanding and high-level analysis of the site in the local context;
- An analysis of the constraints that will impact the urban development of the site which seeks to integrate the other specialists' reports and key issues which they have identified which will have implications on the spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of industrial development;
- A conceptual masterplan that illustrates the spatial form outcomes for industrial development of the site that reflects the above analysis of the sites' context, constraints and opportunities.

Scale 1:100,000 @ A3

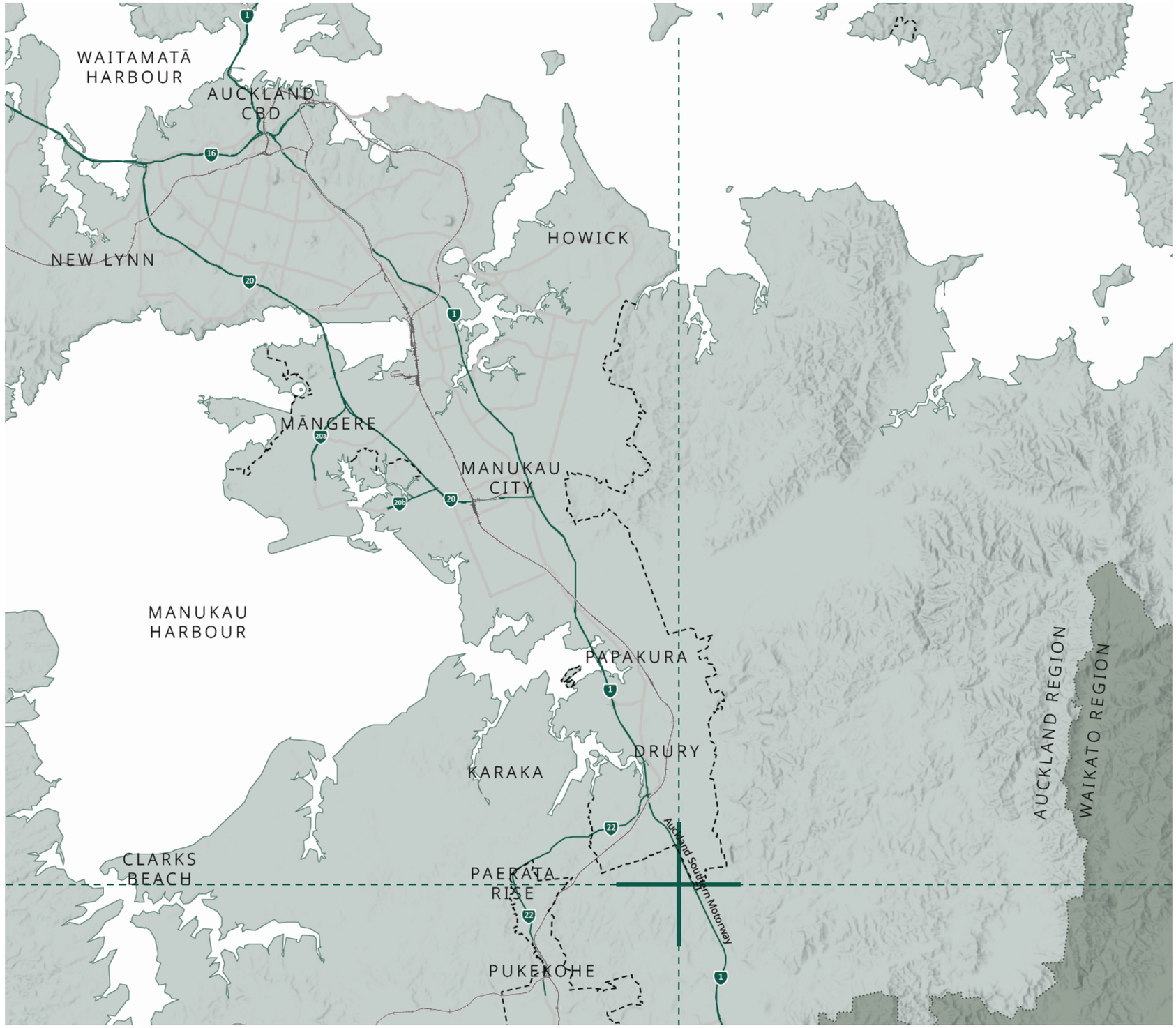


Figure 1 Location of Site

1.1 Strategic Context

Scale 1:150,000 @ A3

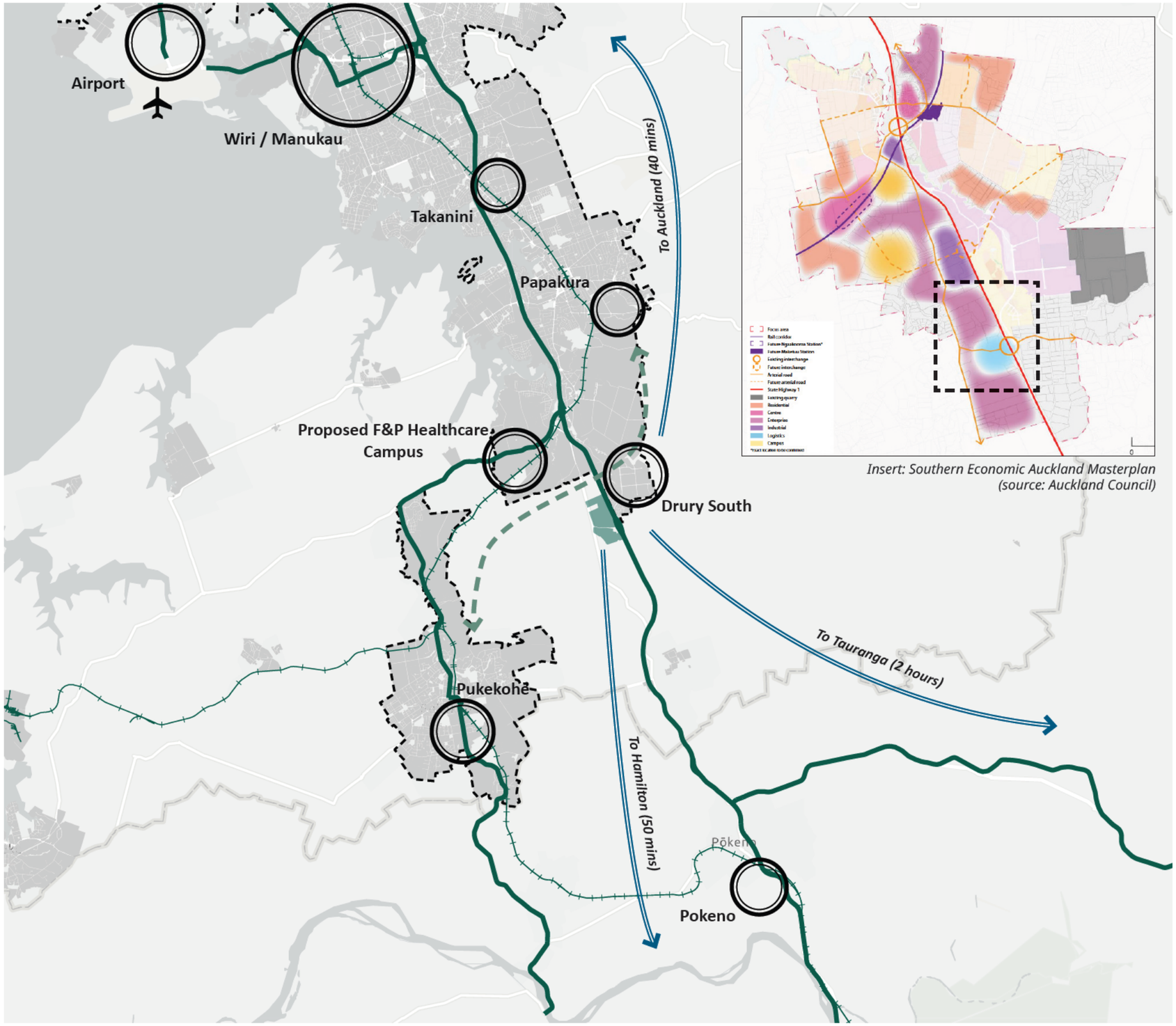
The Application Site is situated between Great South Road and State Highway 1 in the vicinity of the existing Ramarama interchange. It is located immediately west of Drury South which is currently undergoing significant urbanisation for both residential and industrial uses.

