PROPERTY ECONOMICS

DRURY MANAGED FILL SITE

FAST TRACK APPLICATION

ECONOMIC IMPACT ASSESSMENT

Date: 13 February 2026

Project No: 52598

Client: Scarbro Limited Environmental

W: www.propertyeconomics.co.nz s 9(2)(a) s 9(2)(a)

SCHEDULE

Code	Date	Information / Comments	Project Leader
52598.7	February 2026	Report	Phil Osborne / Tim Heath

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CONTACT DETAILS

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1. SCARBRO MANAGED FILL (PROJECT)

Property Economics have been commissioned by Scarbro Environmental Limited (**Scarbro**) to assess the economic effects (benefits and impacts) of their proposal to develop a managed fill facility on a circa 25ha site at 362 Jones Road, Drury.[1] Currently the site is zoned Rural - Rural Production and at the interface of the Mixed Rural to Rural Production zone regime of the Auckland Unitary Plan (**AUP**). Scarbro is making an application under the Fast-track Approvals Act 2024 (**FTAA**).

The application seeks a consent to provide for an approximate 790,000 m^3 capacity of managed fill over a consent period of 10 years. This would provide for approximately 80,000 m^3 of fill per annum. It is expected that the site will continue to operate with similar quantities throughout a 10-year period.

While a high proportion of Economic Impact Assessments (**EIA**s) assess the direct (and indirect flow on) economic benefits attributable to a project like this through development and operation, this activity is unique in that it is considered to have a more significant downstream economic contribution than simply the Project's direct economic contribution in terms of value-added GDP and employment.

Our assessment is that this Project is likely to have a positive economic impact on the 'downstream' cost and efficiency of construction, and as a result, will materially contribute to the efficient facilitation of building and infrastructure within the region's wider economic environment. This will in turn promote downstream employment and ongoing investment. The development delay risk reduction benefit is material and significant to the Auckland region.

[1] *With a proposed total fill area of 11ha.*

Figure 1 below provides an aerial of the indicative managed fill site.

FIGURE 1: PROPOSED JONES ROAD MANAGED FILL SITE

Source: Scarbro Environmental Limited, Google Maps, Property Economics

2. EXECUTIVE SUMMARY

Scarbro's proposal is to develop a managed fill facility on a circa 25ha site at 362 Jones Road, Drury

Quantified direct and wider economic benefits, as detailed below in this report, include:

1. $28m (NPV) of regional economic activity generated from the managed fill operations over 11 years supporting 100 full time job years.

2. Conservatively lower transport costs equalling over $10m (NPV) through to 2037 from the managed fill accommodation.

3. Lower environmental costs (associated with transportation) totalling $1.3m (NPV) through to 2037 from the managed fill.

4. Directly contributing to the efficient provision of approximately $6b (over the life of the project) of development value, with an example scenario resulting in potential delay cost reductions of $85m.

5. In turn, this supports the efficiency and competitiveness of the $8.6b per annum wider construction industry.

The total economic impact (value added GDP) on business activity within Auckland Region as a result of the proposed Project is summarised in the following table.

Snapshot of Key Economic Benefits

Economic Impact (10 Year Operation)	$m
Development and Operational Impact	$28
Transportation Cost Reduction	$10
Transport Environmental Reduction	$1
Development Delay Cost Risk Reduction (8% NPV)	$85

In addition to these quantifiable regional contributions, the Drury Managed Fill is likely to generate a wide range of qualitative economic benefits for the wider regional market and communities, including:

- Potential cost decrease in transportation costs, which lowers base development costs
- Reduction in environmental impacts from reduced travel time and increased efficiency
- Generating additional employment opportunities
- Facilitating local and regional development at a faster rate. Insufficient disposal capacity can lead to increased construction costs, project delays, and reduced certainty for developers and infrastructure providers

- Greater growth in local and regional economy
- Rehabilitation of land e.g. planting and replanting/enhancement pre and post the managed fill site operation

Based on the overview of economic benefits in the context of the FTAA, Property Economics considers that the Project, in conjunction with the downstream economic benefits it facilitates, has the capacity to facilitate significant regional economic benefits for the sector and economy, the local market, and the broader economy in terms of more efficient, cost effective and timely delivery of critical greenfield and brownfield development and core infrastructure required to accommodate the National Policy Statement on Urban Development and regional growth aspirations.

