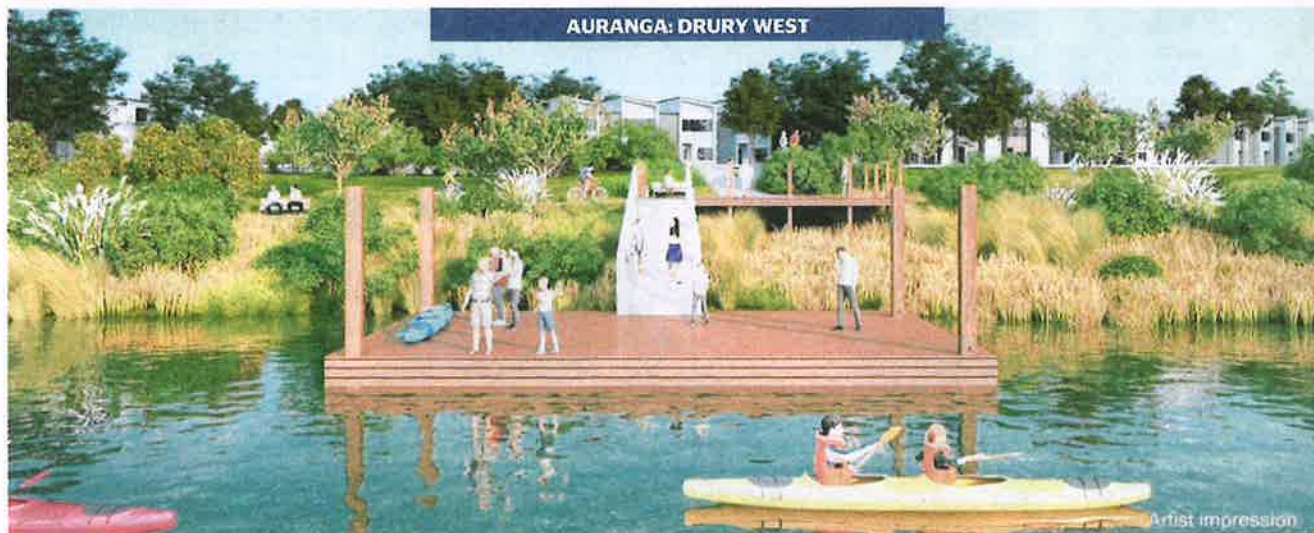


Project Auckland



Community from the ground up

Auranga is a master-planned community being developed in Drury West, situated on the edge of the Manukau Harbour's Pāhurehure Inlet.

It is the flagship project of Ma Development Enterprises (MADE), and one that founder and chief executive Charles Ma has been working on for over six years – initially buying 4ha of land and then subsequently raising the capital to acquire a further 80ha.

Ma was born and raised in Auckland, and is a graduate of civil engineering and commerce from the University of Auckland – along with an impressive string of professional courses from Stanford, Harvard, Oxford and London business schools.

He is listed on the University of Auckland's 40 under 40 list, having already racked up an impressive resume in private equity and development.

Ma says the Auranga master plan will deliver 3000 homes, with future growth in Drury West allowing for over 12,000 homes and up to 50,000 residents.

Though his financial backers prefer to stay anonymous, he says MADE has the capital available to continue to grow the project and see his vision realised.

A master-planned community

Ma has a clear vision for what he wants Auranga to achieve.

"My vision is an intensely personal one, emanating from my desire to add to human worth by creating places that foster and share social equity."

What he says may sound idealistic, but it is obvious in the way he is designing Auranga that he truly believes it is possible. He says developing communities that have a positive impact on people's sense of belonging, and that connect people, place and purpose, is at the core of his urban design philosophy.

"I'm a believer that we need to

With a unique vision and philosophy, the developers of Auranga are building a home for champions, writes **Tim McCready**



We need to rethink the concept of property development and the role of the developer in society.

Charles Ma

rethink the concept of property development and the role of the developer in society."

Auranga's master-planned community consists of the initial 3000 dwellings, a village centre and a retirement village. Other amenities include exercise spaces, playgrounds, a 5km coastal walkway and vast tracts of open space.

Ma's passion for developing an ecosystem is evident in the detail. Auranga will have narrow single-laned roads, with median strips that are planted with trees. "We're trying to create streets for people – not roads for cars," he says, pointing to the wide footpaths, dedicated cycle ways and limited parking on streets.

"There are certain things you can

do to make streets far more attractive to walk on. One of the things we struggle with in most subdivisions is you see a lot of metal – cars moving at high speed. We want it to be effortless for you to be able to walk in the space and feel safe."

Ma says 75 per cent of residents at Auranga will live within 500 metres of local shops, and the "serious open space we have committed for public space means people will be able to get around without ever seeing a car".

Creating culture

Ma says countering fragmentation is a major goal of the Auranga development.

"While others talk about affordable housing, we're talking about affordable living: how do people get around and have an affordable mortgage and an affordable life?"

"Otherwise you can have an affordable home but you're struggling to make life work."

