



Consultation Summary Report

Drury Metropolitan Centre (Stages 1 and 2)

19 March 2025

B&A
Urban & Environmental

Prepared for:
Kiwi Property Holdings No.2 Limited

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1.0 Introduction

This Consultation Summary Report is provided in support of the application for the 'Drury Metropolitan Centre – Stages 1 and 2' listed project under the Fast-track Approvals Act 2024 (FTAA), on behalf of Kiwi Property Holdings No.2 Limited ('Kiwi Property').

Kiwi Property have undertaken significant consultation and engagement with local authorities, stakeholders and iwi authorities over the past 8 years, which has informed the design of the development.

This report provides a summary of all relevant consultation undertaken to date specifically for the Drury Metropolitan Centre Stages 1 and 2 project listed in Schedule 2 of the Fast-track Approvals Act, and is organised into the following sections:

- Section 2: Consultation undertaken with Auckland Council and Council-Controlled Organisations;
- Section 3: Iwi Engagement;
- Section 4: Consultation with New Zealand Transport Agency;
- Section 5: Heritage New Zealand Pouhere Taonga – Authority to Modify;
- Section 6: Department of Conservation;
- Section 7: Environmental Protection Authority; and
- Section 8: Ministry for the Environment.

2.0 Consultation undertaken with Auckland Council and Council-Controlled Organisations

2.1 Auckland Council

There have been six pre-application meetings with Auckland Council and various specialists, including representatives from Auckland Transport, to discuss the project and the application.

2.1.1 Introduction Pre-application meeting

A pre-application meeting with Auckland Council's Premium Team Consenting Staff and consultant planner on behalf of Auckland Council was held in person on 3 December 2024. The purpose of this meeting was to introduce the application to Auckland Council's Premium Consents Team, including an overview of the Stage 2 application, the masterplan, how Stage 2 integrates with the approved Stage 1 development and the programme to lodgement. A copy of the minutes and the presentation slides that were shared at this pre-application meeting are included in **Appendix 1**.

2.1.2 Transport Pre-application meeting

An introductory transport focused pre-application meeting with planners, Council's development engineer, Council's traffic engineer and a representative from Auckland Transport was held on 10 December 2024. A follow up pre-application meeting was held on 28 January 2025 to discuss the modelling and transport upgrade requirements specifically.

Copies of the minutes and the presentation slides that were shared at both meetings are included in **Appendix 1**.

2.1.3 Healthy Waters Pre-application meeting

A stormwater management and flooding focused pre-application meeting with Council's planners, development engineer and Healthy Waters staff was held on 12 December 2024.

A copy of the minutes and the presentation slides that were shared at this pre-application meeting are included in **Appendix 1**.

2.1.4 Ecology Pre-application meeting

A pre-application meeting focused on the natural features on the site, and the proposed works, in particular to Stream A and the proposed Stream A wetland with Council's planners, and ecologist was held on 21 January 2025.

A copy of the minutes and the presentation slides that were shared at this pre-application meeting are included in **Appendix 1**.

2.1.5 Landscape and Urban Design

A landscape and urban design pre-application meeting with Council's planners, urban designer and landscape architect was held on 28 January 2025 to go through the proposed landscape plans and masterplan in detail.

A copy of the minutes and the presentation slides that were shared at this pre-application meeting are included in **Appendix 1**.

3.0 Iwi Engagement

Kiwi Property have consulted with all relevant iwi authorities that have registered interest in the site. A copy of the email correspondence circulated to all relevant iwi authorities on 15 November 2024 is included at **Appendix 2**.

Responses were received from four out of the total seven iwi groups. After engagement attempts, no response was received from the remaining Mana Whenua authorities.

A summary of engagement undertaken is provided in **Table 1** below.

Table 1 Summary of Iwi Engagement Undertaken for the Drury Metropolitan Centre Stage 2 Project

Mana Whenua Group	Summary of Engagement
Ngāti Tamaoho	<p>Confirmation that Ngāti Tamaoho would like an update and to be involved in the project was received on 27 November 2024.</p> <p>A hui with Lucie Rutherford on behalf of Ngāti Tamaoho was held on 4 December 2024. A copy of the minutes are included in Appendix 3.</p>
Ngaati Te Ata Waiohau	<p>Confirmation that Ngaati Te Ata Waiohau would like to be involved in the project was received on 15 November 2024.</p>

Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohua	<p>A hui with Karl Flavell on behalf of Ngaati Te Ata Waiohua was held on 21 November 2024. A copy of the minutes are included in Appendix 4. A follow-up hui to discuss the cultural opportunities across the Stage 1 development area was held on 25 November 2024. An overview summary of previous kōrero about the proposed works around Stream A and the alternatives considered was also circulated following receipt of the original email correspondence.</p> <p>A further hui was held on 31 January 2025 with Paora Puru on behalf of Ngaati Te Ata Waiohua. A copy of the minutes are included in Appendix 4.</p> <p>Ngaati Te Ata Waiohua provided an Addendum CVA report for the Drury Metropolitan Centre Stage 2 application. The Addendum CVA Report concludes provisional support for the project and is included in Appendix 4.</p> <p>A workshop hui was held on 12 March 2025 with Karl Flavell on behalf of Ngaati Te Ata Waiohua and landscape, stormwater and ecology specialists on behalf of Kiwi Property. An overview of each of the specialist areas were provided, and discussion with Karl confirmed no outstanding questions or concerns in relation to the project. A copy of the presentation is included in Appendix 4.</p>
Te Ākitai o Waiohua	<p>Confirmation that Te Ākitai o Waiohua would like to be involved in the project was received on 28 November 2024.</p> <p>A hui with Chloe Trenouth on behalf of Te Ākitai o Waiohua was held on 4 December 2024. A copy of the minutes are included in Appendix 5.</p>
Waikato Tainui Te Whakakitenga o Waikato	<p>On 22 November 2024, correspondence was received from Waikato Tainui acknowledging the application and the listing of the project within Schedule 2 of the FTAA. Waikato Tainui noted the endorsed mana whenua for this project as; Te Ahiwaru o Waiohua, Ngaati Tamaoho, Te Akitai o Waiohua, Ngaati Te Ata, Te Akitai Waiohua, and Ngāi Tai ki Tāmaki.</p> <p>Waikato Tainui provided a consultation form, which was completed on behalf of Kiwi Property and returned to Waikato Tainui on 2 December 2024. A response email was not received from Waikato Tainui. A copy of the completed consultation form and email correspondence is included at Appendix 6.</p>
Ngāi Tai ki Tāmaki	<p>Email correspondence was sent to Ngāi Tai ki Tāmaki however no response was received.</p> <p>Kiwi Property (jointly with NZTA) engage regularly with Ngāi Tai ki Tāmaki representatives to discuss the SH1 Drur Centre OffRamp project. At a hui to discuss the SH1 offramp project at which a Ngāi Tai ki Tāmaki iwi representative was present, Kiwi Property took the opportunity to provide an overview of the project, to which the Ngāi Tai ki Tāmaki representative raised no questions or concern.</p>

Ngāti Maru Ngāti Maru Runanga Trust	Email correspondence was sent to Ngāti Maru however no response was received.
Te Ahiwaru – Waiohua Makaurau Marae Māori Trust	Email correspondence was sent to Te Ahiwaru – Waiohua however no response was received.
Ngāti Paoa Iwi Trust Ngāti Paoa Trust Board Ngāti Paoa Deed of Settlement – signed 20 March 2021	Email correspondence was sent to Ngāti Paoa Iwi Trust and Ngāti Paoa Trust Board however no response was received.
Ngāti Tamatera Treaty Settlement Trust	Email correspondence was sent to Ngāti Tamatera Treaty Settlement Trust however no response was received.
Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014	The Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 is not applicable to the project and this has been addressed in Section 9.1.4 of the Assessment of Environmental Effects.

Prior to the Drury Metropolitan Centre Stage 2 project being referred as a listed project in Schedule 2 of the FTAA, Kiwi Property commenced detailed consultation, inviting the Drury East Mana Whenua Group (Ngāti Tamaoho, Ngaati Te Ata Waiohua, Te Ākitai o Waiohua, Ngāi Tai ki Tāmaki and Ngaati Whanaunga) to a series of on-site hui and workshop style hui focused on options around Stream A and the Stream A wetland.

A site walkover was attended by representatives of Ngāti Tamaoho, Ngaati Te Ata Waiohua and Ngaati Whanaunga on 21 May 2024. At the site walkover, a series of key principles established by mana whenua were agreed upon based upon the requirement to reclaim and realign parts of Stream A and reclaim the degraded wetland at the head of Stream A. The key principles agreed upon (and which have been prioritised when designing the realigned Stream A and new wetland at the head of Stream A) include; maintain base flows, daylighting historically culverted sections of the stream, landscaping, optimal stormwater outcomes, native planting, fish passage and preventing further erosion and degradation.

Following the on-site hui, detailed workshops were held on 26 June 2024 and 1 August 2024, with representatives from Ngāti Tamaoho, Ngaati Whanaunga, Te Ākitai o Waiohua and Ngāi Tai ki

Tāmaki in attendance. These workshops focussed on the consideration of alternatives by Kiwi Property’s design team and technical specialists with respect to the reclamation of Stream A and the Stream A wetland, and with regard to the key principles from mana whenua. A copy of the minutes from the on-site hui along with the two focused workshops whereby the consideration of alternatives were presented and discussed are included in **Appendix 7**.

Kiwi Property is committed to ongoing Mana Whenua engagement beyond the regulatory process, and places a strong value on the continued contribution and input from mana whenua into development and design of the Drury Centre over the past eight years. This is demonstrated in the development of a cultural narrative for Drury Centre with active participation and contributions from the Drury East Mana Whenua Group to honour and celebrate the cultural history of the project area.

4.0 Consultation with New Zealand Transport Agency

A meeting with New Zealand Transport Agency (NZTA) staff was held on 31 January 2025. The primary focus of this meeting was to introduce NZTA to the Drury Metropolitan Centre Stage 2 application, including the relationship between this project and the Drury Access Ramp designation, proposed works within the NZTA Drury Access Ramp designation and the proposed transport network and modelling undertaken by CKL in the ITA.

A copy of the minutes and the presentation slides that were shared at this meeting are included in **Appendix 8**.

5.0 Heritage New Zealand Pouhere Taonga

An authority has been granted for this project under the Heritage New Zealand Pouhere Taonga Act (HNZPTA) 2014 (authority no. 2025/112) and this was issued on 2 October 2024 (included in **Appendix 9**).

Email correspondence was sent to Heritage NZ on 26 November 2024 and 14 January 2025 clarifying that the authority for the project has already been issued, and inviting Heritage NZ to engage on the Drury Centre Stage 2 Metropolitan Centre project. Heritage NZ confirmed via email on 14 January 2025 that the authority covers any archaeological questions. A copy of the email correspondence along with the authority is included at **Appendix 9**.

6.0 Department of Conservation

A Wildlife Permit is not sought under the Wildlife Act 1953 for this application. Therefore, pre-lodgement consultation with the Department of Conservation is not required and has not been undertaken.

7.0 Environmental Protection Authority

A pre-application meeting with the Environmental Protection Authority (EPA) was held on 21 February 2025, organised via the Fast-Track info email. The purpose of the pre-application meeting was for the EPA to provide a detailed overview of the fast-track process under the Fast-track Approvals Act and enabled Kiwi Property to ask any questions relating to the process.

8.0 Ministry for the Environment

Multiple attempts were made to meet with representatives from the Ministry for the Environment (MfE) to discuss the application prior to lodgement, a record of the engagement attempts has been included in **Appendix 11**. Correspondence was sent to the following email: ListedProjects@mfe.govt.nz, on 10 February 2025 an out of office reply was received stating that this email address was no longer being monitored. Correspondence attempts were then continued with the following email address: ftimplementation@mfe.govt.nz, however an out of office reply was also received from this email address noting that the email address is no longer being monitored on 17 February 2025.

Appendix 1

Minutes and Presentations from Auckland Council Pre-Application Meetings



Urban & Environmental

Project: Drury Centre Stage 2 FT application

Date: 28 November 2024

Time: 2:30-3:30pm

Location: Auckland Council Offices

Attendees:

Name	Role/Organisation
Russell Butcher (RB)	Auckland Council
Masato Nakamura (MN)	CoLab Planning (Planner on behalf of Auckland Council)
David Schwartfeger (DS)	Kiwi Property
Tony Osborne (TO)	Kiwi Property
Nick Roberts (NR)	Barker & Associates
Pamela Santos (PS)	Barker & Associates
Mary Wong (MW)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates
Grant Armstrong (GA)	Ignite Architects
Daryl Hughes (DH)	CKL

Item	Detail	Action
1	Introductions	
2	DS General Drury Transport Overview DS provided an overview and update on the transport upgrades in the Drury East area - SH1 direct connection (Drury Access Ramp – NZTA designation, GHD Design), Drury Centre train station and park & ride (Construction underway), Waihoehoe upgrade, Fitzgerald Road, paper road (Flanagan Road) to be removed from the Centre.	
3	DS General Stage 2 Drury Metropolitan Centre Overview DS provided a general consenting overview for the Drury Centre Stage 2 FT application (refer presentation slides at Attachment 1). Stage 2 connects the Large Format Retail at the southern part of the Drury Centre Precinct (Stage 1 consented under the Fast-Track process) and the Drury Centre train station (& Interchange facilities) to the north, with a fine grained Metropolitan Centre (as has been provided for and envisaged through the Plan Change process). DS provided an overview of the Masterplan prepared to date by Ignite, identifying:	

	<ul style="list-style-type: none"> • Major Retail areas (including carparking); • Finer grain retail and food and beverage in the centre – primarily pedestrianised (e.g Britomart, finer grain retail at Five Mile); • Community Facilities – provided for in accessible location – KP currently in discussions with Council for the lease of these spaces (pool, library, community centre etc); • Accommodation (including apartment and townhouses (work/live)); • Provision for hotels in the future; • Entertainment (1st floor in the heart of the development (above food and beverage)); • Stream A enhancement and pond area (noting that the landscape architects have been challenged to make this a world class wetland which is at the heart of the development – food and beverage to front it, as opposed to being at the back of the mall (and unmaintained) – for example Albany and Botany; and • Cultural Opportunities integrated throughout – including road names and Mahi Toi which mana whenua artists are currently developing concept designs for Stage 1 and Drury Access Ramp opportunities. 	
4	<p>NR AUP zone and Precinct Plan overview</p> <p>NR provided an overview of how the Stage 2 Drury Centre development fits into the AUP zone and structuring elements plan – generally aligns with the indicate road and open space layout.</p> <p>MN queried what the likely consenting matters would be in relation to this proposal, and it was noted that this is currently being reviewed by the applicant team.</p>	
5	<p>Stream A Enhancement / Pond</p> <p>Discussion about Stream A / Valley Park area. DS provided overview on the wetland reclamation and stream enhancement (realignment and daylighting). Proposed to be integrated with stormwater / open space network – pond sized to maintain base flows as currently Stream A is a dry ditch.</p> <p>This has been workshopped over the past 6 months with mana whenua.</p> <p>RB queried whether the pond area would be vested with Council, and DS confirmed preference is that it is retained in private ownership so Kiwi Property can ensure it is maintained (important as it is at the heart of the development).</p>	
6	<p>DS confirmed that the intention is to connect Drury Boulevard to the train station, noting that the DC Policy has included the</p>	

	purchase of the land between the Interchange Facility and the Stage 2 site area.	
6	<p>DH Transport Overview</p> <p>DH provided a high-level transport overview (refer slides at Attachment 1), including:</p> <p>Key roads as they align with the Drury Centre Precinct Plan, the road cross section requirements in the Drury centre Precinct, and the Drury Access Ramp (which will remain SH and NZTA asset from the off-ramp to the first road intersection).</p>	
7	<p>Next Steps</p> <p>All agreed follow up meetings prior to Christmas between key specialists as follows as availability allows as it relates to Council experts:</p> <ul style="list-style-type: none"> • Urban Design; • Transport; and • Stormwater / Ecology and Engineering. <p>Target lodgement date of the Fast Track application is the end of January 2025.</p>	<p>B&A to provide date options for follow-up specialist meetings.</p> <p>RB to secure expert allocation and attendance.</p>

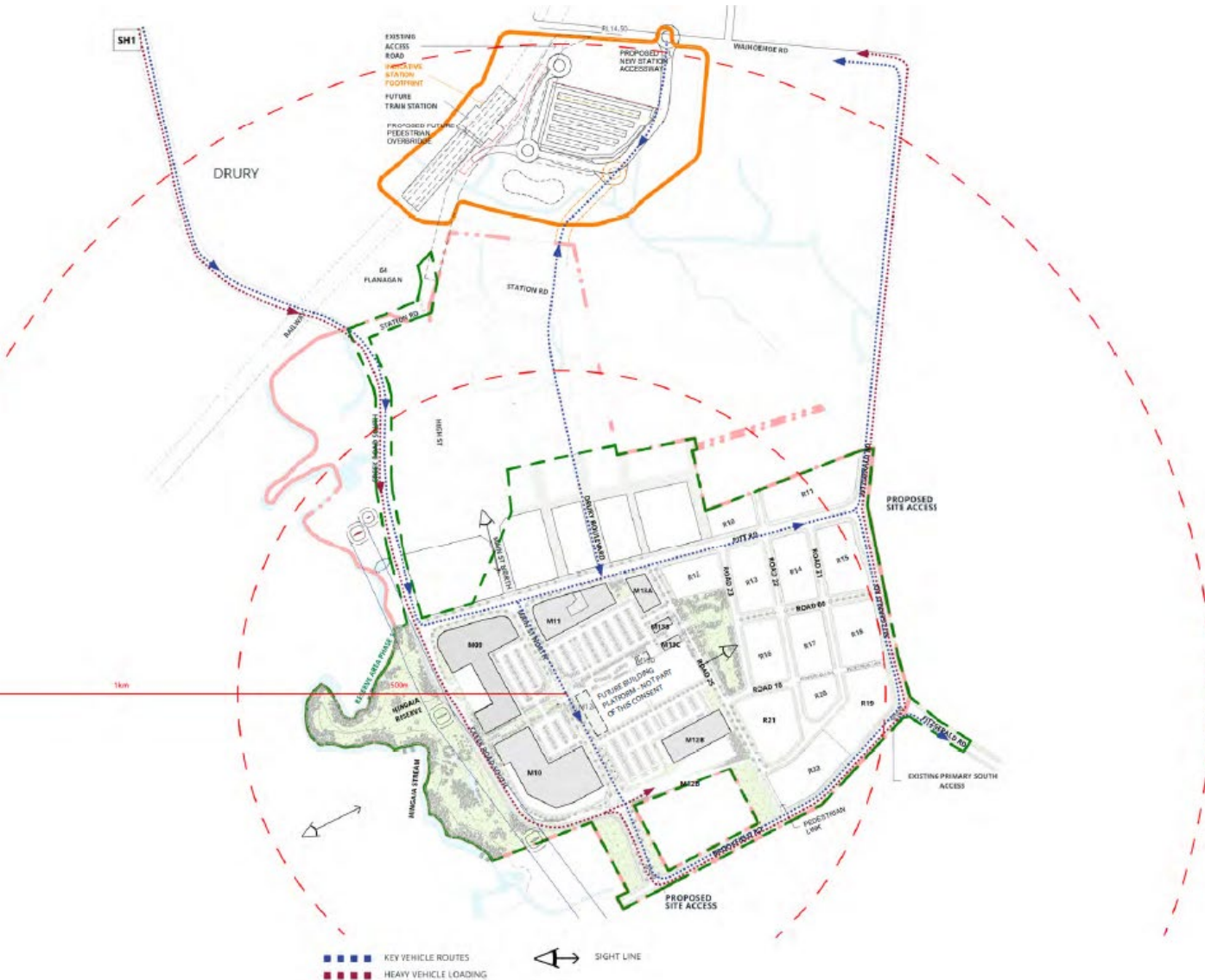


Kiwi Property – Drury Metropolitan Centre (Stage 2)

Auckland Council Pre-Application Meeting
28 November 2024

B&A
Urban & Environmental

- Introductions
- Context and Background
- Project and Masterplan Overview
- Transport Overview
- Project Team & Programme
- Next steps



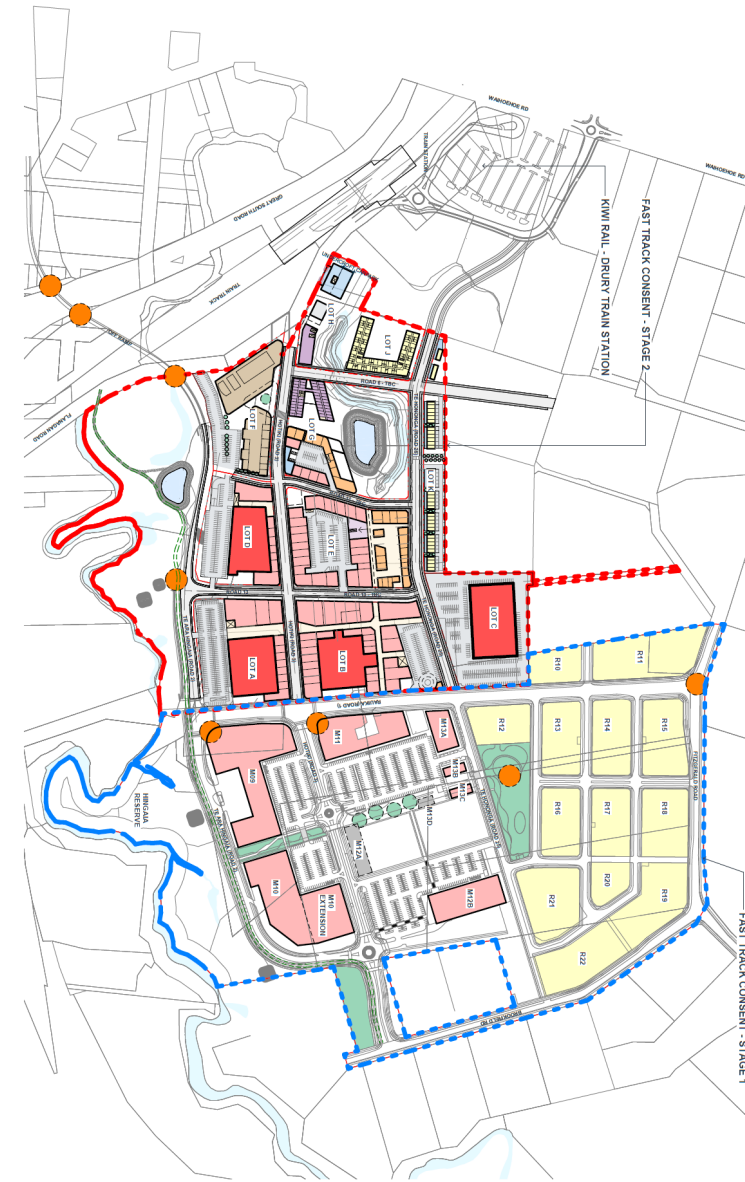
Stage 1 Fast Track

- Development of 24,000m² LFR
- 13 vacant superlots
- Open Spaces – Hingaia Reserve and Community Park
- Series of transport upgrades per triggers

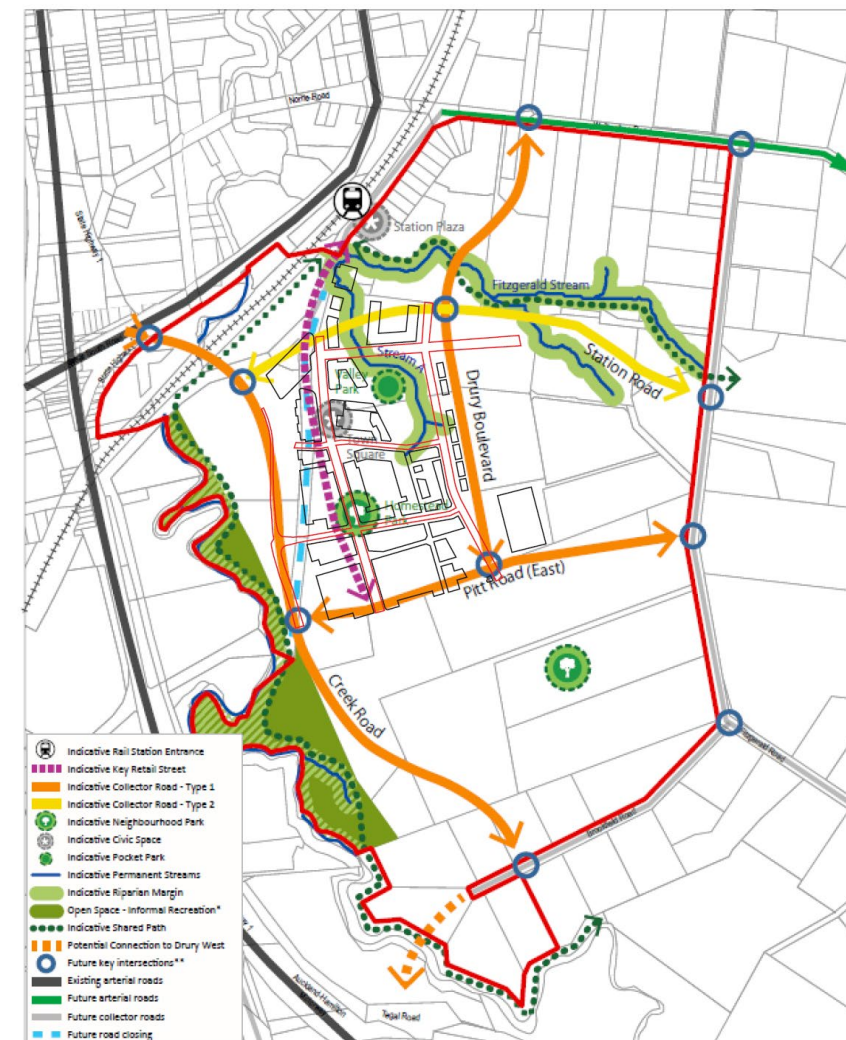
Resource Consent

- Additional 8,000m² of LFR to M10 and M12B
- Total retail GFA to 32,000m²

- Stage 2 (red area) approximately 52ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).

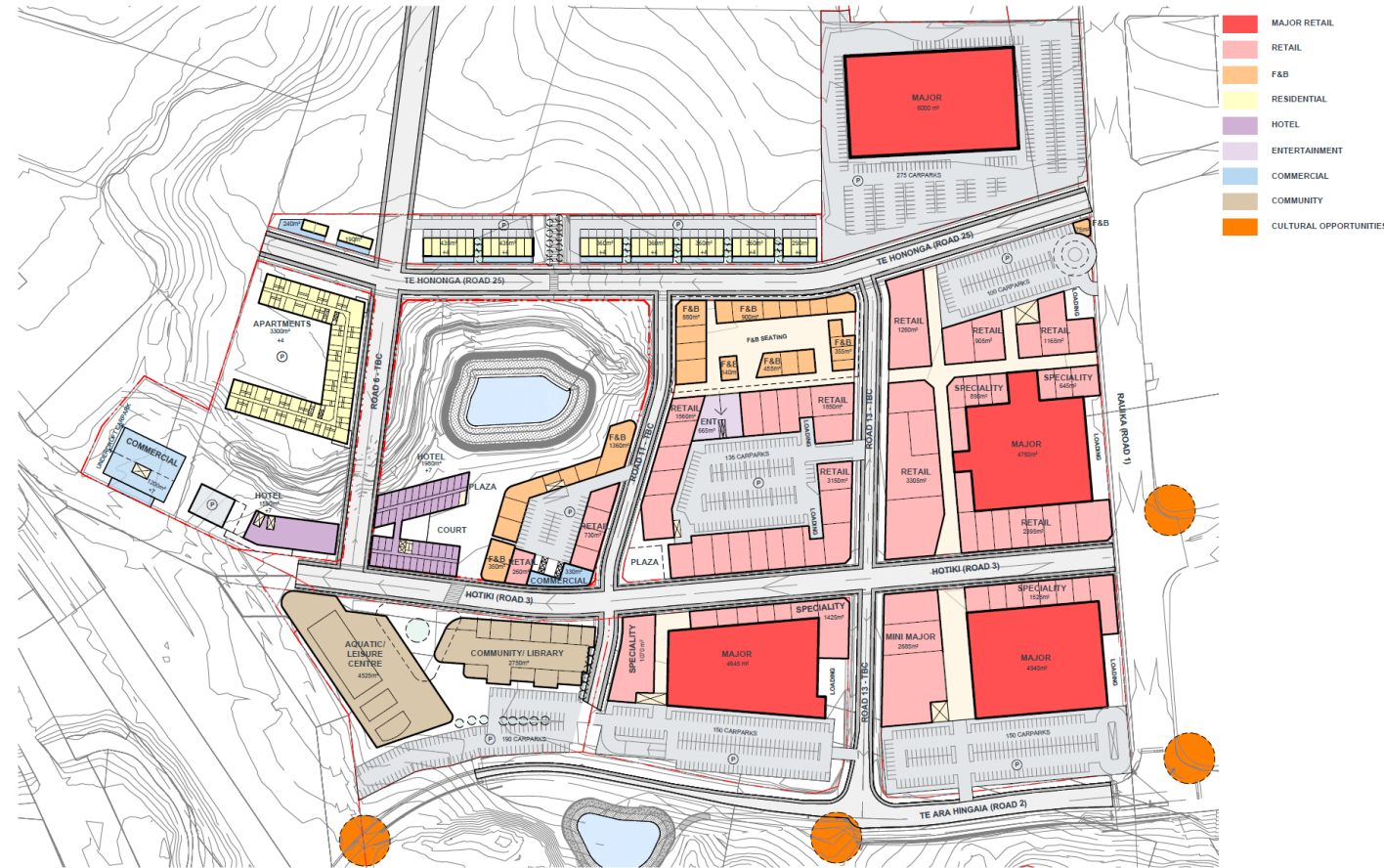


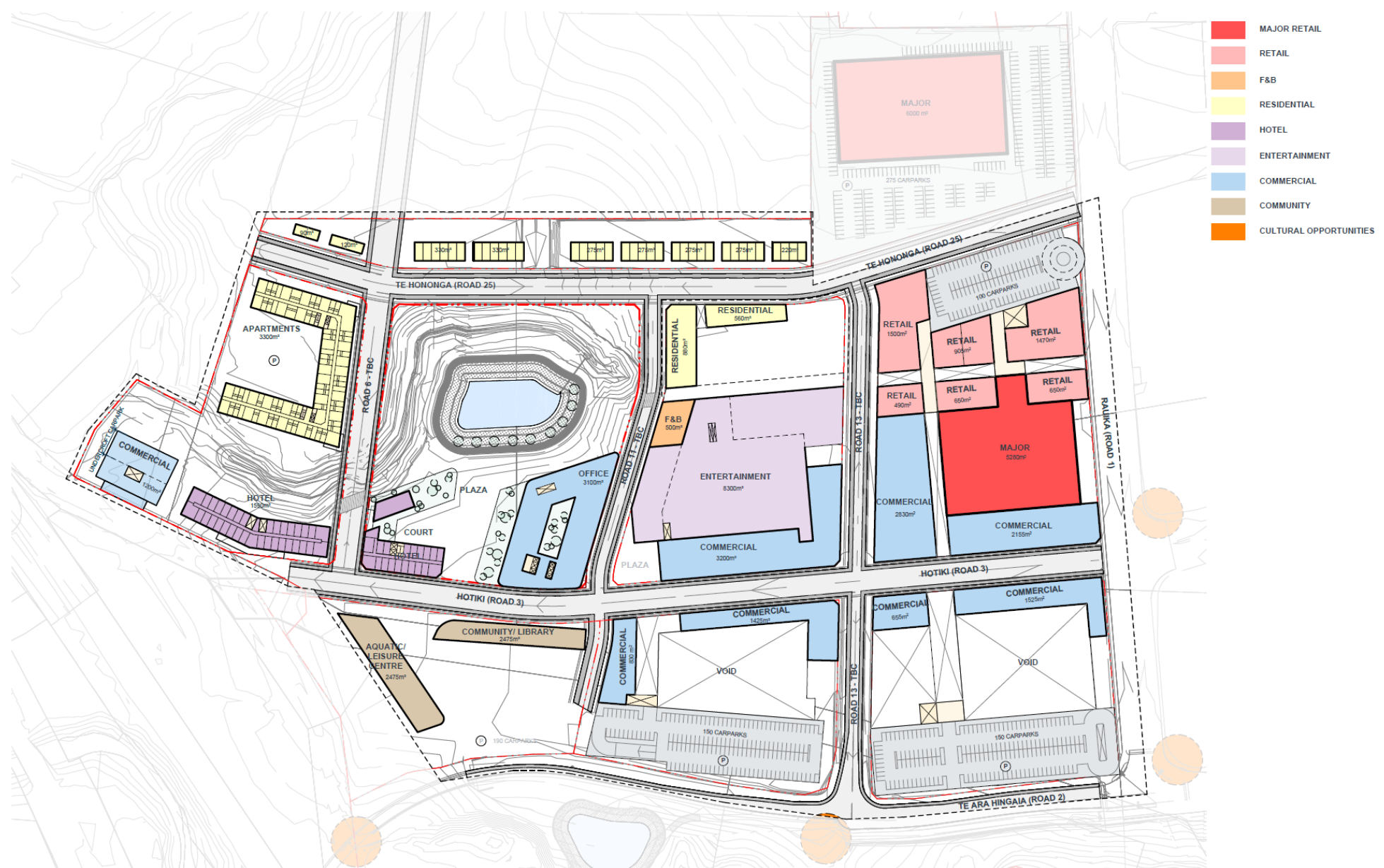
Stage 2 Overview



Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

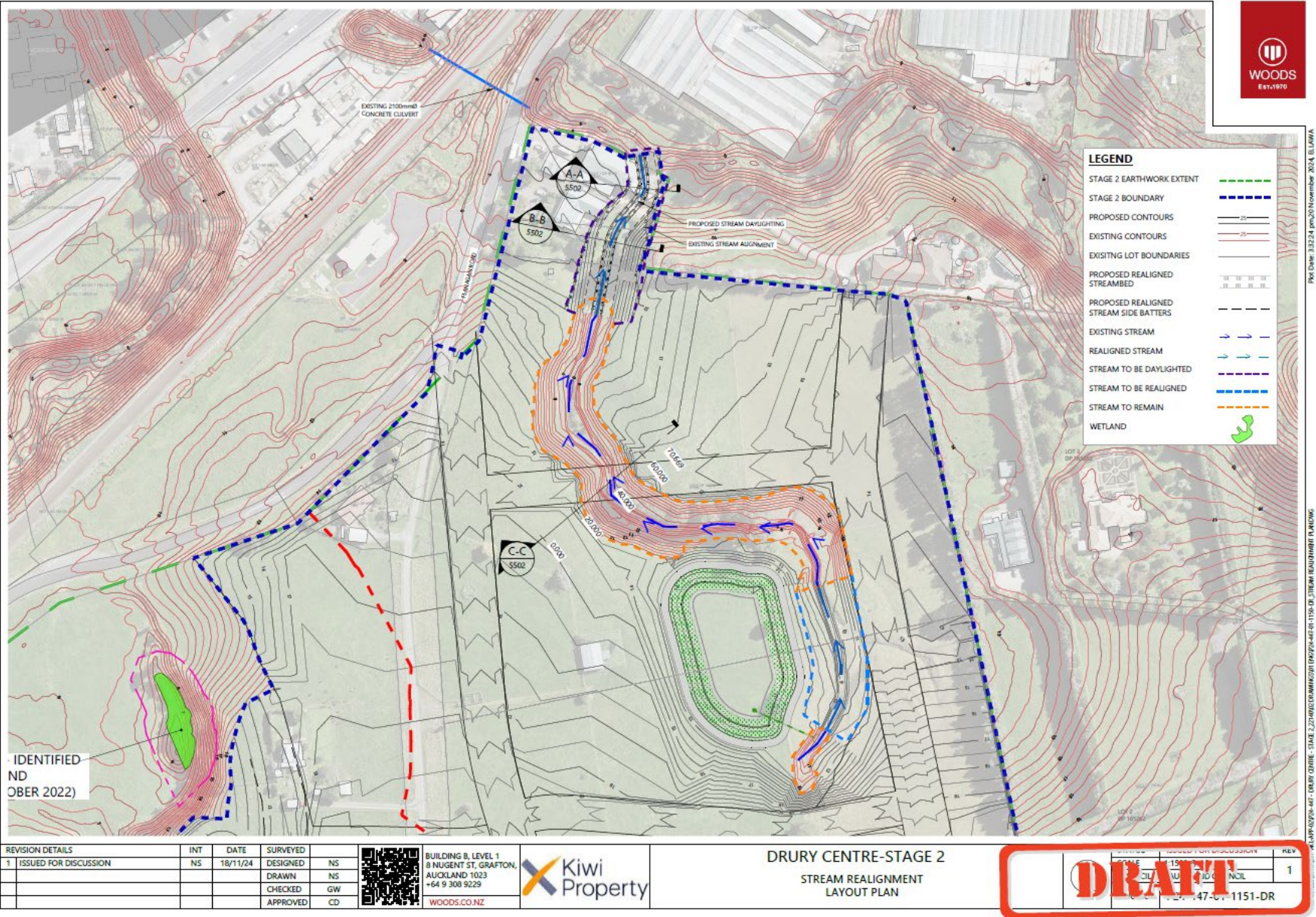
- Development of a Metropolitan Centre comprising of:
 - Retail (mix of large format and small retail) including food and beverage and entertainment facility
 - Commercial
 - Accommodation including apartments and townhouses (work/live)
 - Community facilities including leisure centre and library
 - Open spaces including public plaza centred around wetland
 - Ecological restoration and improvements
- Cultural Opportunities integrated throughout.



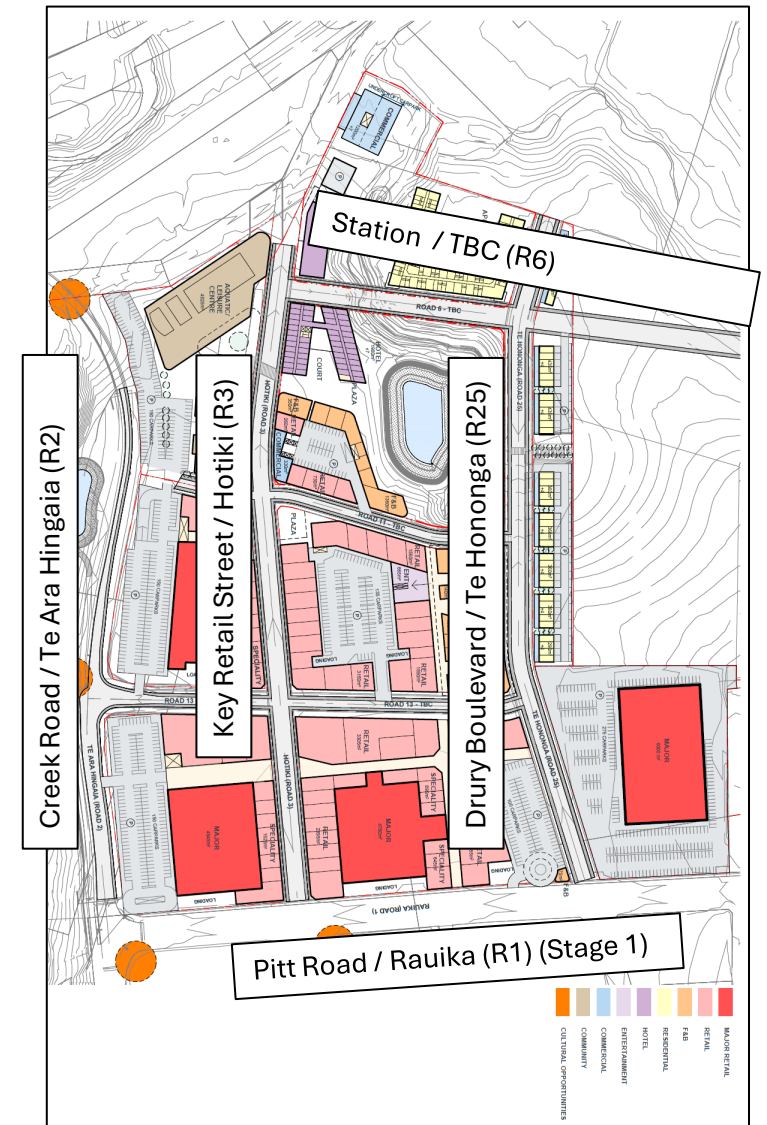


Drury Centre Stage 2 – Upper Level

Wetland reclamation / Stream A realignment and daylighting integrated with the proposed stormwater / open space network – has been workshopped over past 6 months with mana whenua.