3. ECONOMIC CONTEXT

In assessing the potential economic impacts of this application, it is important to first establish the context in which the impacts will be assessed. For the purposes of this assessment the two important parameters are:

1) The geospatial extent of the economic impact. While the provision of managed filling is likely to have a wider economic impact, the majority of impacts are likely to be retained within the Auckland Region.

   A key reason why this is more likely to be the case is the significant transportation costs associated with managed fill removal and accommodation.

2) In terms of the statutory considerations for referral, the criteria for assessing an application for referral to a panel in s 22 of the FTAA refers to "an infrastructure or development project that would have significant regional or national benefits". It also refers to whether the project "will deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure"; "will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment"; and "will deliver significant economic benefits".

The Drury Managed Fill is considered to facilitate significant economic impacts that are felt beyond the operational costs and benefits to the site operator themselves, which are the result of the profitable operation of the site.

This report has not considered the profitability of the proposed operations and relies on the motivation of the applicant to assume that operation is feasible. However, costs associated with managed fill accommodation can fundamentally impact downstream costs and impact upon the ability for building and infrastructure to be efficiently provided.

Additionally, there will be non-economic effects, such as environmental effects associated with the project. While these effects may result in economic impacts, for the most part, they have not been addressed within this assessment.

3.1. INFORMATION & DATA SOURCES

Information has been obtained from a variety of reliable data sources and reputable publications available to Property Economics, including:

- Regional Population Projections: Auckland Council, Stats NZ
- Auckland Council, Auckland Waste Assessment 2023

- Site Imagery, Google Maps
- Employment Data, Stats NZ
- Monetarised Benefits and Costs Manual (2020), NZTA
- Drury-Opāheke Structure Plan 2019, Auckland Council
- Consented Cleanfill and Managed Fill Sites June 2025, Auckland Council
- Auckland Unitary Plan, Auckland Council
- Testimonials from s 9(2)(a)

4. THE MANAGED FILL MARKET

Managed fill is defined by the Ministry for the Environment as including clean fill which *'includes virgin natural materials such as clay, soil and rock, and other inert materials such as concrete or brick that are free of:*

- *combustible, putrescible, degradable or leachable components*
- *hazardous substances*
- *products or materials derived from hazardous waste treatment, hazardous waste stabilisation or hazardous waste disposal practices*
- *materials that may present a risk to human or animal health such as medical and veterinary waste, asbestos or radioactive substances*
- *liquid waste.'*

As well as managed fill (class 3 and 4): *a facility that accepts any one or more of the following for disposal:*

- *inert waste material from construction and demolition activities*
- *inert waste material from earthworks or site remediation.*

Managed fill is generally the product of earthworks through the development of building or infrastructure development. Both the increase in intensive land use for residential and commercial activity and the increased need for greater infrastructure in the Auckland region in particular has resulted in an increase in managed fill demand and ultimately the need to accommodate this managed fill.

The expansion of urban areas, such as Auckland, has increased the demand for commercial managed fill sites beyond the localised catchment's abilities to accommodate it. By way of indication, in 2023 Auckland produced over 2.2 million tonnes of clean fill with only 1.24 million tonnes finding its way into Auckland Council consented clean fills. An increasing component of this leaves the region with nearly 10% travelling outside Auckland. The inevitable resulting shortfall of clean and managed fill capacity in Auckland will only be exacerbated moving forward unless additional managed and clean fill sites are provided within the region.

This inherent lack of supply has led to an increasing proportion of soils instead finding their way into higher class landfills with the associated economic and environmental costs. Soil from earthworks now makes up around 54%[2] of the material disposed into class 1 landfills.

[2] *WasteMINZ 2025*

The economic significance of managed fill accommodation relates to its market cost and the downstream impacts on associated price changes, as well as its impact on the timing (and therefore costs of delays) of development. In a competitive market, increases in the costs of managed fill removal will result in increased prices of construction and alterations of infrastructure and other building sites, including on roads. Scarbro's proposal will put downward pressure on managed fill costs benefitting businesses and residents, both directly and indirectly.

As a product / service, managed fill accommodation is proportionately low value, high volume, and so transportation costs are a significant factor in terms of its efficient provision to the market. While there is a fixed level of cost associated with this transportation, a typical rule of thumb is that each additional kilometre costs approximately $0.20 per km per tonne (based on average truck size and returning with an empty truck).