In order to build that lifestyle and culture from the outset, Auranga completed extensive developments before the first residents moved in. These include 3.5km of coastal walkway (of a planned 5km), pedestrian and bike walkways, a coastal jetty for swimming and kayaking, exercise park, playground and a dog park. Auranga's retirement village is now open, and toward the end of this month the first KiwiBuild residents are due to move in.

Ma says that usually in these sorts of developments you would expect affordable housing to be the last affordable housing.

But MADE is rethinking this notion – even by name.

"We call it champion housing, not affordable housing," he says. "We

want to have champions living in Auranga from day one – building the community, and creating a resident's association."

Housing at Auranga starts from \$599,000 up to around \$2m.

"We like diversity, and we think diversity is essential for culture building – both in terms of ethnicity as well as income background."

An inbound destination

Ma says the location of the project – close to State Highway 1, State Highway 22, Auckland Airport and with connections to Britomart and Manukau by rail, Auranga is well-placed to support full job sufficiency within the precinct.

He predicts Drury will play a significant role as a regional centre, serving southern Auckland, northern Waikato, Hauraki, and beyond, including key commercial, retail and public services.

"What we need to consider is that Drury will end up being a massive job centre – it is not a typical sprawl development where you will need to travel somewhere else."

He believes Drury will inevitably become an inbound destination, where people come in to work, rather than needing to leave for the Auckland CBD or elsewhere.

Planning for the future

Over the next five years, additional infrastructure projects planned for Auranga include a pre-school and primary school (2022), secondary school (2026), eco-islands (2023) and new railway stations (2024).

Ma says collaboration and openness with central and local government, iwi and communities has been key to bringing together and advancing the development. He says bring-

AURANGA TIMELINE

- **2019**
 - Completion of Bremner Rd stone bridge
 - Bremner Rd re-opened
 - Completion of coastal jetty
 - Completion of community dog park
 - First children's playground opened
 - Cycle and pedestrian bridge (Bremner Rd East)
 - First showhomes commence construction
 - Build partners first homes commence construction
 - KiwiBuild homes commence construction
 - Karaka Lifestyle Estate retirement village homes under construction
 - Completion of 2.5km coastal walkway (Phase 2)
 - First Auranga residents move into retirement village
- **2020**
 - Completion of first KiwiBuild homes
 - Completion of first show homes
 - Exercise park
 - Dog park agility equipment
 - Completion of coastal reserve
 - First stage East/West Rd
- **2021**
 - Completion of next stage of the Bremner Rd upgrade
- **2022**
 - Primary school opening
 - Early childhood centre
 - Village centre
- **2022-2024**
 - Town centre Stage 1
- **2023-2024**
 - Eco islands public access
- **2023-2026**
 - Railway station Drury West
- **2026-2027**
 - Secondary school



ing everyone on board so that they buy into the vision he has for the development has been critical, and describes iwi as one of the project's greatest champions.

Ma reckons if you start a project well, you have a greater chance of it ending well.

"For me, I'm passionate about starting well. After that, people just follow the culture."

He hopes that Auranga will set the tone for what future developments in Drury, Auckland – and even around the world – could look like.

"I want to create a place that is so good, that it becomes a blueprint for future communities."

News

Motorway junction and rail links to feed mini-city rising in once sleepy area

Fran O'Sullivan

The \$2.4 billion Government investment in new roads and rail in South Auckland will pave the way for New Zealand's first 'new town' – a city that will ultimately be bigger than Napier – at Drury.

Located just off the motorway some 34km south of the Auckland CBD, Drury is suddenly the centre of attention and growth. The once-sleepy area will soon get two new railway stations, an electrified line through to Pukekohe, and the Mill Rd interchange to the motorway.

Major developers like Kiwi Property, Oyster Capital, Fulton Hogan and the Stevenson Group are under way with plans for a new town centre and commercial district, as well as residential homes and an industrial park. Another area being developed by Charles Ma will also sport eco islands.

Master plans have been developed and over time the developers expect up to 200,000 people will be hosted here.

Transport and Urban Development Minister Phil Twyford, who has championed the 'new town', says the \$2.4b set aside in the Government's January 29 NZ Upgrade infrastructure package includes:

- \$135b to build Mill Road;
- \$371m to extend the electrified rail network to Pukekohe
- \$247m for two new railway stations, a park and ride facility and a bus and rail interchange at Drury



A new town centre and commercial district, residential homes and an industrial area are all coming to Drury.

All roads in \$2.4b plan lead to Drury 'new town'



Charles Ma

• \$423m to improve State Highway One between Papakura and Drury South.

"This is a break from the ad hoc way we have previously planned our towns and suburbs," says Twyford. "Instead of transport infrastructure having to catch-up with housing development, we are investing in roads and rail from the outset."

"For the first time we are putting the horse before the cart."

"A new town at Drury will need schools and social and health

services, and talks [on] future amenities are under way between government departments," adds Twyford.

Kiwi Property chief executive Clive Mackenzie says, "The Government has stepped forward and needs to be applauded for putting its money where its mouth is."

The Drury development is split among the developers:

At Drury South Crossing the Stevenson Group is developing an industrial park double the size of Auckland's Highbrook.