Stream A Realignment

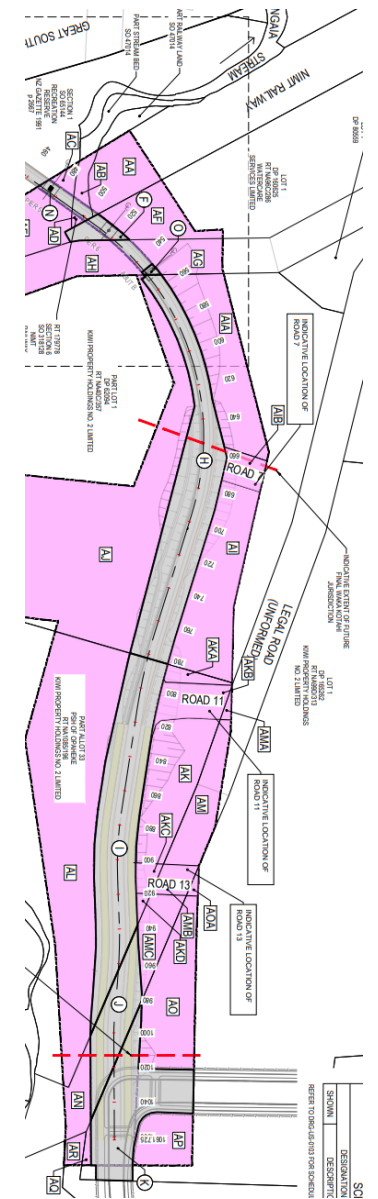


Transport Overview – Precinct Plan 2 (Structuring Elements)

Road Function and Required Design Elements Table											
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision	
Collector Roads with separated active transport provisions including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road	Collector	23m	2	40	No	No	Yes	Optional	Yes separated on both sides	Yes both sides	
Local Roads (Residential)	Local	16m	2	30	No	No	No	Optional	No	Yes both sides	
Key Retail Street	Local	20m	2	30	Yes	No	No	Optional	No	Yes both sides	

Notes:

- Only Creek Road (Road 2) and Drury Boulevard (Road 25) will be vested.
- All other roads to remain private (but will still comply with Precinct Provisions and AT Design requirements).
- Creek Road interim and ultimate NZTA / AT boundaries as per plan to right (interim NZTA ownership as far south as the Road 13 intersection; ultimate ownership as off-ramp straightens).
- Creek Road to be designed as a Collector standard to the south of Road 13 intersection – to the north, will be designed as an off-ramp.
- All intersections to be traffic signalised.
- Additional signalised pedestrian crossings at key locations.
- Car parking generally to “rear” of sites / away from retail frontages.
- Ultimate bus route along Drury Boulevard - bus stops provided close to retail centres.
- Interim bus route along Key Retail Street, bus stops provided.
- Interim designs provided at edges of development until further connections are provided (such as Road 6 intersections).



Transport Overview – Road Function Table / Cross Sections

- Architecture - Ignite
 - Engineering and Earthworks – Woods
 - Stormwater – Woods
 - Ecology – Tonkin + Taylor
 - Landscape – Boffa Miskell
 - Transport – CKL
 - Acoustic – Styles Group
 - Geotech / Contam – CMW / Engeo
 - Archaeology – Clough & Associates
 - Economics – Property Economics
 - Planning and Urban Design – B&A
- Listed Project under Fast Track Bill
 - Bulk earthworks; and
 - Combined Land Use subdivision
 - Specialist reports tracking to mid-December.
 - Lodgement January 2025.

Project: Drury Centre Stage 2 - Auckland Council Transport Pre-app

Date: 10 December 2024

Time: 10:00-11:00am

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Russell Butchers (RB)	Auckland Council
Masato Nakamura (MN)	CoLab Planning (Planner on behalf of Auckland Council)
Maria Baring (MB)	Auckland Council
Mat Collins (MC)	Abley (Traffic Engineer on behalf of Auckland Council)
Matt Ford (MF)	Auckland Transport
Daryl Hughes (DH)	CKL
David Schwartfeger (DS)	Kiwi Property
Tony Osborne (TO)	Kiwi Property
Nick Roberts (NR)	Barker & Associates
Pamela Santos (PS)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	Introductions	
2	<p>General Overview (refer to details in Presentation included as Attachment 1).</p> <p>DS provided overview of PC48 and fast track consent approved plus additional 8000m2 retail GFA consented under normal RC.</p> <p>DS also provided overview of transport upgrades including motorway offramp (NZTA project – consented and fully funded), Drury train station (operational end of 2025/early 2026), GSR upgrade (construction end of next year – fully funded).</p>	
3	<p>Stage 2 Overview</p> <p>DS provided overview of Stage 2 (refer detailed masterplan included in slides at Attachment 1):</p> <ul style="list-style-type: none">Major retail located on the periphery (with carparking pushed to the outer edges) and fine-grained retail (walkable centre) at the heart.	

	<ul style="list-style-type: none"> • Mix of uses include: retail, food and beverage, community spaces (library and aquatic centre), residential, commercial and hotel. Planned and intended as a transit-oriented development, which will connect to the Drury centre train station – encouraging people to use PT. • Land between Drury Boulevard and Interchange facility - to be acquired (provision for this through DC Policy) and connection allowed for - provision for this connection through masterplanning. • Two large wetlands for stormwater treatment – intent to daylight stream and bring life back. • Cultural opportunities integrated throughout including opportunities for artwork and road naming carried through from Stage 1. 	
4	<p>Transport Overview</p> <p>DH provided overview of transport layout (details included in slides at Attachment 1):</p> <ul style="list-style-type: none"> • Road layout shown on Precinct Plan to show alignment; • Road function and design elements table from Drury Centre Precinct – indicates road widths and features – Stage 2 aligns with these requirements; • WIP cross sections of each road discussed by DH as follows: <ul style="list-style-type: none"> ○ Local Roads (east-west) – private retail roads; ○ Key retail street (north south alignment); ○ Public collector road - Drury Boulevard (to be vested) 3.5m lanes to accommodate buses along this route; ○ Private east-west Station Road collector road; ○ Off-ramp (SH) and Creek Road – blue section shows SH off ramp, orange section transitions to Kiwi property road; ○ Shared path – dips away from off-ramp and will be heavily planted – keeping pedestrians and cyclists removed from NZTA SH off-ramp. • Bus Routes – to be provided up Drury Boulevard. Interim route to be provided as shown in Attachment 1 until land parcel connecting with Drury Interchange Facilities acquired and opened. • Bus stop location to be coordinated around intersection of Road 13 and Drury Boulevard – also bus stops along Pitt Road. Coordination with AR on Stage 1 bus stops – same will happen in Stage 2. 	
5	Questions and Comments	

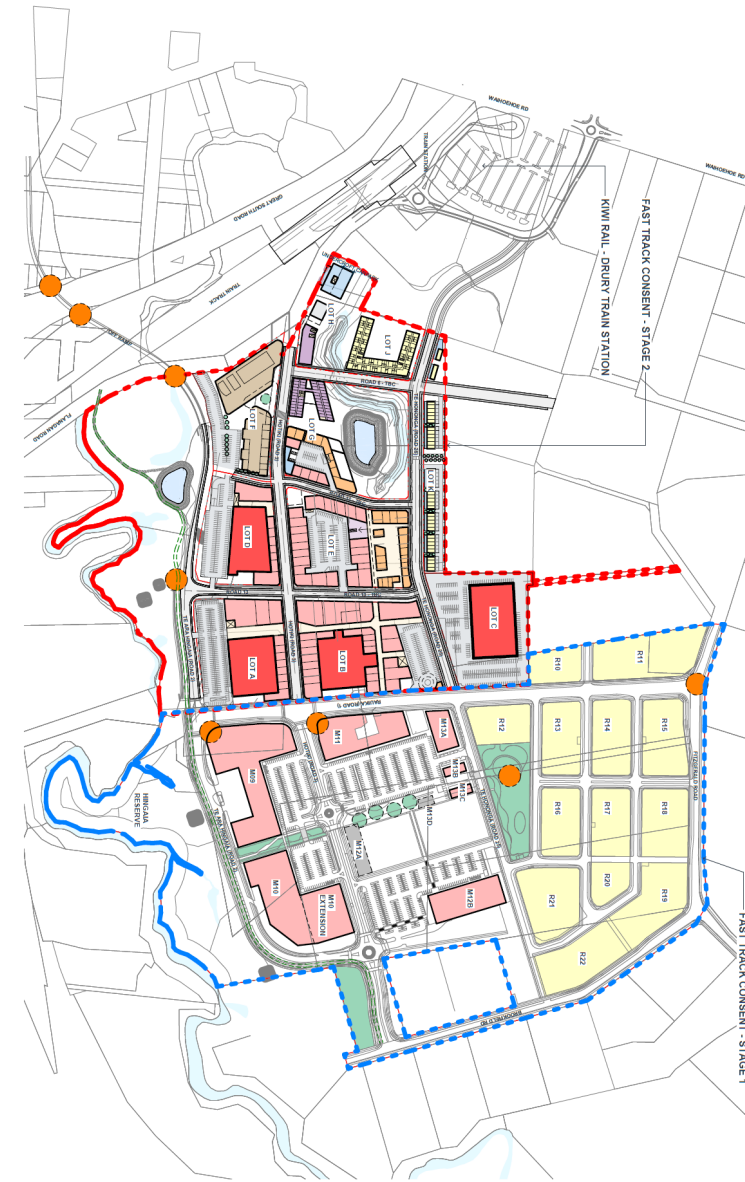
- Have NZTA reviewed design where off-ramp connects with Road 2 North? DS confirmed that NZTA are driving the design and have been involved in all parts of the process (including designation and consenting).
- MC noted Drury centre Precinct requirements around transport triggers to be addressed in the ITA - all agreed.
- MC noted interested in modelling in terms of the land use assumptions – where consistent with ITA for PC and where there are deviations?
- MC queried why the roads are being held in private ownership rather than being vested? DS noted that Kiwi Property are happy to provide main roads to be vested however to achieve the fine-grain walkable environment sought here, Kiwi preference is to maintain and retain roads in private ownership.
- MF queried whether scheduled bus stops will be provided on private roads? It was responded to that detail can be worked through (conflict of public bus stops on private roads) as a matter of detail – note that Sylvia Park roads are private and buses move through (including bus stops) everyday. This is not an agreement in principle as of yet though. AC noted that they need to understand this a bit more.
- MC queried AC scope in the review of private roads and flagged Council liability concerns –AC scope as part of input into the fast track process as it relates to private roads would be on matters such as safety, interface with the roads to vest, and any relevant matters in the precinct provisions.
- MC queried whether full public access would be provided over private roads, or if public access could be restricted. DS indicated that public access may at times be restricted. *Post meeting note: MC would like the ITA to discuss whether restrictions to public access through private roads could affect permeability/accessibility of the Precinct for all users of the transport network.*
- Services – RB queried whether there would be any public assets run through private roads. DS confirmed that only private services to be delivered (none to be vested) however if any were to be vested these would have an easement in place.
- RB clarified that the consent application is progressing through Fast-Track – expert Panel to process – AC and AT to provide comment.
- MN queried whether all Special information requirements in the Drury centre Precinct will be provided as part of lodgement – NR confirmed that they will all be provided.

6	<p>Next Steps</p> <p>This was a high-level introduction to the thinking behind the transport layout. A more details transport meeting to be arranged in January 2025.</p>	<p>CP to arrange with RB follow up Transport meeting pre-lodgement. Suggest w/c 27 January 2025.</p>
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Drury Centre Precinct: Stage 2 Consent Application

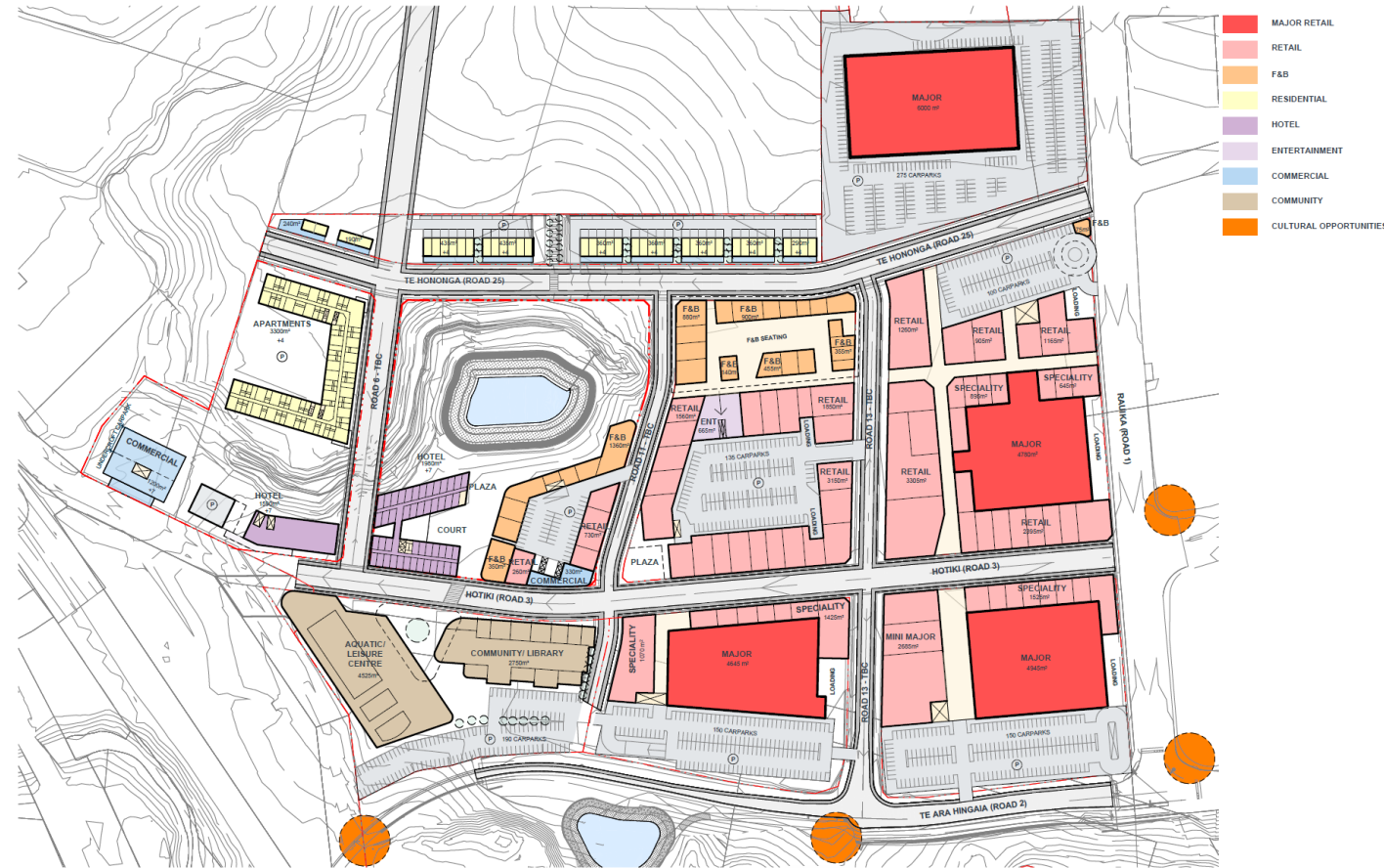
Transport Pre-Application Meeting 10 December 2024

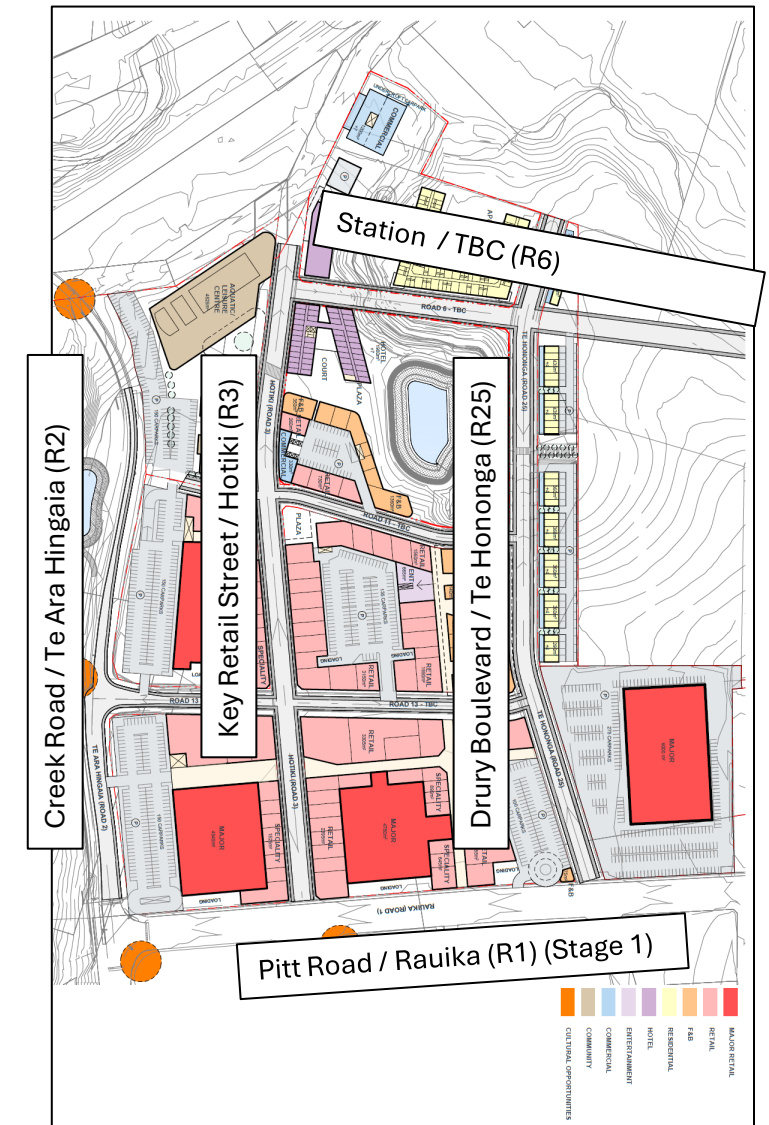
- Stage 2 (red area) approximately 52ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).



Stage 2 Overview

- Development of a Metropolitan Centre comprising of:
 - Retail (mix of large format and small retail) including food and beverage and entertainment facility
 - Commercial
 - Accommodation including apartments and townhouses (work/live)
 - Community facilities including leisure centre and library
 - Open spaces including public plaza centred around wetland
 - Ecological restoration and improvements
- Cultural Opportunities integrated throughout.

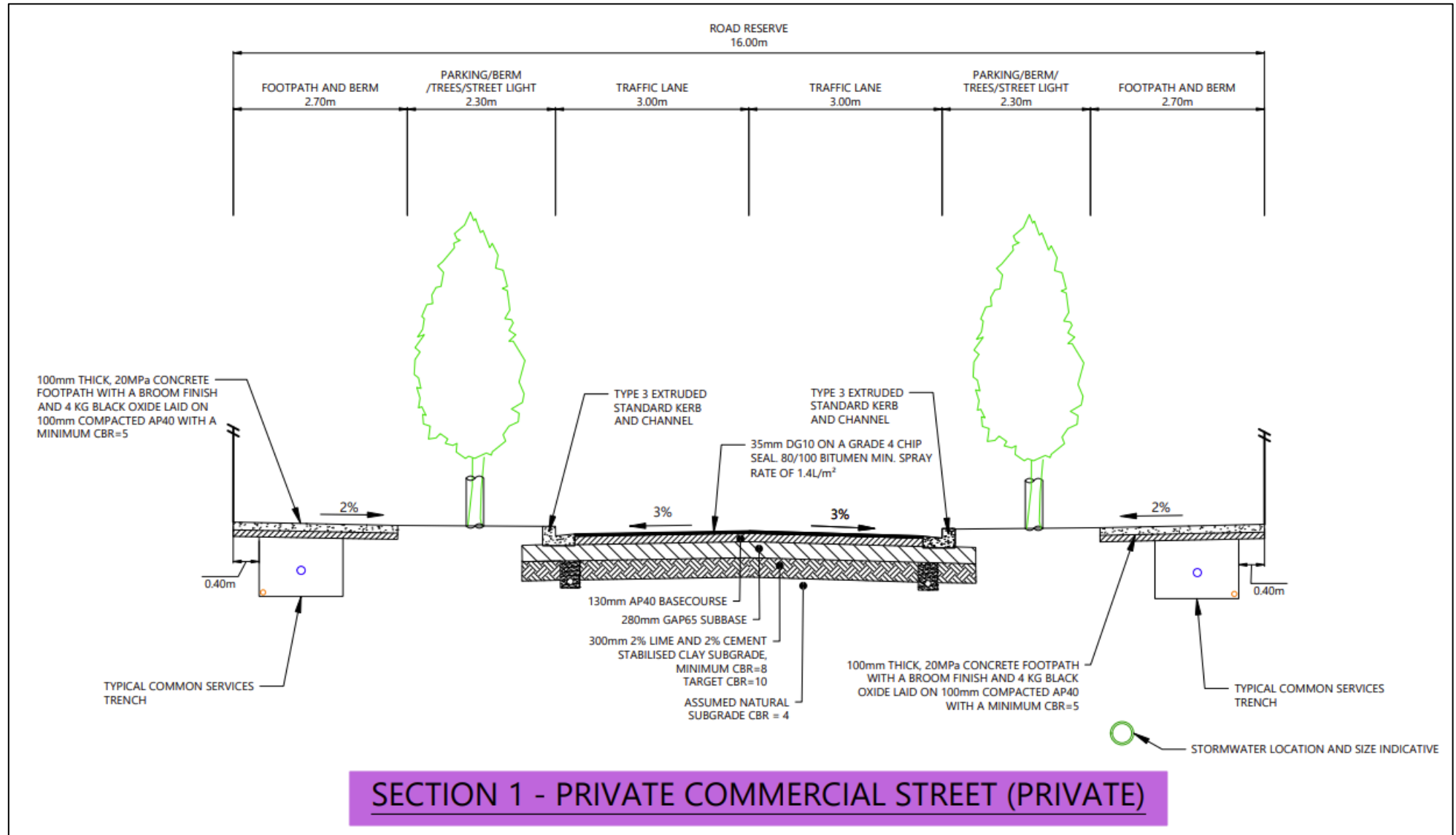
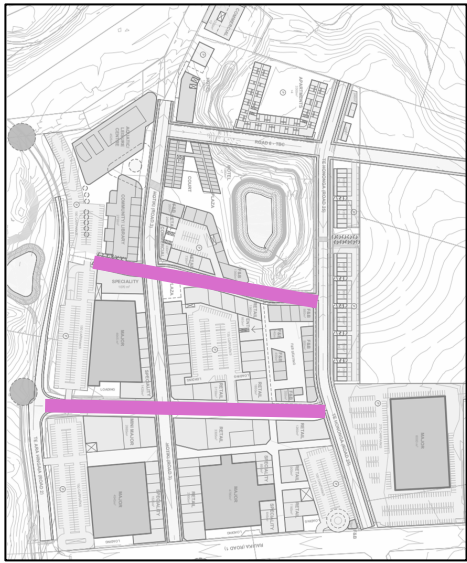




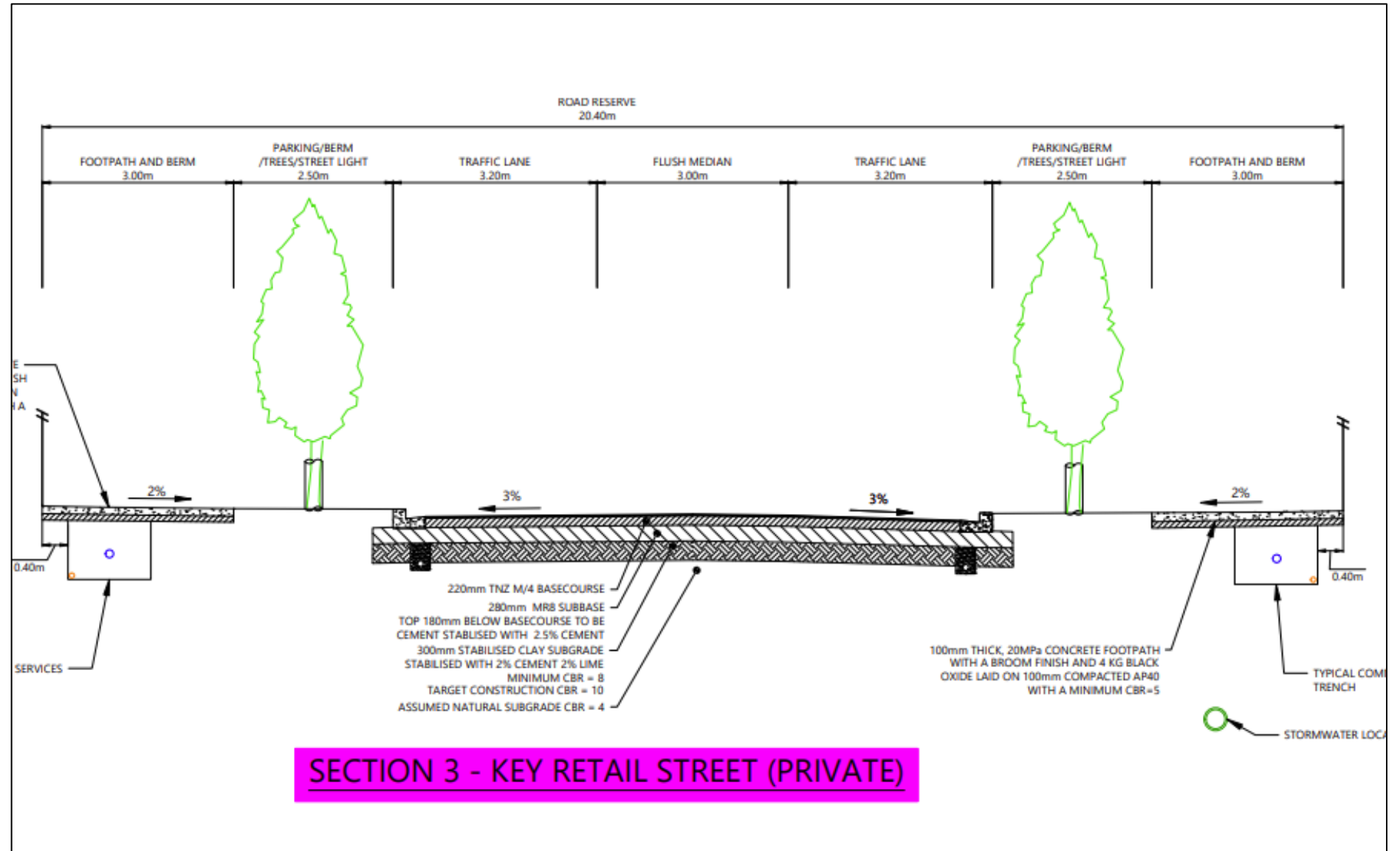
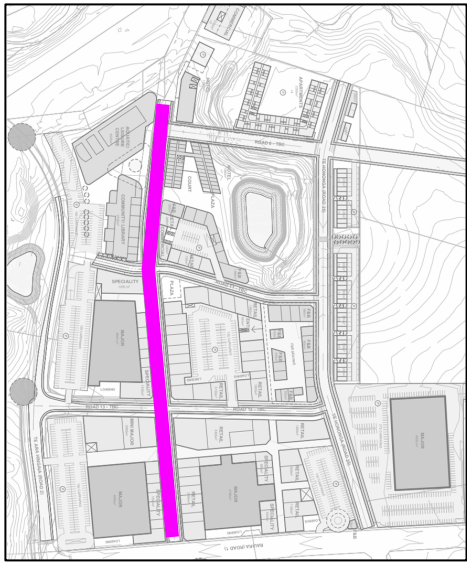
Drury Centre Precinct Plan Compliance

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Collector Roads with separated active transport provisions including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road	Collector	23m	2	40	No	No	Yes	Optional	Yes separated on both sides	Yes both sides
Local Roads (Residential)	Local	16m	2	30	No	No	No	Optional	No	Yes both sides
Key Retail Street	Local	20m	2	30	Yes	No	No	Optional	No	Yes both sides

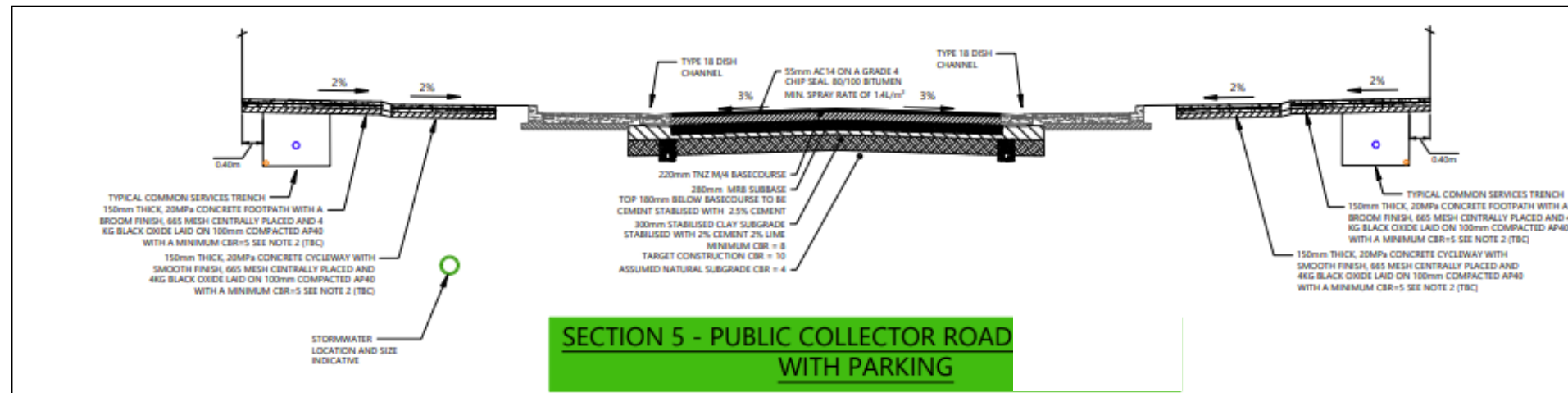
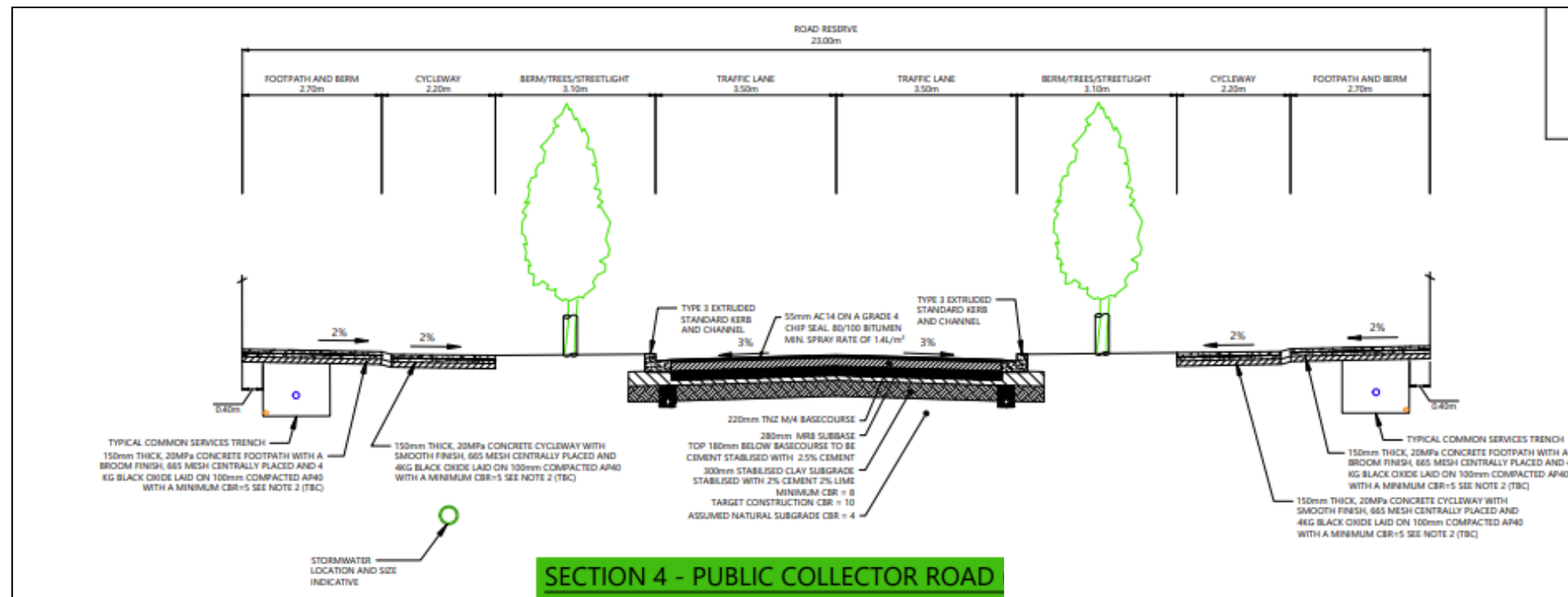
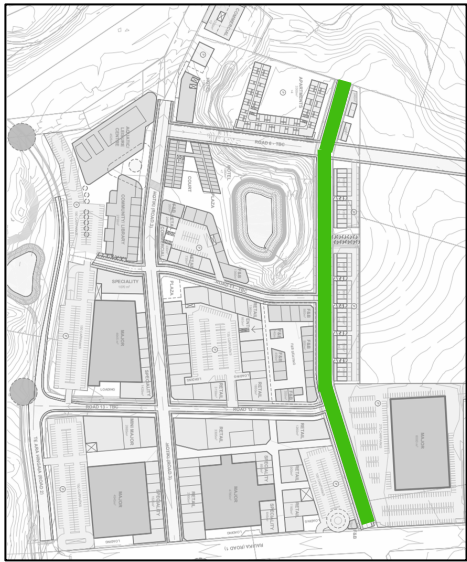
Road Function and Required Design Elements Table



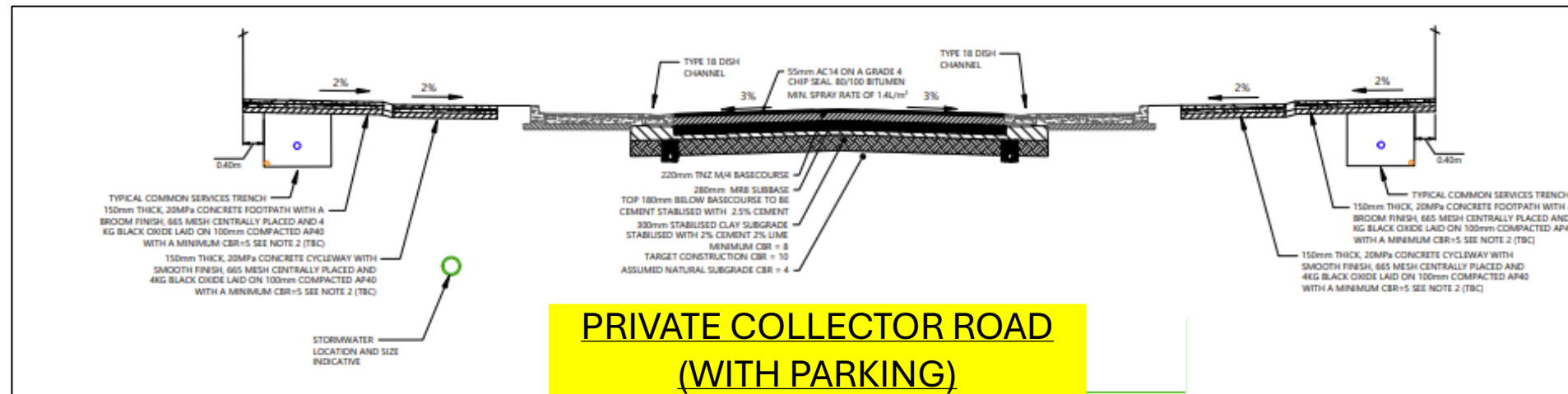
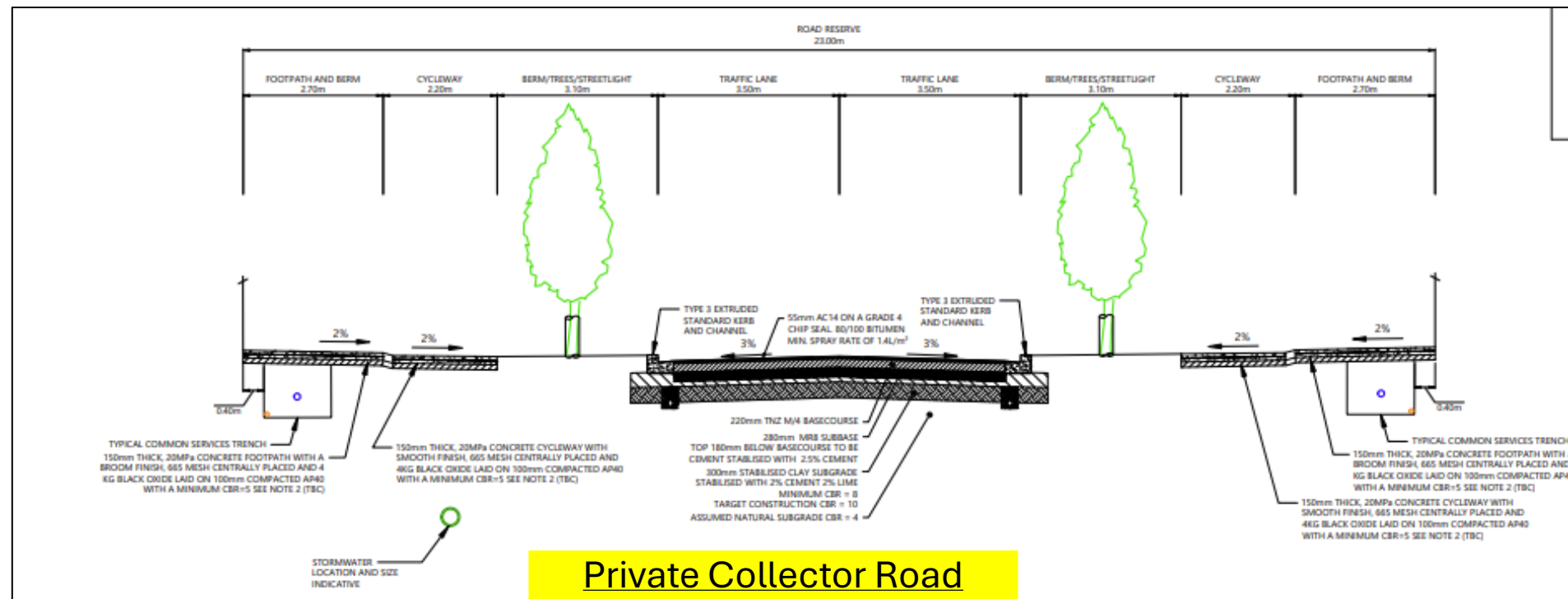
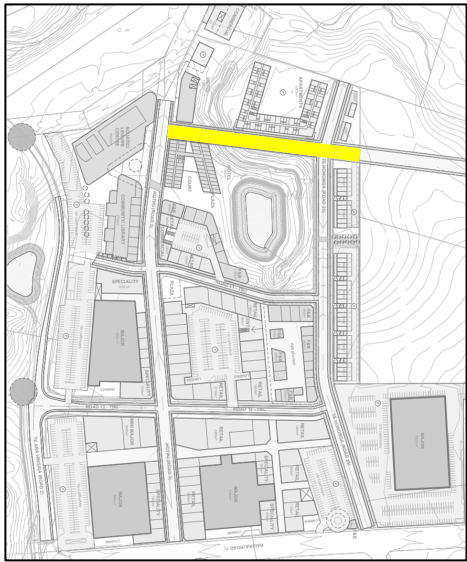
Cross Sections: Private Commercial Street



