

Request for Specialist Input Memo – Resource Consents

From	Bryce Powell, Consultant Planner		
To	See requested specialist input section below (the checked boxes)		
Principal Application Number (BUN, DIS etc)	Other Application Reference Numbers i.e., child applications (LUC, SUB, DIS, CER etc)		
BUN60449555			
DIS60449556 LUC60449557	Stormwater diversion and discharge. Industrial Trade Activity Regional earthworks. Land use natural hazards, activity and development in a future urban zone.		
Site address including suburb	395 Fitzgerald Road, Drury		
Proposal	The construction of new warehouses and associated earthworks within the Future Urban zone to establish a vehicle dismantling and storage activity. Earthworks also require resource consent to disturb soil with elevated levels of contaminants under the NES:SC.		
Key dates	Lodgement date	8 May 2025	
	S88 decision deadline	23 September 2025	
	s92 due	Per SLA for your team	
	Specialist report due	5WD after confirming s92 matters have been resolved, or if no s92 matters, within 5WD or as otherwise agreed with Planner	
Link to plans and relevant information Note AEE or specialist assessment appendix numbers	For the BUN60449555: Fitzgerald Road, Drury 395 - BUN60449555 Are pre application meeting notes included? Yes ☐ No ☒		
Related applications and consents (old Regional Permits, related current consents or applications)	The applicant has obtained consent under s221(3) of the RMA to remove a consent notice which requires that the site be used for horticultural purposes (VCN70025543).		

Requested Specialist Input

Please select in accordance with these Service Level Agreements (SLA):

- [SLA between Regulatory Services and the Council](#) (Council SLA); and
- [SLA between Plans and Places and Resource Consents](#) (P&P SLA).

A FAQ document on the Council SLA can be [found here](#).

Select technical input required from topics below (using checkboxes). **The Planner is to delete the table rows that are not required.** Make sure that the brief sets out what input is required, e.g., rules that apply, matters for discretion/assessment criteria that can be considered.

Reminder to planners: Do not directly engage external consultants.

Who	Specific brief for expert
Policy input Use the P&P SLA and UPIG to guide culture / practice for when to seek policy advice unitaryplan@aucklandcouncil.govt.nz	<i>Related to the Future Urban zone.</i> Question 1 – Indicative zoning on Figure 1 of the Structure Plan suggests that industrial zoning for the site is appropriate. Figure 17 indicates that the land would be used for residential purposes. Could you please clarify the difference? <i>Accordingly, is there a level of comfort that application site will be zoned industrial? While the site is partially zoned for industrial purposes, it is also opposite land that has been zoned for residential purposes.</i> Question 2 – Could you please clarify why a sliver of adjacent land to the east has been rezoned in accordance with the structure plan, but the application site, land to the west, and land to the east has not been rezoned and remains Future Urban? Is it because the land has been rezoned through private plan changes that did not include the site, or is it because there is an infrastructure capacity related issue? <i>From Figure 18 of the Structure Plan, it appears that the sliver of land is zoned for industrial purposes where the Mill Road Corridor is proposed.</i> Question 3 – The structure plan was prepared in 2019 – 6 years ago – ahead of plan changes and changes to the Mill Road project. There are no connections shown through the application site. Is there anything proposed that I should be aware of before I make s95 and s104 recommendations?

Notes:

- All content including timeframes is subject to the [Council SLA](#) and [P&P SLA](#).
- This brief does not cover consultation processes with [Mana Whenua](#) and [Local Boards](#).
- Any recommended conditions in your specialist report should be in accordance with the [standard conditions manual](#) (where condition sets have been created)

Specialist response on an application for resource consent

Name and contact details	Specialist input response and notes
Katrina David	Question 1 – Indicative zoning on Figure 1 of the Structure Plan suggests that industrial zoning for the site is appropriate. Figure 17 indicates that the land would be used for residential purposes. Could you please clarify the difference? <i>Accordingly, is there a level of comfort that application site will be zoned industrial? While the site is partially zoned for industrial purposes, it is also opposite land that has been zoned for residential purposes.</i> In the council's Drury-Opāheke Structure Plan (2019) Figure 1 is the final structure plan land use map which indicates this portion of the structure plan area as being suitable for Light Industry. This is the map you should use as part of your consideration. Figure 17 is the draft land use map used for the second round of public consultation on the structure plan in 2018. At that time a residential land use was suggested for the subject site and surrounding portions of the structure plan area.