To read more check out Special Report: Project Auckland in today's paper.

At Drury East, Kiwi Property – owner of Sylvia Park Shopping Centre – is building a large 50ha commercial centre with bulk retail, supermarkets and offices.

Fulton Hogan and Oyster Capital are also developing land at Drury East for new residential homes.

West of Drury village near the inner reaches of Manukau Harbour's Pahurehure Inlet, Charles Ma and his Made Group is developing a new community called Auranga with up to 2500 homes including an 85ha Special Housing Area.

Twyford stresses the development is part of a longer-term play: Drury is located in the economic geographic centre of the Golden Triangle of Auckland, Tauranga and Hamilton.

"We know Auckland will expand south and that is why we are future-proofing against congestion by building essential transport infrastructure."

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Project Auckland

INSIDE

How infrastructure spend-up will be used

Cones and congestion – worth the pain?

Drury – NZ's first 'new town'

Why Auckland's port should stay

A photograph of the Auckland skyline. On the left is the Sky Tower. In the center is a tall skyscraper under construction, with its upper floors covered in scaffolding. To the right are other city buildings, including one with an AMP sign. At the bottom, large white text reads "IT'S A GAME-CHANGER".

**IT'S A
GAME-
CHANGER**

Photo / Jason Oxenham

Project Auckland

Auckland's Game-Changer



**Project
Auckland
Fran
O'Sullivan**

When we launched Project Auckland in November 2006 in partnership with the groundbreaking Metro Project, the Herald boldly declared on the front cover of its then broadsheet report: Enough TALK.

It was part of a leadership campaign, the Herald launched, to demand action to secure the major opportunities that were by-passing a deeply fragmented Auckland, riven with rivalries among the various mayors and cities that were then part of the wider metropolis.

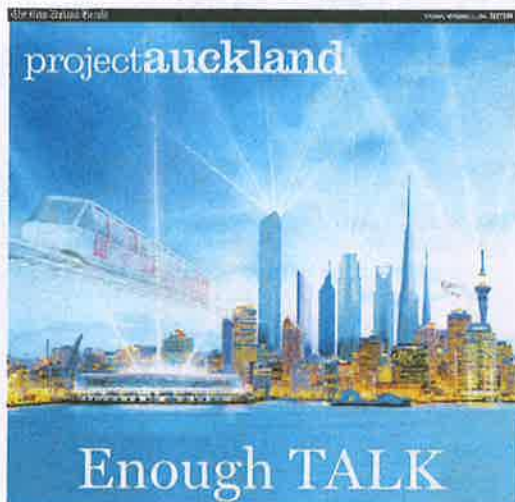
A typical example: Helen Clark's Labour Government had offered to facilitate a sparkling sports stadium on the waterfront in time to host the 2011 Rugby World Cup.

Rival city bosses disagreed. The offer languished.

Project Auckland went on to chart its separate path as a strong advocate for the creation of the "Super City", which is now Auckland Council, running multiple publications to focus business debate.

Over the years it has been a vehicle for politicians to outline their strategies and test ideas; thought-leaders to campaign for much needed change, Government

The Super City has finally achieved an exciting momentum



and Council agencies to reveal their plans, developers to showcase projects – and much more besides.

Auckland's growing pains have been well canvassed in that time. But 2020 is truly the Game-Changer.

Much focus is now on how much and crucially when the Government's \$12 billion New

Zealand Upgrade Programme will be applied in Auckland.

Finance Minister Grant Robertson says the past decade has seen significant under-investment in crucial national infrastructure.

"This has been a handbrake on our economy and society, has led to lower productivity, ageing and

neglected schools and hospitals, and caused congestion in our towns and cities."

Even before Robertson unveiled his infrastructure package in January, Auckland City was humming with multiple projects all underway at once.

The "city of cones, cranes and congestion" will ultimately give way to a sparkling central city which will truly be world-class, leading Auckland Council engineer Barry Potter discloses as he talks about the "ins and outs" of his huge task of keeping 24 city development projects on the go at once.

The upcoming America's Cup has been the catalyst for change – so too, next year's events culminating in the November 2021 Apec Leaders' Meeting which will bring another 10,000 visitors into Auckland.

There is also a huge contribution coming from the private sector.

Commercial Bay on Quay St is just one shining example delivering new style to the city.

The International also brings a stylish approach to residential apartment living with world-class shared amenities.

Then there is Drury – New Zealand's first "new town", which Urban Development Minister Phil Twyford (in collaboration with developers) claims as a brainchild.

This is a significant development where developers are collaborating with Auckland Council and

Government-owned agencies to create what some say will ultimately morph into a satellite city in the midst of the Golden Triangle.

But it's not all roses as Tim McCready points out in his adjoining article on Auckland's disgraceful level of homelessness.

There are some big decisions pending.

Twyford is waiting on major reports so that the Cabinet can make a call between two competing options for bringing light rail to Auckland.

This was due to happen this month.

Already there are signals that Labour's Coalition partner is uneasy about the risk factor.

Ports of Auckland CEO Tony Gibson has previously been slapped down by that same partner for advocating for Auckland to keep its port – as he does again in this year's report.