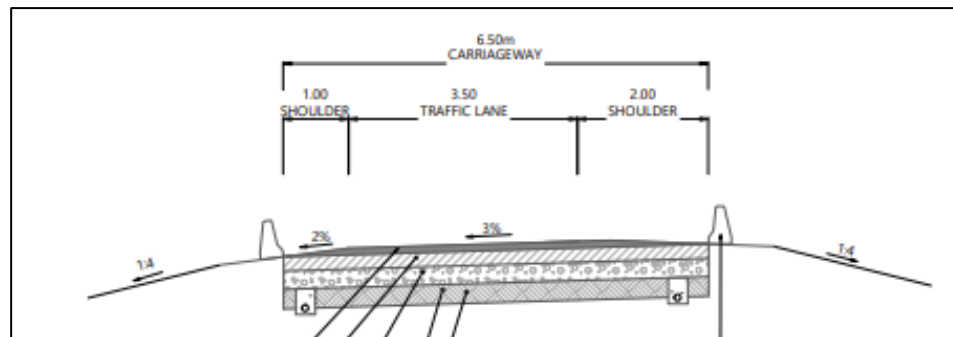
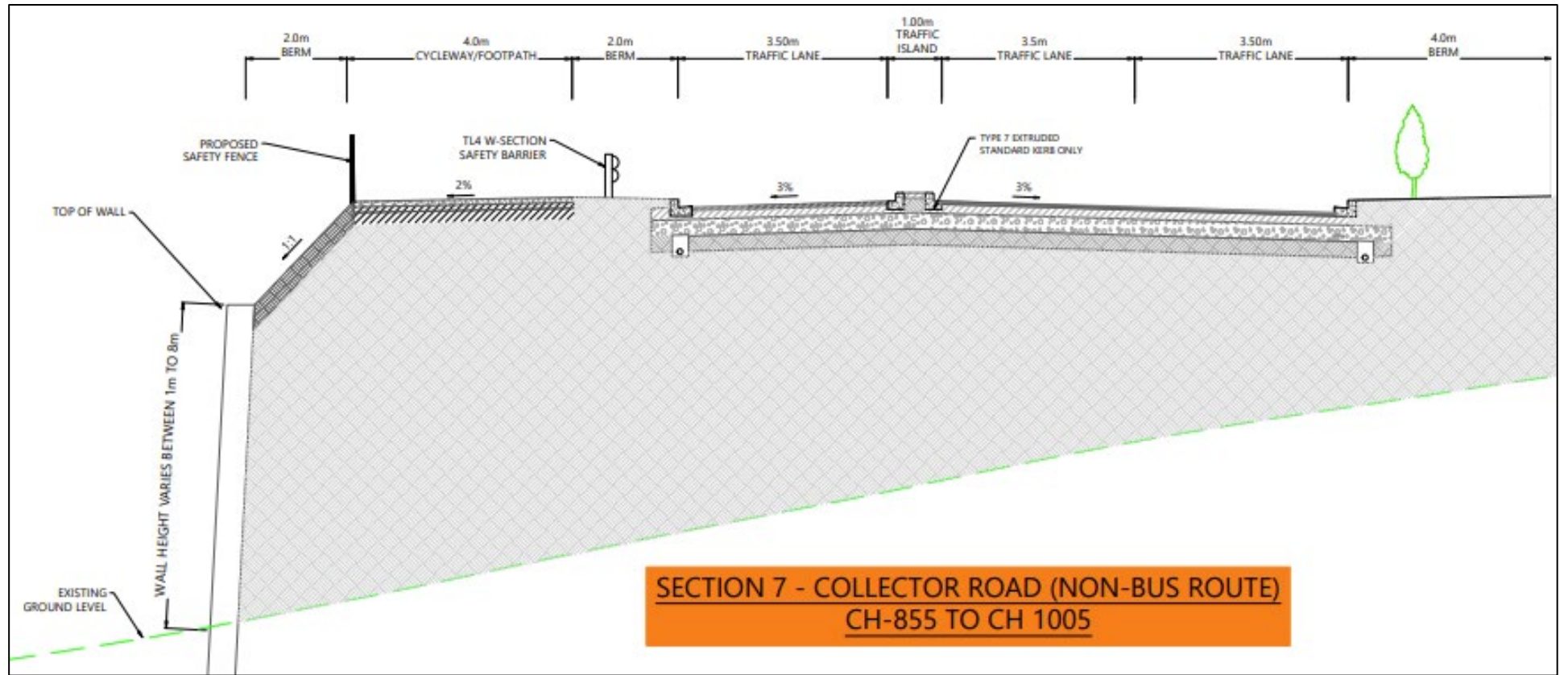
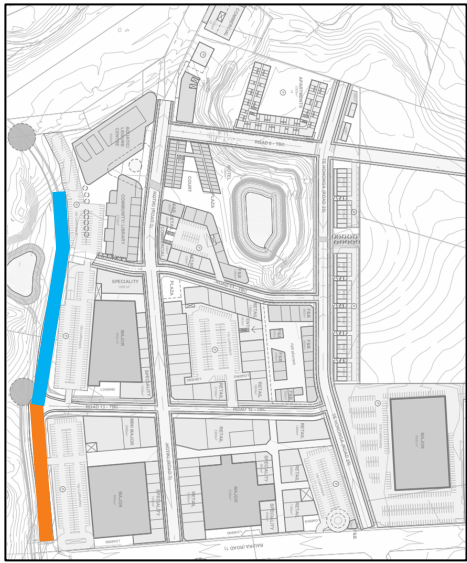
Cross Sections: Private Key Retail Street



Cross Sections: Public Collector Road (Drury Boulevard)



Cross Sections: Private Collector Road (Station Road)



SECTION 8 SLIP LANE SECTION (NORTH)

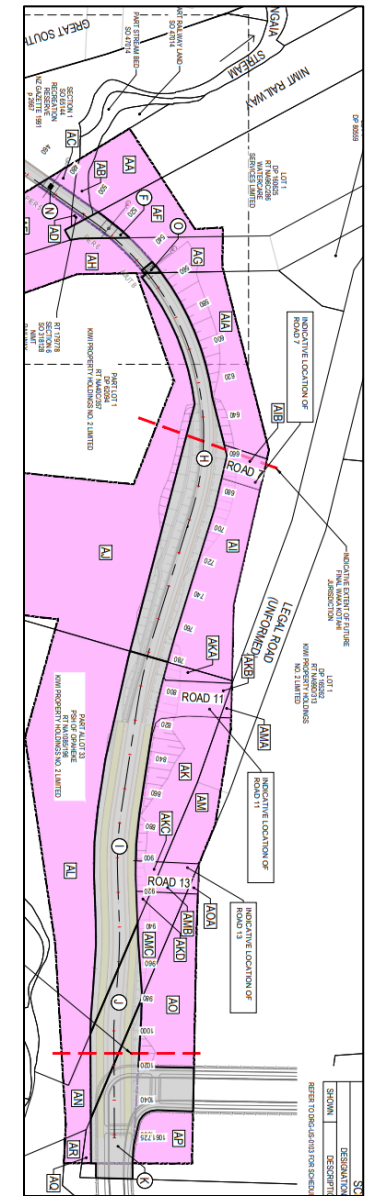
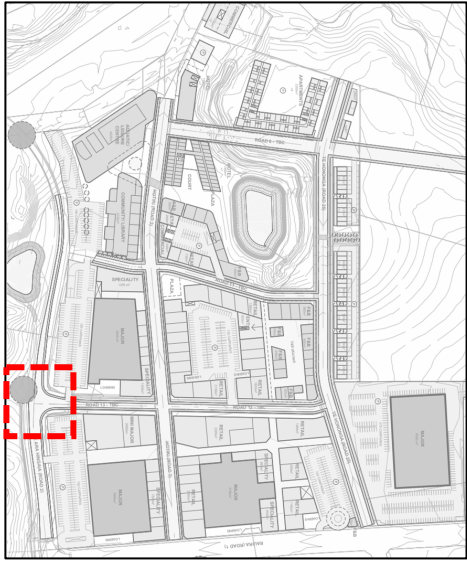
NOTE:

THIS ROAD IS PART OF THE NZTA SH1 OFFRAMP PROJECT AND IS NOT PART OF THIS CONSENT.
DETAILS **PROVIDED FOR INFORMATION ONLY.**

Cross Sections: Public Collector Road (Creek Road / Off-Slip)



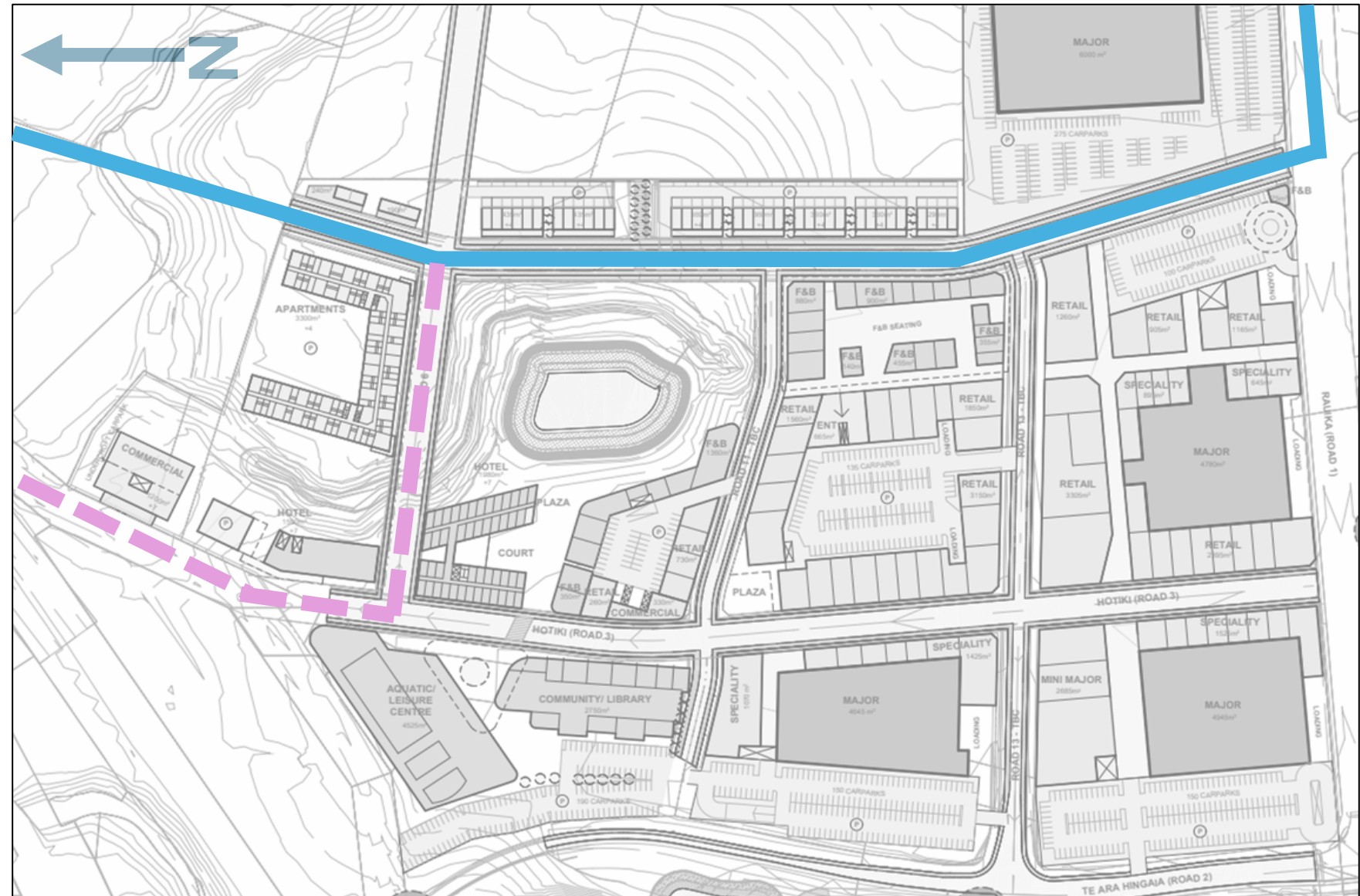
Planning | Surveying | Engineering | Environmental



Intersections: Creek Road / Off-Slip Interface Concept

Interim Bus Route

Ultimate Bus Route



Bus Routes

Notes:

- Only Creek Road (Road 2) and Drury Boulevard (Road 25) will be vested.
- All other roads to remain private (but will still comply with Precinct Provisions and AT Design requirements).
- All intersections to be traffic signalised.
- Interim intersection designs provided at edges of development until further connections are provided (such as Road 6 intersections).
- Additional signalised pedestrian crossings at key locations.
- Car parking and loading generally to “rear” of sites / away from retail frontages.
- Strong active mode network throughout.

Project: Drury Metropolitan Centre Stage 2 – Healthy Waters Meeting

Date: 12 December 2024

Time: 1:00-2:00pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Russell Butchers (RB)	Auckland Council
Masato Nakamura (MN)	CoLab Planning (on behalf of Auckland Council)
Carmel O'Sullivan (CO)	Auckland Council – Healthy Waters
Nicholas Vigar (NV)	Auckland Council – Healthy Waters
Tom Dawson (TD)	Auckland Council – Healthy Waters
Maria Baring (MB)	Auckland Council – Development Engineer
David Schwartfeger (DS)	Kiwi Property
Tony Osborne (TO)	Kiwi Property
Pranil Wadan (PW)	Woods
Colin Dryland (CD)	Woods
Jasmin Moll (JM)	Woods
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	Introductions	
2	Context Overview DS provided an overview of the consented works surrounding the Stage 2 area (as shown in the presentation at Attachment 1): <ul style="list-style-type: none"> • Drury Centre Stage 1 consented under the COVID-19 fast-track process + an additional 8,000m² GFA; • Drury Access Ramp; and • Drury Centre Train Station and Interchange Facilities etc. 	
3	Drury Centre Stage 2 DS provided an overview of how the Drury Centre Stage 2 application will integrate with Stage 1 and the Drury Centre train station, providing a finer grained retail town centre leading towards	

	<p>the train station. Stage 2 completes the development across the Kiwi Property owned site.</p> <p>DS provided overview of how the Stage 2 development integrates with the AUP zones and the Structuring Elements Precinct Plan.</p> <p>DS identified the two stormwater devices (wetlands) in the Stage 2 area – both of which will be privately owned and maintained (by Kiwi Property). The larger central wetland will be a central feature of the development, with a hotel and F&B wrapped around it. Part of this proposal includes the revegetation of the currently degraded Stream A (including daylighting the culverted section, planting and providing shading and maintaining base flows – will hopefully bring ecology back to the stream).</p> <p>Second stormwater wetland (along Hingaia) will also be privately owned and maintained).</p>	
4	<p>Stormwater Management Approach</p> <p>PW provided an overview of the two catchments which discharge to the Hingaia Stream and the Fitzgerald tributary (split).</p> <p>PW provided an overview of the two proposed wetlands within Stage 2 (1 in each catchment). PW noted that there is a mix of at source and communal mitigation</p> <p>PW noted that there are some public rain gardens proposed (managed road runoff at source) as a result of being unable to get this area to grade to the communal wetlands.</p> <p>PW noted that the flood management strategy is passing flows forward for Hingaia Stream and interim flood management is being worked through for the Fitzgerald and that pass flows forward here may be appropriate given the timings of the flows in the Hingaia and backwater as a result of timings with attenuated flows.</p> <p>PW confirmed the effects assessment will be assessed as per the currently operative stormwater code of practice (V3, June 2021), however a resilience assessment is being undertaken using 3.8degrees, also overland flows will also be designed for 3.8oc to ensure future resilience.</p>	
5	<p>Questions and Discussion</p> <p>Rain gardens – NV/RB noted that the preference from an AT perspective is that roads to be vested with AT do not have rain gardens included. This is noting the increased maintenance issues and costs associated with this form of at source treatment. It was also noted that regardless of the outcome of the Fast Track consent, whether such an asset could be vested would be dependent on AT as the asset owner. Wetlands are preferred. RB and MN advised that a detailed assessment and analysis demonstrating that rain gardens are the best practicable option (including life cycle costs) were typically required for such an approach. CD noted the</p>	

topographical constraints within the site and difficulty with getting water to the devices.

NV queried if the raingardens were to be consolidated into a third smaller device (which would be AT/HWs preference) – where would these be located. PW confirmed Woods to go away and give this some consideration.

RB noted that this has been listed as a referred project under FT and AC and AT will be invited to comment.

CO queried whether the proposed culvert under the GSR carriageway is proposed to be built over? DS confirmed no, this is not part of this application and PW clarified that modelling has not allowed for this culvert upgrade being in place.

NV queried where the rock shoot is located (below wetland 2). NV expressed HW's preference to flow to the old wetland and follow the natural OLFP as opposed to a structure. DS confirmed conversations are underway with NZTA and mana whenua about returning flows to the old wetland and reinvigorating it through the feeding of water.

DS queried how the SMP is progressing, CO confirming this is sitting on her desk currently marking up comments.

PW noted that more detailed work is being undertaken, and demonstration of the flood management for flows discharging to the Fitzgerald will be covered in the reporting – PW happy to take HW's team through this.

CO expressed that the reduced number of devices is preferred and acknowledged effort to minimise number of devices for this development.



WOODS
Est.1970

Drury Centre Stage 2 - Stormwater

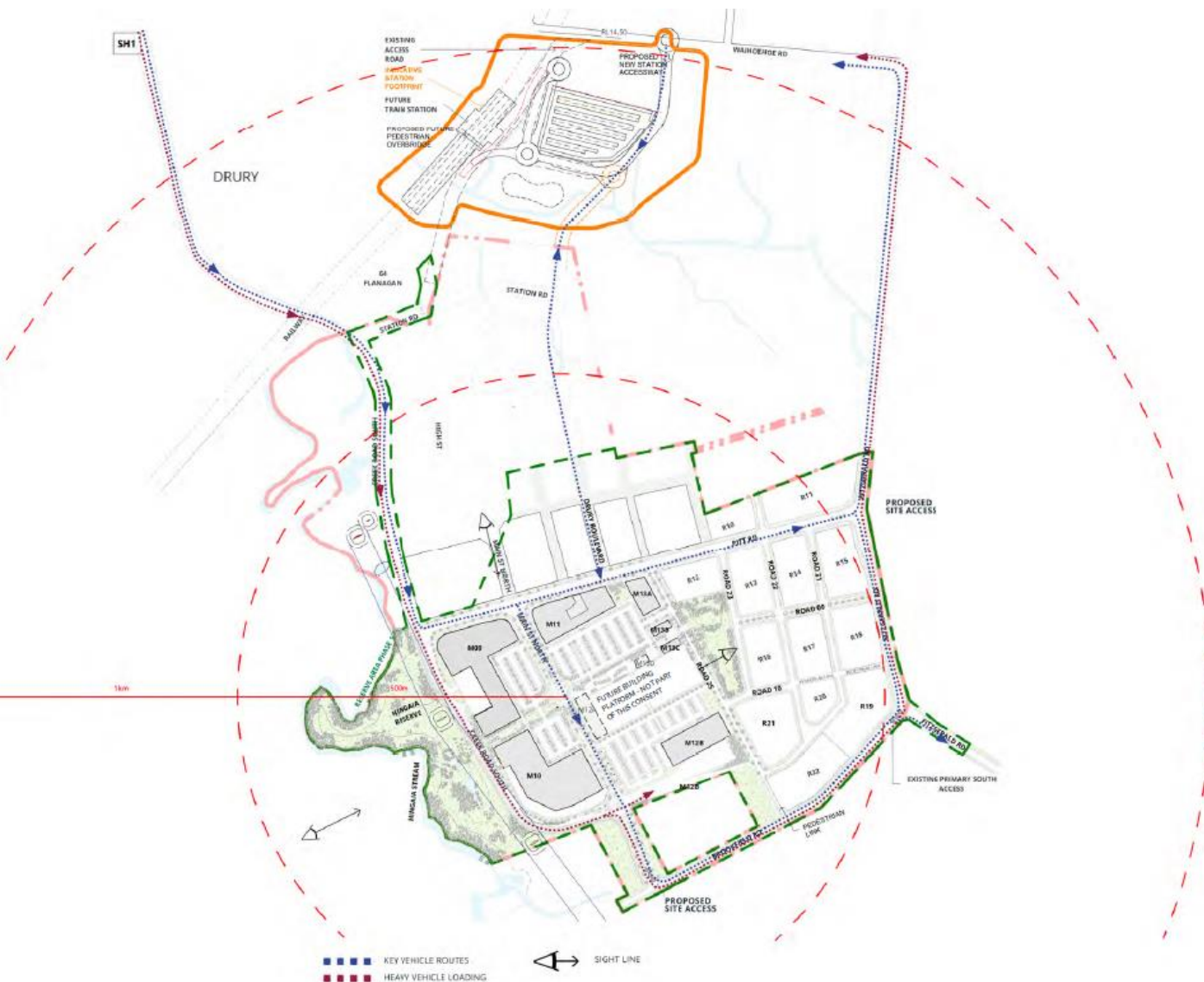
Kiwi Property Group Ltd

12/12/2024

Agenda

- Context and Background
- Existing Catchments and site features
- Stormwater management requirements
- Proposed stormwater management
- Flood management





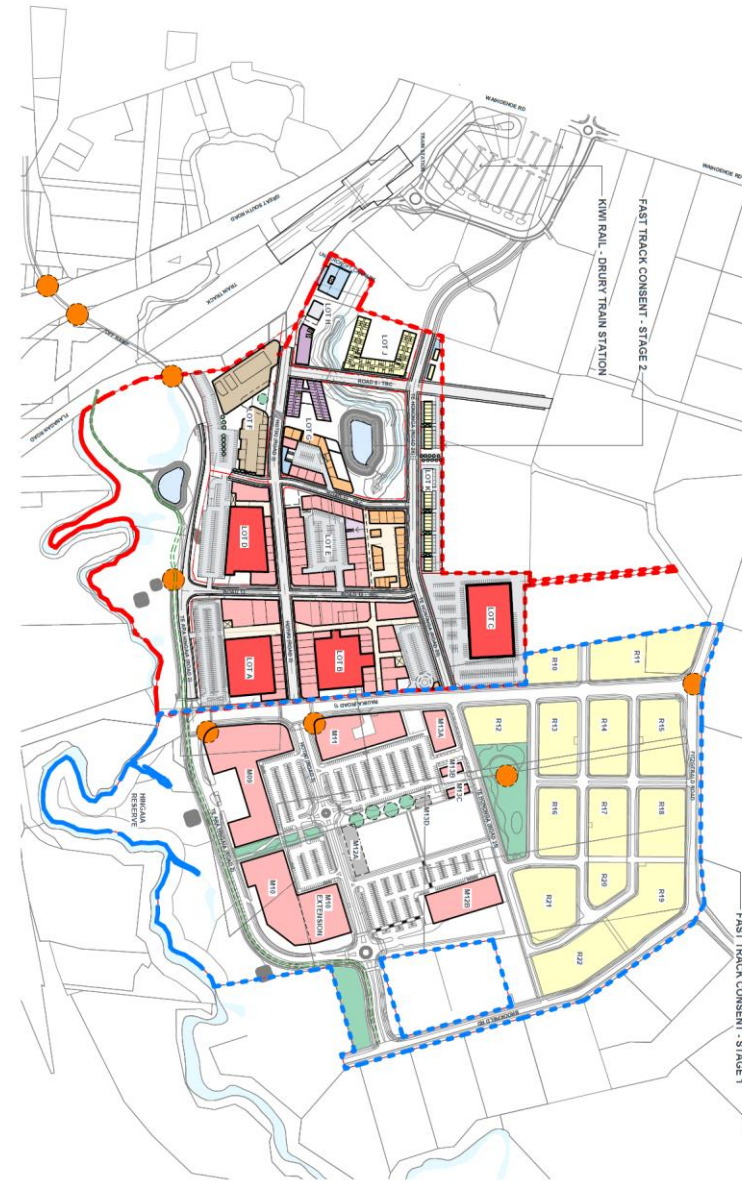
Stage 1 Fast Track

- Development of 24,000m² LFR
- 13 vacant superlots
- Open Spaces – Hingaia Reserve and Community Park
- Series of transport upgrades per triggers

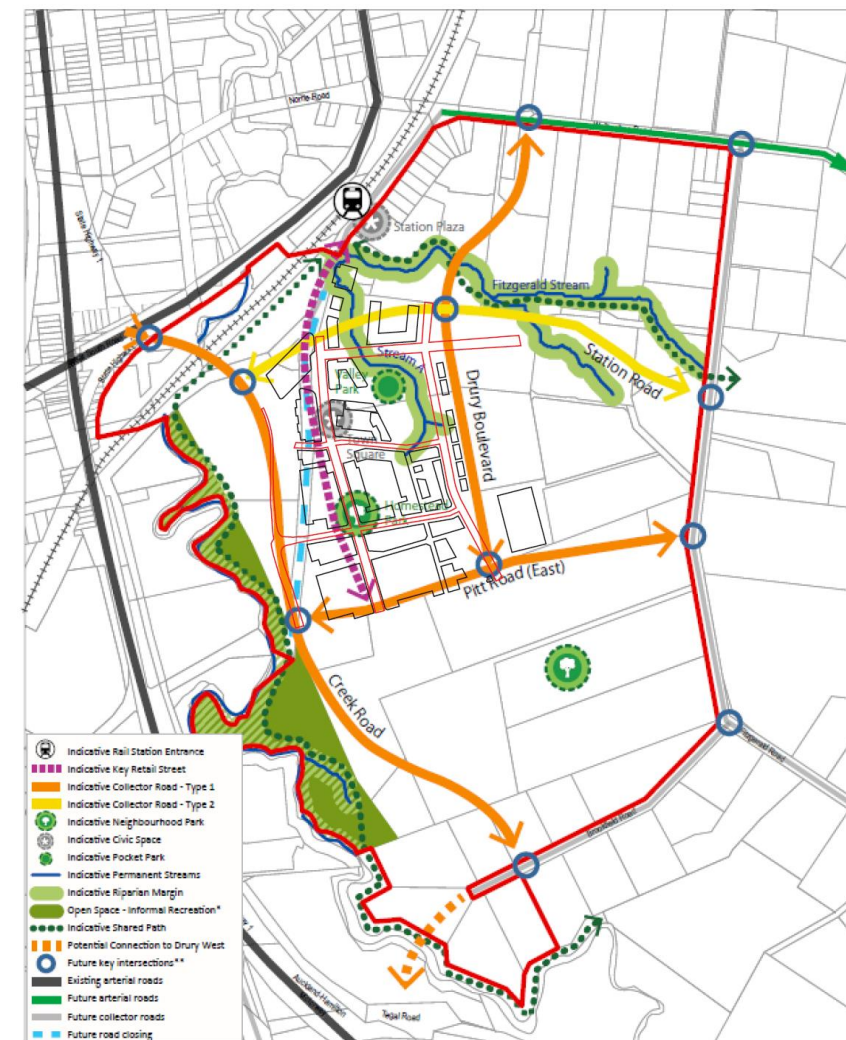
Resource Consent

- Additional 8,000m² of LFR to M10 and M12B
- Total retail GFA to 32,000m²

- Stage 2 (red area) approximately 52ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).

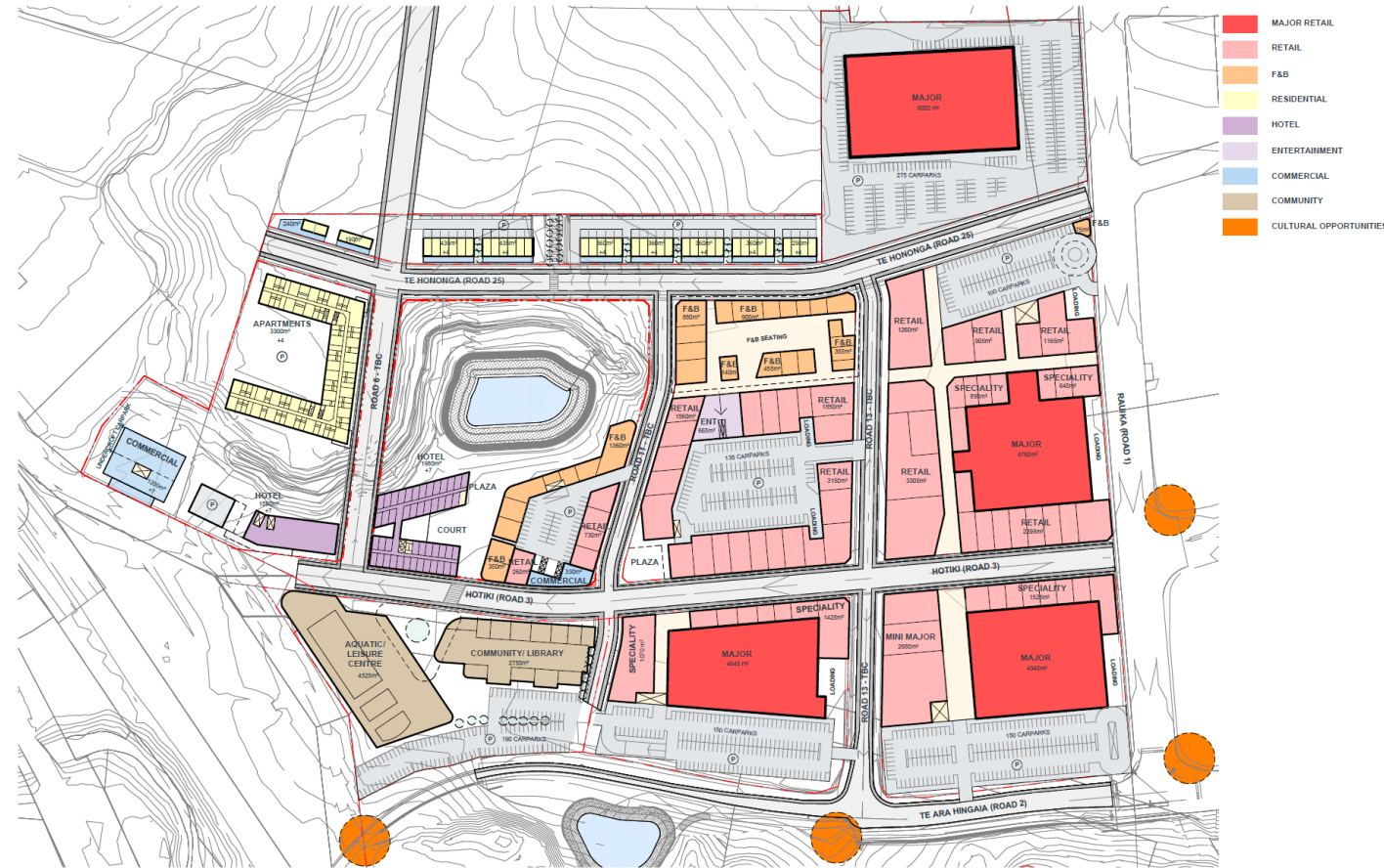


Stage 2 Overview



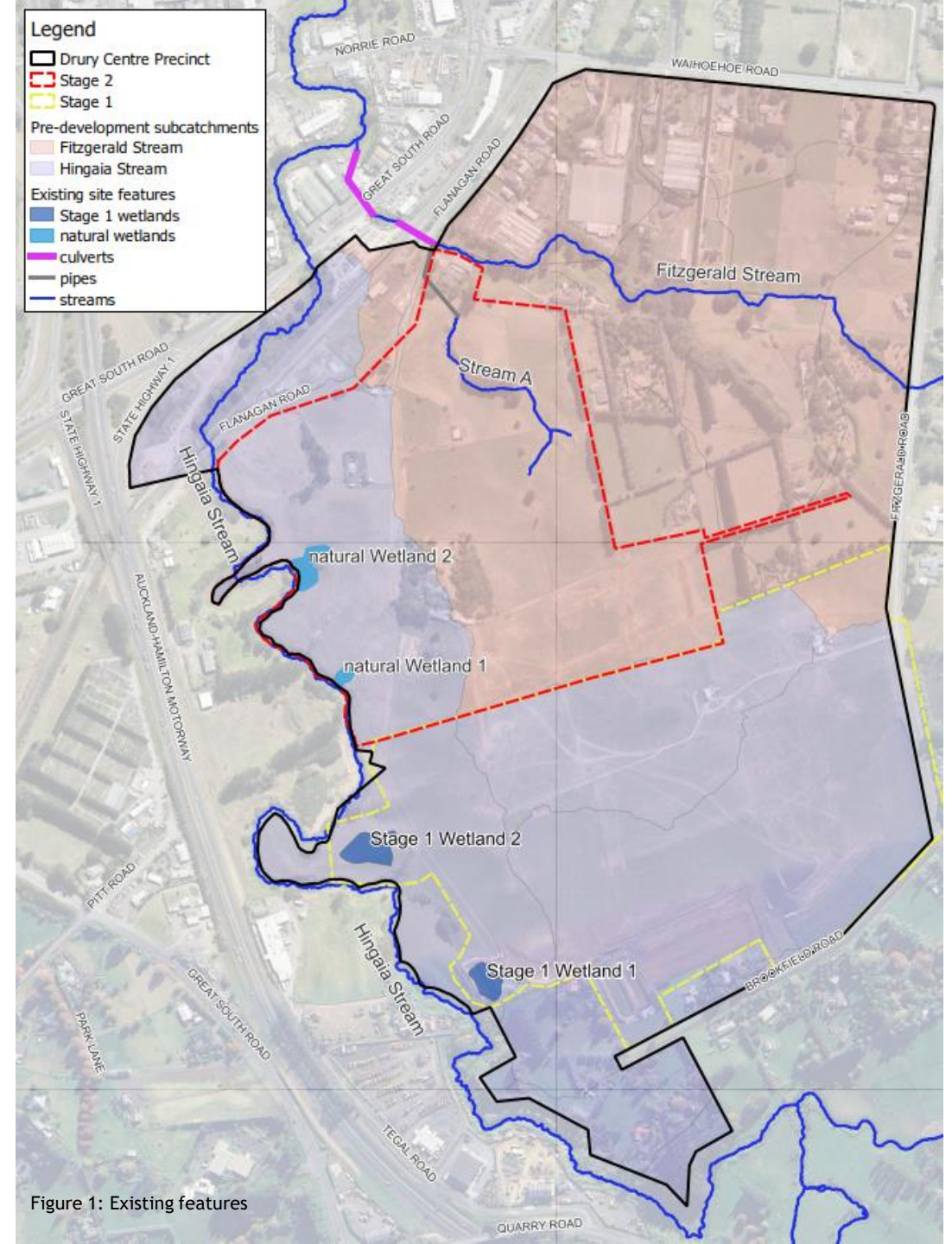
Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

- Development of a Metropolitan Centre comprising of:
 - Retail (mix of large format and small retail) including food and beverage and entertainment facility
 - Commercial
 - Accommodation including apartments and townhouses (work/live)
 - Community facilities including leisure centre and library
 - Open spaces including public plaza centred around wetland
 - Ecological restoration and improvements
- Cultural Opportunities integrated throughout.