The subsequent land use map used for the third round of public consultation in 2019 (Figure 18) proposed this part of the structure plan to be industrial rather than residential, and this is what was carried into the finalised map you see in Figure 1.

There is no certainty about when the FUZ will be rezoned, and what 'live' urban zones will be applied.

There are currently no council-initiated plan changes proposed or planned to enable live zoning of the area, in accordance with the adopted structure plan.

Furthermore, as you may be aware, recent RMA amendments have curtailed the development of future council initiated plan changes.

However, the recent RMA amendments do not prevent private plan changes, and it is noted that plan changes seeking to rezone FUZ in Drury have so far all been private plan changes.

Currently, council is unaware of any private plan changes planned for the area.

Although the RPS encourages structure planning before an area is rezoned, there is no statutory requirement for a private plan change to give effect to the council's Drury-Opāheke Structure Plan.

Most of the Drury private plan changes completed in recent years are best described as being 'in line with' the Drury-Opāheke Structure Plan - but with notable differences in some way. See PC 48 Drury Central Precinct as an example in that regard.

A private plan change request may propose a different zone to that indicated in the council's structure plan (e.g. residential), with their own structure plan (sometimes described as an 'update' by applicants) supporting their private plan change.

That aside the Drury-Opāheke Structure Plan provides the council's indication of most suitable future zoning for the site – based on the information made available at the time for the development of the structure plan – namely the various technical reports provided by the Supporting Growth Alliance, Watercare, landscape assessments etc.

In the council's latest Future Development Strategy (FDS) the subject site is in the Drury East FUZ area which is identified as being development ready not before 2035+.

Listed infrastructure prerequisites i.e. key bulk infrastructure projects to support development readiness (not an exhaustive list) are identified as below:

Drury East	Not before 2035+	Drury Arterials Drury Railway Station Papakura to Pukekohe Rail Electrification Hingaia Rising Main Southern Auckland Wastewater Service Scheme
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It is noted, when the Drury-Opāheke Structure Plan was prepared the council's Future Urban Land Supply Strategy (FULSS) 2017 identified that area of FUZ as being development ready 2028-2032, however the FDS has now superseded the FULSS.

Of possible interest also is that several private plan change requests have recently been rejected at the (early-in-the-process) RMA Schedule 1, CI25 stage for reasons inclusive of being ahead of the FDS' infrastructure investment sequencing and the resultant 'policy fit' implications, as applicable to the subject private plan change.

Question 2 – Could you please clarify why a sliver of adjacent land to the east has been rezoned in accordance with the structure plan, but the application site, land to the west, and land to the east has not been rezoned and remains Future Urban? Is it because the land has been rezoned through private plan changes that did not include the site, or is it because there is an infrastructure capacity related issue?

From Figure 18 of the Structure Plan, it appears that the sliver of land is zoned for industrial purposes where the Mill Road Corridor is proposed

I assume the sliver of land you are referring to is parcel SECT 10 SO 543175.