Additional direct costs (that can be monetised and quantified) associated with an increased level of transportation are truck emissions. Based on the average heavy truck emissions and the NZTA Monetarised Benefits and Costs Manual (2020), the average additional cost per km is approximately $0.016.

At a base level, these costs appear insignificant, but when considering the quantum of product movement required in any given market, and the high-volume nature of the product, these costs quickly escalate. Given the low nominal cost for managed fill accommodation, these transport costs represent a material increase in the base price of the product. It therefore is more logical from an economic perspective to provide capacity close to the demand source.

4.1. WIDER MARKET DEMAND

There are several factors that are likely to influence the future demand for managed fill in Auckland, including:

i. The base population;

ii. Expected population growth;

iii. Future and latent demand for infrastructure provision; and

iv. The ability to service wider markets. (outside Auckland)

Although there is undoubted demand potential from the wider market, this would require an assessment of the wider network. Additionally, this demand would not necessarily reduce transportation costs associated with point of origin production.

The Auckland Region, based on Stats NZ's 2026 estimated populations) has approximately 1,800,000 residents. Under a Medium projection this is expected to increase to around 2.16 million by 2048, equating to +22% growth over the assessed period. The High projection scenario estimates growth of +35% to a total population base of nearly 2.45 million by 2048. There is also

a significant level of infrastructure investment required to accommodate this level of growth, which broadens beyond residential activity to include commercial, educational, industrial, recreational, community, medical, transport and core three water infrastructure.

Table 1 following outlines the Auckland Council growth projections for the Region at both a Medium and High growth rate.

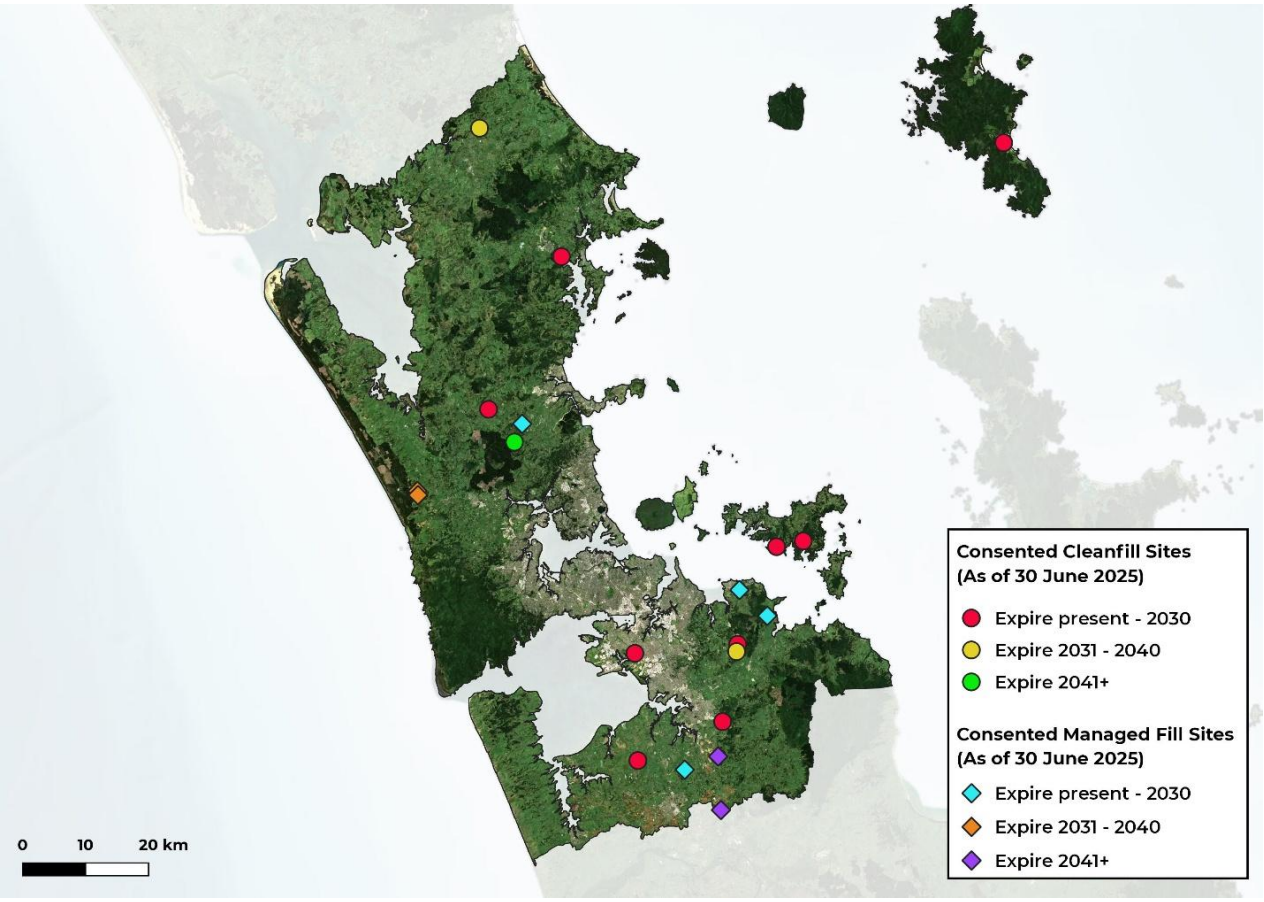
TABLE 1: AUCKLAND COUNCIL POPULATION PROJECTIONS (2023 BASE)