Existing catchments and site features

- Drury Centre Precinct comprises of two stages, with Stage 1 being approved and currently under construction
- The precinct currently discharges to two different streams. Approx. 48.6ha discharging to Fitzgerald Stream and 59.5ha discharging to Hingaia Stream.
- Stream A, a tributary of Fitzgerald Stream, is located within Stage 2 development and connects to the Fitzgerald Stream via a short, piped section
- Existing downstream culvert constraints (Great South Road , Railway Culverts) are currently undersized which requires assessment of interim flood management



Stormwater management requirements



Water quality treatment

- Eliminating and minimising the generation of contaminants for all contaminant generating impervious areas
- Treatment of all impervious areas by a water quality device designed in accordance with GD01/TP10

Stream hydrology:

- The site is located within a Stormwater Management Area Flow (SMAF) overlay
- Achieve equivalent hydrology to pre-development (grassed state) level
 - Provide retention (volume reduction) of a minimum of 5mm runoff depth for all impervious surfaces, and
 - Provide detention (temporary storage) with a drain down period of 24-hours for the difference between pre- and post-development runoff volume for the 95th percentile, 24-hours rainfall event minus the retention volume for all impervious areas

Flooding - Property/pipe capacity 10% AEP event

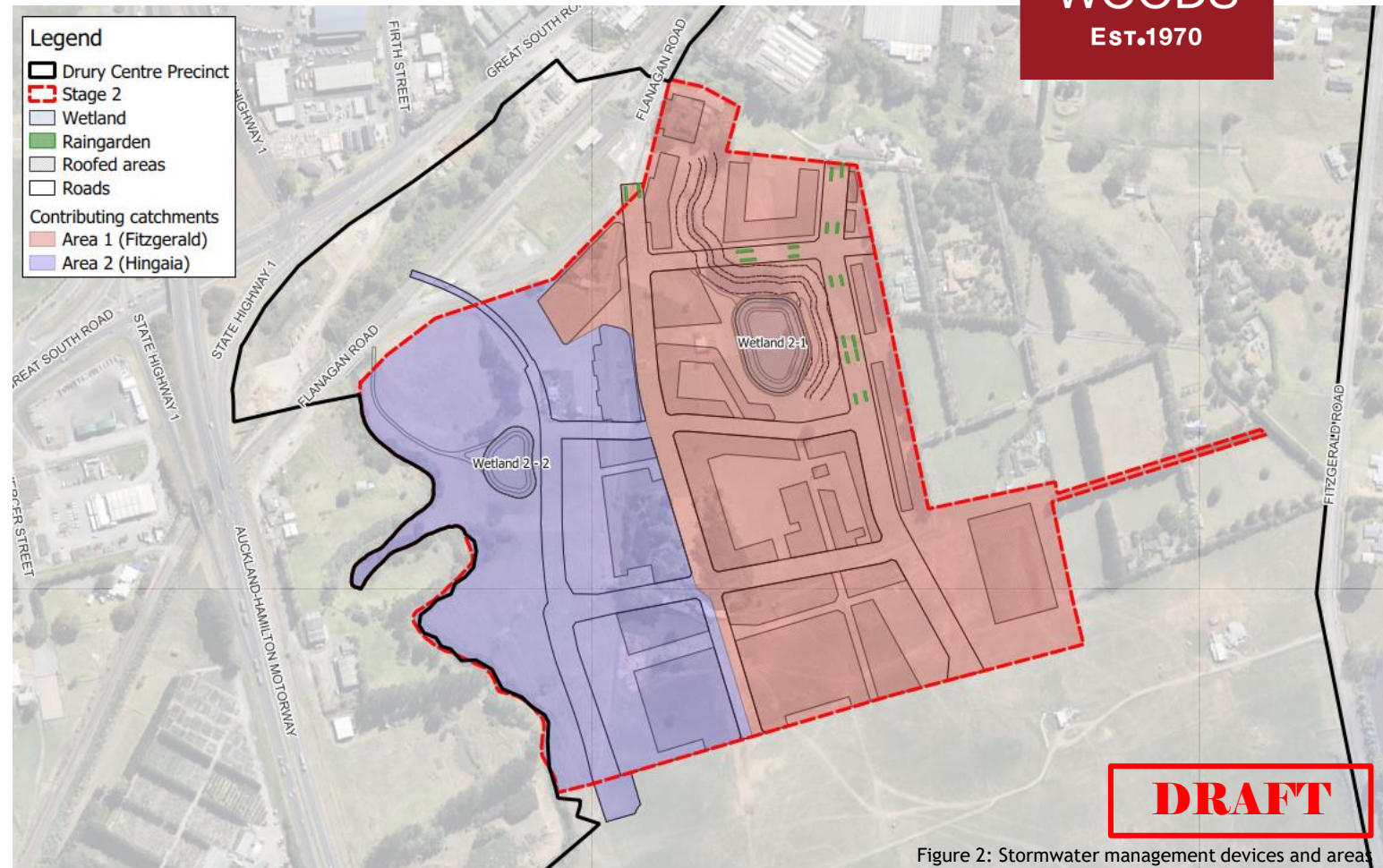
- Ensure sufficient capacity in downstream network
- Proposed network within development area will be designed in accordance with Auckland Council Stormwater Code of Practice

Flooding - Building 1% AEP event

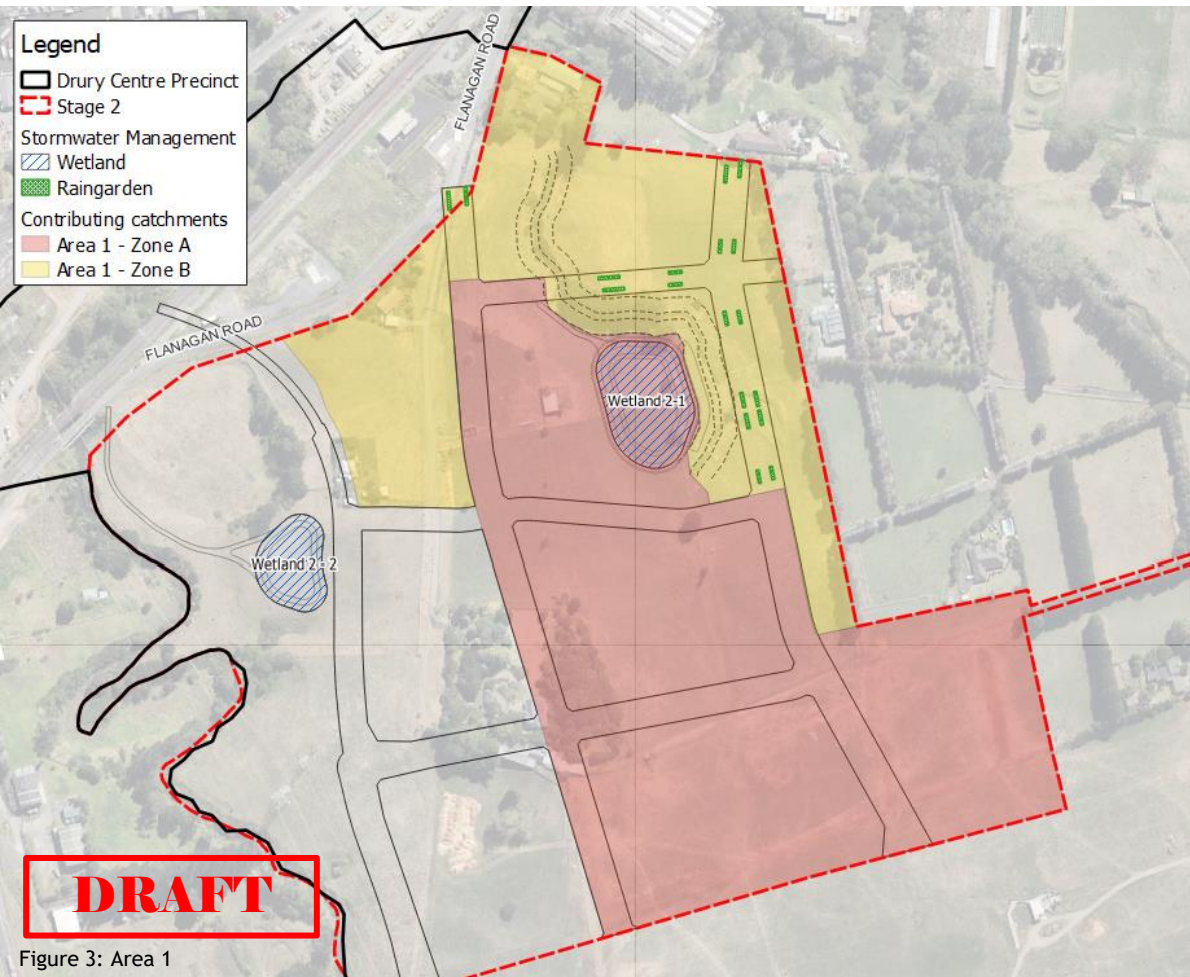
- Ensuring development manages flooding effects so as to not worsen flood risk to people and property upstream or downstream of the Precinct
- To be developed to Auckland Council Stormwater Code of Practice

Proposed stormwater management

- Stormwater requirements are in accordance with the NDC, AUP and the Drury Centre and Drury East SMP
- Two stormwater management Areas
 - Area 1 drains to Fitzgerald Stream (~14.7ha)
 - Area 2 drains to Hingaia Stream (~9.9ha)
- Two private wetlands and raingardens (approx. 18) are proposed for Water Quality treatment and Hydrology Mitigation
- A mix of at source treatment is proposed for remaining hardstands and roofed areas dependent on Zone
- The general flood management strategy is to pass flows forward - Assessment required to be undertaken.



Proposed stormwater management Area 1



Area 1

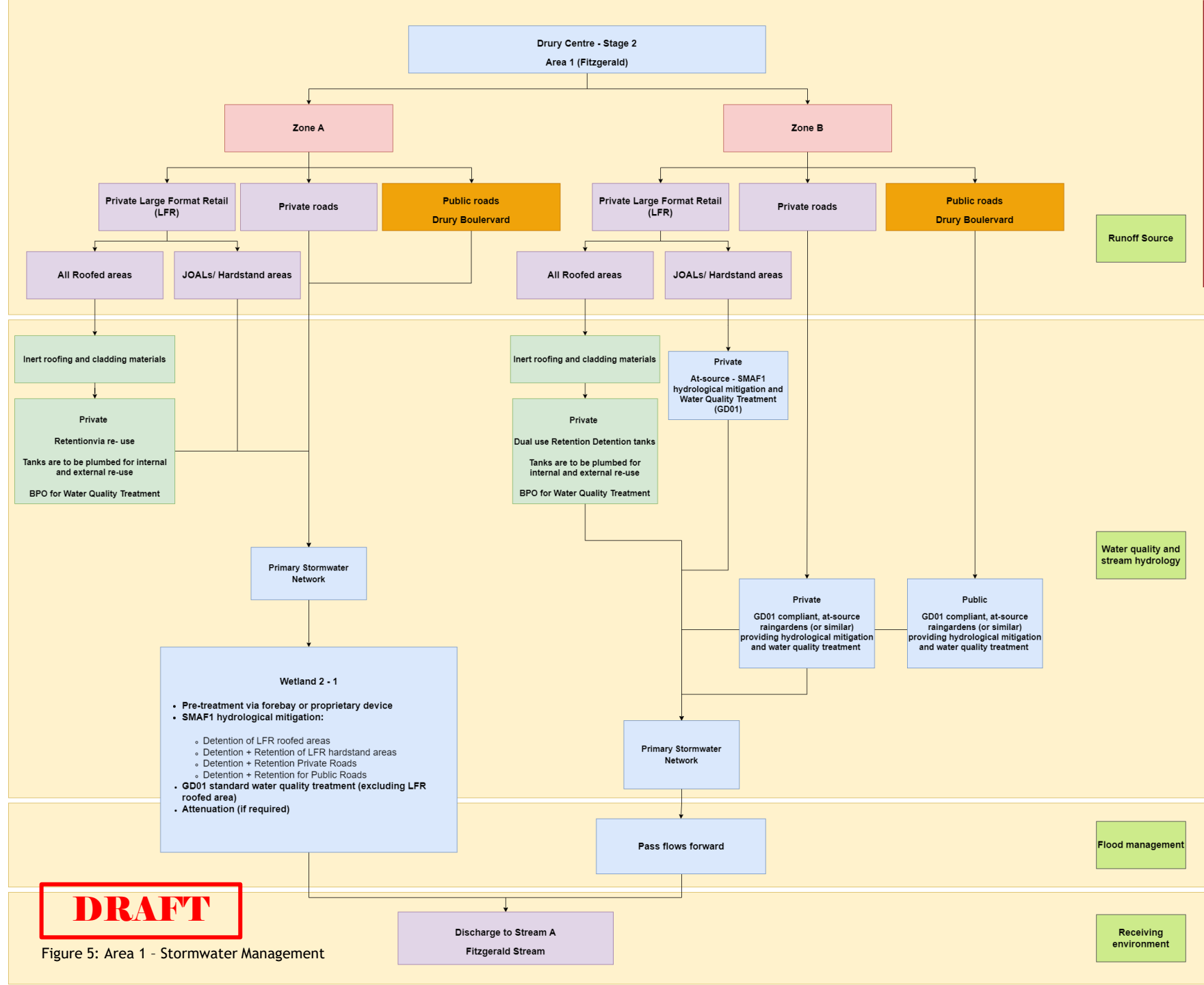
- Drains to Stream A/Fitzgerald Stream

Zone A

- Private and public roads, hardstands and roofed areas to be treated in private Wetland 2-1
- Determine interim flood management
- Attenuation (if required)

Zone B

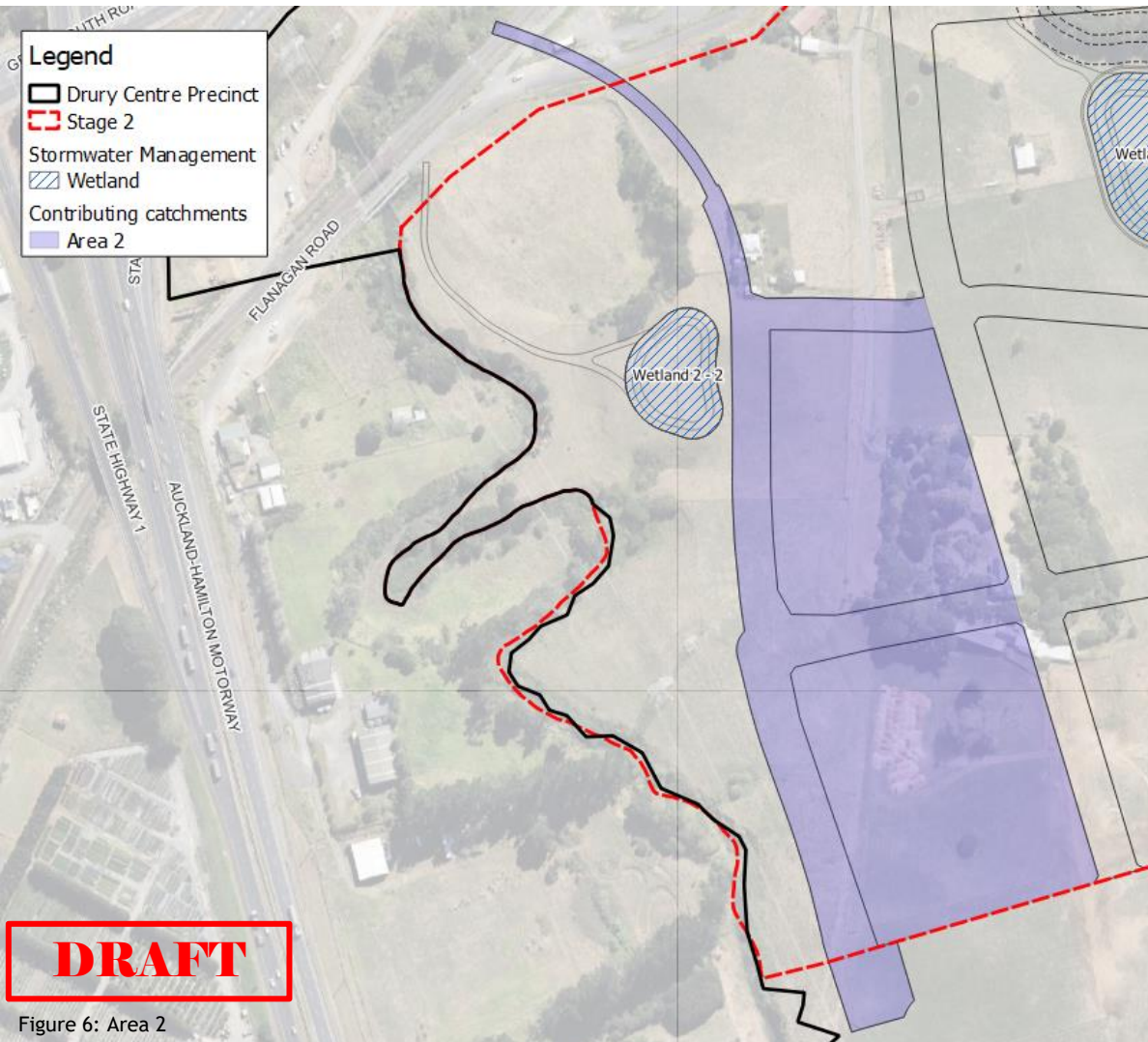
- Private and public roads to be treated in Raingardens
- Hardstands and roofed areas to be treated at source
- No attenuation proposed



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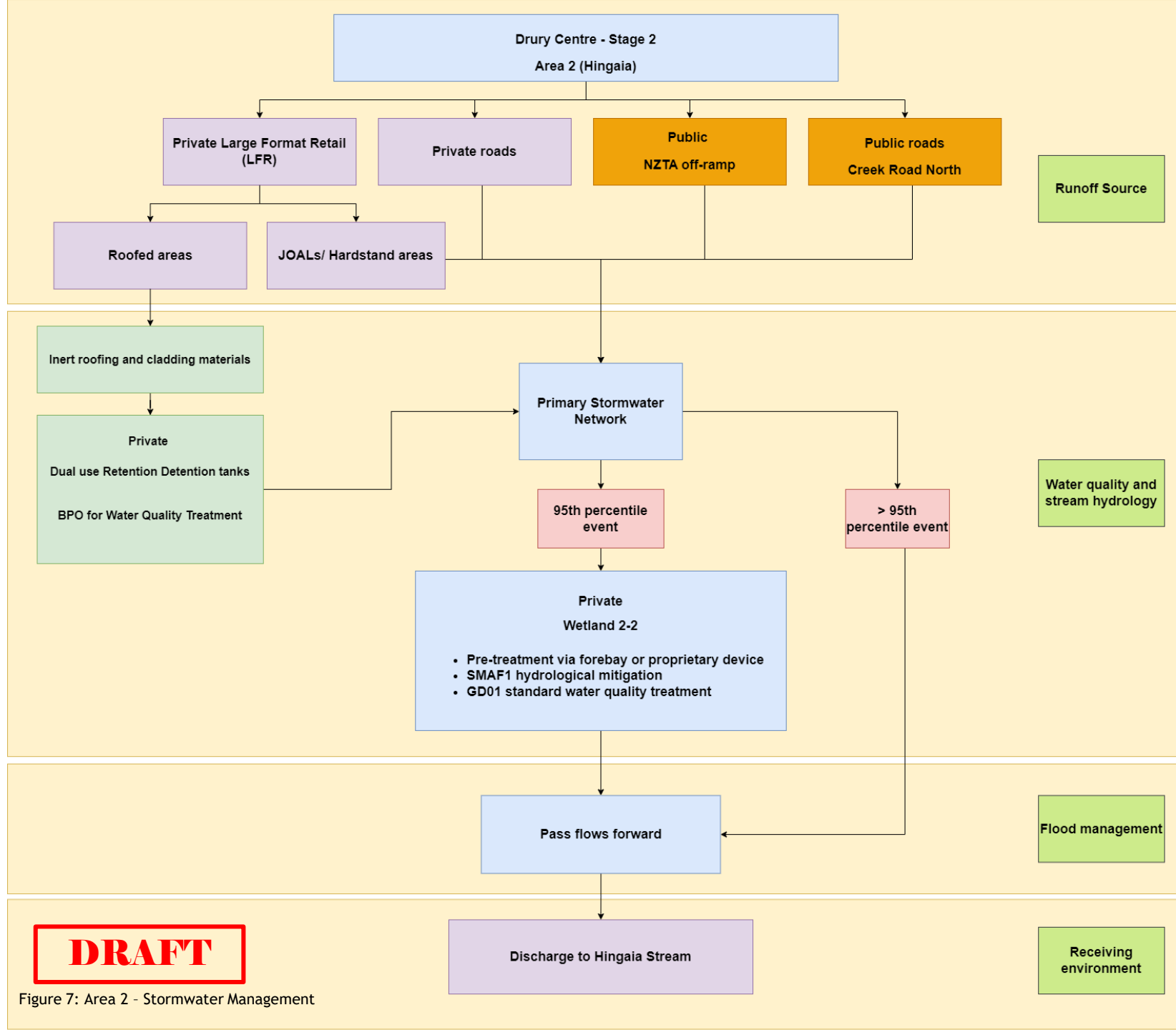
Figure 5: Area 1 - Stormwater Management

Proposed stormwater management Area 2



Area 2

- Drains to Hingaia Stream
- Private and public roads and hardstands to be treated in private Wetland 2-2
- Roofed areas to be treated at source
- No attenuation as discharging to Hingaia and therefore flows are passed forward



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Figure 7: Area 2 - Stormwater Management

Flood management



- Interim flood management approach is being assessed
- Effect assessments undertaken with allowance for 2.1 °C climate change in accordance with V3 of the SWCoP
- Resilience assessment against 3.8 °C climate change scenario
- Design of overland flow path for 3.8 °C climate change



Project: Drury Metropolitan Centre Stage 2 - Ecology Pre-app

Date: 21 January 2025

Time: 1:30-2:30pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Russell Butchers (RB)	Auckland Council
Masato Nakamura (MN)	CoLab Planning (on behalf of Auckland Council)
Antoinette Bootsma (AB)	Auckland Council - Ecologist
Justine Quinn (JQ)	Tonkin + Taylor
Tony Osborne (TO)	Kiwi Property
Nick Roberts (NR)	Barker & Associates
Mary Wong (MW)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	Round of Introductions.	
2	<p>NR provided an overview of the application (as set out in the slide pack presented, refer Attachment 1).</p> <p>Overview included background of the work undertaken by Kiwi property to-date, including the Plan Change process to rezone the site, and the initial Fast-Track application (for Stage 1 of the Drury Metropolitan Centre development), along with the additional 8,000m² of Large Format Retail GFA which has also been consented under the standard RMA consenting process.</p> <p>NR noted the extensive iwi engagement that has occurred throughout the lifespan of the Drury Centre project (>6 years), and discussions with iwi have included opportunities to enhance (and in some cases modify) the existing environment and ecological features to enable a well-functioning and high-quality Town Centre development is delivered.</p>	
3	NR provided an overview of the Drury Metropolitan Centre Stage 2 area (which is the area subject to this application). NR provided site context including proximity to the Drury Centre train station and interchange facilities (currently under construction) the Drury motorway access ramp (designated by NZTA and confirmed – will	

	provide direct traffic access into the site) and the zones. The stage 2 development is being designed to achieve a fine-grain retail development, which will integrate seamlessly into the LFR consented as part of stage 1, and will form an integrated and comprehensive metropolitan centre.	
4	<p>NR provided an overview of the Stage 2 indicative masterplan both as it applies to the underlying zone pattern (primarily Business – Metropolitan centre zone with a small part zoned Business – Mixed Use zone) and the Structuring Elements Precinct Plan, which shows the indicative roading pattern and Stream A is identified through the central part of the Stage 2 site as an Indicative Permanent Stream.</p> <p>NR noted that options for Stream A have been discussed with iwi (and various technical specialists) over the years, and it has been acknowledged that Stream A will require some modification in parts to provide for an integrated centre.</p> <p>NR noted that the Drury Centre Precinct recognises at an objective / policy / rule level, that some modification (and reclamation) of Stream A will likely be required to enable the delivery of key roads and an integrated development.</p>	
5	<p>JQ provided an overview of the ecological features on the Stage 2 site (refer to slide pack included as Attachment 1), along with JQ's ongoing involvement in this project and familiarity with the site over the past 6 years through the plan changes process along with the stage 1 consent.</p> <p>JQ noted that the focus (from an ecological perspective) for the stage 2 area is primarily focused on Stream A and the Stream A wetland in the upper tributaries of Stream A.</p> <p>JQ noted that land is used for agricultural purposes and the runoff discharges to a marine SEA.</p>	
6	<p>JQ spoke to a series of photographs of the key ecological features in the Stage 2 area, including:</p> <ul style="list-style-type: none"> • Hingaia Stream; • Wetlands along the Hingaia Stream, which are generally considered seepage wetlands and are fed primarily by the Hingaia water level and are agricultural; • Headwater area of Stream A; • Upper reaches of Stream A – highly modified agricultural stream, in some areas poorly defined, with some fenced and well-defined areas, no riparian cover or any vegetation present; • Mid-reaches of Stream A – some existing vegetation and restricted stock access – the mid-reaches of Stream A demonstrates the quality that Stream A could be returned 	

	<p>to if enhancement works are provided (as proposed through this project);</p> <ul style="list-style-type: none"> • Lower reaches of Stream A – 2018 and 2023 images shown. Fencing put in by Kiwi property, growth (albeit weed species) demonstrate that vegetation will quickly return along the stream; • Northern lower reaches of Stream A – culverted section of the stream which then hooks into Fitzgerald Stream. JQ noted that this piping is acting as a barrier to fish passage in the Stream. • Stream A wetland – located in the upper reaches (fingers) of Stream A. Area as been delineated as wetland, however as per the images, it is more appropriately described as a paddock with water in it, and has been confirmed as not ecologically significant. This wetland is a recent find, and is likely resulted from the changes to the site over recent years. 	
7	<p>JQ provided an overview of the proposed works as part of this application, including:</p> <ul style="list-style-type: none"> • Earthworks within 10 or 100m of the Hingaia wetlands; • Reclamation of the Stream A wetland (noting that this has been discussed in detail with mana whenua); • Stream modification (noting that the specialist team worked very hard to work around the existing shape and natural features of the stream). The stormwater wetland has been hooked into the existing stream bend, minor re-aligning, some reclamation, and daylighting of the culverted piped area all proposed. JQ noted that a lot of changes are proposed to Stream A, ultimately with the aim of restoring it and enhancing it as part of this project; • Proposed treatment wetland which will result in modification of flows to Stream A, however JQ noted that provision of base flows to Stream A will be ensured. <p>JQ noted that a number of options of how Drury Boulevard could be placed were considered by the specialist team, with a goal to minimise impact on Stream A environment. Considering the efforts put in by the specialists, JQ expressed that the proposed solution is a good outcome, as she understands it meets the roading requirements (and will enable an integrated and comprehensive centre development), whilst achieving some great ecological outcomes.</p>	
8	Discussion and Questions / Comments:	

AB expressed that there were no fundamental concerns that needed to be raised (in terms of what is proposed), however noted a number of considerations that need to be included as part of the assessment.

These included:

- An assessment of motivation for wetland reclamation and stream realignment should demonstrate adherence to the effects management hierarchy (including functional need as pertains to the development pathway sought).
- Target freshwater values must be based on an accepted ecological accounting assessment.
- Offset and compensation should demonstrate adherence to the principles set out in Appendix 6 and 7 of the NPS:FM.
- Proposed stream enhancement should be aligned with the guideline for large wood installations in New Zealand Rivers (2004).
- Plans must include sufficient detail from which to confirm that a good ecological outcome will be achieved. By this AB specifically means:
 - Plans must not result in an over-reliance of rocks placed in soft bottomed streams,
 - Appropriate water levels (high flow and low flow) must be shown to demonstrate how stream enhancement elements will avoid creation of fish barriers during certain times of the year, as relevant to target species and stream characteristics,
 - Unintended thermal effects must not result from misalignment of the placement of rock stream elements and planting plans

MN queried whether an offset proposal would be put forward and wanted to confirm that no consenting requirements on other sites, to which MW confirmed no offsite offset proposed and JQ confirmed that appropriate calcs/methods for onsite offset will be put forward in the application.

JQ confirmed that all matters raised by AB have been discussed amongst the applicant team, and will be addressed through the ecology and/or planning assessments.

All agreed an assessment of alternatives considered needs to be clearly set out in the application, to document and demonstrate how the proposal was reached as the most practicable option.

JQ raised a broader question regarding the terrestrial ecologist on behalf of AC, noting that this is limited to vegetation removal within riparian margins. AB confirmed as there is very little in terms of

	terrestrial ecology, AB will cover all ecological matters on behalf of AC.	
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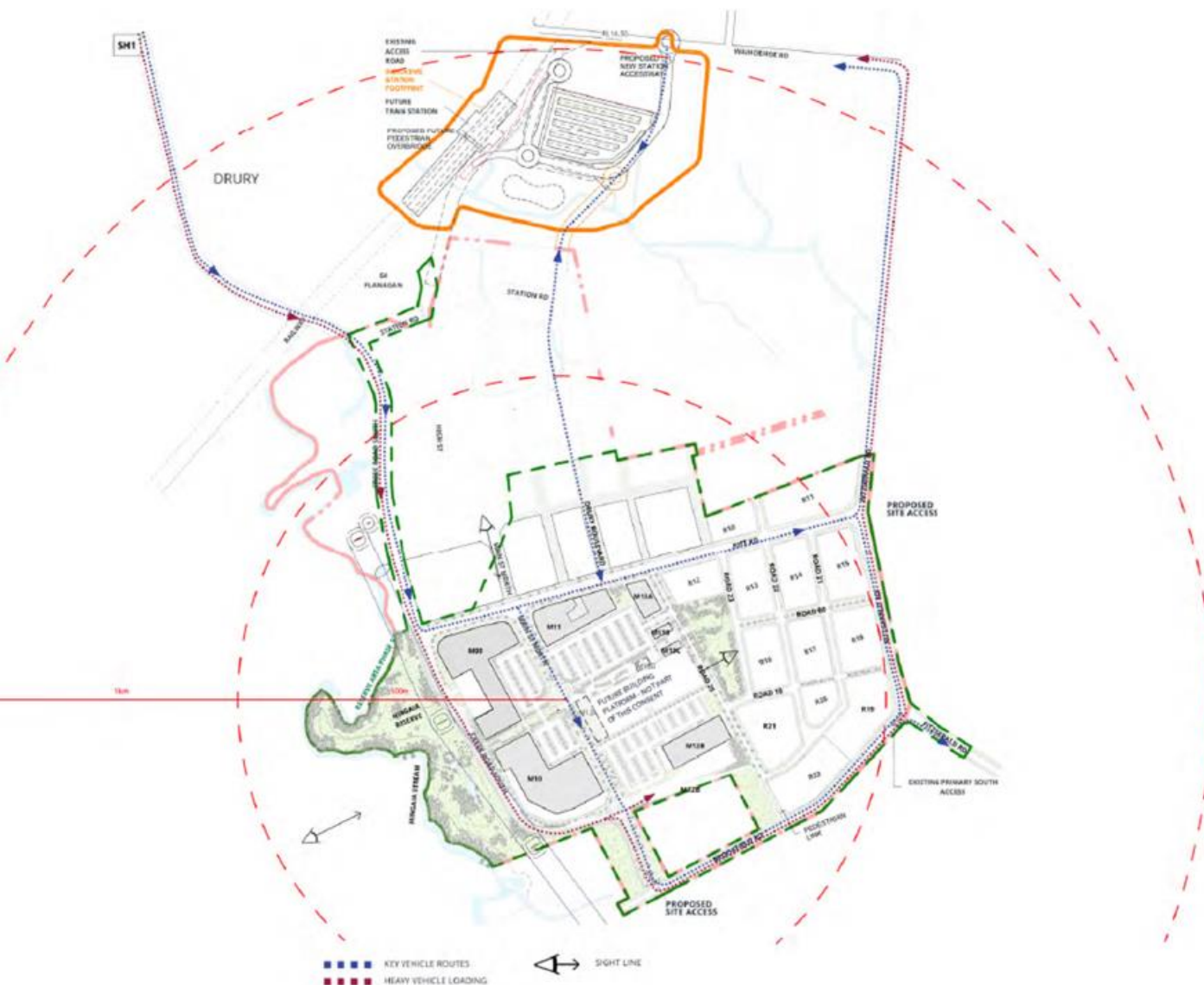
Drury Metropolitan Centre Stage 2 - Ecology

Kiwi Property Group Ltd



Agenda

- Context and background
- Existing ecological features
- Proposed works



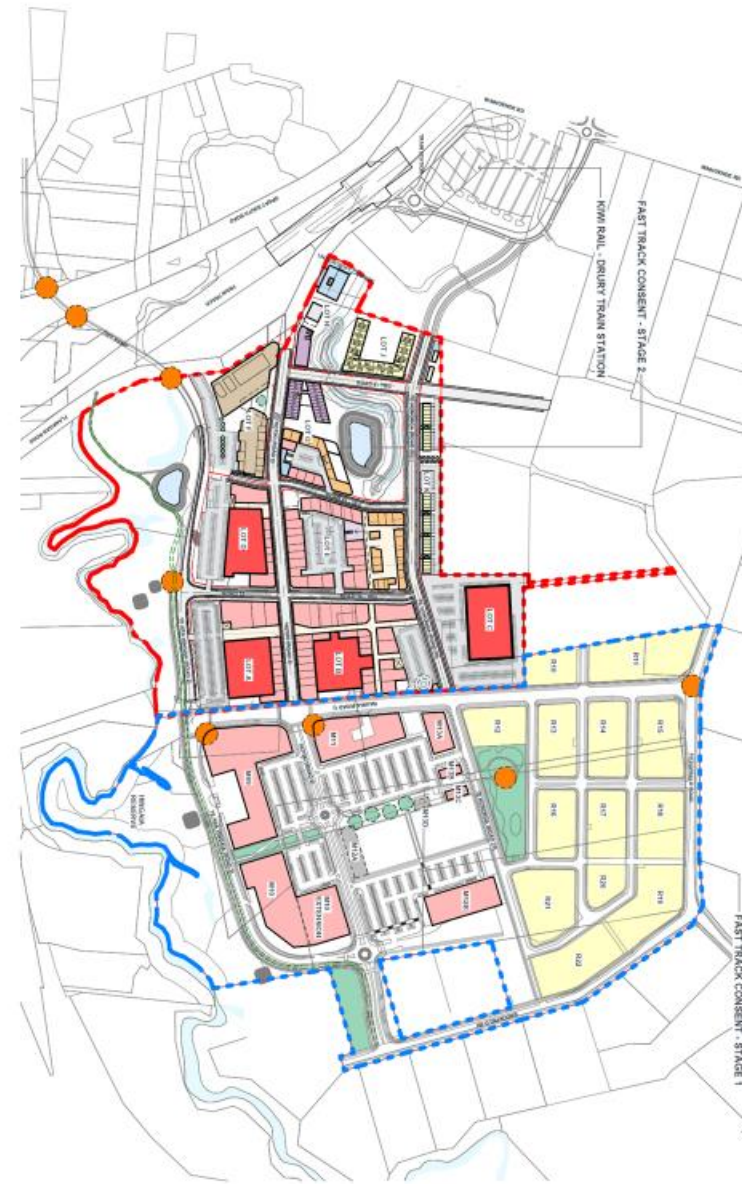
Stage 1 Fast Track

- Development of 24,000m² LFR
- 13 vacant superlots
- Open Spaces – Hingaia Reserve and Community Park
- Series of transport upgrades per triggers

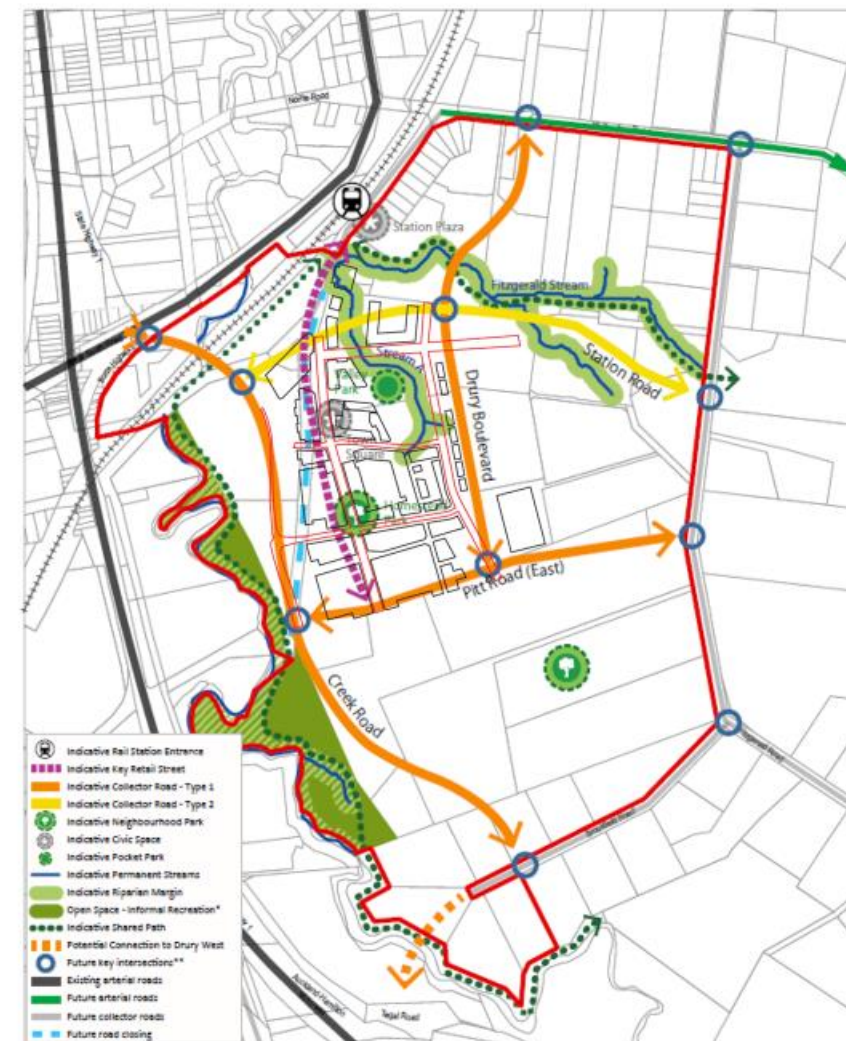
Resource Consent

- Additional 8,000m² of LFR to M10 and M12B
- Total retail GFA to 32,000m²

- Stage 2 (red area) approximately 23ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).

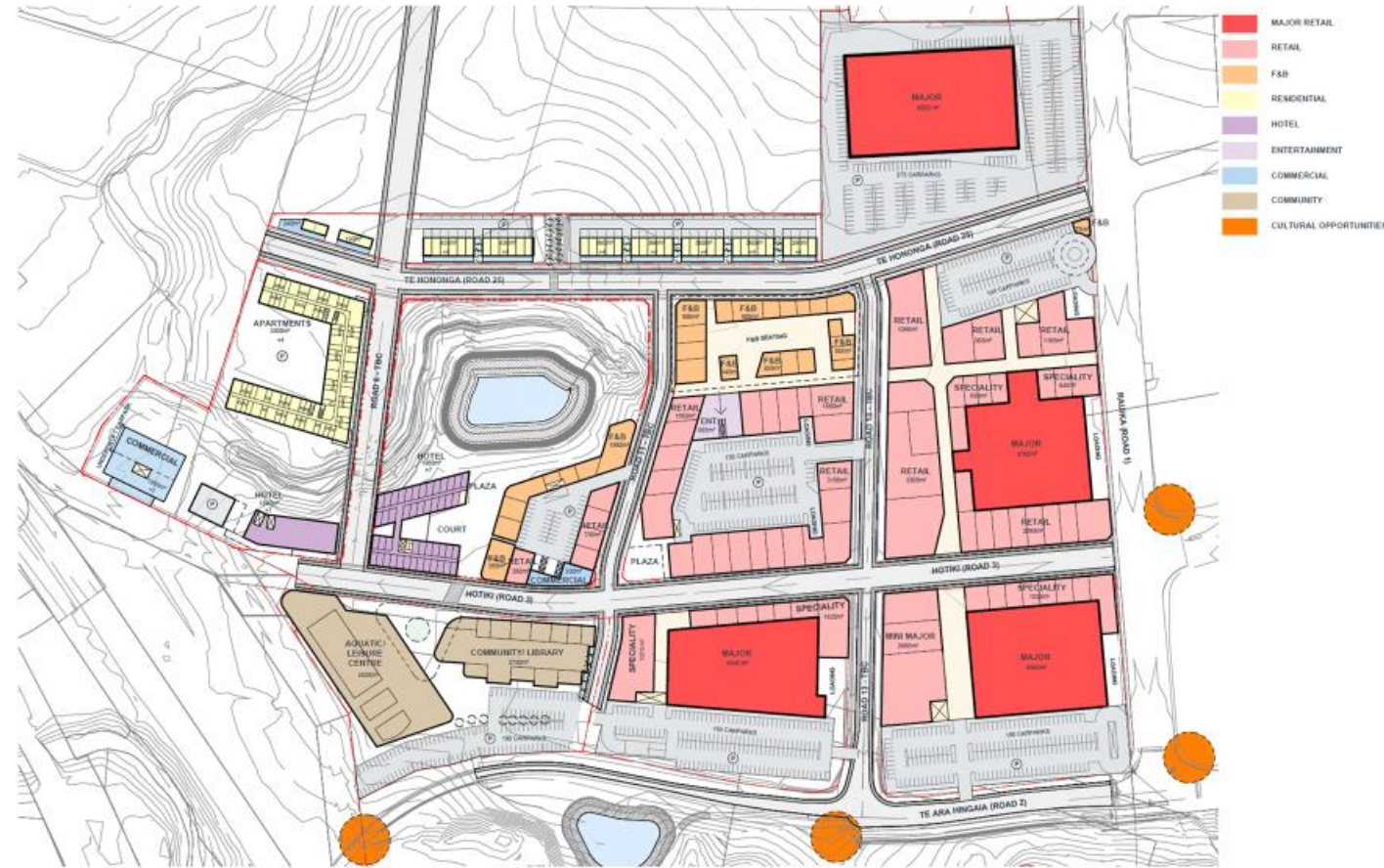


Stage 2 Overview



Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

- Development of a Metropolitan Centre comprising of:
 - Retail (mix of large format and small retail) including food and beverage and entertainment facility
 - Commercial
 - Accommodation including apartments and townhouses (work/live)
 - Community facilities including leisure centre and library
 - Open spaces including public plaza centred around wetland
 - Ecological restoration and improvements
- Cultural Opportunities integrated throughout.