When the AUP was made operative in part in 2016 this parcel (being the site along the eastern boundary of the subject site) was 'zoned' as road. In 2022 this portion of road was stopped – see Gazette notice <https://gazette.govt.nz/notice/id/2022-In2933> It appears this is the result of an agreement between Auckland Transport and Drury South Limited.
<https://at.govt.nz/media/1984413/item-134-closed-road-stoppings.pdf>

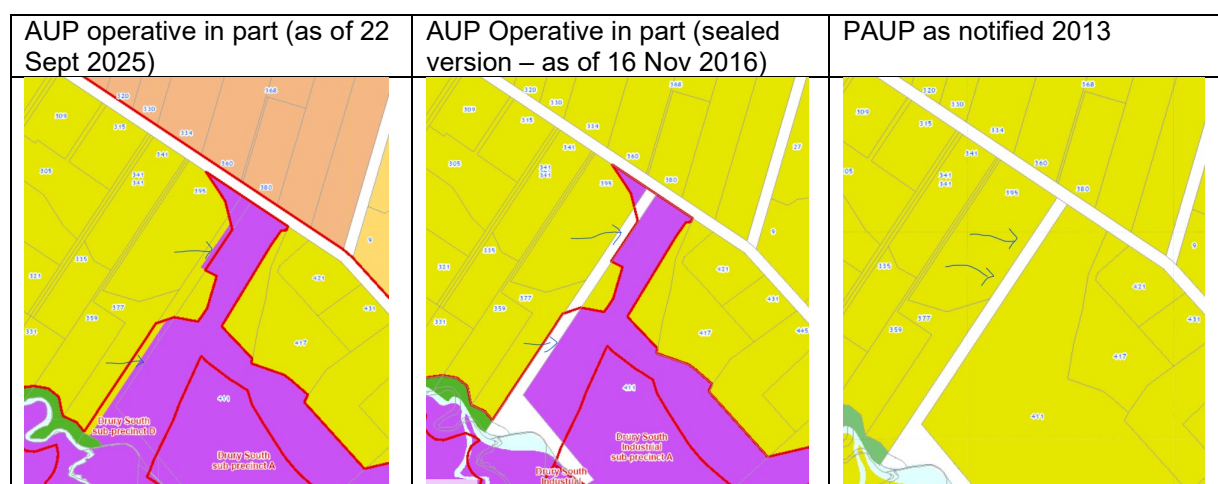
In the AUP Note (4) underneath Table E26.2.3.1 states that when a road is stopped and there are two different zones on either side the adjacent zone extends to the centre line of the former road.

(4) In the case of stopped roads, the zoning reverts to that of the adjoining land at the time when the road is stopped, and where there are two different zones, the adjacent zone extends to the centre line of the former road.

This is what has happened to the slivers of land adjacent to your subject site when they were rezoned in 2022 after the Gazette notice. So in this case the rezoning of the sliver of land has nothing to do with the indicative zoning in the structure plan or capacity requirements and is instead based on the zoning of the adjacent sites. See the maps below.

As noted above Figure 18 of the structure plan is showing a draft version of the land use map used for consultation. This is not the final structure plan map. Please use the following maps in the structure plan:

- Figure 1: The Drury – Opāheke Structure Plan 2019 land use map 2019
- Figure 7: Proposed transport network map
- Figure 8: Proposed blue-green network map
- Figure 15: Proposed other infrastructure map



Question 3 – *The structure plan was prepared in 2019 – 6 years ago – ahead of plan changes and changes to the Mill Road project. There are no connections shown through the application site. Is there anything proposed that I should be aware of before I make s95 and s104 recommendations?*

Yes as noted a number of changes have happened since the structure plan was developed and adopted in 2019. A number of notices and requirements and/or designations in the wider area have been progressed by the Supporting Growth Alliance (AT, NZTA, KiwiRail) – or the individual transport agencies.

You'd be aware of the broader intent for the Mill Road corridor and its current status as a RONS.

NZTA's website has some information on this – e.g.: <https://www.nzta.govt.nz/assets/projects/mill-road/mill-road-project-map.pdf>. At this stage however there is limited information that I am aware of on progress by NZTA on Stage 3 (or indeed the Papakura section of Stage 2, to the north).

Otherwise, I am not aware of any (other..) connections that specifically relate to this site.

Specialists: Once you have completed your formal response, please check off your actions as follows:

- **Entered all relevant form data in SAP**
- **Uploaded the completed tech memo to SAP**
- **Completed Specialist SAP checklist step(s)**