Year (as at 30 June)	Auckland Council Population Projections, 2023	
	High	Medium
2026	1,810,500	1,767,500
2048	2,443,700	2,158,400
Growth	**+633,200 (or +35%)**	**+390,900 (or +22%)**

Source: Stats NZ, Auckland Council Research and Evaluation Unit, RIMU (Auckland Council Publications)

Figure 2 highlights current regional clean and managed fill locations and expiry timeframes.

FIGURE 2: AUCKLAND REGIONAL CLEAN AND MANAGED FILL LOCATIONS



Source: Auckland Council

As identified Auckland currently produces 2.2 million tonnes of managed fill per annum which needs to be accommodated. Based on more up-to-date projections, Auckland is likely to require over 70 million tonnes of managed fill capacity to 2048 (up to 3 million tonnes per annum).

Based on current uptake within the Auckland market this would require up to 1 million tonnes of managed fill per annum to be accommodated within new Auckland sites. However, maintaining the current uptake would still require 1.2 million tonnes having to leave the region to be accommodated elsewhere on an annual basis. This clearly highlights the significant shortfall of managed and clean fill capacity within the Auckland region.

4.2. DRURY GROWTH

Drury is a new regionally significant growth node within Auckland. By way of context, the projected population of the new Drury-Opāheke area, at approximately 66,000 people, is comparable in scale to Napier City's current (2025) population. At present, only 17 of New Zealand's 67 territorial authorities have populations of this magnitude.

Supporting the multi-billion dollar private and public investment required to develop a new suburb of this magnitude and regional significance requires appropriately scaled enabling infrastructure. In this regard, the Project plays a critical role in facilitating the timely, cost effective and efficient implementation of Council's Drury – Opāheke Structure Plan.