There are also some potential "What ifs".

First, the possible impact on projects – and events – if workforces are impacted by the coronavirus.

Second, a potential impact on project deliverables if there is disruption to supply chains bringing vital construction supplies from China, in particular.

These are timing issues.

What is undeniable is that Auckland has finally achieved a new and exciting momentum.

The projects and people in today's report are central to that.

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Project Auckland

New Zealand gets its first

Eighteen months ago, Phil Twyford was briefed by developers over their intense frustrations, inability to get key decisions made and having to deal with multiple government and council agencies to get a major new development at Drury underway.

Twyford heard their message and tasked Ernst Zolner from the Ministry of Housing and Urban Development to be the "point man".

"What we did was set-up a sort of one-stop-shop to make it easy for the developers to work with both government and council agencies and to try to expedite decisions."

His three portfolios – Urban Development, Economic Development and Transport – gave him the necessary political collateral with his Cabinet colleagues to fast-track decisions.

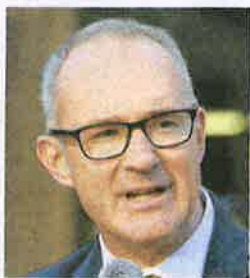
The rapidly evolving plan to place New Zealand's first new town at Drury, south of Auckland, is the result – a town that Twyford predicts will ultimately be larger than Napier.

The Government is now making a multibillion-dollar investment in the area: everything from transport – which was allocated in the NZ Upgrade package – through to developing proposals for a regional hospital to service Southern Auckland, the Northern Walkato, Thames and Coromandel, schools, fire stations and more.

The key to the evolution of the new town is the Government's January 29 announcement.

It will invest \$2.4 billion in roads and rail to unlock growth in South Auckland which will support the new town Twyford is championing at Drury, as well as further development at Paerata, Pukekohe and Karaka.

Phil Twyford is super-keen to tell the "untold story" of the Government's \$12 billion NZ Upgrade infrastructure package, writes **Fran O'Sullivan**



The Drury development has brought together a group of some of the country's biggest developers. What they've shown me so far, is very promising.

Phil Twyford

The investment breaks down this way: \$1.35b to build Mill Rd, \$371 million to extend the electrified rail network to Pukekohe, \$247m for new railway stations, a park-and-ride facility, and a bus and rail interchange at Drury, and \$423m to improve SH1 between Papakura and Drury South.

"This is a break from the ad hoc

way we have previously planned our towns and suburbs," says Twyford. "Instead of transport infrastructure having to catch up with housing development, we are investing in the roads and rail from the outset."

"For the first time we are putting the horse before the cart."

Twyford's passion for getting all the infrastructure in place will certainly be needed if the new town is to emerge at pace.

"Really it's a story of the Government leading on some major transport investments to unlock what is arguably the country's biggest and most promising urban development opportunity at Drury," he says.

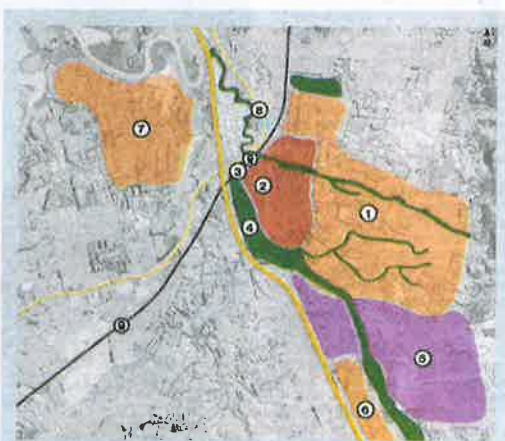
"We're building not only homes, but a whole new community."

Infrastructure New Zealand's former CEO Stephen Selwood had long championed a satellite city to be built around the small rural settlement of Paerata, just north of Pukekohe.

Twyford lists Drury's advantages: "It's strategically located, so it's incredibly well-connected with the motorway and also the rail line."

"And it is like that whole Southern growth corridor (Stephen was arguing this for so many years) is very well served by water and electricity infrastructure which is obviously critical."

It's at the geographic centre of the Golden Triangle with connections to the Bay of Plenty and the Waikato, the centre of gravity for economic development and population is moving South down that corridor, so for



1. Drury Centre and Drury East, approx 7000 new dwellings

2. New Drury Centre retail & office around 3600 jobs

3. New Drury Central train station

4. 10.2ha of parks and open space

5. Drury South industrial precinct (6000 jobs)

6. 800 dwellings

7. 3200 dwellings

8. Existing Drury village

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Project Auckland

new town at Drury

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all those reasons, it's a very, very important site."

In Twyford's view the Drury model is a break from New Zealand tradition where "development hasn't happened because we've been either unable or unwilling to invest in the infrastructure to enable it."

"That has slowed down the ability of the market to respond to demand," he explains.

"Or, what happens, is we allow suburban expansion, but don't build infrastructure to support it, and that just inflicts pain on people."

"And they suffer gridlock and unsafe roads. And you can see that in other parts of Auckland."

"People in the North West are screaming about this. And people in the South."