The site's proximity to State Highway 1 gives it good strategic transport access to other key employment nodes and wider transport networks, including the proposed Pukekohe Expressway and Mill Road interchange. It is strategically situated approxaimtely half way between Auckland City Centre and Hamilton (in terms of typical journey times) and is well located to help service growth in the upper North Island. Approxiamtely 40% of New Zealand's total population lives within 100km of the Site.

Distances to surrounding key employment nodes include:

- Auckland Airport - approximately 25 minutes (28km)
- Wiri / Manukau City - approximately 20 minutes (21km)
- Pukekohe - approximately 20 minutes (13km)
- Pokeno / SH2 interchange - approximately 12 minutes (14km)
- Auckland City Centre - approximately 40 minutes (40km)
- Hamilton - approximately 50 minutes (78km)

As shown in the insert, the site has previously been identified by Auckland Council in their Southern Economic Masterplan (2023) as being a key node for logistics and industrial due to its strategic location in the heart of New Zealand's "Golden Triangle".



Insert: Southern Economic Auckland Masterplan (source: Auckland Council)

Figure 2 Location and Regional Context

1.2 Planning Context

Scale 1:10,000 @ A3

The site is zoned Rural - Mixed Rural. The land immediately adjacent to the east is zoned for a range of residential and industrial uses while areas to the west fall within the Rural - Countryside Living Zone.

A designation for a natural gas transmission line passess beaneath portions of the site and NZTA are currently in the process of designating the Papakura to Bombay project which will involve motorway widening, upgraded interchanges and walking / cycling facilities.