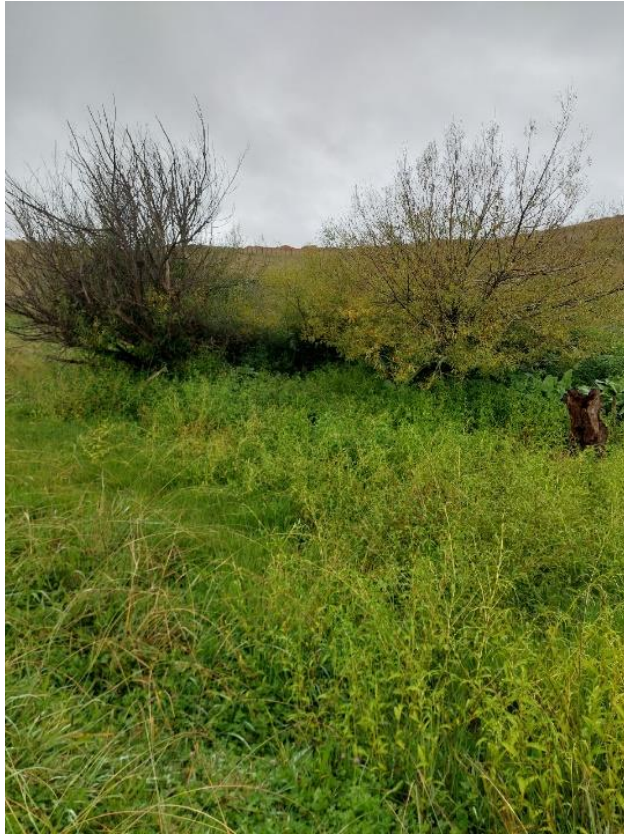
Ecological features

- Site assessments 2018 – 2024
- Agricultural land, minimal areas of terrestrial vegetation
- Located in lower reaches of Hingaia Stream catchment.
- Discharges to Drury Creek and the Pāhurehure Inlet (marine SEAs)

Hingaia Stream



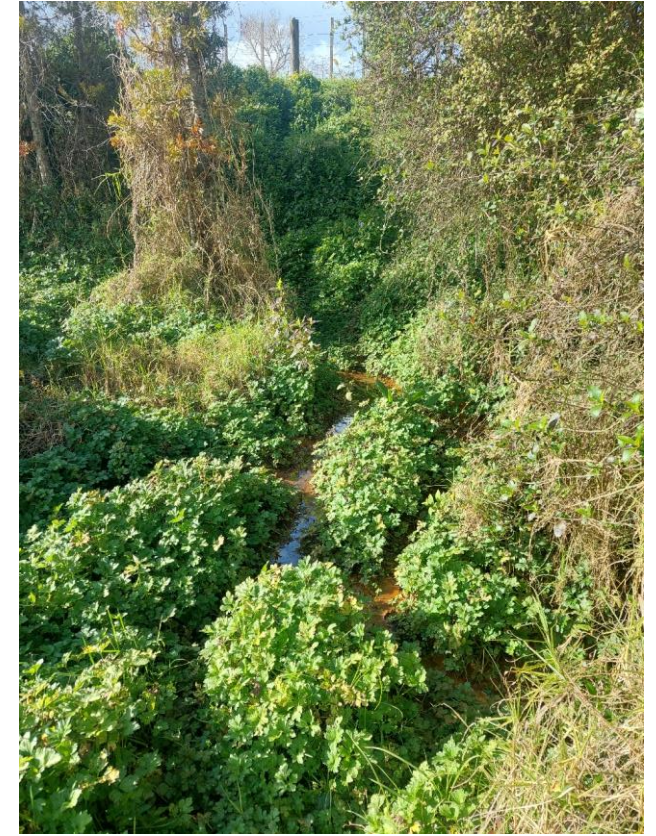
Wetlands along Hingaia Stream



Wetland 1



Wetland 2

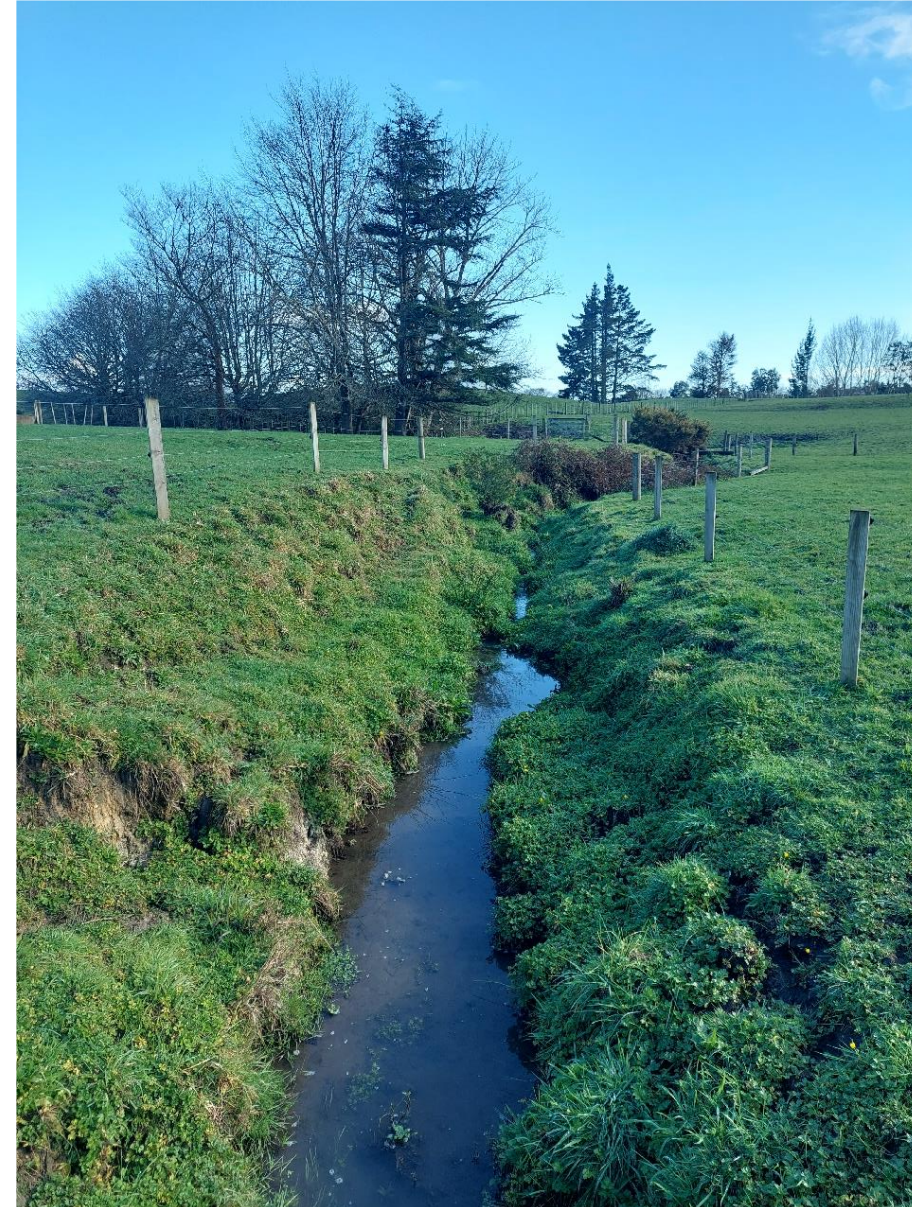


Channel D Wetland

Headwaters - Stream A



Upper Stream A



Stream A - mid reaches



Stream A - lower reaches



Stream A Wetland



Proposed Works

- Works within/within proximity of wetlands
 - Earthworks within 10 or 100 m of Hingaia Stream Wetlands
 - Reclamation of Stream A Wetland
- Stream modification
 - Daylighting lower reaches of Stream A
 - Re-aligning upper reaches of Stream A
 - Reclamation of tributaries of upper Stream A
- Modification of flows to Stream A





Project: Drury Metropolitan Centre Stage 2 - Landscape and Urban Design Pre-app

Date: 28 January 2025

Time: 2.00-3.20pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Russell Butchers (RB)	Auckland Council
Masato Nakamura (MN)	CoLab Planning (on behalf of Auckland Council)
Chris Butler (CB)	Auckland Council – Urban Designer
David Ferrari (DF)	Auckland Council – Landscape Specialist
Yoko Tanaka (YT)	Boffa Miskell
Rachel de Lambert (RdL)	Boffa Miskell
David Schwartfeger (DS)	Kiwi Property
Tony Osborne (TO)	Kiwi Property
Grant Armstrong (GA)	Ignite Architects
Nick Roberts (NR)	Barker & Associates
Cam Wallace (CW)	Barker & Associates
Pamela Santos (PS)	Barker & Associates

Item	Detail	Action
1	Round of Introductions.	
2	<p>DS provided an overview of the application (as set out in the slide pack presented, refer Attachment 1).</p> <p>Overview included background of the work undertaken by Kiwi property to-date, including the Plan Change process to rezone the site, and the initial Fast-Track application (for Stage 1 of the Drury Metropolitan Centre development), along with the additional 8,000m² of Large Format Retail GFA which has also been consented under the standard RMA consenting process.</p> <p>DS provided site context including proximity to the Drury Centre train station and interchange facilities (currently under construction) the Drury motorway access ramp (designated by NZTA and confirmed – will provide direct traffic access into the site) and the zones.</p>	

3	GA provided an overview of the Drury Metropolitan Centre Stage 2 area (which is the area subject to this application). The stage 2 development is being designed to achieve a fine-grain retail development, which will integrate seamlessly into the LFR consented as part of stage 1, and will form an integrated and comprehensive metropolitan centre.	
4	CW provided an overview of the Stage 2 indicative masterplan both as it applies to the underlying zone pattern (primarily Business – Metropolitan centre zone with a small part zoned Business – Mixed Use zone) and the Structuring Elements Precinct Plan.	
5	CW discussed that the majority of the carparking has been setback from the streets and located to front the motorway. Anchor retail spaces are predominantly sleeved by finer grain retail with the office components and residential development located generally closer to the train station. Stage 2 also includes the introduction of community uses and visitor accommodation. NR noted there is a commitment to work with iwi just like Stage 1.	
6	GA talked through the WIP render and explained materiality connection to the Hingaia and elements of the brickwork. The massing of the buildings reinforces main street edge and ensure that buildings front the street.	
7	YK provided an overview of the key landscape design moves. <ul style="list-style-type: none"> • There are varying street edge conditions within the Stage 2 development – SH1, collector road, high street environment which will have differing arrival experience and landscape journey. • Activity heat map: the design response matches the pedestrian flow, intensity of activity and destination significance. • Green linkages: Landscape response to connectivity with the stream and open spaces. 	
8	YK also noted that the cultural narrative will carry on the themes agreed with iwi as part of Stage 1 and will be developed further with mana whenua.	
9	YK provided an overview of the streetscape typologies. There is a distinctive nature to each street but all are interconnected in terms of character. <ul style="list-style-type: none"> • Road 11 – heart of Stage 2 development and typically designed as a shared space and kerbless street typology. • Road 6/13 – private streets and designed with a local street environment. • Hotiki Road – designed as high street environment. 	

10	<p>YK provided an overview of public and open space typologies.</p> <ul style="list-style-type: none"> • Promenade – buildings have been designed to engage with the stream and stormwater wetland edge, with outdoor dining and informal recreation within this space. • Plaza space pockets connectivity to the promenade. • Hingaia stream reserve – connecting this space to the other public open spaces through streetscape landscaping. 	
11	<p>Discussion and Questions / Comments:</p> <ol style="list-style-type: none"> 1. RB noted that a proposal of this nature and scale would typically be reviewed by the Auckland Urban Design Panel. 2. CB queried where this development sits in terms of other examples in NZ or international. DS noted other Kiwi Property owned centres and transit-oriented developments but this development will be similar to Five Mile in Queenstown but with greater height towards the train station. CB noted his support for the multi-level building form and mass as confirmed by DS (extending as far as lots A and B), as a key marker for a Metropolitan Centre and achieving active, street-based retail and commercial consistent with the centre zone. 3. CB queried if there is a potential for a secondary connection with Lot K to the east through the Mixed Use zoning. CW responded that there are challenges given topography and stormwater provision. CB noted that there is a block length provision under the Precinct and should be addressed as part of the application. 4. CB queried the cross-section of Hotiki Road, whether there would be provision for on-street parking. CB stressed on street car parking as a key element to activate streets and support street based retail. RdL responded that there is provision for generous pedestrian footpath but there will be some on street parking. DS also noted that Hotiki Road will be private and this is deliberate to secure intended landscape and pedestrian outcomes. 5. CB queried interface to public realm and used Lot B as an example where there are numerous pedestrian circulation routes which will create some challenges with backs to fronts. GA responded that the design intent is to have primary frontage to public areas (streets/laneways) and secondary frontage to carparks where required. CB requested that a clear frontages strategy and plan be provided as part of the future application pack. This should clearly document primary and secondary frontages; what is meant by this; expectations of glazing; and where the 	

primary access to shop and commercial frontages will be from.

CB followed up with a query whether the laneways are open air and whether they are going to be open 24/7. GA responded that they will be either open air or with high level canopy to allow light similar to Commercial Bay and Garden Lane at Botany.

6. CB queried the public realm/plaza strategy. RbL explained the strategy is key destinational spaces with focus on the stormwater wetland with urban edge including F&B fronting the wetland. Connectivity is also provided between the hotel and F&B and linkage to future community spaces with the plaza spaces strategically located to provide a pleasant pedestrian journey from the car park.
7. CB welcomed the component of residential shown on the indicative masterplan and encouraged further residential opportunities within the centre.
8. DF queried the rationale for not providing neighbourhood park. DS responded that Auckland Council did not want a neighbourhood park and therefore the development will provide privately owned park with plaza spaces connecting to this. RdL also responded that the stormwater wetland has been designed so people can interact and at the same time provide recreational amenities.
9. DF queried the character of Te Ara Hingaia Road (SH1) and how this may affect amenity of Hingaia Reserve as well as its accessibility. DS noted that there will be signalised crossings with an active mode connection along Flanagan Road and underneath the SH1 flyover. RdL responded that in terms of character, the reserve will be contained due to topography sloping down from the road.
10. DF queried whether there would be staging within Stage 2 development. DS responded that the stormwater wetland will be constructed early to allow for landscaping to be established and that development is likely to happen from south to north.
11. DF made a comment that Auckland Council will be supportive of greater height in terms of residential development and whether the design team would consider apartment typology within Lot K as opposed to terraced houses.
12. MN queried whether the design of the buildings will be consented. NR responded that the design will be

	consented but noted that detailed design will be conditioned and draft conditions of consent will be included as part of the application.	
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Kiwi Property – Drury Metropolitan Centre (Stage 2)

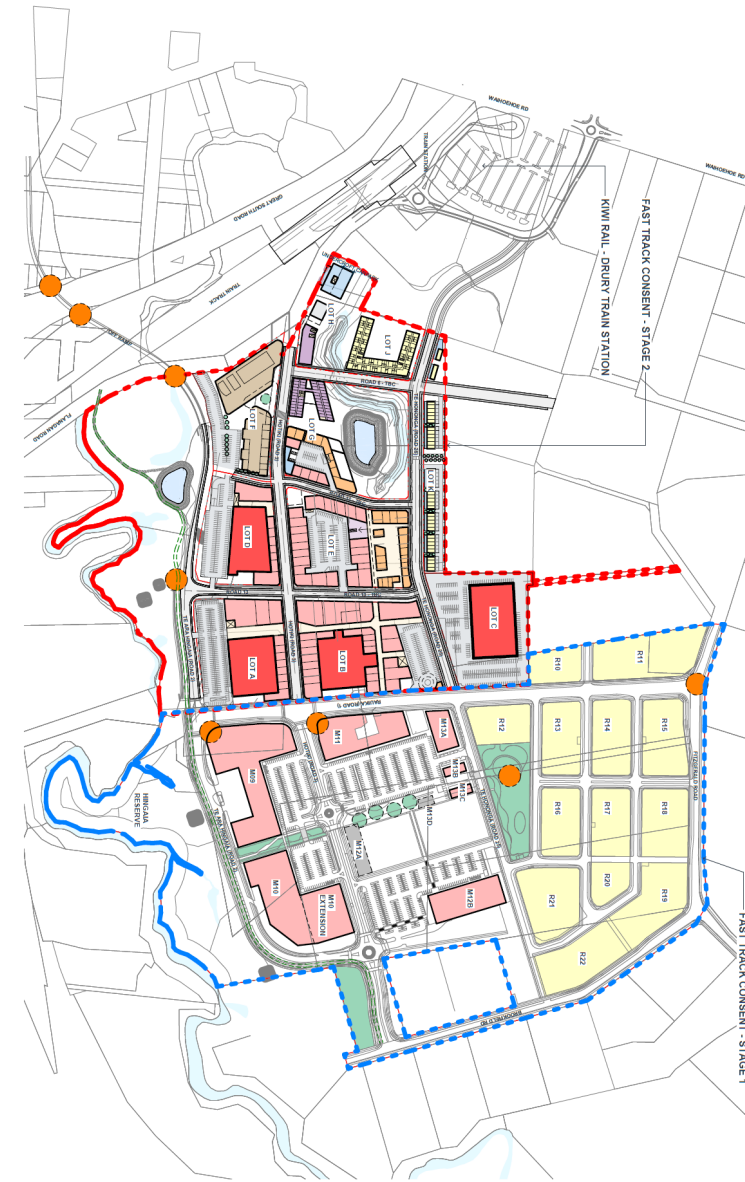
Auckland Council Pre-Application Meeting – Landscape and Urban Design

28 January 2025

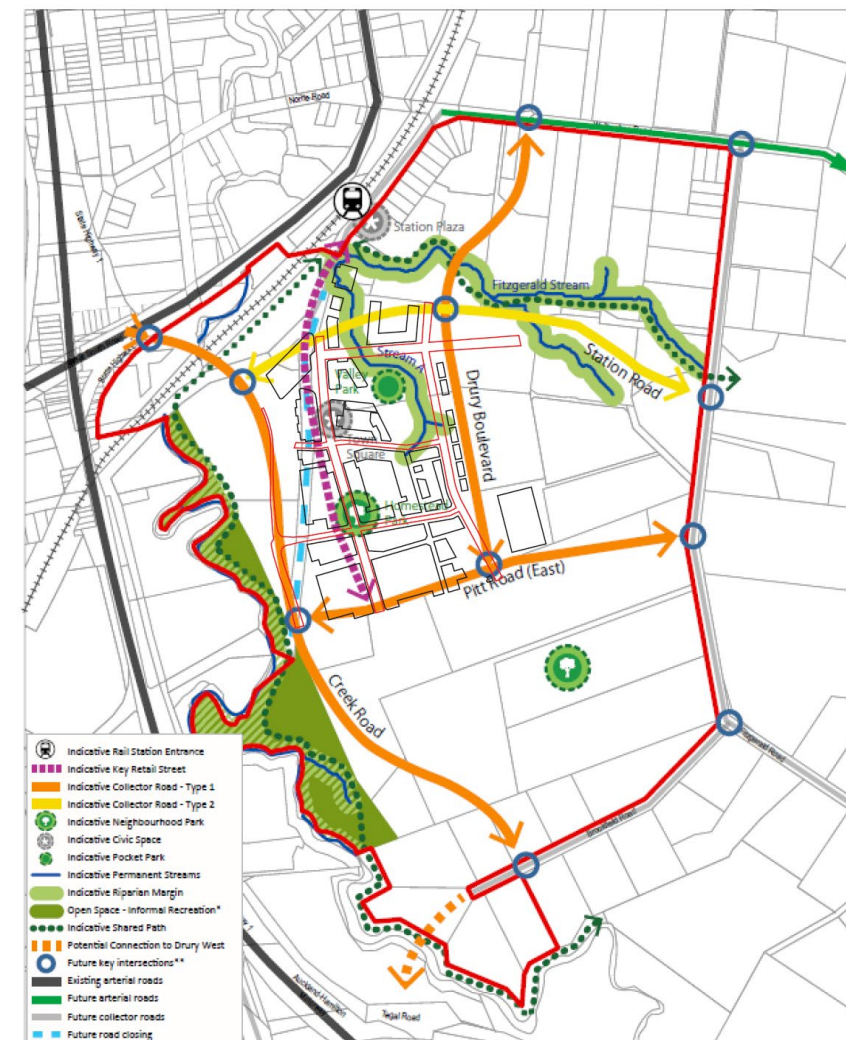
B&A

Urban & Environmental

- Stage 2 (red area) approximately 23ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).

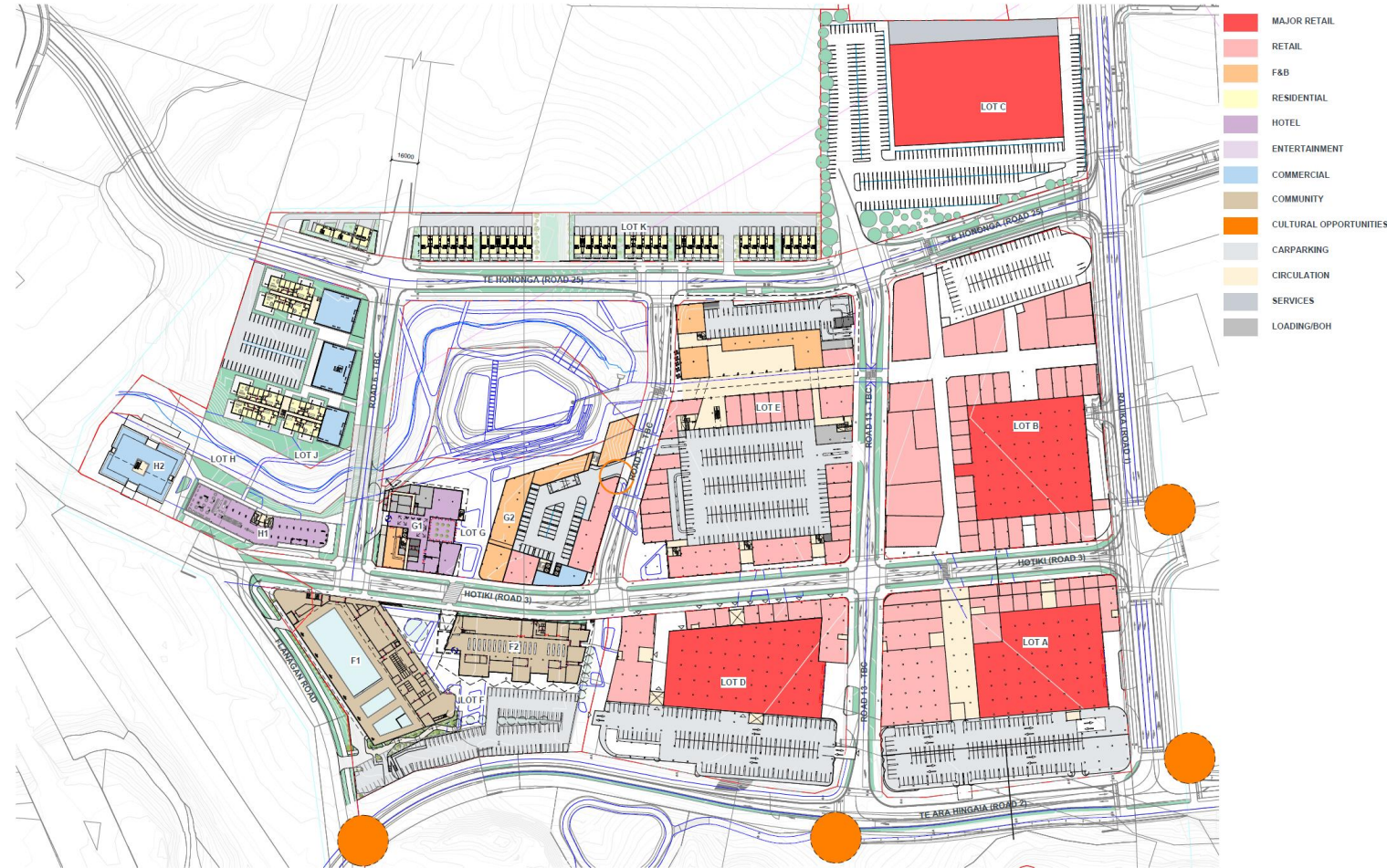


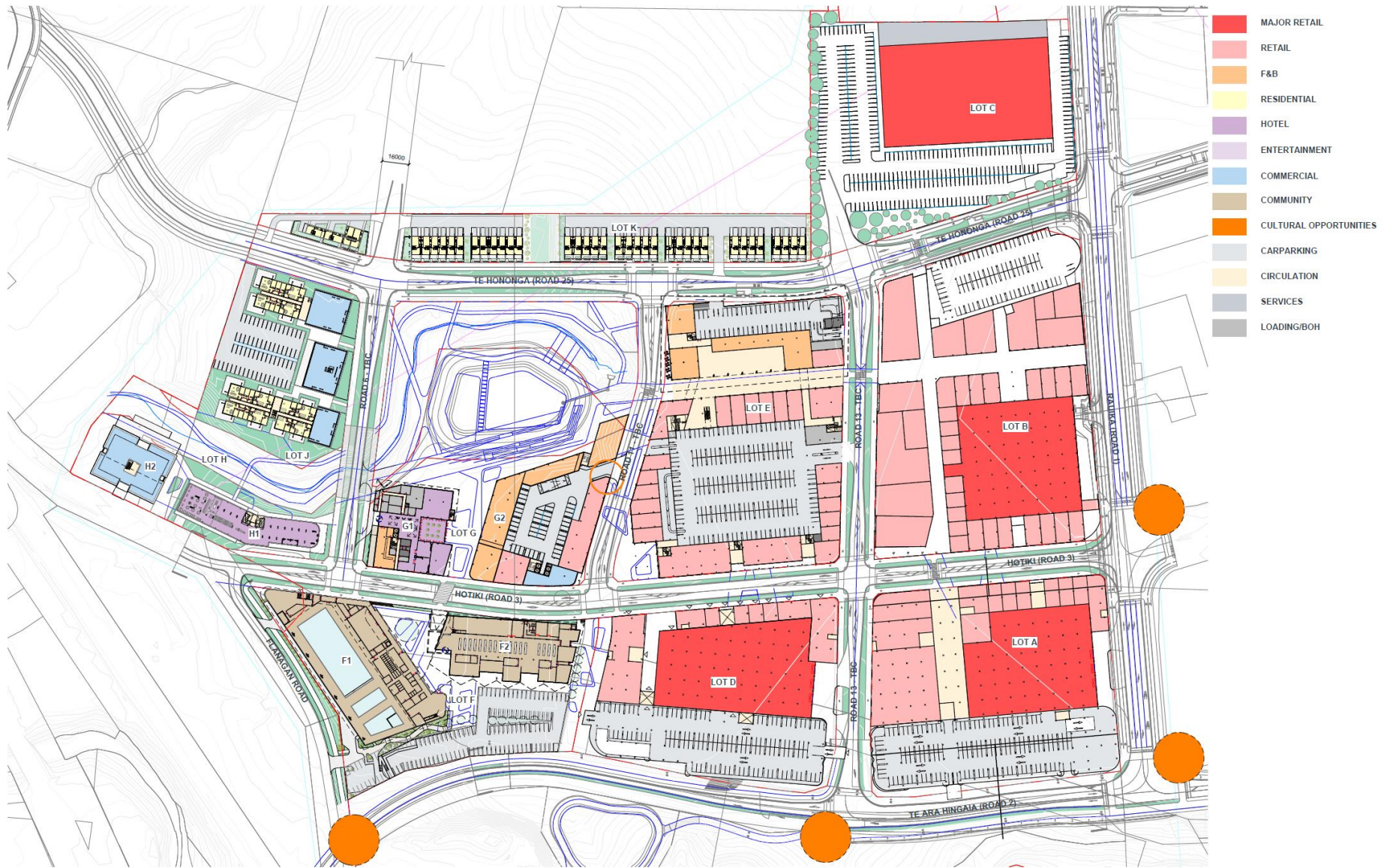
Stage 2 Overview



Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

- Development of a Metropolitan Centre comprising of:
 - Retail (mix of large format and small retail) including food and beverage and entertainment facility
 - Commercial
 - Accommodation including apartments and townhouses (work/live)
 - Community facilities including leisure centre and library
 - Open spaces including public plaza centred around wetland
 - Ecological restoration and improvement
- Cultural Opportunities integrated throughout.



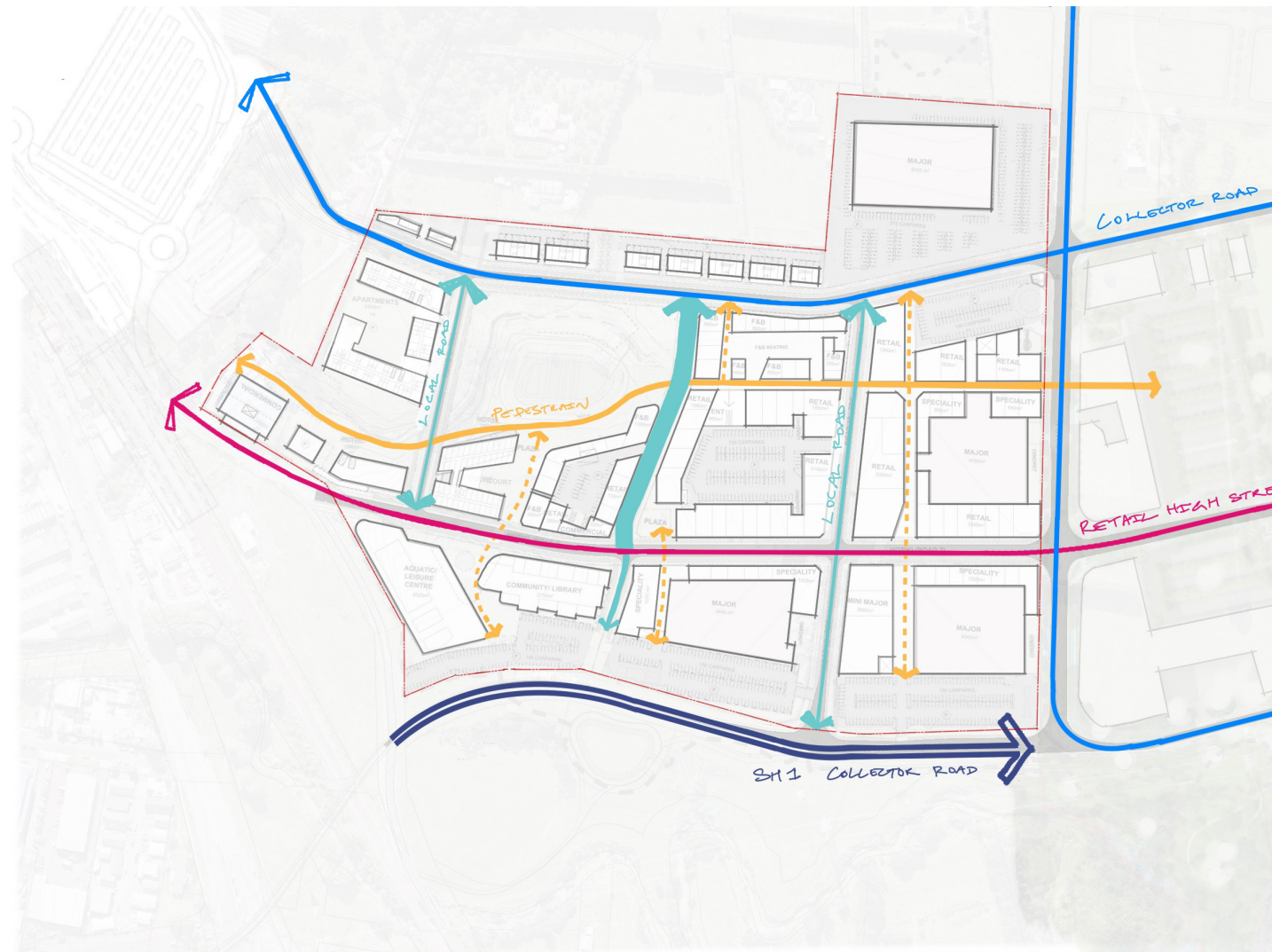


Drury Centre Stage 2 – Masterplan



Drury Centre Stage 2 – WIP Render

KEY DESIGN MOVES



ROAD HIERARCHY AND LANDSCAPE DESIGN RESPONSE

Integrating streetscapes to reflect functionality, connectivity, and community character.



ARRIVAL EXPERIENCE AND LANDSCAPE JOURNEY

Designing transitions from arrival points to pedestrian pathways within the precinct.

KEY DESIGN MOVES



ACTIVITY HEAT MAP AND DESIGN HIERARCHY

Prioritising design elements to match pedestrian flow, activity intensity, and destination significance.



GREEN LINKAGES AND ENVIRONMENTAL NETWORK

Connecting recreation, sustainability, and ecology through an integrated green network.

CULTURAL NARRATIVE



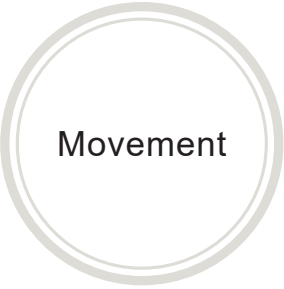
Connection
and
Meetings

The design will recognise the site's historical role as a place of gathering, trade, and interaction, recognising key paa and papakaainga sites, and seasonal settlements that illustrate the region's function as a hub for social and cultural exchange.



Water Health
Mauri

Waterways are central to the Drury East precinct, both historically and today. The design will prioritise the health of the awa and repo, ensuring they are protected and celebrated as sources of mahinga kai, trade opportunities, and spiritual connection.



Movement

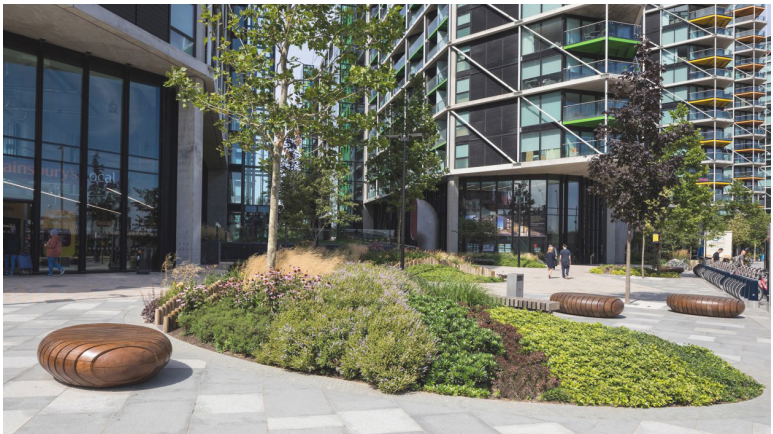
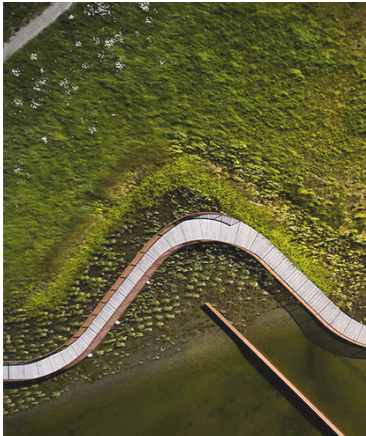
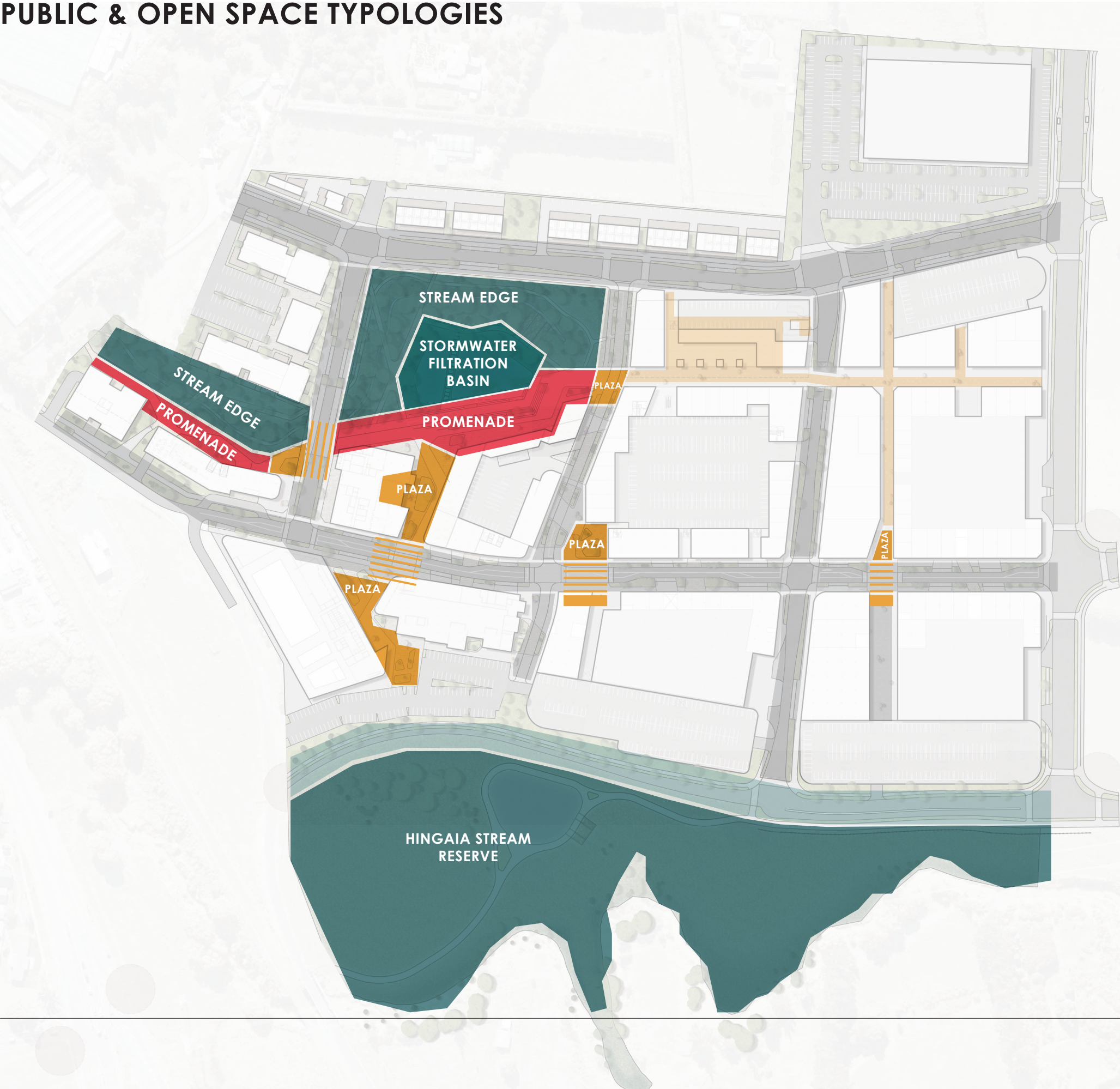
Reflecting on the area's history as a network of transport routes, the design will incorporate elements that honour movement through the landscape.