"So this is a whole different approach, where we are deliberately investing and enabling transport infrastructure to support the kind of growth that we want in the kind of place that we want it."

The Drury development has brought together a group of some of the country's biggest developers: Fulton Hogan, Oyster Capital/Fletchers and Kiwi Property at Drury East.

The Stevenson Group is building an industrial park at the Drury Southern Crossing.

Says Twyford: "At Drury West on the other side of the motorway, you've got Charles Ma's Auraanga development. He is a young entrepreneur developer."

"What they (the developers) have shown me so far, is very promising. They've commissioned detailed master planning of the entire site."

"It's a mixed-use community with a town centre – not a mall – but a town centre with a main street serving communities, residential development and commercial and industrial development."

So, it's designed to develop jobs and housing and be a kind of beating heart."

For their part the developers are singing the Government's praises.

"Phil Twyford has been a champion for Drury and the Government has really stepped forward," says Kiwi Property CEO Clive Mackenzie.

"They really need to be applauded in terms of really putting their money where their mouth is."

"This really isn't about making it a commuter city."

"This is making it a hub for the area so that people don't have to commute from here into Auckland."



The Drury development will be a mixed-use community with a town centre.

Phil Twyford has been a champion for Drury and the Government has really stepped forward. They really need to be applauded in terms of really putting their money where their mouth is.

Clive Mackenzie, Kiwi Property

"Yes, obviously some people are going to do that, but it's really creating a hub and creating a community location that everyone can really use as a focal point."

"That's one way of cutting back off all the people trying to come into the city."

Both Twyford and developers agree one of the big issues is the lack of transit-orientated development.

"The huge challenge in South Auckland is that it's perfect for growth," says Twyford.

"But the Southern Motorway is this

terrible bottleneck and the last thing you want to do is just make that worse."

"So, the developers' plan is to build this town around two new railway stations and that's part of the NZ Upgrade."

"They're planning walking and cycling routes along streams... there will be separated walking and cycling on all of the arterials."

"You know, that's not the norm, for New Zealand developments to invest like that, right up front."

Twyford credits the developers for convincing Auckland Council to adopt a structure plan for the area which draws heavily on their own master-planning.

"But without the transport infrastructure, basically, none of this could happen," he underlines.

"So the opportunity that NZ Upgrade provided, was to \$2.4b of transport investments that under business as usual would have been incrementally rolled out probably over two decades, realistically."

"What we've been able to do now is invest upfront to run all of those projects in parallel and start straight away."

The transport projects are outlined in detail in an interview with NZTA's Brett Gliddon on D16-17 of this report. Ateed is alert to the economic opportunities.

"We see opportunities to attract investment and grow sectors such as light manufacturing, food, logistics or tech," says Ateed GM Economic Development Pam Ford.

There is a strategic element to Twyford's approach.

"It's basically a whole corridor-based approach to spatial planning and urban development. We brought together all of the councils from rural Waikato right up to Auckland and mana whenua groups and there are three main areas to it."

"One is an urban metro plan or spatial plan for Hamilton."

"There's the river communities and then there's the Southern Auckland growth corridor, which is really, kind of ground zero for the urban growth of New Zealand."

"Drury is the centrepiece of that Southern Auckland corridor. And that's why it's really important. But it is part of this planned approach to the whole corridor."

John Dunshea, GM Development Project Office (DPO)

The DPO supports both council delivery partners and private developers to fund, sequence and deliver bulk infrastructure for residential and commercial growth.

The preferred transport network for Drury, identified by the Supporting Growth Programme, aims for a "Public Transport first" approach.

This approach requires the existing capacity and safety issues in the transport system to be resolved.

It also supports existing development plans in Drury West and enables urbanisation of specific landholdings (marked decade two) in Drury East.

We are currently working with the Government to identify the most efficient way of delivering and phasing this network, focussing on timing, staging, sequencing and funding options.

This work will take into consideration the recent funding announcement from the Minister of Transport under the New Zealand Upgrade Programme, as well as potential funding options under the new Infrastructure Funding and Finance Legislation.

Once complete, this work will be reported to the Government and Council for consideration (likely end of April).

John Duguid, Manager Plans and Places, Auckland Council

Both council and central government agencies will over time need to acquire land in the Drury area for transport, water, parks and social infrastructure. Acquiring land for infrastructure is very common in Auckland and across New Zealand.

No decisions have been made as to how and when the Council will acquire land in the Drury area, however the Council's normal approach is to negotiate an agreed outcome with landowners wherever possible."

The Drury-Opaheke Structure Plan, developed by Auckland Council in close partnership with residents, iwi, local and central government, provides a strong and ambitious vision for the wider area.

The plan suggests that 20-30 years could see 60,000 residents living in the area, and a further 12,000 working. As with any new community of this scale, the planning, design and development of Drury, is a complex and challenging exercise, involving many different parties and interests.

Lessons from 'new towns' of the past

Tim McCready

World War II acted as a catalyst for town planning.

One of the solutions to the overcrowded, polluted and bombed areas of Britain was to get people out and into new town developments.