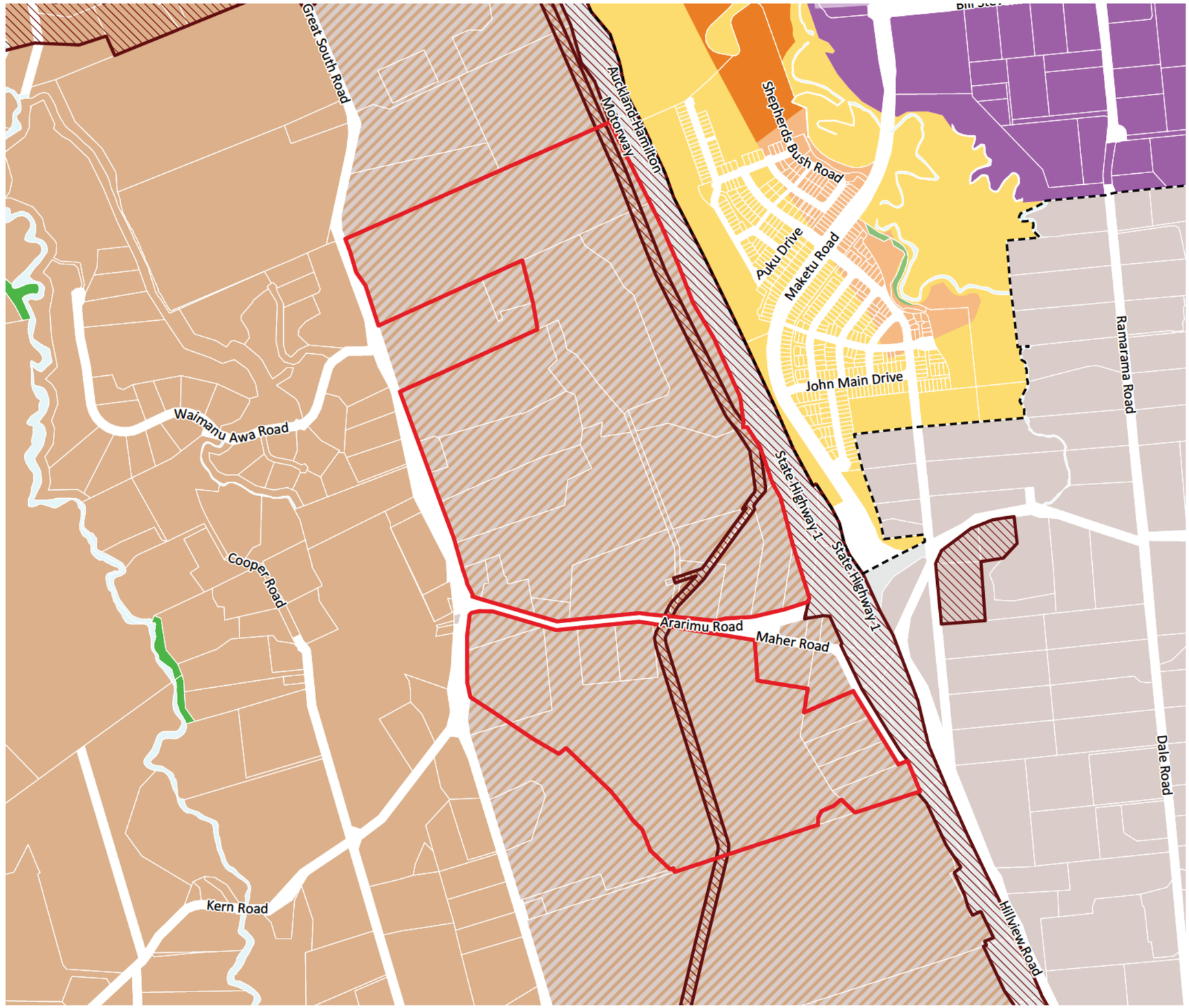


Figure 3 *Auckland Unitary Plan Zoning and Local Context (includes anticipated zoning and roads proposed in the Drury Opeheke Structure Plan Land Use Map)*