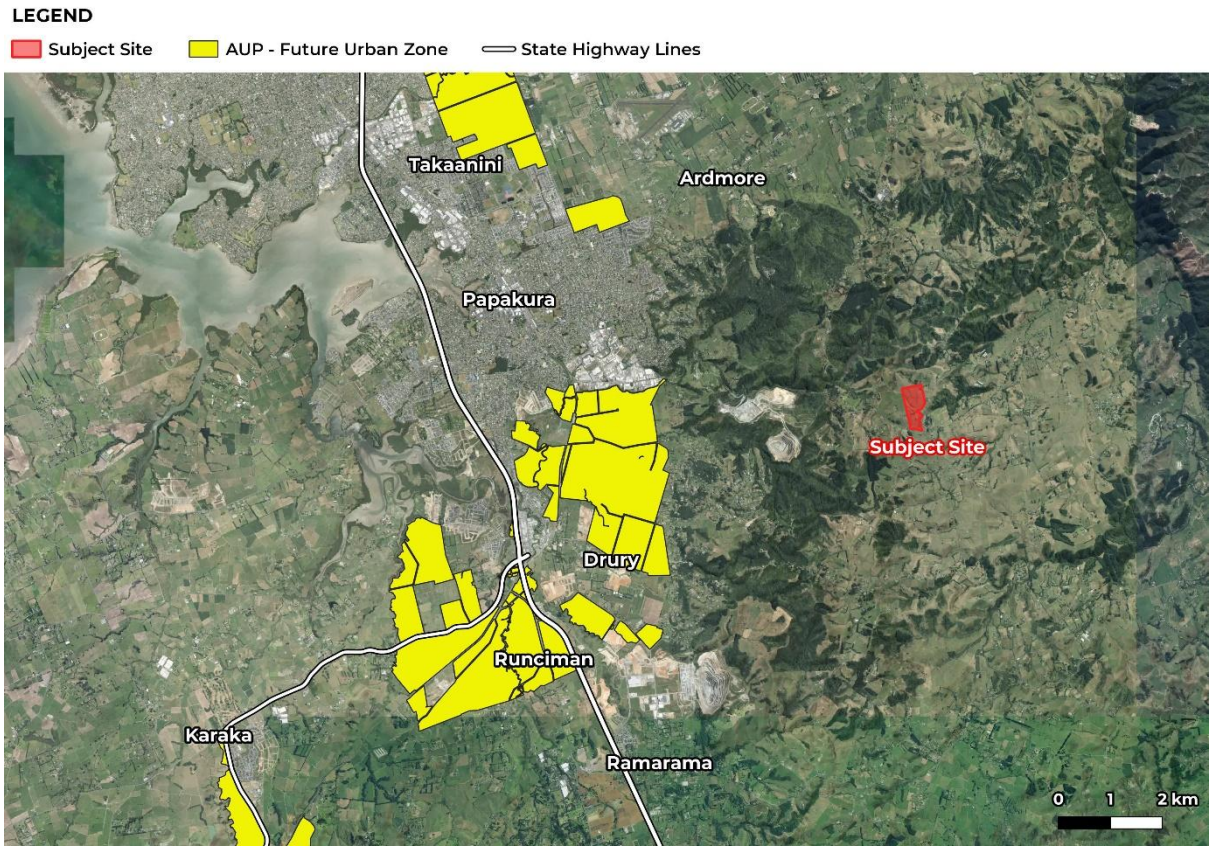
This level of growth has direct implications for the construction sector, which is not only responsible for around one-third of the area's employment growth but also plays a key role in delivering the new housing, infrastructure, and commercial developments needed to support the expanding population and workforce.

Construction and demolition (C&D) materials are an unavoidable by-product of this development cycle, particularly during the initial growth phases when bulk earthworks, subdivision works, and building construction are most intensive. Efficient, proximate disposal capacity for managed fill is therefore a significant enabling component of growth, rather than an optional activity.

If C&D waste cannot be disposed of in a timely, cost effective and efficient manner, there is a material risk that development momentum in the area would be constrained. Insufficient disposal capacity can lead to increased construction costs, project delays, and reduced certainty for developers and infrastructure providers. These effects can, in turn, slow the delivery of infrastructure, housing and employment land, undermining the area's ability to accommodate future growth.

Figure 3 shows the close proximity of Drury to the proposed manged fill site

FIGURE 3: LOCATION OF PROPOSED MANAGED FILL SITE TO DRURY



Source: Property Economics, Auckland Council

In this context, enabling a nearby managed fill facility can be seen as a critical first step to any development and an essential piece of infrastructure that supports continuous and efficient urban development, safeguards the delivery of planned growth outcomes, and mitigates the risk of adverse economic and housing impacts arising from waste disposal capacity constraint.

4.3. MARKET SUPPLY

Figure 2 illustrates the locations of accessible managed fill sites in Auckland most relevant to this EIA. This also outlines the extent of capacity by timeframe, showing the expiration of consents or capacity.

Figure 2 indicates the long term (beyond 2030) lack of certainty around capacity within, primarily the southern Auckland market. Additionally, the development of managed fill sites in northern Auckland have occurred to facilitate the lack of supply within the Auckland market.

This dynamic has led to an increasing proportion of Auckland managed fill being inefficiently accommodated within the Waikato and markets further afield resulting in additional transport costs and ensuing delays to development as disposal of clean/managed fill takes longer. .

5. ECONOMIC IMPACTS AND CONSIDERATIONS OF PROPOSED MANAGED FILL

5.1. ECONOMIC ACTIVITY OF DEVELOPMENT PHASE

This EIA estimates the total additional gross economic output [3] (GDP) into the Auckland economy that would be brought about by the proposed managed fill operations. The specifications and details have been provided by Scarbro and represent the Project's configuration and costings at this point in time.

It is important to note that these are not site specific. It also assesses the likely economic impacts upon aggregate Auckland business activity given the activity proposed.

Although there are undoubtedly economic benefits that are specific to the location, they are primarily driven by proximity to transport corridors (assessed later in the report), efficiencies, ownership opportunities, site size, and the opportunity costs associated with other sites.