The 'new towns' were conceived by the post-war Labour government, and built between the 1940s and 1960s with the New Towns Act of 1946 giving the Government the power to designate areas of land for new town development.

Now home to 27 million people, they are situated 30 to 70 kilometres from big cities and close to motorways and railway lines. Most are the very definition of a concrete jungle – monolithic brutalist architecture with myriad concrete underpasses and walkways.

The first new town developments – such as Harlow and Stevenage – only allowed for social housing, which limited the diversity of residents. Milton Keynes was in the third and last wave of new town developments and included semi-detached

housing that were offered for private sale.

It is the largest of the new towns, and is considered one of the most successful – it had the fastest-growing economy outside London between 1997 and 2011.

The new towns were guided by several fundamental planning principles, including economic self-containment with a drive to attract industry and employment, and the creation of socially mixed communities.

One of the important lessons from the developments is that it is the links to bigger cities that foster growth.

Key to Milton Keynes' success is its links to central London – the trip takes under an hour with an average of 224 trains making the journey on a weekday.

But some 70 years on, the legacy of new towns is mixed.

Though they had been economically successful and are recognised to have made a significant improvement in the housing shortage, some are now experiencing major problems.



Brutalist architecture in Stevenage, England.

The new town masterplans resulted in low-density housing with large amounts of open space and residential areas segregated from jobs, shopping and businesses services.

Low-density infrastructure is expensive to maintain, and has created a car dependency which is now not considered sustainable.

Since infrastructure within the new towns was constructed at the same time, it is now ageing at the same rate.

Similarly, the rapidly built housing developments are approaching the end of their design life and give the towns a tired look.

Some local authorities do not have the capacity to resolve the problems and have had difficulty agreeing on the detail.

Today's housing shortage makes new developments in Auckland an attractive option.

Taking lessons – good and bad – from last century's new towns will ensure we create residential areas that Aucklanders will want to live in now, and in the future.

The trend-setter

Kiwi Property is moving away from high-rise office buildings and traditional shopping centres to develop a sustainable, green-star rated town centre in Drury, south Auckland, writes **Graham Skellern**

Publicly-listed Kiwi Property is in the final stages of obtaining planning permission to build a modern, urban-designed town centre on rural land at Drury East.

Kiwi Property, which owns the Sylvia Park Lifestyle centre further up the motorway, will be making an application for a private plan change to Auckland Council this year, and after public notification it hopes to begin construction on its 51-hectare site by 2023/24.

"Seldom do you get the opportunity to develop a whole new town, and this gives us a chance to create something that will last for tens if not hundreds of years," says Clive Mackenzie, chief executive of Kiwi Property.

A lot of things have changed in the last 20 years around sustainability, walkability, access to public transport, and all these are really critical ingredients. We will be incorporating them all in the town centre as we go forward."

Kiwi Property is planning about 58,000sq m of office and 119,000sq m of retail space at Drury East – Sylvia Park has a retail floor area of 71,000sq m and more than 200 stores.

The Drury East centre will include 10ha of public space with a library, civic square and segregated cycleways connecting to arterial roads and shared paths.

There is provision for three new schools – two primary and one secondary – and talk of a new regional hospital in the Drury area. Surrounding the Drury East town centre will be 7000 homes, housing 19,000 residents, developed by a partnership of Oyster Capital and Fletcher Building.

Just south, Stevenson Group is developing an 180ha industrial park that will attract about 6000 new jobs, a smaller commercial centre and 850 houses built by Classic Builders. Heading west towards Manukau Harbour's Pahurehure Inlet and land developer Charles Ma and his MADE Group is establishing the Auranga subdivision of up to 2500 homes.



Sustainable living - a shared path will meander through the Drury development connecting people with water and nature.



Seldom do you get the opportunity to develop a whole new town, and this gives us a chance to create something that will last for tens if not hundreds of years.

Clive Mackenzie

"We like residential on our boundary because it brings families, it brings excitement, it brings people using the roads and train stations and people populating the shops," Mackenzie says. "We have played the high-rise

continued on D23

What is proposed for Drury East?

- 1 Rail Station.** Stations in Drury Central and Drury West have been allocated \$247 million in funding.
- 1 Bus Interchange** integrated with Drury Central Rail Station and frequent routes along Great South Road
- Provision for **3 Schools** consisting of two primary and one Secondary.
- approximately **10ha+** of new public open spaces, along with a new library, civic spaces and schools.
- segregated **cycleways** along all arterial and connector roads and shared paths within new open spaces

'Timing is everything. The planets were aligning'

Bill Bennett

Until late last year it looked as if plans to develop residential housing around the new Drury town centre might be put on hold.

Oyster Capital director Cameron Wilson says then it all came together. "Timing is everything. The planets were aligning," recalls Wilson. "There was demand for property and impetus from Auckland Council to do it."

"The council always wanted to do it but until then had been constrained by funding."

Wilson says Auckland Council did not want to rush into the Drury development without having the Government and the infrastructure funding on board. "Otherwise it would be another ad hoc, piecemeal process where it would take the next 50 years to catch up on infrastructure."