Figure 2 *Site Zoning*

1.3 Site Overview

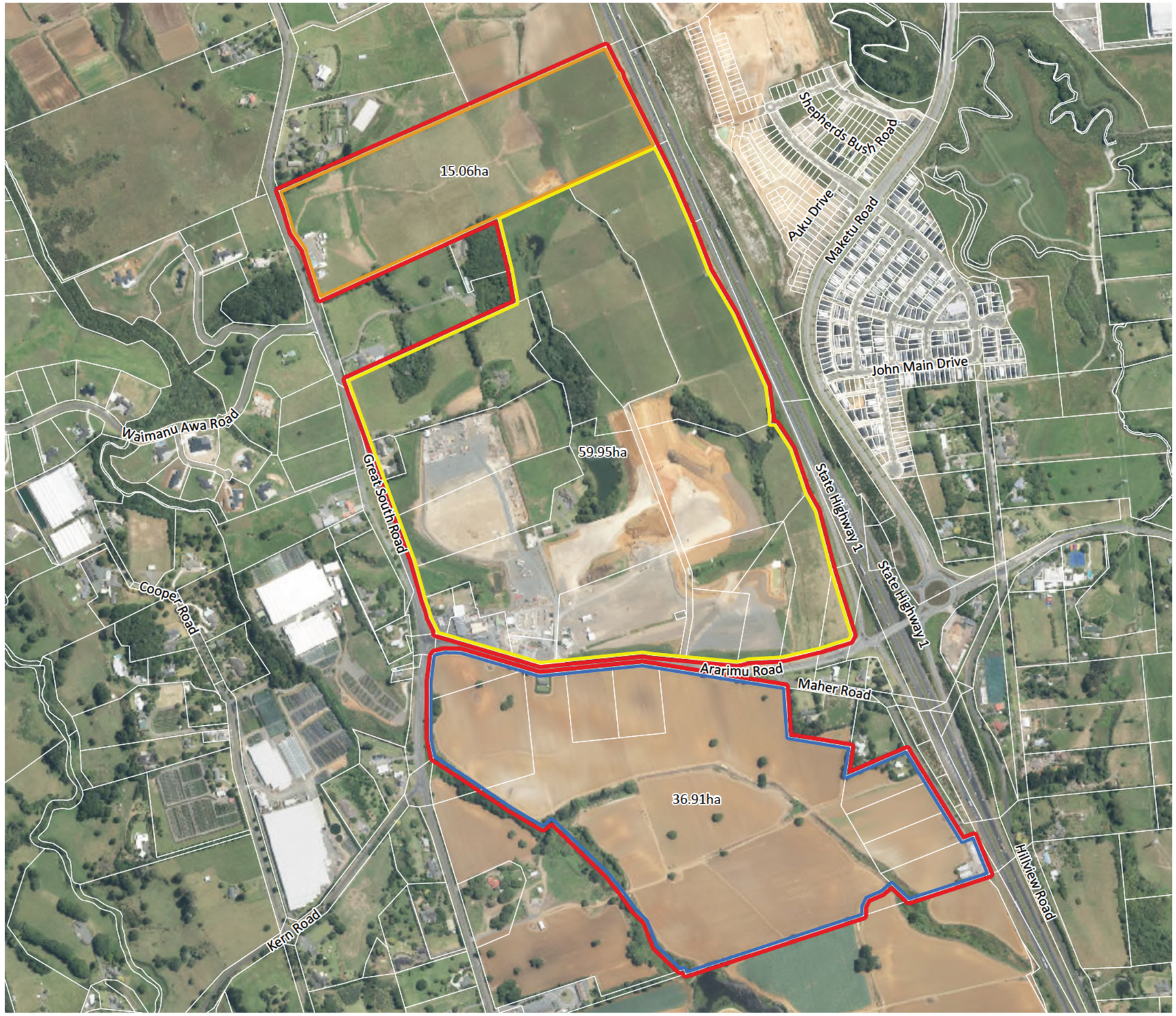
Scale 1:8000 @ A3

The site encompasses an area of approximately 112ha and is comprised of 29 different titles.

The northern block of land is owned by Sain Family Trustee Limited while the balance is under the ownership of NZ Agrihub Limited with the exception of a small parcel in the central block associated with a natural gas lines which passes beneath parts of the central and southern blocks.

The site is primarily made up of open farmland in use for pasture / grazing of livestock, horticulture or is in the process of being earthworked as part of previously approved resource consents (BUN60431828 and LUC60398151-A). The central block also accommodates a small cluster of established activities near the Ararimu Road intersection, including a dairy and various rural-commercial operations.

The site is bound by State Highway 1 to the east, Great South Road to the west and is bisected by Ararimu Road through its centre. Land to the south is in use for horticultural activities while adjoining land to the north is in use for pasture / rural lifestyle activities.