The direct economic impacts are derived from the actual spending / expenses incurred for the forecast period of material extraction.

Indirect economic impacts are the increased spending brought about by those firms / households and their employees / occupants, who supply the operation, while induced economic benefits are measured in terms of the additional income that will be spent in the area due to increased business activity.

This includes costs, which have been valued for the overall Project.

The impact of this injection on the initial business cycle has been calculated. This multiplier is based on the national input-output tables produced by Statistics New Zealand (based on 48 sectors), which were then assessed at a regional level based on Auckland economic activity, composition, and productivities.

This estimates the 'leakage' from the regional economy (within specified sectors), and therefore the overall regional production (within a given business cycle) for each $1 injected.

These multipliers are based on 'net' flows by broad sector type and are therefore approximations.

Each identified multiplier relates simply to the economic sector from which the activity is generated.

[3] *For example, this has not taken into account any short-term loss of operational employment currently on site.*

The following assumptions have been applied in this impact analysis in order to assess the level of economic injection into the overall economy at this time. This has some (limited) impact on the distributional effects of the costs and benefits but can be quickly adjusted to accommodate more specific on-going costs and injections.

1. Financial or loan costs on capital primarily fall outside of the local catchment and impact the national economy.

2. The origin of labour has been assessed based on regional labour movements furnished by Statistics NZ based on 2023 data. However, employment data has been updated as per the Statistics NZ Business Frame data[4] to March 2025.

3. This report deals with the economic impact of the proposed Project on Auckland. These are specifically the direct impacts related to the operation of the proposed activity.

4. The economic activity generated is based on the Project's gross activity (value-added GDP) and does not consider this redirecting growth opportunities from elsewhere in the catchments. As stated, this assessment is not site specific.

5. For the purposes of this assessment, an 8% discount rate has been applied.

6. Labour movements are based on average retention rates rather than specific company locations.

7. The proportion of materials and labour internalised in direct benefits to Auckland are based on standardised labour movements as well as employment and production composition within the region. The amount of each 'flow-on' dollar retained in Auckland are based on the movement of resources (including labour) between other districts and regions.

Table 2 following outlines the resulting impacts on the Auckland regional economy as a result of the development and operation of the managed fill site up to 2037. This includes one year to develop and establish the site and its 10 years of operation before it is restored to pastoral grazing.

[4] *Business Frame Data – provides Statistics NZ measure of employment in an area by ANZSIC sector.*

TABLE 2: TOTAL DIRECT (INCLUDING INDIRECT AND INDUCED) IMPACT ON AUCKLAND REGIONAL GDP

	2026	2037	Total
Direct Expenditure ($m)			
Total Development Costs (excl. land)	$0.5		
Construction			
Total Operational Impacts		$31.6	
Increased Local Spend*			
Total Direct Expenditure (excl. land)	**$0.5**	**$31.6**	
Level 2 Multiplier Impacts			
Total Auckland Output NPV (48 sector multipliers)**	**$0.9**	**$27.2**	**$28.1**
Employment (FTE Years)			
Total Employment (FTE years)	**3**	**79**	**98**

Source: Property Economics

Note: FTE years are these all jobs created through the direct construction phase and ongoing operation of the development including indirect and induced employment through all business sectors (not solely construction jobs) and relate to job years rather than one employee. *Also the impacts on Auckland as a result of direct, indirect and induced activities.*

The preceding table illustrates that the total (direct, indirect and induced activities) impact on business activity within the Auckland region as a result of the proposed managed fill activity over an 11-year period is estimated to be around $28 million Net Present Value (NPV).

In terms of employment multipliers, this would contribute around 100 FTE years over the 11-year 2026-2037 project period.

5.2. IMPACT ON WIDER COST

The proposal is forecast to accept approximately 80,000 m^3 per annum of managed fill for 10 years to the total fill capacity of 790,000m^3.[5]

This capacity is fundamental in contributing to supplying the wider market in a manner that limits transportation costs and reduces the 'downstream' impacts on construction, and ultimately markets such as housing and infrastructure. Managed fill sites are a crucial component of Auckland's construction sector infrastructure, without which construction costs would be higher and projects would be slower to deliver. The significance of these managed fill assets are more pronounced in a market where there has been an under provision in infrastructure and residential assets in particular for many decades (latent demand).