Oyster Capital first got involved in Drury in 2018. "At the time Kiwi Property was buying up land, Fulton Hogan was in a similar mode and we decided we should get on the same song sheet," says Wilson.

"We first secured the properties at Waihoehoe Rd in Drury. We had the property under control since late 2018

and had been working through it. Our business is essentially selling wholesale land to Fletcher Building. We purchase the land, go through the planning change process and deliver sections to them over time. They do the house building."

At about this time Oyster Capital started talking to Auckland Council.

"The Council wasn't keen to move on developing the area as it was out of sequence with the Future of Urban Land Supply Strategy document, he says. That document sets out where and when the Council will spend its budget for infrastructure."

Wilson says this approach perfectly understandable. But it was hard to work with council at that stage out of sequence. "So we forged ahead on our own along with Fulton Hogan and Kiwi to come up with a master plan for what is probably one of the biggest comprehensive developments Auckland or New Zealand has ever seen. There is about 6000 household equivalents there: a mix of terraced housing and some small stand-alone houses."

Of these, Kiwi Property would account for around 4000 homes, while Oyster Capital plans about 400 lots, plus an Aged Care facility. The site is

12ha, but the back part is low-lying land which will form part of the Southern Creek reserve.

Wilson says that late last year the Council did a 180-degree turn and they were on board. Support from then Housing Minister Phil Twyford helped and in August 2019 Auckland Council announced it would build 34,500 homes in the Drury and Pukekohe area by 2050.

The Oyster Capital development will be one of the first stages of this expansion.

Wilson says: "We've got a masterplan with an agreement to deliver around 400 lots to Fletcher Building over a three year period. We will start that as soon as we possibly can. We're hoping that might be next October, all things going well. Before that there is a lot of roading that has to be organised. That means both funding and understanding the roading. Part of this will be the Drury interchange on the Southern Motorway and the Waihoehoe Rd intersection with Great South Rd."

Wilson says these Government-sponsored road transport projects and upgrades to the rail network will unlock the area.

"This includes the \$500m set aside



It'll be interesting to see how the dynamics of the city change when we build a new town centre in Drury.

Cameron Wilson

in the Auckland Transport Alignment Project to develop Mill Rd as an arterial route.

He reckons Twyford's intervention means the Council needs to take another look at dealing with its budget constraints. He notes there will be a lot of development contributions coming from the project.

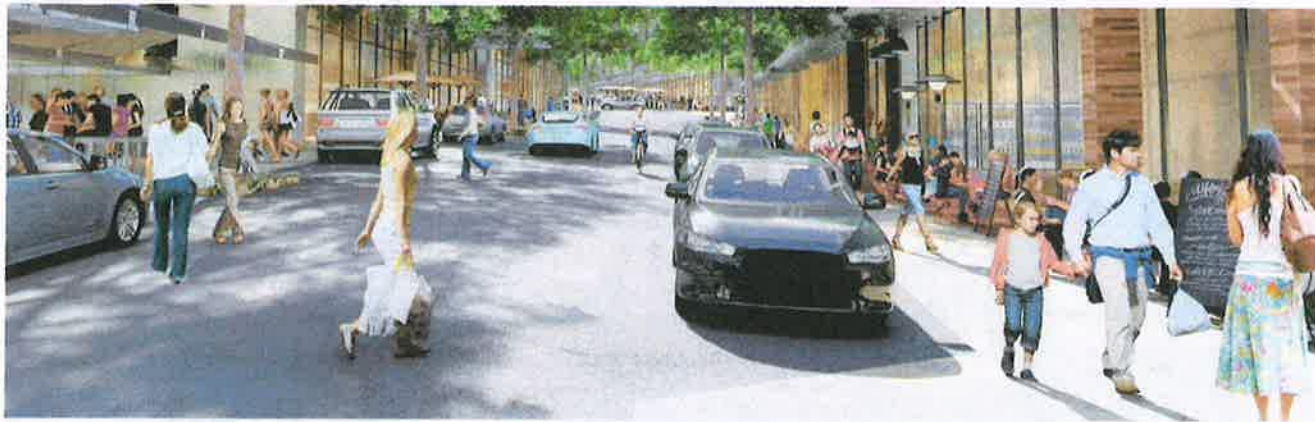
"It's a chicken and egg for them. They want to get this stuff under way, so they can get some revenue and things happening, but they have only got so much money," says Wilson. "It's a huge win to have Phil Twyford on board and making some hard decisions. What he has done is fantastic for the city and the country."

"It'll be interesting to see how the dynamics of the city change when we build a new town centre in Drury."

There's no question Wilson is enthusiastic about creating new urban spaces. "At Whenuapai we put a town park on the corner of Totara Road. We shifted eight significant mature oak trees and put them around the park. Then we shifted the old farm house - it's now a cafe which opens out onto children's playground with a little orchard."

To be able to do this stuff at scale is a lot of fun."

Project Auckland



An artist's impression of the shopping precinct in the new Drury East town centre (above). There will be civic squares and meeting places among the office buildings in the Drury East town centre.

continued from D22

office building and shopping centre markets, but over the last two to three years the company has been focused on shifting away from traditional shopping centres to what is called mixed-use.