Legend

- Site Boundary
- Northern Block
- Central Block
- Southern Block

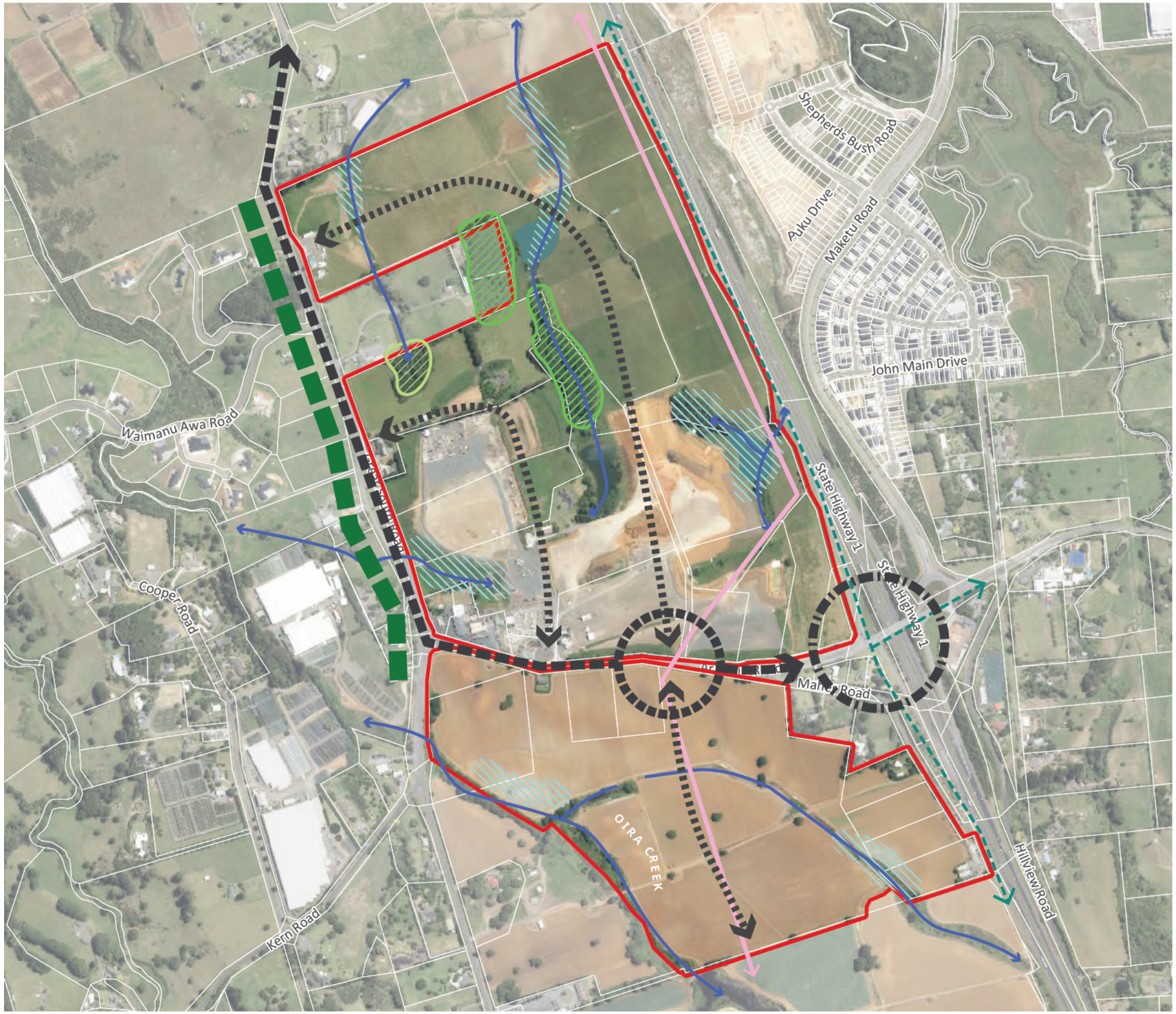
Figure 5 Site Aerial

1.4 Opportunities and Constraints

Scale 1:8,000 @ A3

The site has several opportunities and constriants to consider and respond to as part of the conceptual site planning. These include:

- The existing and proposed transport network provides opportunities to leverage off new strategic and local transport connections including an upgrade to the Ramarama interchange, the Mill Road / Pukekohe Expressway Interchange and a shared path extending between Papakura and Bombay.
- Existing watercourses (and topography) create opportunities to manage stormwater and enhance ecological / amenity outcomes on the site.
- Existing Significant Ecological Areas and other mature native vegetation should be retained and enhanced as part of development.
- The site provides a large, consolidated alndholding across only two owners enabling a comprehensive masterplan to be delivered / realised.
- Development will need to be cognisant of the existing natural gas transmission corridor and proposed designation boundaries for the Papakura to Bombay project.
- Any large-scale industrial development should be supported by local convenience / amenity opportunities to service employees and visitors.



Legend

- Site Boundary
- Proposed interchange upgrade
- Proposed shared path
- Key connections to strategic transport network
- Existing watercourse
- Pre-development flood risks
- Significant Ecological Areas
- Other mature vegetation (not otherwise protected)
- Existing natural gas transmission corridor
- Indicative internal connections
- Key site access point
- Countryside living interface

Figure 6 Opportunities and Constraints

2.0
Concept Masterplan

2.1 Masterplan Overview

Scale 1:6,000 @ A3

1. Proposed Ramarama Interchange upgrade
2. Proposed Papakura to Bombay Shared Path
3. Indicative Water Treatment Plant
4. Indicative Wastewater Treatment Plant Location
5. Indicative wastewater disposal field
6. Internal site connections to proposed shared path
7. Maintainance of existing natural features
8. Indicative electronic billboard locations
9. Commercial services and convenience retail

Great South Road
Auckland-Hamilton State Highway Motorway
Maher Road
Ararimu Road
State Highway 1
Hillview Road
John Main Drive
Shepherds Bush Road
Maketu Road
OIRA CREEK

Legend

- Site Boundary
- Accessway
- Cycleway
- Development Areas
- JOAL
- Landscape Buffer
- Riparian Margin / SW Management
- Road
- Landscaped Batter
- Berm
- Potential WW Dispersal Field
- Indicative Stormwater Pond
- Indicative Watercourse
- Electronic Billboard Frontages
- Footpaths
- SEA

Figure 7 Concept Masterplan

2.2 Illustrative Masterplan

Scale 1:6,000 @ A3



Figure 7 Drury West Crossing Illustrative Masterplan

2.3 Indicative Look and Feel



Figure 8 Drury West Crossing Artistic Render looking north from Great South Road

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