STREETSCAPE TYPOLOGIES



PUBLIC & OPEN SPACE TYPOLOGIES



Minutes

Project: Drury East Stage 4-7 and Drury Centre Stage 2 - Auckland Council Transport Modelling Pre-app

Date: 3 February 2025

Time: 2:30pm-3:00pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Russell Butchers (RB)	Auckland Council
Paul Schiscka (PS)	PTM Consultants
Chris Freke (CF)	Auckland Transport
Euan Williams (EW)	Woods
Paarth Rajpal (PR)	CKL
Hannah O’Kane (HO)	Woods
David MacLean (DL)	Fulton Hogan
Mat Collins (MC)	Abley (Traffic Engineer on behalf of Auckland Council)
Matt Ford (MF)	Auckland Transport
David Schwartfeger (DS)	Kiwi Property
Tony Osborne (TO)	Kiwi Property
Nick Roberts (NR)	Barker & Associates
Rachel Morgan (RM)	Barker & Associates
Pamela Santos (PamelaS)	Barker & Associates
Daryl Hughes (DH)	CKL

Item	Detail	Action
1	Introductions – RM introduced team.	
2	DH provided General Overview (refer to details in Presentation included as Attachment 1) as follows: Minor changes in wording to presentation slides already provided. Existing PC table - summary of what is required at each level. No interim Waihoehoe upgrades possible as ultimate upgrade will be undertaken earlier than expected. Changes to infrastructure timing now evident, including delay to SH1 six-laning works – required remodelling of new upgrade ordering.	

	<p>SH1 direct connection ramp timing uncertain, but can be constructed independently of SH1 Drury Interchange upgrade.</p> <p>Changes to land use mix to reflect market demands.</p> <p>Model testing methodology, WFH.</p> <p>Revised trigger table with updated testing.</p> <p>RM noted integrated approach</p>	
3	<p>Questions and Comments</p> <ul style="list-style-type: none"> MC: Not a lot of comment at the moment. Will have discussion with Auckland Transport staff. If DH can provide Saturn model can allow MC and AT to investigate assumptions further internally. DH: Will share model with MC. PS: How are you allocating trips for retail? Any regional comparisons? DH: Saturn model provides this detail. Retail will potentially generate bulk of traffic for development. NH: Note 32,000m² of retail has already been consented through the fast-track and subsequent RC. DH: Retail is consistent with existing consents, hence why only Row (c) and (d) will change. PS: Query WFH figure. Any sensitivity analysis on the WFH model? NH: Confirmed model relates primarily to those working from home frequently. DH: Will describe WFH analyses in the ITA. Will look back at the model assumptions on trip rates. CF: Queries the shift from commercial/community to move to retail and how this affects trip rates. DH: Will provide summarised information on trip rates and how these changed in the ITA. PS: What is the current status of Waihoehoe road extension? Any design information? CF: 85% design will commence in a fortnight. Discussion on designations. DH: The Mill Road south connection is in the model – connecting Fitzgerald into Drury South and SH1 Drury South Interchange via Mill Road– shows an increase of yield that can be achieved given southern route. RB: No questions. 	<ul style="list-style-type: none"> DH to share Saturn model with MC (post lodgement) DH to include WFH methodology in ITA. DH to provide summarised information on trip rates and how these changed (in ITA).
6	Next Steps	

- | | |
|--|--|
| <ul style="list-style-type: none">• RM: Looking to lodge application together with ITA towards end of next week – it is well advanced. Detail discussed will be provided within Daryl's report.• NR: End of February fast-track will be lodged for Kiwi Property.• DH: Confirming Daryl will provide the same modelling for both applications.• RB: Will ensure same specialists are allocated to each application for consistency. | |
|--|--|

Drury East and Drury Centre Precincts: Pre-Application Meeting, Traffic Modelling

- Updated Infrastructure timing
- SH1 Direct Connection
- Land use mix changes
- Post-covid WFH
- Revised trigger table as assessment tool

Row	Transport Infrastructure	Level of Development enabled by Transport Infrastructure				
		Residential (Dwellings)	Retail (GFA)	Commercial (GFA)	Community (GFA)	Drury East Peak Hr Trip Gen
(a)	Interim Waihoehoe Road upgrade, incl interim signals at GSR / Waihoehoe Intersection	Up to 710 units	-	-	-	Up to 400 trips
(b)	SH1 Six-laning Papakura to Drury	710 to 1,300 units	Up to 24,000sqm	up to 6,400sqm	Up to 800sqm	400 to 2,000 trips
(c)	SH1 direct connection Drury Central Rail Station	1,300 to 1,800 units	24,000 to 32,000sqm	6,400 to 8,700sqm	800 to 1,000sqm	2,000 to 2,500 trips
(d)	Waihoehoe Road RoRS upgrade incl full GSR/Waihoehoe signalisation	1,800 to 3,300 units	32,000 to 56,000sqm	8,700 to 17,900sqm	1,000 to 2,000sqm	2,500 to 3,800 trips
(e)	Mill Road southern connection (Fitzgerald to SH1 (incl. Drury South Interchange)	3,300 to 3,800 units	56,000 to 64,000sqm	17,900 to 21,000sqm	2,000 to 2,400sqm	3,800 to 4,300 trips
(f)	Mill Road northern connection Opaheke northern link	3,800 to 5,800 units	64,000 to 97,000sqm	21,000 to 47,000sqm	2,400 to 10,000sqm	4,300 to 5,600 trips
(g)	Assessment of PT uptake required	5,800 to 6,400 units	97,000 to 108,000sqm	47,000 to 60,000sqm	10,000 to 16,000sqm	5,600 to 6,000 trips

Plan Change Infrastructure / Development Yield Table

Column 1 Activities, development or subdivision, enabled by Transport Infrastructure in column 2		Column 2 Transport infrastructure required to enable activities, development or subdivision in column 1
(a)	Up to a maximum of 710 dwellings	Interim upgrade to Great South Road/Waihoehoe Road roundabout to signals in accordance with Appendix 1 and 1a, including pedestrian connections to adjacent existing footpaths; and Interim upgrade of Waihoehoe Road in accordance with Appendix 1 and 1a, including walking and cycling provisions on the Waihoehoe Road bridge.
(b)	Up to a maximum of: (i) 1,300 dwellings; and/or (ii) 24,000m ² retail GFA; and/or (iii) 6,000m ² other commercial GFA; and/or (iv) 800m ² community GFA.	Upgrades in (a) above and State Highway 1 widening – Stage 1, being six lanes between the Papakura interchange and Drury interchange.
(c)	Up to a maximum of: (i) 1,800 dwellings; and/or (ii) 32,000m ² retail GFA; and/or (iii) 8,700m ² other commercial GFA; and/or (iv) 1,000m ² community GFA.	Upgrades in (a) and (b) above and: Drury Central train station, including a pedestrian connection to Waihoehoe Road*; and Direct connection from State Highway 1 to the Drury Centre via a single lane slip lane from SH1 interchange to Creek Road. Creek Road is within the Drury Centre Precinct and is shown on Precinct Plan 2**. Notes: * Refer to I450.4.1(A5) – non-compliance is a non-complying activity ** Refer to I450.4.1(A6) – non-compliance is a discretionary activity
(d)	Up to a maximum of: (i) 3,300 dwellings; and/or (ii) 56,000m ² retail GFA; and/or (iii) 17,900m ² other commercial GFA; and/or (iv) 2,000m ² community GFA.	Upgrades in (a)-(c) above and: Ultimate Waihoehoe Road upgrade between Fitzgerald Road and Great South Road in accordance with Appendix 1, including: i. Two general traffic lanes and two bus lanes, footpaths and cycleways on both sides, and a new six-lane bridge over the railway corridor; and ii. Signalisation and increased capacity at the Great South Road/Waihoehoe Road intersection, including fully separated active mode facilities and 3-4 approach lanes in each direction.

- ← Row (a) Interim Waihoehoe Upgrades no longer occurring as Ultimate Upgrade being introduced
- ← Row (b) SH1 six-laning completed between Papakura and Motorway Service Station (MSS), but MSS to Drury Interchange delayed until 2030.
- ← Row (c) Drury Central Rail Station completion expected late 2026.
SH1 direct connection assumed to be completed by 2030 (alongside row (b) – TBC).
- ← Row (d) Ultimate (RoRS) Waihoehoe Upgrade completion expected early – mid 2028.

PCs 48, 49 & 50: Trigger Table – Infrastructure Timing Update

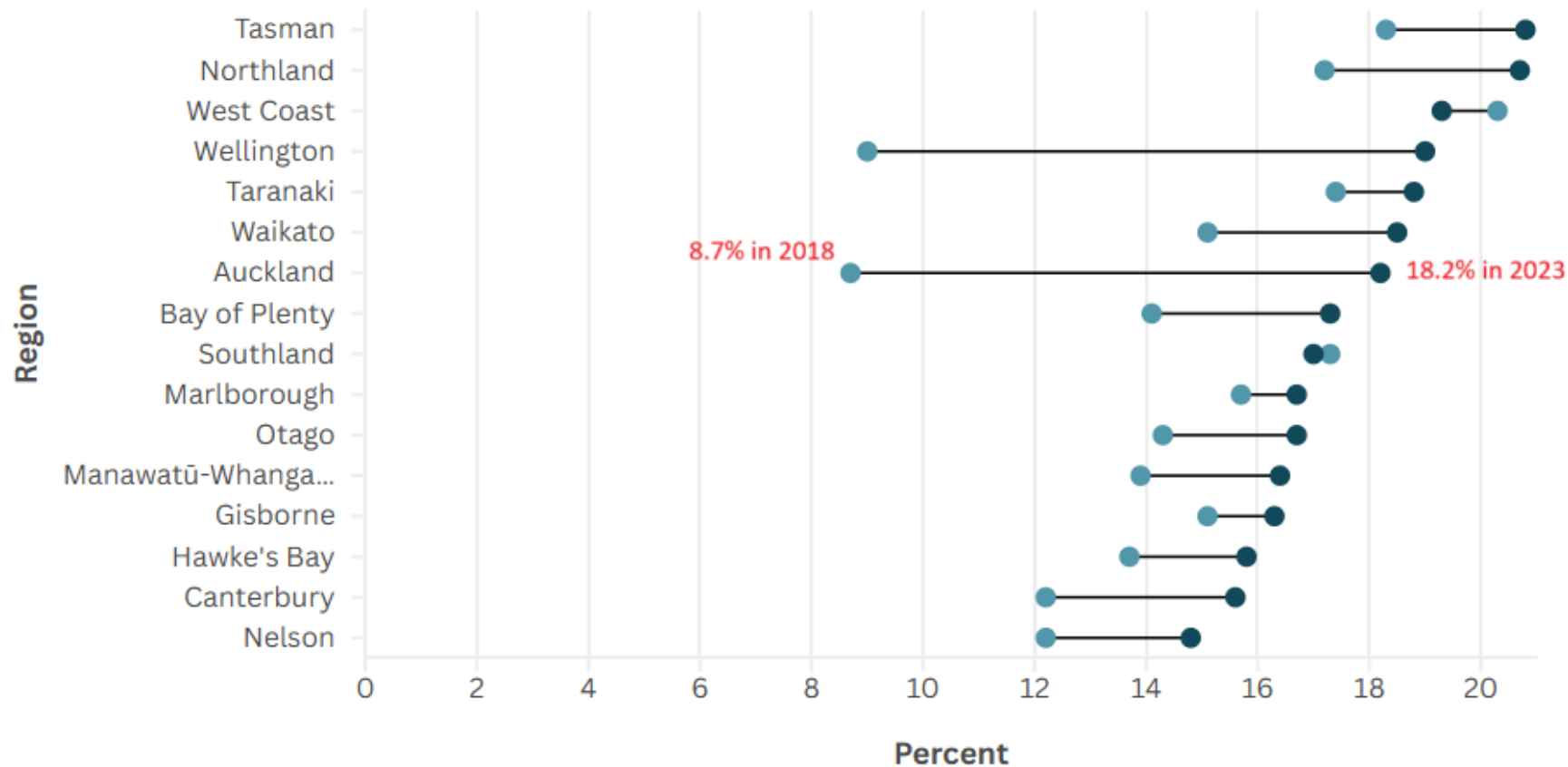
- Row (a) was retested to remove interim improvements (i.e test existing intersection), as Interim Waihoehoe Rd upgrade now not required (because Ultimate being constructed). Used new traffic survey as base.
- Run sensitivity tests on the Plan Change 2028 SATURN Model (derived from SGA 2028 DIFF Model) to determine network flows.
 - This is essentially the Row (d) SATURN model without the SH1 six-laning & SH1 Direct Connection.
 - Underlying assumptions all remain unchanged.
- Undertake iterative SIDRA testing of GSR / Waihoehoe Rod Ultimate (RoRS) upgrade signals, reducing the row (d) yields down until the intersection performs within the Network Capacity Criteria:
 - i.e. average queue lengths do not reach adjacent signalised intersections (= 250m along Waihoehoe Road).
- No modelling sensitivity testing undertaken on any other infrastructure stages / trigger table rows – retain current peak hour trip threshold.
- Test alternative development land use mix scenarios while retaining same trip generation threshold.
- Also tested alternative development scenarios in other rows (to reflect current market demands, i.e. less commercial, more retail), while retaining same trip generation ceiling.
- Also tested effect of SH1 Direct Connection. Found to have no discernible benefit in terms of achievable development yield, so dropped in order (as it is assumed to be in place in subsequent scenarios).
- Finally, a WFH factor was introduced, as described on next slides – model trip rates were pre-covid.

Model Sensitivity Testing Methodology

Percentage of people working mostly from home

Census data by region

Year 2018 2023



Source: [Stats NZ](#)

WFH Adjustment (Census Data – “Mostly WFH”)

- Census data provided Auckland mostly WFH increase of 9.5% (8.7 in 2028 and 18.2% in 2023).
- Adopted more conservative 9% increase in WFH.
- Discounted residential (only) trip rates by 9% to represent changes to post-covid working habits.
- No changes to retail or commercial trip rates.
- Updated trigger table for rows (c) & (d).
 - Rows (a) and (b) already have granted consents;
 - Row (e) onwards too uncertain due to Mill Road North providing significant changes to trip distribution.
- Recalibrated trigger table

Row	Transport Infrastructure	Expected Completion	Level of Development enabled by Transport Infrastructure				
			Residential (Dwellings)	Retail (GFA)	Commercial (GFA)	Community (GFA)	Drury East Peak Hr Trip Gen
(a)	Existing GSR / Waihoehoe roundabout	N/A	Up to 600 units	Up to 5,000sqm	-	-	Up to 800 trips
(b)	Waihoehoe Road RoRS upgrade incl full GSR/Waihoehoe signalization	Early - mid 2028	600 to 1,100 units	Up to 32,000sqm	-	-	800 to 2,000 trips
	Drury Central Rail Station	Late 2026					
(c)	SH1 Six-laning Papakura to Drury.	2030	1,100 to 2,500 units	34,000 to 76,000sqm	-	-	2,000 to 3,800 trips
(d)	Mill Road southern connection (Fitzgerald to SH1 (incl. Drury South Interchange)	Not programmed	2,500 to 3,300 units	77,000 to 83,000sqm	up to 6,000sqm	Up to 600sqm	3,800 to 4,300 trips
	SH1 direct southbound connection	Not programmed					
(e)	Mill Road northern connection	Not programmed	3,300 to 5,800 units	83,000 to 97,000sqm	6,000 to 47,000sqm	600 to 10,000sqm	4,300 to 5,600 trips
	Opaheke northern link	Not programmed					
(f)	Assessment of PT uptake required	N/A	5,800 to 6,400 units	97,000 to 108,000sqm	47,000 to 60,000sqm	10,000 to 16,000sqm	5,600 to 6,000 trips

Drury East Revised Trigger Table with Testing Adjustments

Appendix 2

Example of email correspondence sent to all iwi groups



Urban & Environmental

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Drury Metropolitan Centre Stage 2 Fast-Track application on behalf of Kiwi Property
Date: Friday, 15 November 2024 1:48:00 pm
Attachments: [image001.png](#)

Kia ora [REDACTED]

We trust that this email finds you well. We are writing to you on behalf of Kiwi Property, in relation to the area of land identified in the Stage 2 and red outline in **Figure 1** below known as Drury Metropolitan Centre Stage 2. The area comprises approximately 53.2 hectares of land within the Drury Centre Precinct, and is zoned primarily Business – Metropolitan Centre zone with a small part of the subject area zoned Business – Mixed Use zone. The application also includes the Stream A area which we have been having kōrero about with a number of you over the past few months, and will continue to do so as this application progresses.



Figure 1: Drury Centre Stage 2 Fast-Track Consent application area

Kiwi Property applied for the Drury Metropolitan Centre (Consolidated Stage 1 and Stage 2) to be listed on Schedule 2 of the Fast-Track Approvals Bill earlier this year. The project has been successfully listed on Schedule 2, and as a result Kiwi Property are commencing the preparation of the full consent application.

The Drury Centre development will make a significant contribution to the Drury-Opāheke area

and the wider South Auckland and Auckland Region, by delivering a significant new Metropolitan Centre adjacent to the new Drury Centre Train Station and SH1, with commercial and retail development and community facilities as well as new residential dwellings. Additionally, the ongoing construction of this project is boosting the local economy by creating jobs including for contractors and tradespeople.

We are seeking to engage with you early on this project, as we progress through the consenting process, with the view of a resource consent application being lodged in January 2025. This proposal is a Listed Project in Part A of Schedule 2 of the Fast-track Approval Act ('FTAA'). As such, this application is being made in accordance with the FTAA instead of the RMA.

We recognise the interest that Ngaati te Aa Waiohau have in this area and will likely have in this proposal and would value your feedback and inputs during the current design and consenting process.

If you would like to meet to discuss the proposal in further detail and attend an on-site hui, please confirm your interest and availability by **the 29th of November** by reply email or contacting me directly.

Lastly – [REDACTED] is very keen for me to reassure you that Kiwi Property's intention with lodging the further Fast-track for Stage 1 and 2 is an opportunity to bring all of the great work that we have all been working towards over the years to life quicker, and that Kiwi Property intend for kōrero to remain ongoing with you through all stages of development

Ngā mihi | Kind regards,



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, Napier, Wellington,
Christchurch, Queenstown, Wānaka

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Appendix 3

Minutes and Presentation from Ngāti Tamaoho Hui



Urban & Environmental

Project: Drury Metropolitan Centre Stage 2 (Kiwi Property) Fast-Track Project

Date: 4 December 2024

Time: 12:00-1:00pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Lucie Rutherford (LR)	Ngāti Tamaoho
David Schwartfeger (DS)	Kiwi Property
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	DS provided high-level introduction to the project and a summary of Stage 1 which has been consented under the previous fast-Track process (refer to presentation at Attachment 1). DS noted that Stage 2 is a listed project and will also go through the Fast-Track process as opposed to the Council Standard consenting process.	
2	Stage 1 Consented Fast-Track High level discussion of Stage 1 which has been consented and is under construction. LR expressed concern of a lot of backwards and forwards discussions on these developments (and protecting the environment is the key focus for mana whenua), DS acknowledged this and did note that in stage 1 rain gardens were consented, however we have landed on two large wetlands which is a better outcome and will ensure higher level of treatment. DS noted the location of the wetland devices (generally where the powerline structures are in the Hingaia Reserve). LR queried the number of carparks in Stage 1 – DS confirmed ~1,500 carparks. DS confirmed run-off will be treated before it leaves the carpark area and will enter the Hingaia via green outfall (with rip-rap).	
3	Relationship of Drury centre Development with Hingaia Stream LR expressed concern that the Drury Centre development should be facing the Hingaia and the Hingaia should be a feature of the development and rather it feels like an afterthought and the development turns its back on the Hingaia. DS noted the constraints associated with land adjacent to the Hingaia including topography, powerlines, the Drury Access off-	

	<p>ramp (which will be NZTA owned SH), wind direction etc. There will be an extensive network of walking and cycling paths, play areas, areas to sit etc to ensure the Hingaia Reserve is activated and well-utilised and celebrated.</p> <p>LR concerned that the backs of the LFR buildings is where all the rubbish is located so will be important to make sure rubbish of future LFR tenants doesn't blow into the Hingaia. DS agreed.</p> <p>DS noted that the motorway offramp that runs along the Hingaia is a high-speed environment, however the Hingaia Reserve is to remain tranquil and to be enhanced. DS noted there is a wetland within the Reserve, and treated water will return to a rock shoot before entering the stream. Water will be treated at the upper level before entering the rock shoot.</p> <p>DS flagged that Kiwi Property are keen to work with mana whenua on the enhancement of the currently degraded wetland along the Hingaia – a better outcome is desired here (bringing the wetland back to life) – early days but Kiwi and mana whenua to work together on enhancing and bringing some water back through the wetland. Also opportunities to revegetate the Hingaia.</p> <p>All agreed that working together for a better outcome along the Hingaia is a positive way forward and could be integrated into the application under the Fast-Track process.</p>	<p>DS to send high-level plans of Hingaia wetland enhancement opportunity (via rock shoot) and revegetation opportunities with mana whenua and to progress with iwi input.</p>
4	<p>Stage 2 Overview</p> <p>DS provided a high-level overview of the Drury Centre Stage 2 Project (refer details in the presentation at Attachment 1).</p> <p>Stage 2 connects the Stage 1 consented area and the Drury Centre train station. The Drury Access Off-ramp construction is likely to begin in 2027 (contract awarded to Fulton Hogan). Construction traffic management still being resolved, however NZTA are trying to ensure ramps remain open.</p> <p>DS noted the roads and stormwater devices that are to remain in private (Kiwi Property) ownership so that Kiwi can ensure they are maintained - two main roads to be vested and made public and otherwise all roads to remain in private ownership, along with the wetland devices. LR noted support for the wetland devices to be retained in private ownership and maintained by Kiwi Property.</p> <p>Stage 2 forms the heart of the metropolitan centre. Provision for major retail, fine grain retail, community and aquatic centre (including library), hotel, apartments, entertainment (primarily above ground floor), food and beverage and commercial spaces above ground floor. Commercial spaces in outlying areas are in high demand for professional and healthcare services – more people wanting to work locally or nearby a local train station.</p>	

	<p>LR queried the number of carparks included in Stage 2 – DS noted the at-grade carpark areas (e.g outside the community space) and the carparking buildings – in total provision for ~5,000 carparks.</p> <p>LR queried whether two wetlands will treat all runoff from carparks? DS clarified that there will be pre-treatment of all carparks prior to entering the wetland devices.</p>	
5	<p>Riparian Margins</p> <p>LR queried riparian margin planting staging, DS confirmed that Kwi Property are underway with cleaning up removal of pest species.</p>	
6	<p>Stream A / Wetland Area</p> <p>Stream A and wetland design discussed. LR queried whether treatment would be via a forebay (this is preferred for maintenance reasons)? CP has checked with Woods who have confirmed it has not yet been decided and treatment could be via either forebay or GPT device – there is room for a forebay given it is preferred.</p> <p>Stream A enhancement opportunity discussed – biodiversity and ecology and life to return to what is otherwise a dry ditch. Wetland will maintain base flows, landscaping to provide shading of stream etc.</p> <p>DS noted the road that needs to cross Stream A is still being worked through. LR noted mana whenua prefer bridges over stream opposed to culverts. DS acknowledged this and confirmed Kiwi property are currently working through the functionality of a bridge here (there are soil issues to be worked with in this location).</p>	
7	<p>Cultural Opportunities integrated into Masterplan</p> <p>DS / CP pointed out the cultural opportunities being developed for mahi toi and artwork from Stage 1 shown as orange circles on masterplan as well as the roads named as part of Stage 1 that carry on into Stage 2.</p> <p>A great opportunity to further celebrate the cultural opportunities and input from mana whenua in this development.</p>	
8	<p>Next Steps:</p> <ul style="list-style-type: none"> • Kiwi Property and mana whenua to discuss enhancement opportunity along the Hingaia (in particular around the currently degraded wetland and rock shoot area). DS to circulate plans and LR to provide thoughts and agreement in principle to draft ideas to be reached. • CP has spoken with Pranil (Woods) and expressed forebays are preferred treatment device in wetland devices. Focused stormwater hui prior to lodgement would be beneficial for all. 	

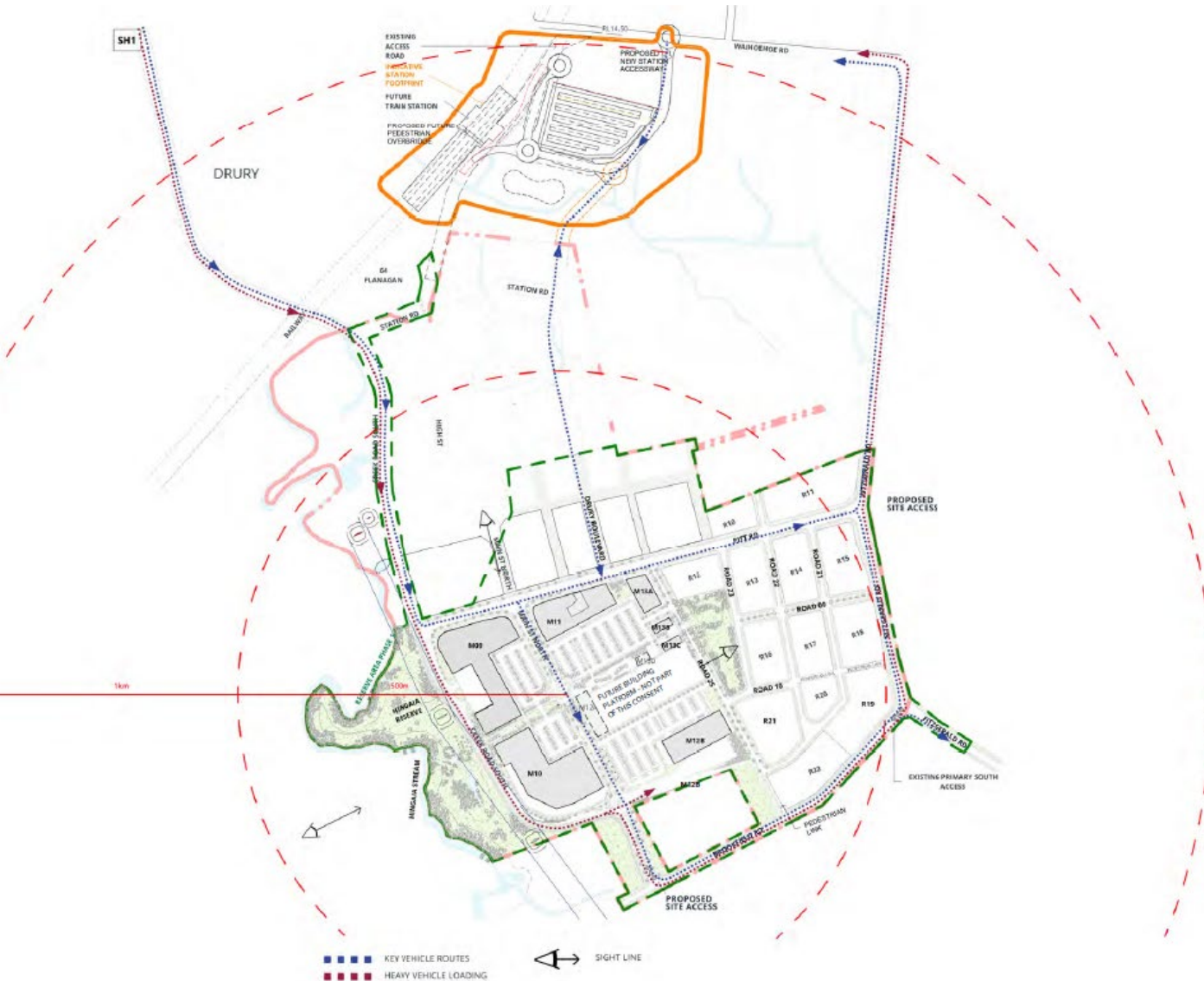


Kiwi Property – Drury Metropolitan Centre (Stage 2)

Ngāti Tamaoho Hui
4 December 2024

B&A
Urban & Environmental

- Introductions
- Context and Background
- Project and Masterplan Overview
- Project Team & Programme
- Next steps



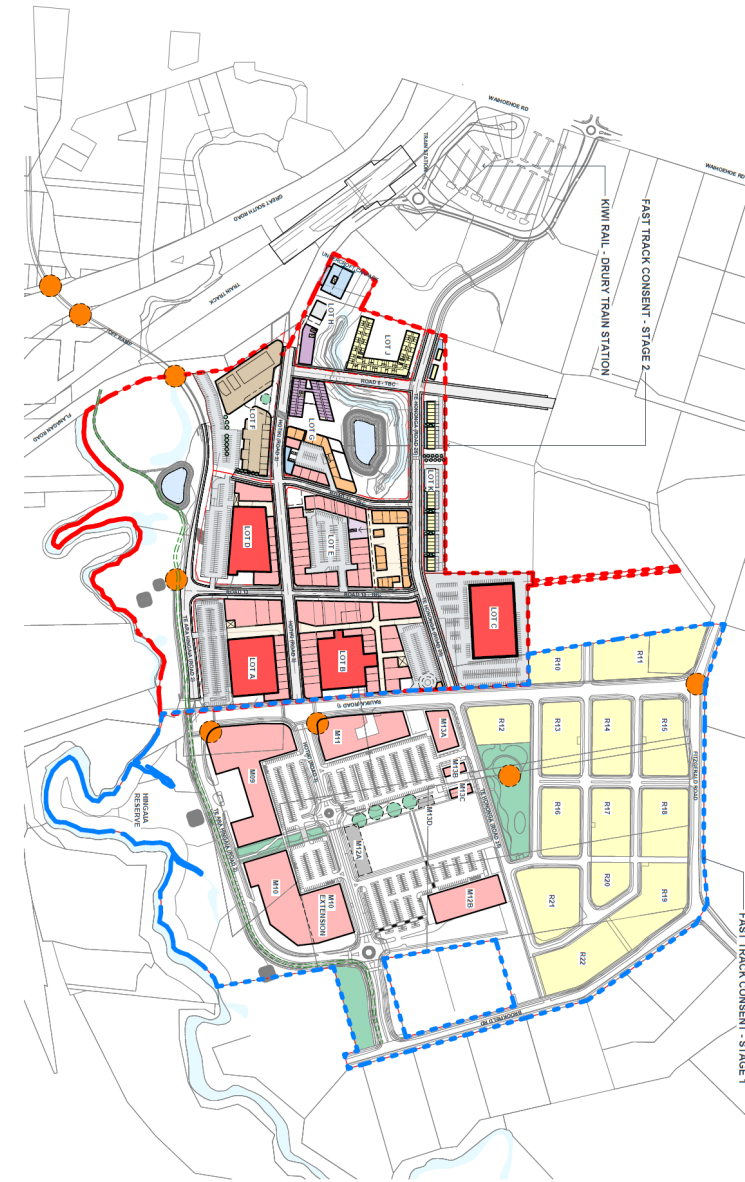
Stage 1 Fast Track

- Development of 24,000m² LFR
- 13 vacant superlots
- Open Spaces – Hingaia Reserve and Community Park
- Series of transport upgrades per triggers

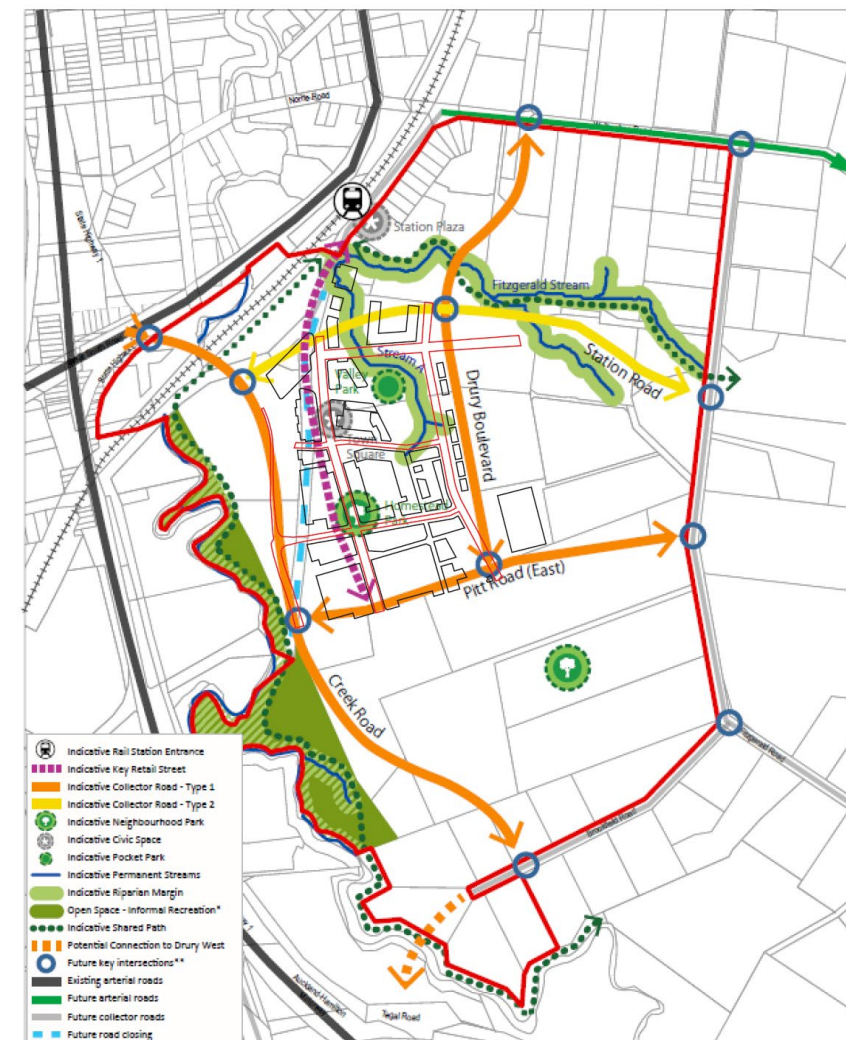
Resource Consent

- Additional 8,000m² of LFR to M10 and M12B
- Total retail GFA to 32,000m²

- Stage 2 (red area) approximately 52ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).

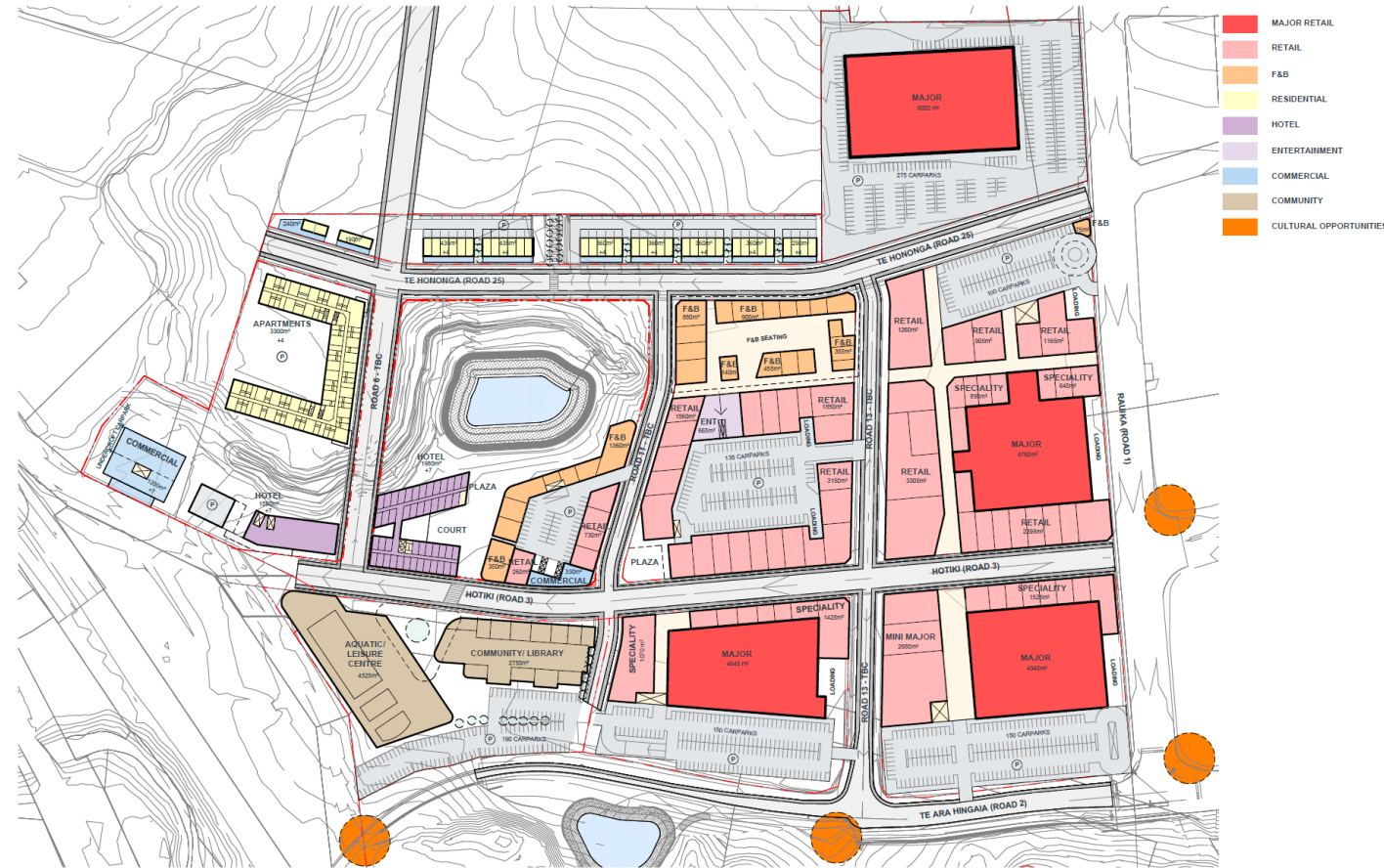


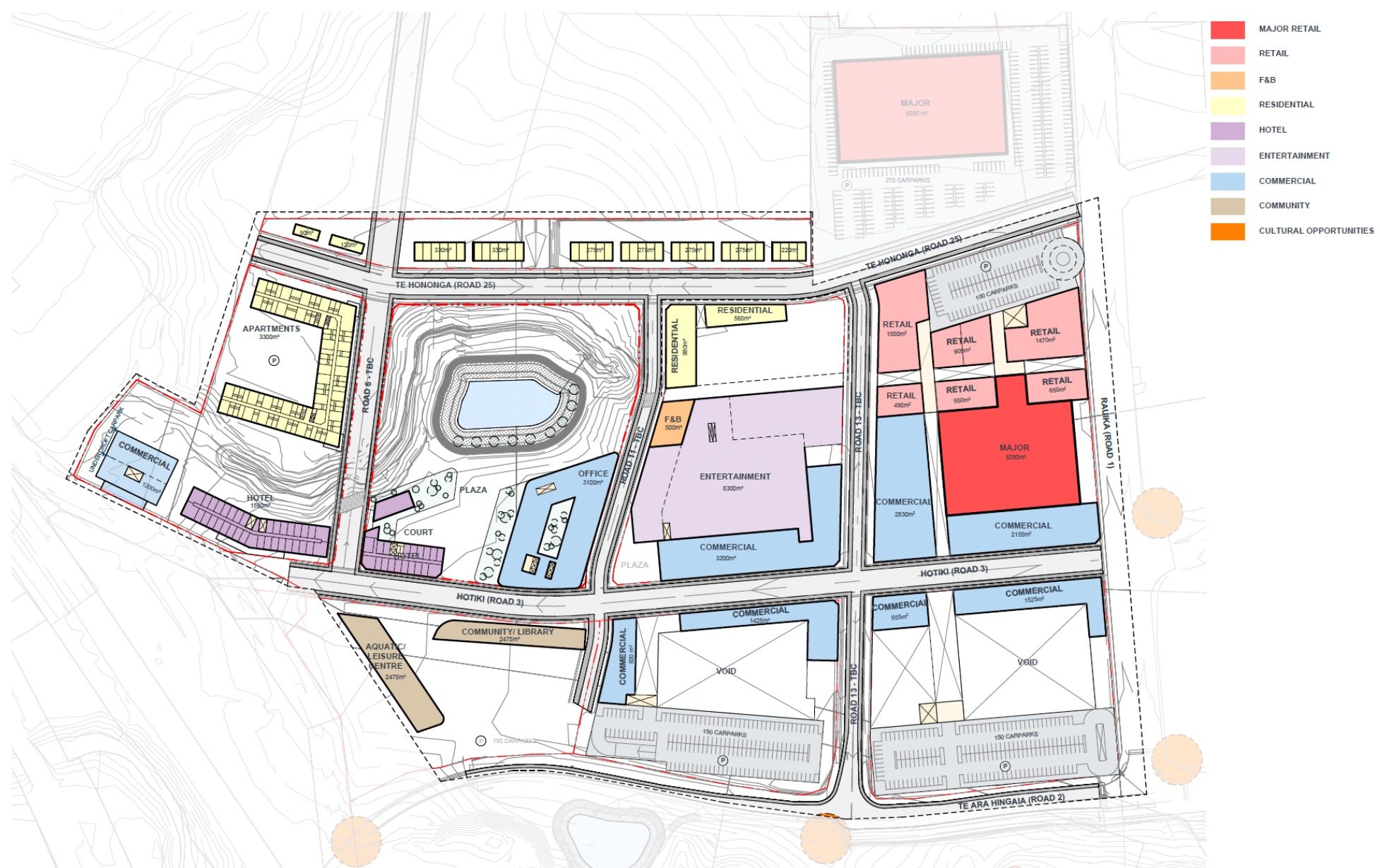
Stage 2 Overview



Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

- Development of a Metropolitan Centre comprising of:
 - Retail (mix of large format and small retail) including food and beverage and entertainment facility
 - Commercial
 - Accommodation including apartments and townhouses (work/live)
 - Community facilities including leisure centre and library
 - Open spaces including public plaza centred around wetland
 - Ecological restoration and improvements
- Cultural Opportunities integrated throughout.