A key consideration in understanding the importance of the capacity, provided through this site, is the inherent shortfall of current capacity. Relative to the current levels of production a significant proportion of capacity is required to be made up from outside the Auckland region.

[5] *NZ Cleanfill Limited sourced.*

It is expected, as this demand grows, so too will the shortfall. An important cost associated with meeting this demand from outside the region is the level of transportation costs associated with it.

On average the Project site is 33km closer than the identified alternative (Smeeds Quarry Road, Pukekawa, Waikato) to the localised Drury market. Given the difficulty in assessing the amount of managed fill that will exist in the Auckland market and travel to the Project site annually, it is important to establish a scenario that illustrates the potential level of cost savings resulting from this Project.

Given the site will accommodate 80,000 m^3 per annum, the average return distance of 66km, this figure would result in a transport saving of $1.3m per annum. Over the life of the site this would result in cost savings of over $10m (NPV) in direct savings for development projects (or $13m over a 5-year period).

Additionally, these reduced truck movements would save approximately $1.2m to $1.5m in environmental cost of over this period.

In terms of long-term price stability, a component of the Scarbro Project safeguards a reliable capacity for cleanfill for the localised and wider catchment.

5.3. ASSESSING THE ECONOMIC COSTS ASSOCIATED WITH DELAYS TO DEVELOPMENT FROM LACK OF MANAGED FILL ACCESS

The application is accompanied by 5 testimonials from key construction operators in the Auckland region speaking to both the credibility of the applicant and the very real issues that arise from insufficient and inefficient access to capacity for managed fills for C&D.

A key consideration relating to the economic benefits of the proposal is the opportunity to avoid delays in associated development. For example, s 9(2)(a) states *"constrained disposal options and extended haulage requirements currently impact project delivery across our programmes, with limited managed fill capacity adding cumulative delays of several months across projects*[6]". Also:

> s 9(2)(a) *"the bottom line benefit we see is* s 9(2)(b)(ii) *savings across the baseline metrics of trucking, haulage, tipping & waste management in projects with civil works which would allow our* s 9(2)(b)(ii) *company to build core infrastructure to benefit Auckland faster. It would also allow us to build more infrastructure given the cost and time efficiencies."*[7]

s 9(2)(a)

s 9(2)(a) - *"Without access to the proposed fill site, our projects with Scarbro will take considerably longer* s 9(2)(b)(ii) *increase on project durations) which will add significant cost and impact the viability of many projects."*[8]

s 9(2)(a) - *"if the Drury managed fill does not proceed, the result will be lost productivity and delays on site due to the additional travel time and it would also result in additional congestion, emissions and wear and tear on the roading network. We would estimate the lost productivity due to additional travel time would have an effect of* s 9(2)(b)(ii) *due to waiting on truck turnarounds with existing dump facilities"*[9]

s 9(2)(a) - *"Based on my* s 9(2)(b)(ii) *of industry experience, it's my opinion that if Scarbro's proposed managed fill was not consented then this will significantly slow down millions, if not billions, of dollars of desperately needed development work for greater Auckland, as well as increasing the costs of those development works."*[10]

s 9(2)(a) - *"We are really concerned that if Scarbro cannot get a consent for this new Drury managed fill, then the economic viability of our core infrastructure projects will be materially and detrimentally affected."*[11]

The following seeks to highlight a key concern for developers in the Auckland Region, relating to development delays resulting from increased travel times and lack of access to efficiently located managed fill sites. This approach provides an indication of the extent of this impact and undertakes the flowing steps:

1. Estimate development value facilitated by the proposed fill capacity
    a. At between 60 – 70 m^3 per dwelling (this is dependent on the slope, typology and nature (e.g. brownfield versus greenfield) the proposed site would accommodate the fill from approximately 1,200 residential dwellings annually.
    b. In total, over the 10-year period this would equate to fill for 12,000 dwellings.
    c. Based on an average development and construction cost this would result in an estimated $6 billion of economic value
2. At a discount rate of 8% a 10-year timeframe would result in a Net Present Value of $4.24 billion.

s 9(2)(a)

3. Essentially delaying these projects, on average 3 months, would result in a loss of $85m of NPV over the period.
    a. The 3-month period of delay is sourced through information provided by references of Scarbro clients.