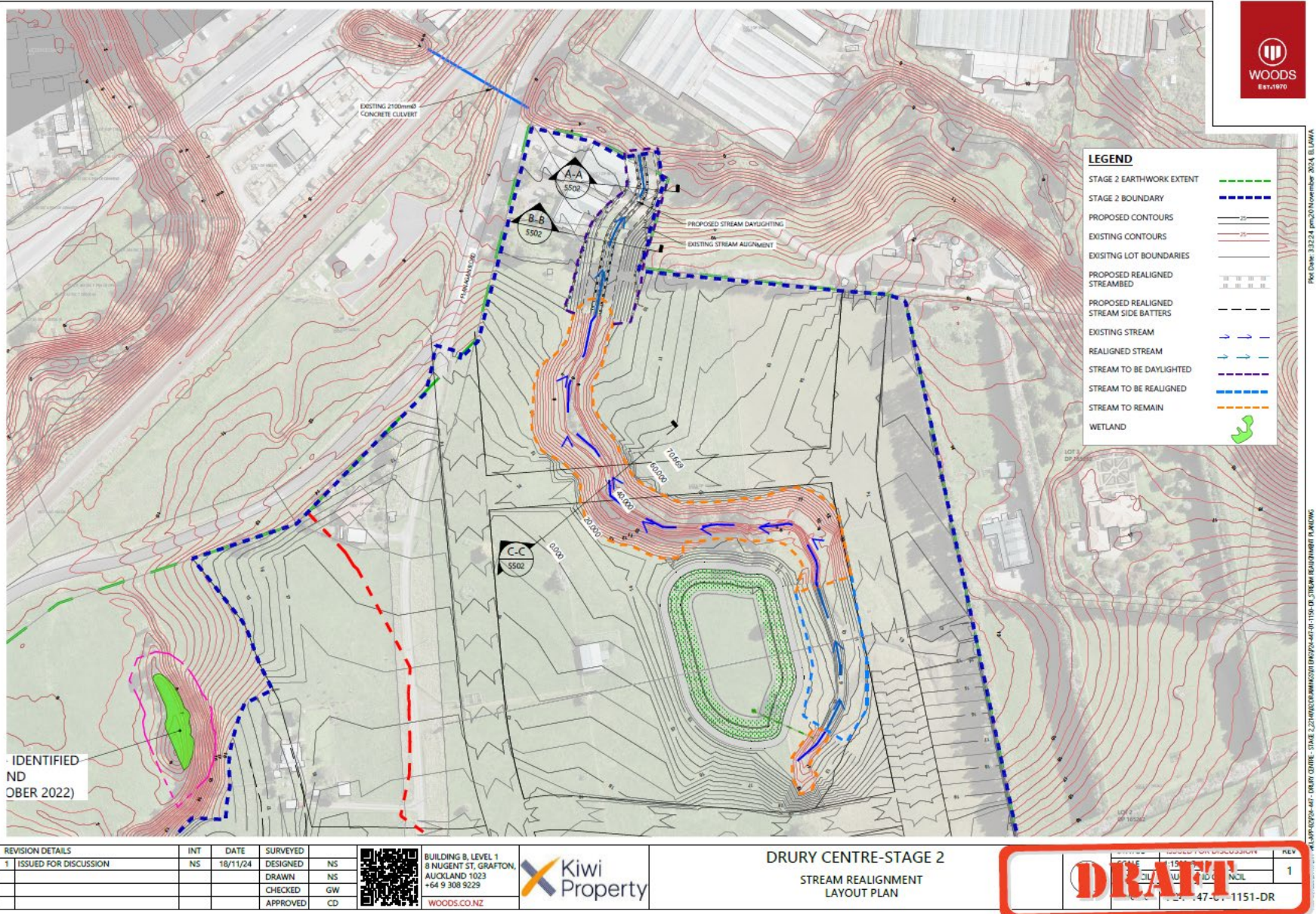




Drury Centre Stage 2 – Upper Level

Stream A realignment and daylighting integrated with the proposed stormwater / open space network and wetland reclamation – subject to Stream A walkover and hui to discuss options over past 6 months.

Offsetting options still being explored and discussed.



Stream A Realignment

- Architecture - Ignite
 - Engineering and Earthworks – Woods
 - Stormwater – Woods
 - Ecology – Tonkin + Taylor
 - Landscape – Boffa Miskell
 - Transport – CKL
 - Acoustic – Styles Group
 - Geotech / Contam – CMW / Engeo
 - Archaeology – Clough & Associates
 - Economics – Property Economics
 - Planning and Urban Design – B&A
- Listed Project under Fast Track Bill
 - Bulk earthworks; and
 - Combined Land Use subdivision
 - Specialist reports tracking to mid-December.
 - Lodgement January 2025.

Appendix 4

Minutes and Presentation from Ngaati Te Ata Waiohua Hui



Urban & Environmental

Project: Drury Metropolitan Centre (Stage 1 & 2 Consolidated) Fast-Track Application into hui with Ngaati Te Ata Waiohua

Date: 21 November 2024

Time: 10:00-11:00am

Location: Online, via MS Teams

Attendees:

Name	Role/Organisation
Karl Flavell (KF)	Ngaati Te Ata Waiohua
David Schwartzfeger (DS)	Kiwi Property
Tony Osborne (TO)	Kiwi Property
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	<p>DS provided an overview of the Drury Metropolitan Centre (Stage 1 and Stage 2) application, which Kiwi Property are underway preparing currently, as a listed project on the Fast-Track schedule, for lodgement January 2025.</p> <p>DS noted that Stage 2 is focused on delivery, and is consistent with all the work that has already been done through the Plan Change process and the Stage 1 consent application.</p> <p>DS spoke to the Stage 2 area and how it fits in with Stage 1 consented area, the planning context, the proposed application that will be lodged under the Fast-Track Bill (noting this is still being refined), the current site features and the proposed Stream A re-alignment and sw attenuation area – presentation included as Attachment 1.</p>	
2	<p>Cultural Monitoring</p> <p>KF queried who was doing the monitoring of the stage 1 earthworks area. DS will check and confirm who is doing the monitoring but thought it was Lyal.</p>	
3	<p>Cultural Outcomes</p> <p>Discussion around the cultural opportunities (including road naming, entry pou and pier artwork and paving designs). CP to circulate the concept designs for the artwork, recommended road names (including the meaning provided by the nominating iwi) and the cultural opportunities briefs.</p>	

	<p>KF agrees that embedding the cultural opportunities (Te Reo road names, areas where artwork / designs are being developed by mana whenua) into the plans will lock these elements in and celebrates them.</p> <p>KF keen to pick up a separate cultural outcomes discussion with NR and CP. This is confirmed for Monday 25 November at 8:30am, all material has been pre-circulated to KF.</p>	
4	<p>Stream A / Pond</p> <p>KF expressed the importance of the stormwater attenuation wetland area at the head of Stream A to have biodiversity with plant, birdlife etc. DS spoke to the opportunity for this to be educational as well, improving peoples understanding of stormwater.</p> <p>The importance of the maintenance of stormwater attenuation devices was discussed – DS confirmed that Kiwi property will retain ownership and therefore ensure appropriate maintenance.</p> <p>KF keen to see some examples of what this pond / wetland area will look like, to ensure that it isn't a forgotten space that the development turns its back on, or unmaintained. DS confirmed he would send KF some examples, both from time spent working at Ngāi Tahu as well as what Boffa Miskell have worked on.</p>	
5	<p>Carparking Buildings</p> <p>KF queried whether the carpark area on the plans will be stacked or at grade. DS confirmed that it will be at grade to begin with and as the development progresses it will become a carparking buildings. Opportunity to treat the façade that front the off-ramp / Hinagai Reserve – treatment design could be an opportunity to work with mana whenua in the future. DS also noted that the Hingaia Reserve (adjacent to the off-ramp State Highway area) will encompass a lot of landscaping.</p>	
6	<p>Other Matters</p> <p>KF noted that the Drury area is in need of a hospital and that a site needs to be secured early – all agreed.</p> <p>KF queried whether pekapeka monitoring has been undertaken. NR noted that the ecologist haven't identified the site as an area where pekapeka move through or nest. KF mentioned that Natasha at EcoQuest is a good contact to reach out to in this space.</p>	
7	<p>Next Steps</p> <p>Cultural outcomes hui booked for Monday 25 November</p> <p>Follow-up hui when plans have been further developed, specialist reports available etc pre-lodgement</p>	

<p>KF will provide an addendum to Ngaati Te Ata Waiohūa's CIA, and check to see whether previous recommendations and matters raised have been addressed.</p> <p>KF expressed interest in being involved in the design and master planning work as it develops and continues to evolve.</p> <p>DS noted that Kiwi Property are keen to meet with the Drury East mana whenua over some kai pre-Christmas. CP to find a date that works for all, and circulate calendar invites.</p>	
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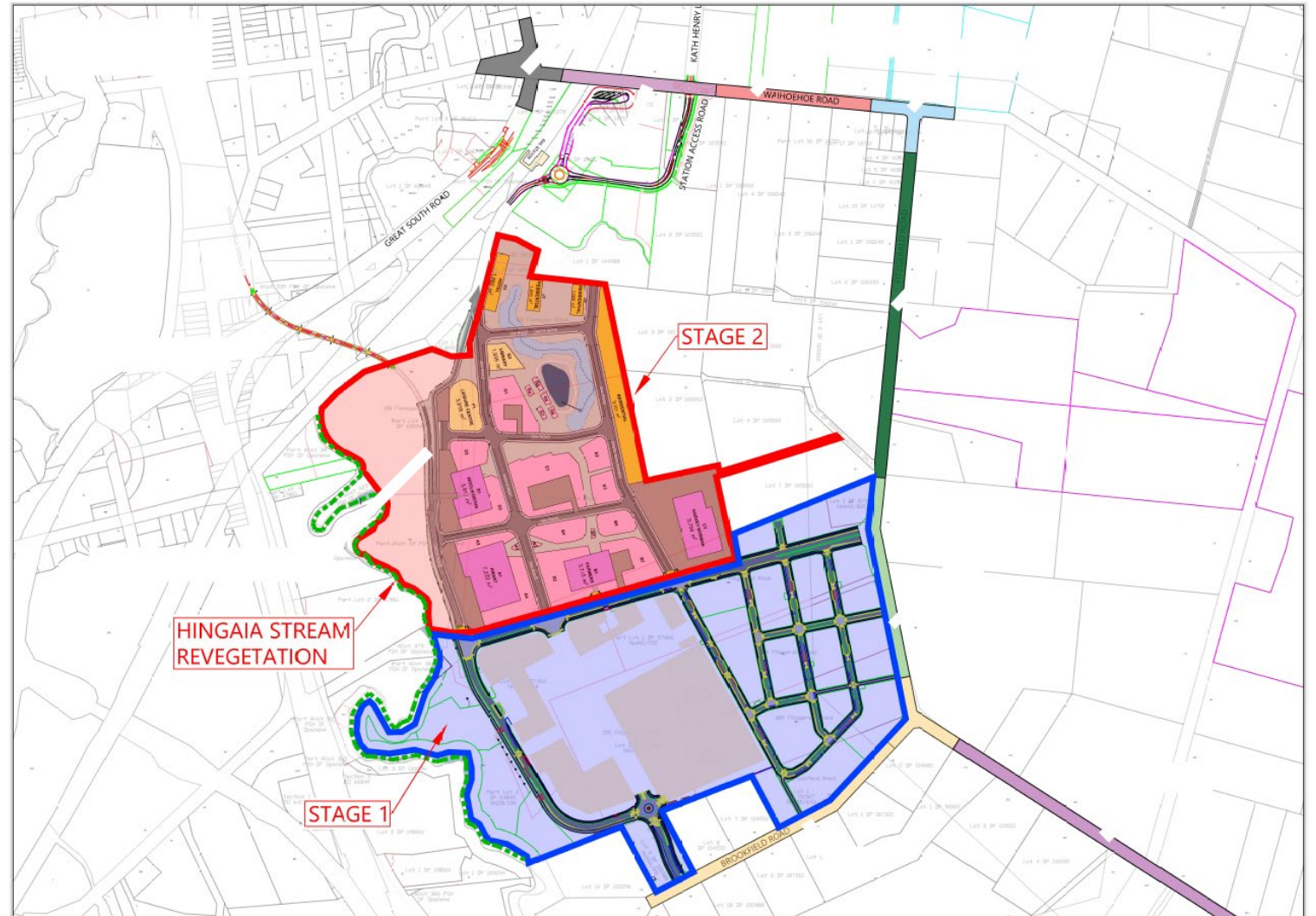
Kiwi Property – Drury Metropolitan Centre (Stage 1 & 2 Consolidated)

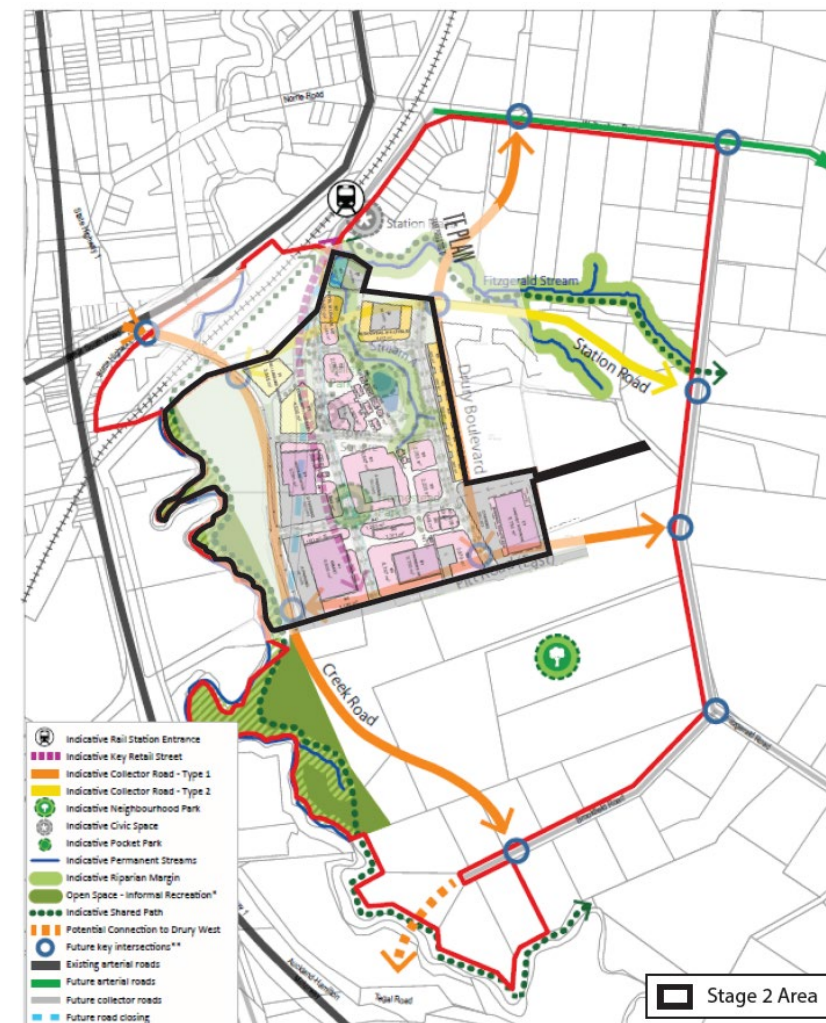
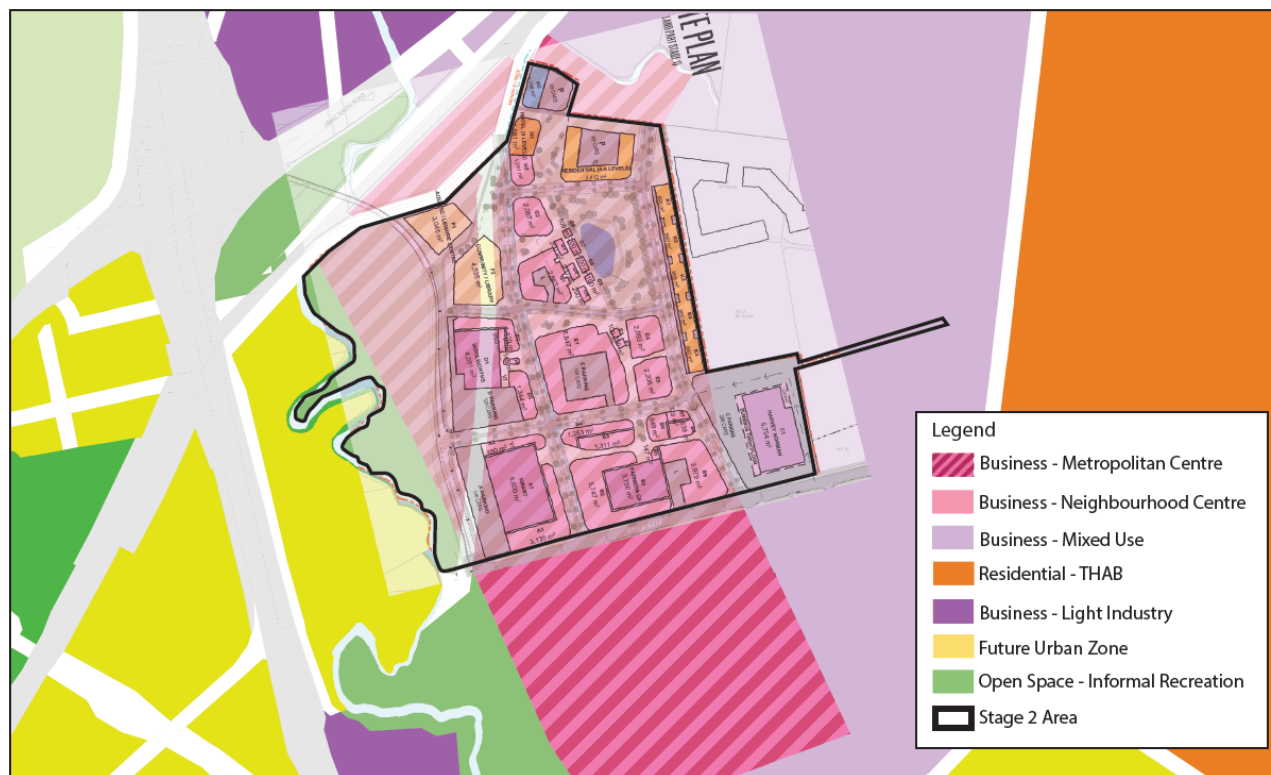
November 2024

B&A
Urban & Environmental

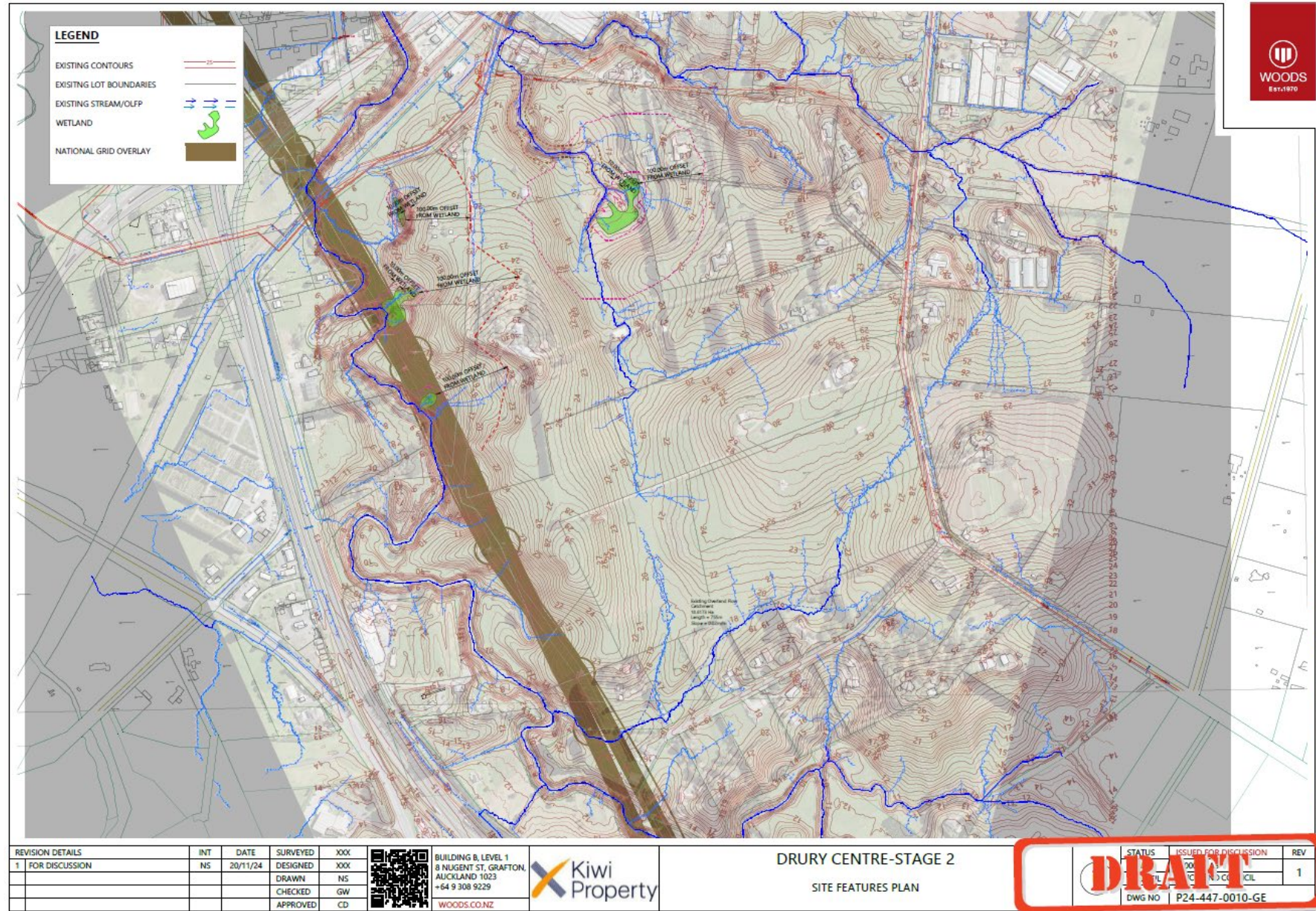
- High-level project overview
- Project team & timeframes
- Next steps

- Stage 2 (red area) approximately 52ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).

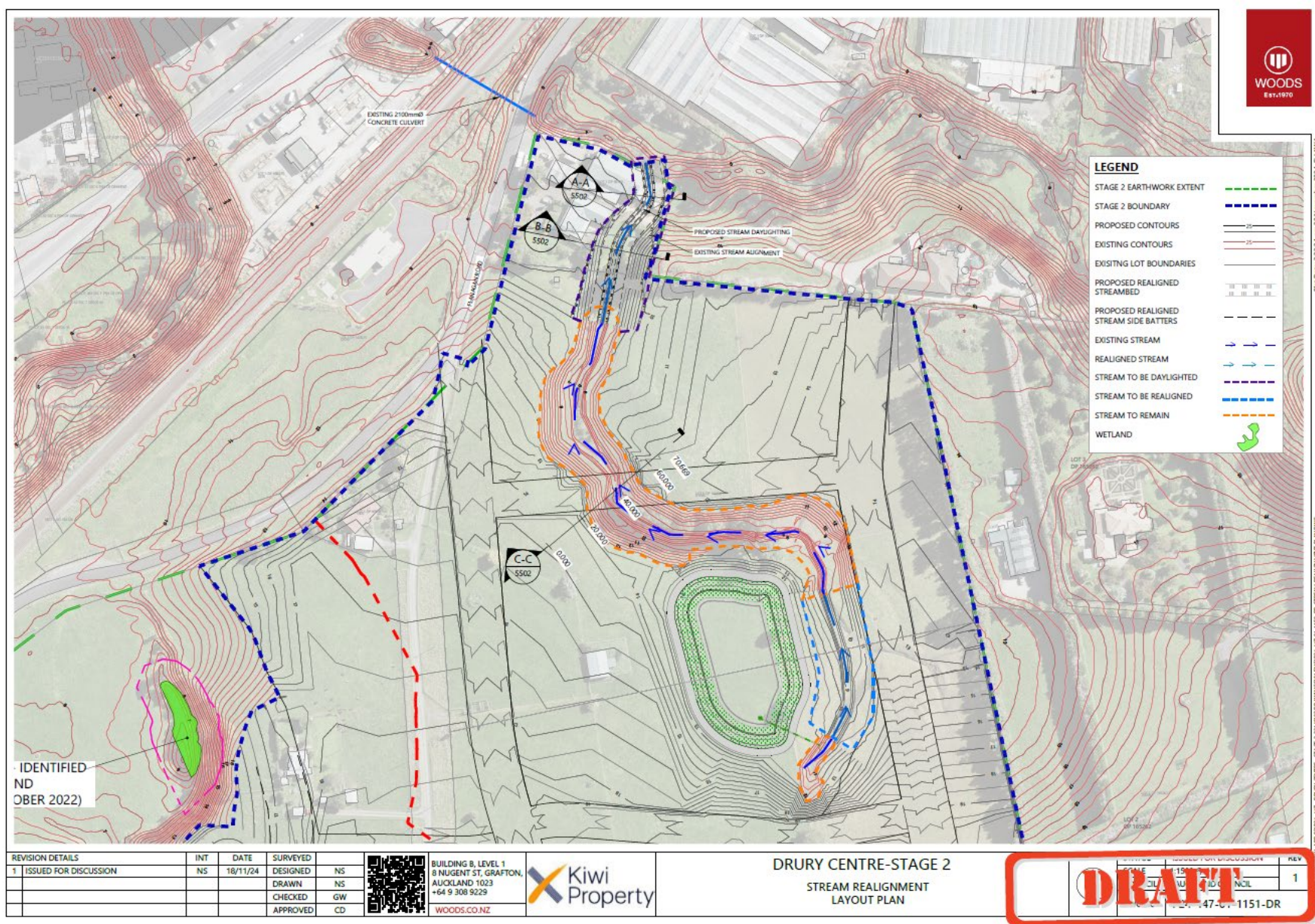




Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

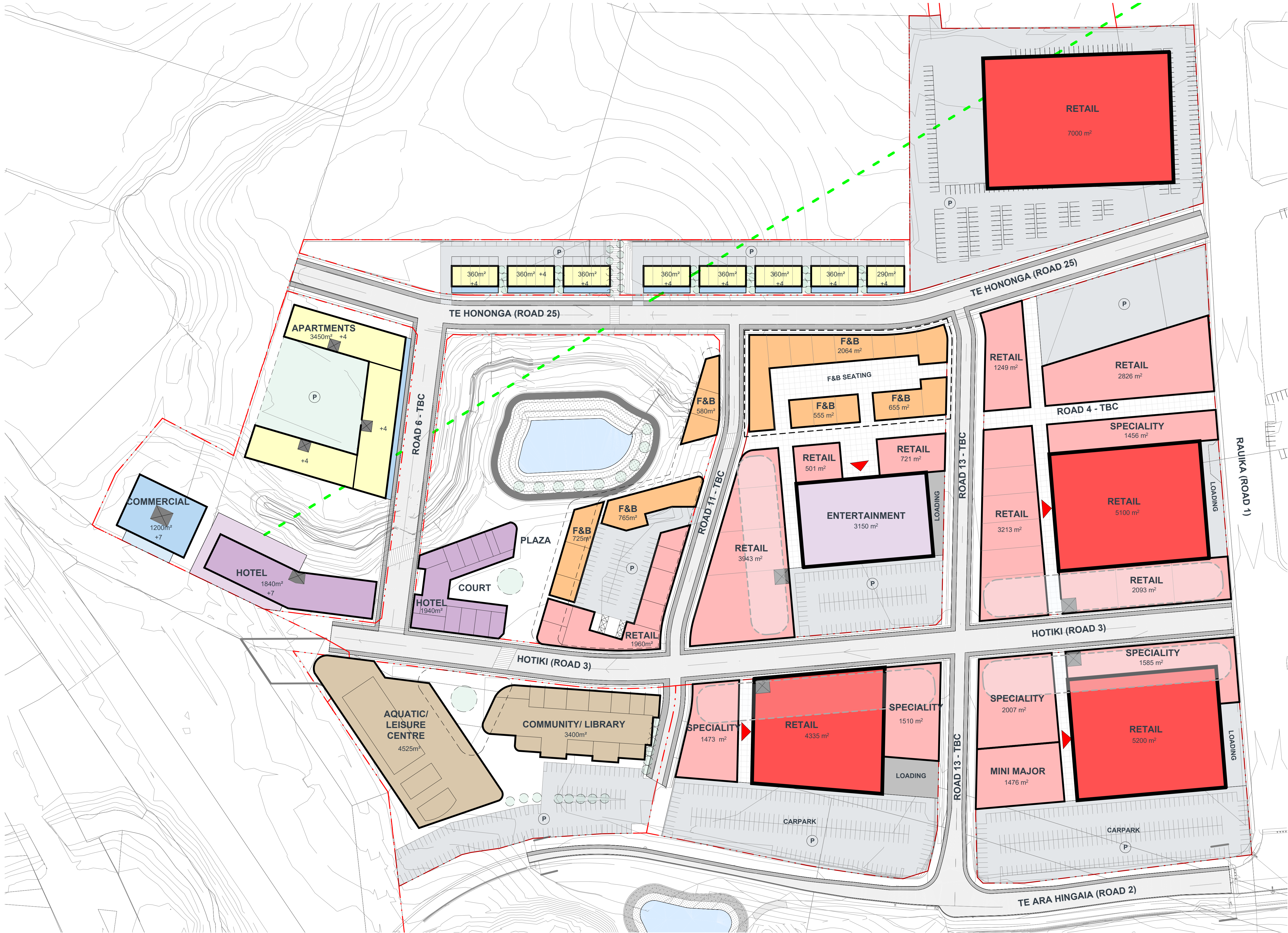


Site Features Plan

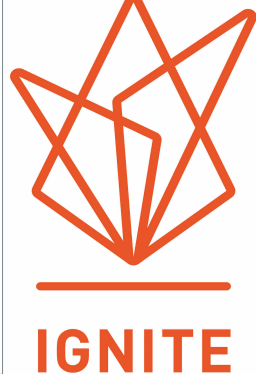


Stream A Realignment

- Architecture - Ignite
 - Engineering and Earthworks – Woods
 - Stormwater – Woods
 - Ecology – Tonkin + Taylor
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 - Acoustic – Styles Group
 - Geotech / Contam – CMW / Engeo
 - Archaeology – Clough & Associates
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- Listed Project under Fast Track Bill
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- MAJOR RETAIL
- RETAIL
- F&B
- RESIDENTIAL
- HOTEL
- ENTERTAINMENT
- COMMERCIAL
- COMMUNITY

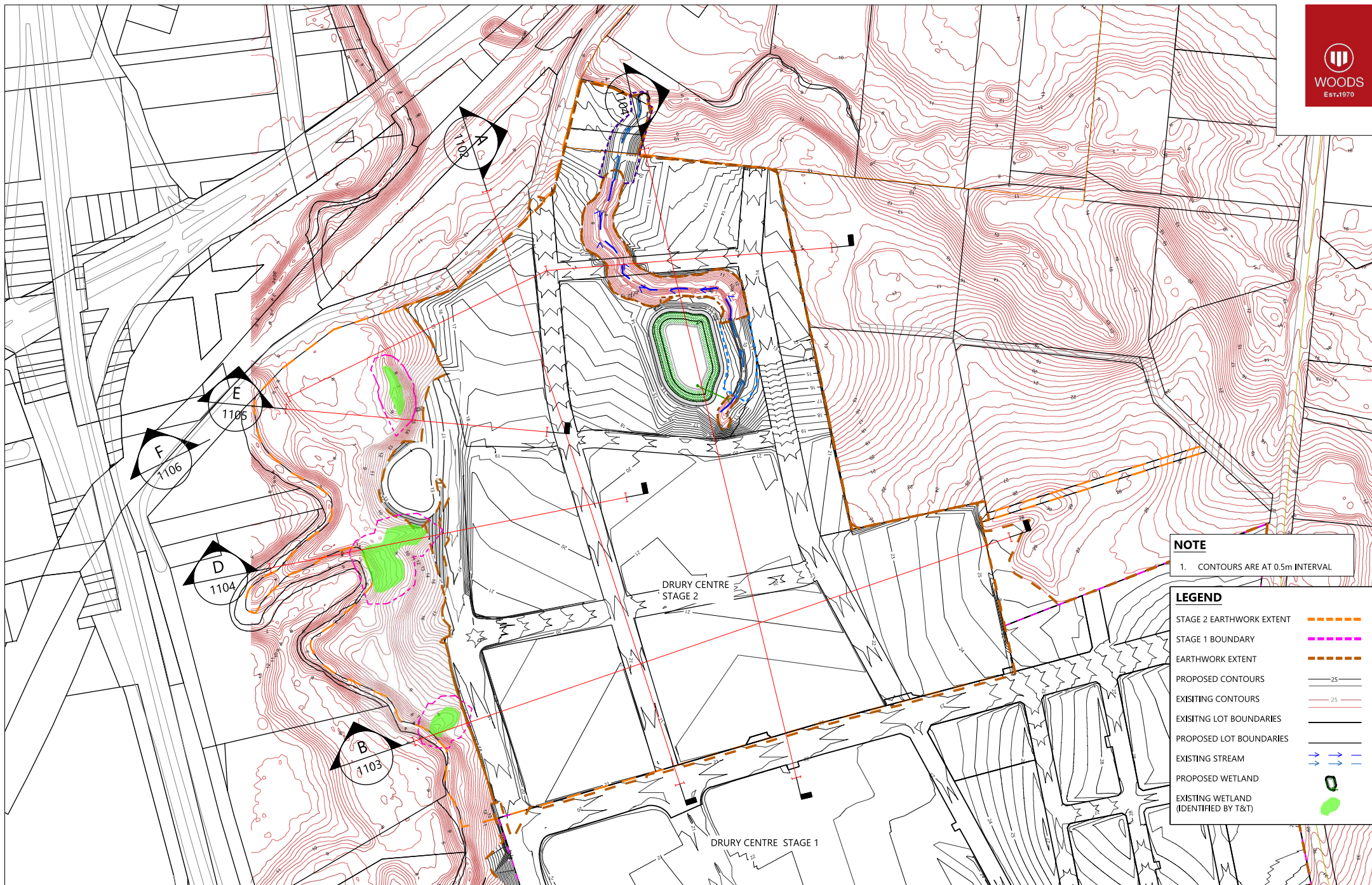


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Drawing Title
DRURY TOWN CENTRE - BUILDING FOOTPRINT

PROJECT NAME
DRURY TOWN CENTRE - FAST TRACK STAGE 2

DRURY, AUCKLAND



NOTE
1. CONTOURS ARE AT 0.5m INTERVAL

LEGEND	
STAGE 2 EARTHWORK EXTENT	-----
STAGE 1 BOUNDARY	-----
EARTHWORK EXTENT	-----
PROPOSED CONTOURS	----- 25 -----
EXISTING CONTOURS	----- 25 -----
EXISTING LOT BOUNDARIES	-----
PROPOSED LOT BOUNDARIES	-----
EXISTING STREAM	-----
PROPOSED WETLAND	-----
EXISTING WETLAND (IDENTIFIED BY T&T)	-----

REVISION DETAILS		INT	DATE	SURVEYED	
1	ISSUED FOR DISCUSSION	EW	20/11/24	DESIGNED	JK
				DRAWN	EW
				CHECKED	GW
				APPROVED	GW



BUILDING B, LEVEL 1
8 NUGENT ST, GRAFTON,
AUCKLAND 1023
+64 9 308 9229
WOODS.CO.NZ

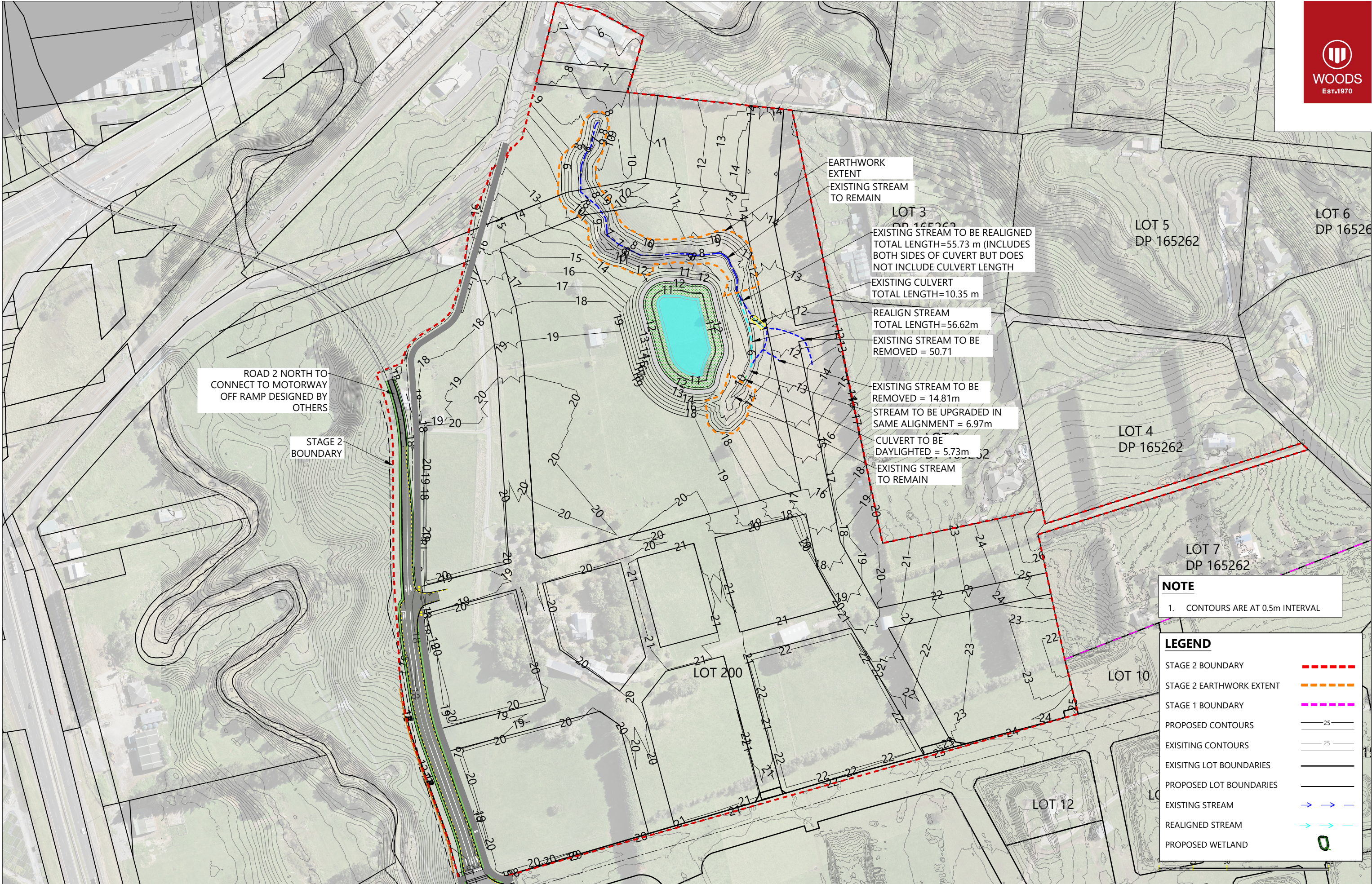


DRURY CENTRE-STAGE 2

STAGE 2 PROPOSED CONTOURS PLAN



STATUS	FOR DISCUSSION	REV	
SCALE	1:3000 @ A3		1
COUNCIL	AUCKLAND COUNCIL		
DWG NO	P24-447-01-1101-EW		



REVISION DETAILS					INT	DATE	SURVEYED	
1	ISSUED FOR DISCUSSION				JK	08/01/24	DESIGNED	JK
2	ISSUED FOR DISCUSSION				JK	16/01/24	DRAWN	JK
3	ISSUED FOR DISCUSSION				JK	07/02/24	CHECKED	GW
4	ISSUED FOR DISCUSSION				MK	25/07/24	APPROVED	GW



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DRURY CENTRE
STAGE 2 PROPOSED CONTOUR PLAN (SHEET 1 OF 2)



STATUS	ISSUED FOR DISCUSSION	REV
SCALE	1:2500 @ A3	4
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P23-315-02-1100-EW	

Project: Drury Centre Stage 2 - Hui with Ngaati Te Ata Waiohua

Date: 31 January 2025

Time: 10:30-11:30am

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Paora Puru (PP)	Ngaati Te Ata Waiohua
David Schwartfeger (DS)	Kiwi Property
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates
Apologies: Karl Flavel (KF)	Ngaati Te Ata Waiohua

Item	Detail	Action
1	PP provided a quick overview that he will be keeping across the projects that Karl is working on on behalf of Ngaati Te Ata Waiohua, and will report back and share with Karl.	
2	<p>NR provided an overview of the consented works in Drury Centre through the stage 1 fast-track (and additional retail consent), which has approved 32,000m² of retail GFA.</p> <p>NR provided an overview of what is proposed through the Stage 2 application, with some large format retail proposed in the southern part (closest to Stage 1) and a more fine-grained town centre component in the heart.</p> <p>NR provided an overview of how the stage 2 master planned development relates to the underlying AUP zone and Precinct Plan (illustrating the key Structuring Elements) within the Drury Centre Precinct.</p> <p>NR clarified that the framework set in the AUP is being followed by the development of the masterplan.</p> <p>Refer to Slides in Attachment 1.</p>	
3	NR provided an overview of the Stage 2 development, including the retail, community facilities (in discussion with Council currently), residential, commercial, entertainment as well as the wetland in the centre of the development.	
4	NR noted that the new stormwater wetland (which will be privately owned by Kiwi property and maintained rather than vested to ensure it is appropriately managed and good outcomes are	

	<p>achieved), will form a high amenity heart to the development. The area that has been identified as wetland at the head of Stream A was discussed, and confirmed that has low ecological value both between ecologists and mana whenua. NR summarised the extent of daylighting works proposed to Stream A, along with the wetland which will feed base flows into the Stream, which will be planted and enhanced and restored. Planting plan still being worked through but an opportunity to collaboratively develop this with mana whenua.</p>	
5	<p>PP queried how the technical reporting was progressing, NR confirmed this is being completed at the moment and would likely be ready to share via OneDrive link within the next week or two.</p> <p>PP noted that he is particularly interested in seeing the stormwater, landscape, ecology and archaeology reports.</p>	B&A to circulate reports when complete.
6	<p>PP queried whether Kiwi property are managing all assets in both Stages 1 and 2? DS confirmed that Kiwi property are maintaining the vast majority, especially in the finer grained centre. That way Kiwi can ensure they are maintained to the highest standard, rubbish is removed, the areas are cleaned regularly, Kiwi do not want a dirty low quality centre. It must be inviting and well-kept!</p> <p>DS also noted that there is the opportunity to involve iwi with the maintenance of these assets (as had been discussed briefly with Lucie in the past).</p>	
7	<p>PP noted that he would be discussing this further with Karl and they would determine how Ngaati Te Ata Waiohū will be providing comments on this project.</p>	
8	<p>All agreed that the relationship between Ngaati Te Ata Waiohū, Kiwi Property and B&A is a longstanding relationship, that continues to grow and strengthen. Ngaati Te Ata Waiohū's expectation is to continually be involved in all stages, and for this relationship to strengthen. Openness and transparency and keeping everyone involved is key.</p>	
9	<p>PP also noted that earlier that day he had been at the opening of the Pukekohe Train Station, and that KiwiRail confirmed that the designs for the Drury centre station are going to fabrication, with works due to commence, and completion expected early 2026 for opening.</p> <p>PP also noted an opportunity for the Drury East developers to support mana whenua (joint venture between Ngaati Te Ata Waiohū, Te Ākita o Waiohū and Ngāti Tamaoho) with the Restoration Plan and planting on the DoC land on the western side of the motorway. PP noted that NZTA are doing some offset planting there, however there will be ongoing maintenance</p>	

<p>requirements. DS confirmed Kiwi Property would be interested in assisting / contributing, and this could be through support of developing the Restoration Plan with mana whenua setting the key strategic outcomes. PP to go away and discuss with other mana whenua involved, and to report back to Drury East developers on opportunities to assist.</p>	
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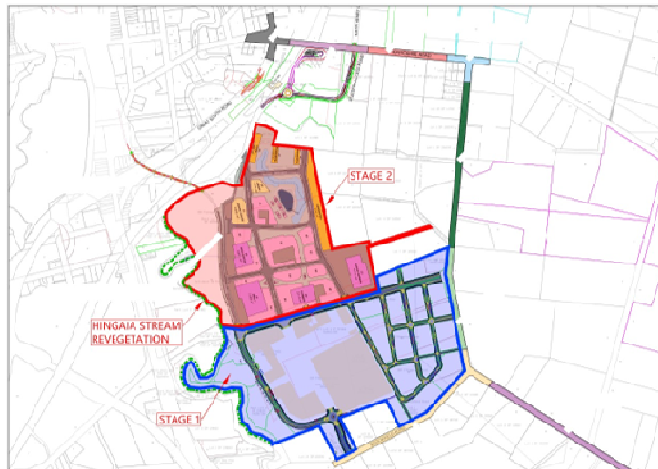
NGATI TE ATA ADDENDUM REPORT

KIWI PROPERTY HOLDINGS NO.2 LTD

DRURY CENTRE STAGE 2

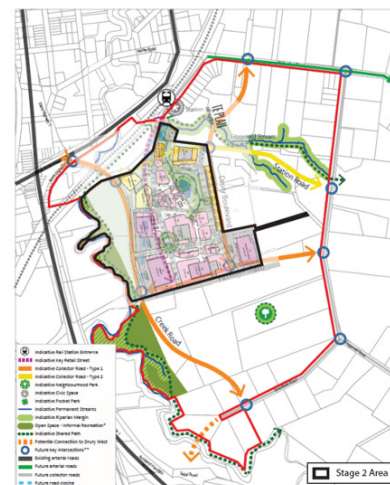
FEBRUARY 2025

- Stage 2 (red area) approximately 52ha in size.
- Located south of Drury Central Rail Station and east of the Drury Access Ramp.
- Designed to integrate with Stage 1 consented development (shown in blue).



Site context

B&A
Urban & Environmental

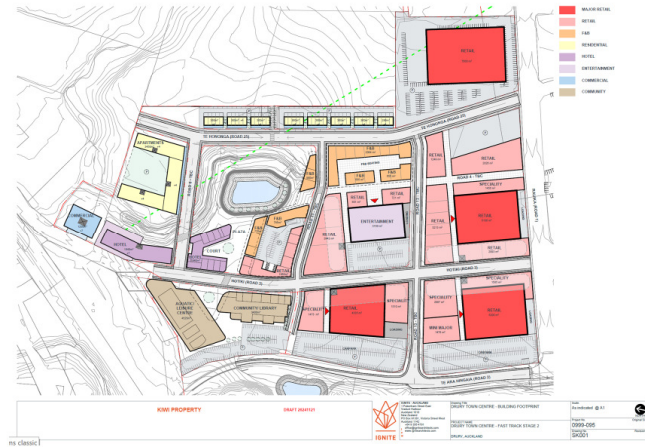


Stage 2 indicative masterplan relative to Drury Centre - Precinct Plan 1

Auckland Unitary Plan Context

B&A
Urban & Environmental

- Development of a Metropolitan Centre comprising of retail, commercial, community activities and residential – layout and masterplan currently under development
- Wetland reclamation / Stream A realignment and daylighting integrated with the proposed stormwater / open space network.
- Planting plan to be developed.
- Stormwater management approach under development.
- Cultural Opportunities to be integrated throughout.



Drury Centre Stage 2



Commentary

Metropolitan Centre

- Working with Kiwi Property to find the best fit for these activities – “a more fine-grained town centre component in the heart”.
- Agreement of the master planning of these spaces. Supported

Wetland Reclamation / Stream A

- New stormwater wetland (which will be privately owned by Kiwi property and maintained rather than vested to council ensure it is appropriately managed and good outcomes are achieved). Supported.
- Must achieve a high level of functionality and environmental benefits as well as a high amenity heart to the development
- Daylighting works proposed to Stream A, along with the wetland which will feed base flows into the Stream, which will be planted and enhanced and restored. Supported.

Planting Plan

- Acknowledge that that Planting plan is still being worked through but an opportunity to collaboratively develop this with mana whenua. Ngaati Te Ata wishes to be involved.

Stormwater Approach

- Acknowledge that this is still being worked through. Ngaati Te Ata requests a workshop once a preferred option (not final) has been agreed to. We request input.

Cultural Opportunities

- satisfied with our involvement and input to date.
- content to continue to lead in this space
- consideration of a kaitiaki 'space' building for iwi involved to utilise somewhere

Mā te whakātu, ka mohio, mā te mohio ka marama, mā te marama ka matau, mā te matau ka ora.

With discussion comes knowledge, with knowledge comes light and understanding, with light and understanding comes wisdom, with wisdom comes wellness.

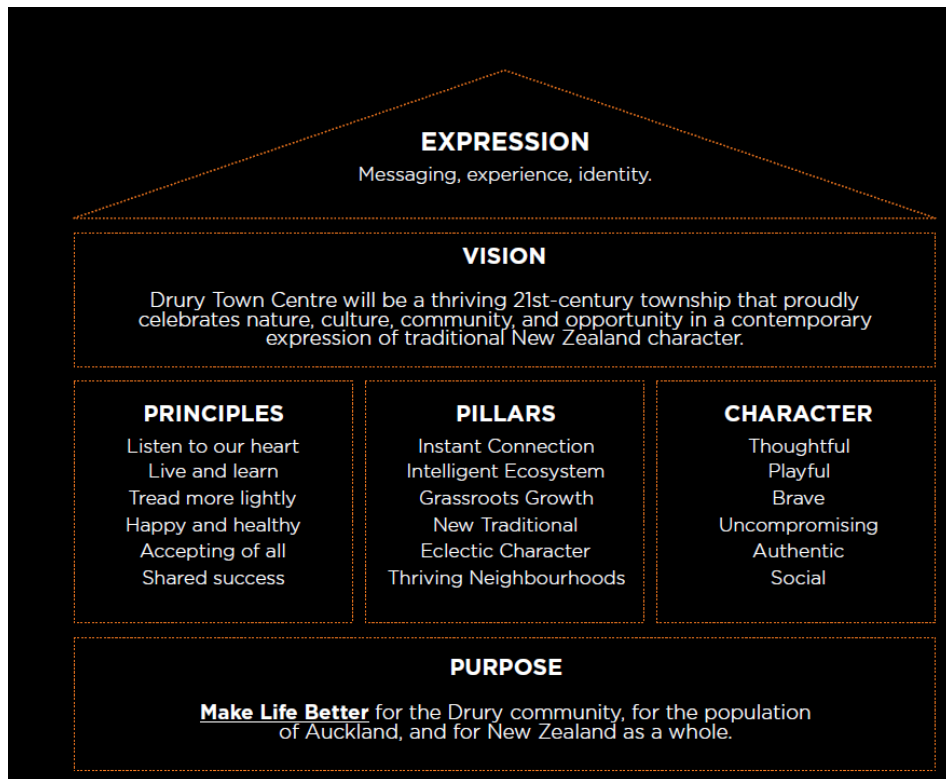
The future development potential of the site provides many opportunities to improve and enhance the area, and therefore a healthier cultural landscape.

The site Stage 2 and adjacent areas are part of a wider cultural landscape and the cultural values associated with the site are to be protected through appropriate conditions of consent and other mechanisms.

Primarily this is because of:

- Kiwi Property's long-term commitment to sustainability and reduced resource consumption, the project will be constructed to achieve a 5-Star green community rating benchmark to continue implementing Kiwi Property's philosophy of reducing its environmental footprint
- Kiwi Property's Vision Statement –

"Drury Town Centre will be a thriving 21st-century township that proudly celebrates nature, culture, community, and opportunity in a contemporary expression of traditional New Zealand character".



and the cultural influenced design landscape elements and opportunities as promised by Kiwi Property.

Iwi Opportunities



This is a way to acknowledge and enhance the cultural integrity and values of the site and restore mana to the iwi and mauri of the waterways.

- Kaitiaki Involvement: Kiwi Property have confirmed that Kaitiaki are to assist in any future ecological assessment archaeological assessment or Stormwater Management Plans.
- Potential for cultural sites within the Drury Centre area - if any sensitive material is discovered the accidental discovery rules under the AUP will apply under E12.6.1. Sensitive material includes in particular any human remains or kōiwi or a Māori cultural artefact/taonga tūturu. A clear process must be followed if any sensitive materials are uncovered.
- Cultural monitoring: Kaitiaki to oversee the relocation of any taonga found in waterways or on land. This sits outside of the Plan Change process; however, Kiwi Property are agreeable to this.
- Cultural monitoring of earthworks in case of the potential discovery of kōiwi, Māori artefacts or archaeological features. If any sensitive material is discovered the accidental discovery rules under the AUP will apply.
- Conditions for undertaking earthworks including any cultural monitoring will be determined at a resource consent stage and in discussion with iwi.

Note, what lies beneath the surface is unknown until it is exposed and revealed regarding Maori taonga and artefacts.

The following Archaeological protocols are acceptable to Ngati Te Ata

If, at any time during site works, potential koiwi (human remains) or archaeological artefacts are discovered, then the following discovery protocol shall be followed:

- a) All earthworks will cease in the immediate vicinity (at least 10m from the site of the discovery) while a suitably qualified archaeologist is consulted to establish the type of remains;*
- b) If the material is identified by the archaeologist as human, archaeology or artefact, earthworks must not be resumed in the affected area (as defined by the archaeologist).*
- c) The consent holder must immediately advise the relevant iwi groups, the Team Leader Compliance Monitoring, Heritage New Zealand Pouhere Taonga and Police (if human remains are found) and arrange a site inspection with these parties;*
- d) If the discovery contains koiwi, archaeology or artefacts of Maori origin, representatives from those Iwi groups with mana whenua interest in the area are to be provided information on the nature and location of the discovery; and*
- e) The consent holder shall not recommence works until approved by the Team Leader, Compliance Monitoring Central.*

Elements of the Environment

Ngati Te Ata support blue/green networks. This is a way of planning, based around waterways (blue), and planting and parks (green). These are managed together through a combination of infrastructure, ecological restoration and urban design to connect people and nature across the city.

Sustainability

Ngati Te Ata Position

Ngati Te Ata are not anti-development.

Just anti poorly planned and unsustainable development that adds no value to the bigger picture. And development that has no fully funded infrastructure to support it that will become the problem of the rate and tax payers of Auckland.

Sustainable development for Ngati Te Ata means all new development should mostly, if not totally, be self-reliant and self-sustainable. Sustainable development is the organising principle for meeting human development goals while at the same time sustaining the ability of natural systems to provide the natural resources and ecosystem services upon which the economy and society depend. The desired result is a state of society where living conditions and resource use continue to meet human needs without undermining the integrity and stability of the natural system. This means that sustainable development can meet the needs of the present without compromising the ability of future generations.

- Support energy efficiency, transition away from fossil fuels and zero waste minimisation initiatives.
- New development should incorporate sustainable options and housing should achieve at least a 6-star level from New Zealand Green Building Council 'Homestar' (or equivalent). This includes but is not limited to green roofs, solar panels and recycling of water and other resources.
- New development should have positive impacts on the environment e.g. enhance water quality, increase biodiversity connections, and remediate contaminated land.
- Significantly improve stormwater and wastewater management and treatment to acknowledge our cultural values.
- Support the use of LID (Low impact design) principles in all new subdivisions and developments.

Urban

Ngati Te Ata Position

Urban development

- Future planning and development of the areas should have a clear vision that recognises the diversity and uniqueness of the areas. This includes the role the areas have played as the 'food bowl of the south'.
- Existing and future residents of Pukekohe, Paerata, Drury and Opaheke and subsequent beneficiaries of the development of these areas gain a greater understanding of our history, connection to these places and our values.
- Gateways to new town centres should appropriately reflect the character of the areas.
- New development should use land efficiently, especially since urban expansion has reduced the extent of rural production land. Ngati Te Ata support a strategy for Transit Oriented Development, and in Drury consider that Drury East and Drury West should each be supported by a town centre, to ensure each community is supported for their retail, commercial, services and employment needs, and the investment in public transport maximises employment and residential density.
- Ngati Te Ata have already contributed to previous planning documents and outcomes for the wider southern area. This work should be utilised and includes:
 - A focus on urban design associated with inter-connected and walkable urban blocks, slow speed streets and pedestrian and cycle safety.
 - Park edge roads adjoining the coast and streams, with reserve networks to be vested.
 - Planting of the riparian margins of streams and the coast
 - Implementation of treatment train approaches to stormwater management
- Future planning and development should be cohesive and integrated with existing urban areas.
- New development should have positive environmental and cultural outcomes, and contribute through the use of centres to the creation of distinct and identifiable neighbourhoods.
- Future planning should determine where and what are 'no-go areas'; then within those areas determine areas worthy of protection and saving and the corresponding management approach.
- When making decisions on future development projects, cumulative effects must be considered.

- Require resource consent conditions to be imposed that allow Iwi access to culturally and/or spiritually significant sites and sites of customary activities through the imposition of caveats on titles or providing for the registration of right-of-way servitudes.
- Ensure in all development proposals that access is retained and improved to water bodies and cultural and/ or spiritual sites.
- Management plans will be required as conditions of resource consent to ensure that critical environmental and cultural considerations are taken into account and that on-going monitoring and review occurs.

Ecology

Ngati Te Ata Position

- All streams in Drury Opaheke are of immense significant cultural value to Ngati Te Ata
 - Otuwairoa Hirere (stream)
 - Hingaia Hirere
 - Waihoehoe (Waihoihoi) Hirere
 - Ngakaroa Hirere
 - Pahekeheke Hirere
 - Te Maketu Hirere

(to name but a few)

In particular to Drury Centre is the Hingaia catchment with its intermittent streams dissecting the site.

Waterways

- Future urban development should protect, rehabilitate and enhance waterways, especially where previous land use has degraded it.
- Preserve the physical integrity of receiving streams.
- Streams are well integrated with town centres with use of stream management plans and special policy requirements (green space, infrastructure, wider riparian margins).
- Development around streams/awa is limited to maintain access, preserve amenity, retain views and protect water quality e.g. use of 20m setbacks (and 10m where an intermittent stream), use of park edge roads, lower density housing.

- Address existing use rights e.g. Industrial land discharges.
- Transport network planning across the wider southern area must consider stormwater treatment infrastructure.
- Involvement in stormwater management planning and kept informed of the processing of the network discharge consent for the area.
- Council to provide watercourse assessment reports which provide baseline information on the existing condition of waterways.
- Decisions on use of reserves or similar provision in subdivision applications shall give priority to protecting the water body health regardless of the water body or subdivision size.
- When making decisions on future development projects, cumulative effects must be considered.
- Proposed developments shall demonstrate how they have considered and applied development principles that enhance the environment including, but not limited to how the development:
 - Preserves and preferably enhances the natural hydrologic functions of the site
 - Identifies and preserves sensitive areas that affect the hydrology, including streams and their buffers, floodplains, wetlands, steep slopes, high-permeability soils and areas of indigenous vegetation
 - Maintains recharge of aquifers with clean uncontaminated water
 - Effectively manages natural hazards
 - Considers beneficial re-use on-site of stormwater and wastewater
 - Considers water conservation
 - Provides for visual amenity consistent with the surrounding environment
 - Minimising stormwater impacts to the greatest extent practicable by reducing imperviousness, conserving natural resources and ecosystems, maintaining natural drainage courses, reducing use of pipes, and minimising clearing and grading
 - Providing runoff storage measures dispersed through the site's landscape with a variety of detention, retention, and runoff practices
 - Where they will be of benefit, encouraging the use of mechanisms such as rainwater harvesting, rain gardens, roof gardens, and onsite storage and retention
 - Where they will be of benefit, encouraging the use of stormwater treatment devices including on-site treatment systems, allowing for emergency storage and retention structures

- Such areas that have unavoidable impervious areas, attempt to break up these impervious areas by installing infiltration devices, drainage swales, and providing retention areas
- Minimise imperviousness by reducing the total area of paved surfaces
- Maintain existing topography and pre-development hydrological processes.

Biodiversity

- Embrace and empower kaitiakitanga and rehabilitate and heal the natural systems that support us all.
- Restore iwi capacity to manage our natural and physical resources according to our own preferences.
- Support iwi monitoring of the effectiveness of environmental regulation in the protection of our cultural resources, biodiversity, wāhi tapu and other taonga within our respective rohe.
- Policies, planning, and best practice must ensure no further net losses of valuable ecosystems, and a measurable expansion of areas of regionally and culturally significant vegetation.
- Support area specific planning provisions such as riparian planting requirements.
- Promote the use of 'eco-sourced / whakapapa plants' that are indigenous plants and trees from within the Pukekohe, Paerata, Drury and Opaheke areas.
- Establish new and enhance existing ecological corridors as a high priority.
- Implement programmes such as riparian planting and protect sensitive receiving environments and protect and enhance water quality e.g. all permanent waterways to be fenced from livestock and planted, where appropriate, with indigenous vegetation to minimise the effects of land use practices and enhance biodiversity.
- Remove or reduce pest species (plant and animal) from existing locations and prevent establishment in new locations.
- Proposed developments must demonstrate how they have considered and applied development principles that enhance the environment including, but not limited to how the development:
 - restores the capacity of ecosystems
 - creates or maintains ecosystems that function without human intervention.
- Encourage landowners to take out protective covenants to protect remnant stands of indigenous vegetation.

Indigenous vegetation Tree planting

- Tree surveys should be undertaken to identify all native trees.
- All trees over 200 years should be protected (without the need to individually identify them).
- Promote the use of eco-sourced / whakapapa plants and trees from within the Pukekohe, Paerata, Drury and Opaheke areas. Eco-sourced / whakapapa plants must be used where adjacent to areas of high ecological and conservation value and should be encouraged for all landscape plantings elsewhere.
- The riparian margins are degraded and Ngati Te Ata would like to see these restored to a 20m riparian setback
 - Kiwi Property proposes to include a rule in the Plan Change requiring riparian planting to a minimum width of 10m either side of watercourses, measured from the top of bank of the stream.
 - Kiwi Property do not propose to amend the esplanade reserve and riparian yard requirements of the AUP. These are:
 - 20m esplanade reserve for streams greater than 3m in width (E38.7.3.2);
 - 10m riparian yard i.e. no buildings from the edge of all permanent and intermittent streams (required in all zones).
 - The required riparian planting must be in accordance with an approved riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native.
 - Planting throughout other parts of the Plan Change area is not addressed within the Plan Change and will be subject to ongoing discussions with Iwi at resource consent stage.
 - Kiwi Property will utilise eco sourced native vegetation for riparian planting if plants are available.
- When making decisions on future development projects, cumulative effects must be considered.

Wetlands

- Support the establishment of programmes to restore and expand wetland habitat. These programmes should be developed and implemented to achieve a measurable increase in the quality of wetlands, and should ideally include, but not be limited to:
 - restoring existing wetlands

- removing and/or controlling plant and animal pests
- using technology such as constructed wetlands where this is feasible
- expanding the size of those wetlands where this is feasible
- re-establishing wetlands adjacent to lakes and rivers where land is available, and conditions remain suitable for wetlands
- identifying and setting aside government and local authority owned land for the creation and enhancement of wetlands.

Concluding Comments

It is paramount that the Hingaia Stream (and tributaries) are protected and totally restored and rehabilitated for Ngati Te Ata to support the Drury Central proposal moving forward.

We accept that the tributaries of the Hingaia Stream will be protected and enhanced through establishment of the Hingaia Reserve with proposed riparian planting. Overall, the effects in respect of ecology on the environment will be positive.

Notably, the Hingaia Stream runs along the western boundary of the site in a northerly direction and is a 5th order stream with a contributing catchment of approximately 5440 ha¹. The Hingaia Stream provides an important link between the marine environment and an array of freshwater ecosystems located within the upper catchment. The stream is therefore an important migration pathway for diadromous native fish species and provides for the movement of water, sediment and organics downstream to the marine environment.

This in itself provides a great opportunity to restore the mana and the mauri of these water courses – given that there are two qualifying NPSFM 2020 wetlands in the site. This can give effect to the objectives of Te Mana o te Wai.

We acknowledge that masterplan identifies a large area of open space referred to as the Hingaia Reserve along the Hingaia Stream margin. The remainder of the Masterplan area provides for residential and retail land use, with small reserves providing greenspace. Stream margins will be planted to provide a Blue-Green Network (an approach which is supported).

The proposed planting along the Hingaia Stream and Stream B and C along the margins will be beneficial as it will provide shade and organic matter input. It is considered that the planting will contribute to improved ecological values within and adjacent to the streams resulting in improved outcomes for freshwater and indigenous biodiversity.

The ongoing maintenance and monitoring of these effectiveness of these restored wetlands will be crucial.

Stormwater

The Ngati Te Ata Position

- When making decisions on future development projects, cumulative effects must be considered.
- 'Clean' and 'contaminated' waters are not mixed i.e. no direct disposal of any waste into waterways, including wetlands.
- Roof water for reuse and groundwater recharge
- Highest level of stormwater treatment should be used before it is discharged into waterways. This includes, but is not limited to:
 - use of 'treatment train' approach
 - use of raingardens/swales, green outfalls and green roofs
 - all cesspits to be fitted with a 'stormwater 360 litter trap' or 'enviro-pod'
 - use of the new GD01 stormwater management devices guideline as an appropriate means to support the mitigation of stormwater issues.

Stormwater (relating to wetlands)

- When making decisions on future development projects, cumulative effects must be considered.
- Water levels of all significant wetlands shall be maintained and stabilised to prevent further deterioration in wetland ecological condition and, where possible, wetland water levels shall be restored to enhance habitat and expand wetland area. Where necessary, this shall be achieved by placing restrictions on the amount of surface and subsurface drainage installed adjacent to wetlands.
- Ensure that all land use practices that have the potential to impact on wetlands have efficient sediment, drainage, discharge, fertiliser application, and riparian buffer control practices in place to ensure that adverse impacts on wetlands are prevented.
- No discharges of point or non-point source wastewater to ecologically or culturally significant wetlands.
- All stormwater discharged to ecologically or culturally significant wetlands shall be treated in such a way that ensures the ecological condition and cultural use of the wetland is not compromised. Stormwater should be discharged to a forebay prior to entering a wetland.
- Establish or maintain 'buffer zones' of appropriate indigenous plant species around all significant wetlands to protect them from the effects of land use and to help reduce fluctuations in wetland water levels.

- Where appropriate land is available, and it is feasible, flood plains shall be restored to function as natural overflow areas along rivers and streams and to link more naturally with adjacent wetlands.

Infrastructure

Ngati Te Ata Position

- Actively explore alternative wastewater treatment and disposal options including removal of trade wastes, recycling of grey water, disposal to land (or other innovative methods) and not using water as a waste transport system.
- Create people-friendly environments, including pedestrian and cycling networks. New significant public transport infrastructure should be located within walkable catchments to the residents it serves and to the associated centre.
- Reduce current transport congestion levels. Land use planning for zonings should be used to minimise the need to travel for work and shopping, as new areas should be provided with the commensurate centre to fulfil employment and business needs.
- Support park and ride facilities in both structure plan areas to cater for outlying rural communities that are not serviced sufficiently by public transport.
- Public infrastructure investment is costly, and therefore we need to ensure that every dollar spent leverages significant centres for services, employment and residential densities. Land use planning shouldn't be rationed, Council's role should be to enable the best opportunities for these communities.
- Support fast broadband rollout including to rural areas.
- Support and encourage the use of water sensitive design in the provision of infrastructure.

Open Space and Greenways Plans

Ngati Te Ata Position

- Auckland Council should implement a partnership approach to the sustainable management of Drury and Opaheke's natural and physical resources, including parks and open spaces.
- Cultural values and Ngati Te Ata associations should be known and understood before the type and location of open spaces are decided.
- Tikanga Māori and customary activities should influence how parks and open spaces are planned, developed and managed.

- The focus should be on visually and physically connecting Pukekohe, Paerata, Drury (West and East) and Opaheke's network of parks, open spaces and streets to create opportunities for residents to move around their neighbourhoods and to enhance native biodiversity.
- Iwi should have First Rights of Naming reserves and open spaces.
- Require subdivision and new development to provide open space/reserves next to oceans, lakes and rivers. This will protect the water body, allow access, increase biodiversity, and enhance ecosystems.
- Open space buffer zones and internal neighbourhood parks should be encouraged.
- Encourage the use of 'park edge roads' along open space zones and esplanade or recreation reserves.
- Develop greenways plans that provide cycling and walking connections that are safe and enjoyable, while also improving local ecology and access to recreational opportunities.
- Ngati Te Ata continue to be involved in the development of a Blue-Green network for the Pukekohe, Paerata, Drury and Opaheke areas.

Conclusion

From a cultural perspective (high level) we provide provisional support to Stage 2 Drury Centre application – subject to SMA workshop input and planting plan input..

The ultimate goal for Ngati Te Ata is the protection, preservation and appropriate management of our natural and cultural resources in a manner that recognises and provides for our interests and values, and enables positive environmental, social and economic outcomes. We support engagement and involvement that respects and provides for our cultural and traditional relationships to Drury and Opaheke, its unique cultural identity, and input into shaping the physical, cultural, social and economic regeneration of these areas.

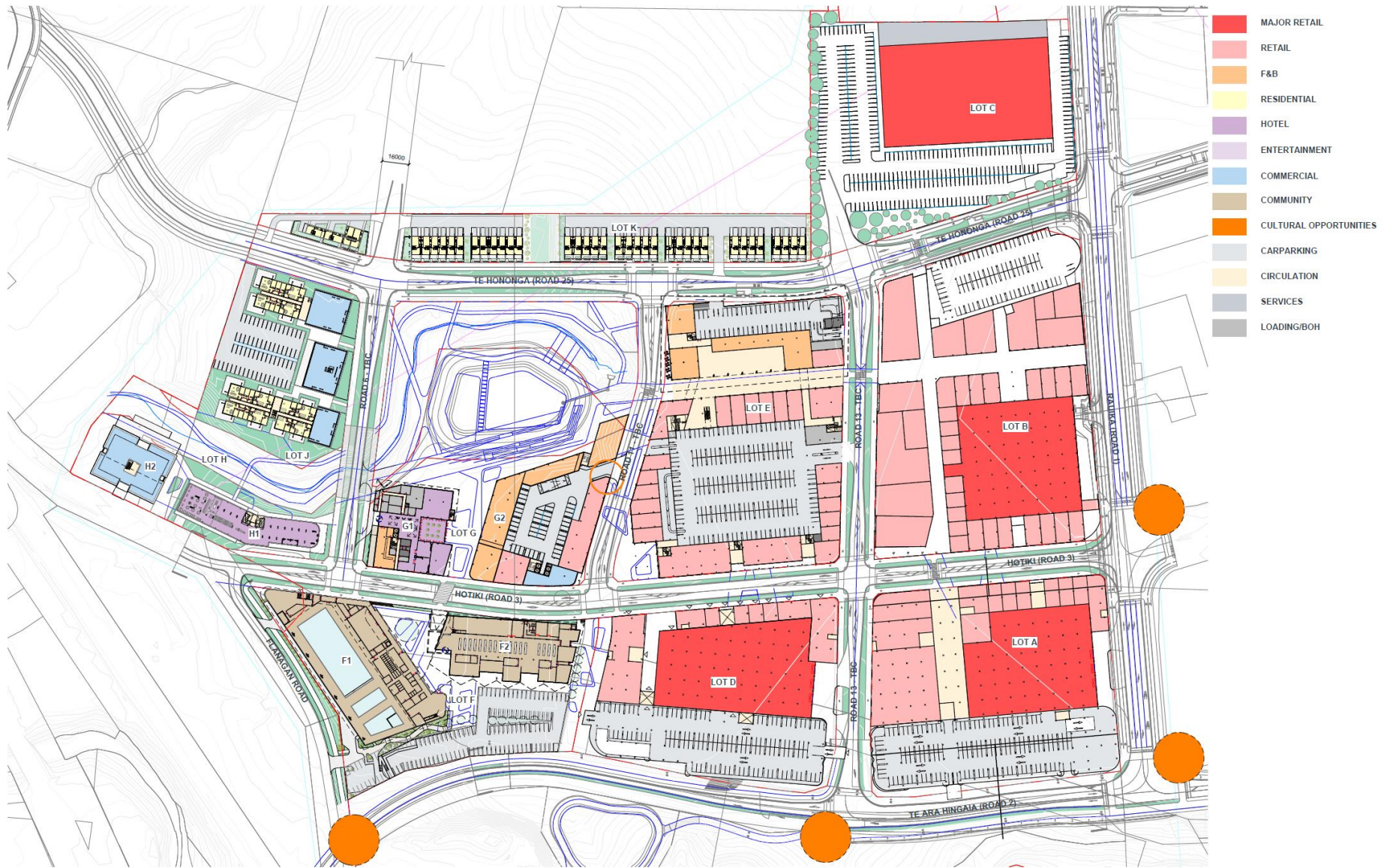
Ngati Te Ata seeks to have meaningful relationship with Kiwi Property and with Auckland Council, including the Local Boards to find the best planning approach and solutions moving forward. We have a lot to offer and contribute to the development of Drury and Opaheke and this can be best realised if we are at the decision-making table. We are forward looking, optimistic, creative and purposeful and our mokopuna are foremost in our mind as we endeavour to design a healthy and prosperous future. We seek to mitigate past wrongdoings which occurred through breaches of our rights under Ti Tiriti o Waitangi. The provision of eventual settlement and redress will provide a foundation for Ngati Te Ata, a foundation which will allow us to support the aspirations of our people and their social and economic needs and to reoccupy our traditional rohe.



Kiwi Property – Drury Metropolitan Centre (Stage 2)

Ngaati Te Ata Waiohua Pre-Lodgement Workshop Hui
12 March 2025

B&A
Urban & Environmental



Drury Centre Stage 2 – Masterplan



Drury Centre Stage 2 – WIP Render

DRURY METROPOLITAN CENTRE | STAGE 2 LANDSCAPE

HUI WITH NGAATI TE ATA WAIOHUA
MARCH 2025



KEY DESIGN MOVES



ROAD HIERARCHY AND LANDSCAPE DESIGN RESPONSE

Integrating streetscapes to reflect functionality, connectivity, and community character.



GREEN LINKAGES AND ENVIRONMENTAL NETWORK

Connecting recreation, sustainability, and ecology through an integrated green network.