Table 3 below summarises these figures:

TABLE 3: ESTIMATED TIME DELAY COSTS TO THE AUCKLAND ECONOMY

Factor	$m
10 year Facilitation est.	$6,000
8% discount rate	$339
Delay of 3 months	$85

Source: Property Economics

While the preceding seeks to quantify the delay risks there still exists, for developers, other impacts to the feasibility and viability of projects that are exacerbated by the lack of effective access to managed fill sites such as that proposed.

6. WIDER ECONOMIC BENEFIT OVERVIEW

The section outlines some of the high-level costs and benefits associated with the Project. They are not listed in any order of importance or benefit / cost value.

6.1. ECONOMIC BENEFITS

There are a number of potential economic benefits from the proposal including:

- Potential Construction Cost Decrease
- Greater Economies of Scale
- Potential for Additional Job Opportunities
- Increased Relevant Business Activities
- Facilitating Local and Regional Development
- Greater Growth in Local Economy

These are articulated in more detail below.

- Potential Cost Decrease:
  - Minimisation of Transportation Costs: Managed fill materials are often heavy and bulky, making transportation costs a significant factor in their overall cost. By locating managed fill activities closer to the source of demand, the distance and associated transportation expenses would be minimised.
  - Reduction in Environmental Impact: Long-distance transportation of heavy materials can have a substantial environmental impact, including increased emissions from transportation vehicles.
- Potential for Additional Job Opportunities: The managed fill operations are likely to support 98 full time job years over the next 11 years during the establishment phase and once operational. These employment opportunities benefit the local community by providing jobs and supporting the local economy at a time when unemployment is rising. For comparison, according to Knowledge Auckland [12], the regional unemployment rate increased from 3.5% in 2022 to 6.1% in 2025 (which is a record high over the last decade). For context, this equates to around 68,800 unemployed people within the Auckland region.
- Facilitating Local and Regional Development: The availability of a reliable capacity for managed fill supports development projects to build homes, communities, schools,

[12] *Source: https://knowledgeauckland.org.nz/publications/auckland-regional-household-labour-force-survey-quarterly-overview-as-at-september-2025/#:~:text=Auckland's%20unemployment%20rate%20was%206.1,%2C%20a%200.2%25%20fall).*

businesses assets. Such capacity is also essential for the construction of roads, bridges, buildings, hospitals and other critical infrastructure assets. A well-supplied sector can facilitate timely and cost-effective infrastructure development, which is crucial for economic growth and improving quality of life.

- Greater Growth in Local Economy: As outlined above, the economic benefits of the managed fill activity extend beyond the site itself.

- Rehabilitation of Land: The accommodation of managed fill material on site will improve the overall productive value of the associated site. A key constraint is the overall slope of the site. Managed fill provides an opportunity to improve the overall slope and landscape, increasing its productivity value in the future. The proposal will include reinstatement of subsoil and topsoil at completion of the managed fill operations to accommodate more intensive grazing and/or horticulture activities in the future as well as riparian planting to enhance the streams and wetland areas on the site.

6.2. SUMMARY

Based on the overview of economic benefits, Property Economics considers that the Project, in conjunction with the downstream economic benefits it facilitates, has the capacity to facilitate significant regional economic benefits for the sector and economy, the local market, and the broader economy in terms of more efficient, cost effective and timely delivery of critical development and infrastructure required to accommodate regional growth aspirations.

7. SUMMARY

Our assessment is that this Project will facilitate a significant positive regional economic impact, especially with regard to 'downstream' benefits and facilitation of development, and as a result will materially contribute to the efficient and timely provision of critical building and infrastructure within the region.

Not only does this facility support a significant sector of the regional economies but its efficient provision is likely to have positive impacts by reducing construction costs within the market.

Quantified economic benefits include:

6. $28m (NPV) of regional economic activity generated from the managed fill operations over 11 years supporting 100 full time job years.

7. Conservatively lower transport costs equalling over $10m (NPV) through to 2037 from the managed fill accommodation.

8. Lower environmental costs (associated with transportation) totalling $1.3m (NPV) through to 2037 from the managed fill.

9. Directly contributing to the efficient provision of approximately $6b (over the life of the project) of development value, with an example scenario resulting in potential delay cost reductions of $85m.

10. In turn supports the efficiency and competitiveness of the $8.6b per annum wider construction industry.

Overall, the relative efficiency gains associated with this Project will contribute to reduced pressure on 'downstream' construction costs and faster delivery of projects within the wider market positively impacting on the community's economic wellbeing. It is anticipated that the project will have demonstrable economic benefits on the regional construction sector.