He says Drury East gives Kiwi Property the opportunity for mixed-use development – to integrate uses such as office, retail, residential and medical, whether it's built to sell or rent.

Fulton Hogan, which bought the nearby Drury Quarry from Stevenson nearly two years ago, is clearing the land and building new roading and other infrastructure.

The quarry provides ready-made aggregate which doesn't need to be transported far.

Drury East will also connect with two new railway stations and a bus interchange with frequent routes along Great South Rd – these projects were announced in the Government's New Zealand Transport Upgrade programme.

Drury had a railway station as early as 1874 and was upgraded in 1918, but finally closed in 1972.

The sleepy Drury village and its wider area is set to be transformed into a fully-functioning city within a city as the council and developers in the Auckland region push hard to cater for an expected increase in population of more than 700,000 to 2.4 million within 30 years.

The Council, agencies, planners, designers and developers have learned to sit around the table together to form integrated structure plans.

"One of the things that has been remarkable on the development is not just ourselves but Fulton Hogan, Stevenson, Oyster and Charles Ma – there's a huge amount of alignment about the vision for Drury," says Mackenzie.

"What normally happens is that there's always a big scrap among developers but in this case everyone is on the same page. The master plan (developed by Auckland-based Civitas) and the structure plan that's falling into place is really starting to show that everybody is working towards the same goal and vision.






"You've also got NZ Transport Agency, KiwiRail, Auckland Transport and council in the room, and unless you surround the table you never get that true alignment. And of course the local community needs to be involved in the process," he says.

"This is a unique development. Drury East is a private sector, central and local government, and community solution. The stars are getting aligned and everybody sees it as a huge opportunity for Auckland – and the Waikato to be honest – because it bridges the two areas."

Mackenzie says the town centre is not just for local residents but for a broader community. "You already have an existing community that is forced to commute into Manukau and Auckland city because there's no amenity for them. So by putting that amenity in Drury East people don't



What is proposed for Drury East?

-  approximately **7,000** new dwellings
-  accommodating **19,000** new residents
-  approximately **58,000m²** GFA of new office space
-  approximately **119,000m²** GFA of new retail space
-  supporting **5,000-6,000** additional jobs

have to commute."

Kiwi Property, Oyster and Fulton Hogan have worked together to submit their plan changes at the same time so it wasn't a fragmented development. "It's not like a road suddenly finishes in a dead-end – it's all been meshed together," says Mackenzie. "Somebody buys a house a kilometre away and they will be able to walk to the town centre. It's all been laid out with open spaces and connections so they can do this."

"The collaboration (among the developers) has been successful but there are still things we are debating with council."

"The positioning of the train stations to face the town centre is critical for us."

"You want people to get off the train and walk straight into town. You don't want them having to go on a

hike – especially if you are trying to integrate it with a future regional hospital."

Mackenzie says Kiwi Property is looking at achieving a green-star standard for Drury East.

"Drury has a very green nature and we are working through what a green-star rating would look like."

"There are leads with green-star communities in the United States and Britain, and we are fully onboard with making sure Drury East is environmentally friendly and sustainable."

He said Kiwi Property was the second biggest user of solar energy at its sites and since 2012 it has reduced its carbon emissions by 40 per cent.

"We are fully committed in that space and continue to invest heavily in it."

Kiwi Property has a portfolio

worth \$3.2 billion and includes shopping centres Sylvia Park, Westgate Lifestyle, Lynn Mall (New Zealand's first), The Plaza in Palmerston North, Northlands in Christchurch, Centre Place North and a joint venture with Tainui Group Holdings in The Base in Hamilton. Amongst its office buildings are the Vero Centre and ASB North Wharf in Auckland.

David Schwartfeger, development manager for Kiwi Property, says Drury is a fantastic inter-generational project to create a lot of jobs and community opportunities, and it's great to have such a strong advocate in the Government putting in big infrastructure investment and driving it forward.

"We've had community days and the locals have been positive. It's been such a long time and they have a good understanding that 'hey, it's coming'."

"They are really looking forward to the train stations in terms of sorting out the commute, and having stuff like retail in place so they don't have to drive."

"At present if you want to go to the supermarket, you are driving into Papakura or taking a long trip to Pukekohe," Schwartfeger says.

Mackenzie says "you are never going to keep everybody happy but we want to take everyone on the journey."

"Through the feedback we've received there's a lot of history in the area, and we will honour that."

"On the land is the original homestead which is more than a 100 years old and we will be retaining it as a focal point for the town centre and local community."

"We will be doing these sorts of things," he says.

Project Auckland

Demand for industrial park

Coming down off Bombay Hills, curious motorists on the Southern Motorway first come across earthworks and signs of development just south of Drury village. The rural landscape in this part of the Auckland region is about to change.

By the end of this year the motorists will be able to take a diversion from the motorway and view the first stages of Drury South Crossing which will ultimately house about 2000 people and provide employment opportunities for nearly 6000 workers.

The \$1 billion Drury South Crossing is the latest mixed use "live, work and play" urban development to provide much-needed housing stock and industrial space, and relieve the pressure on Auckland's relentless growth.

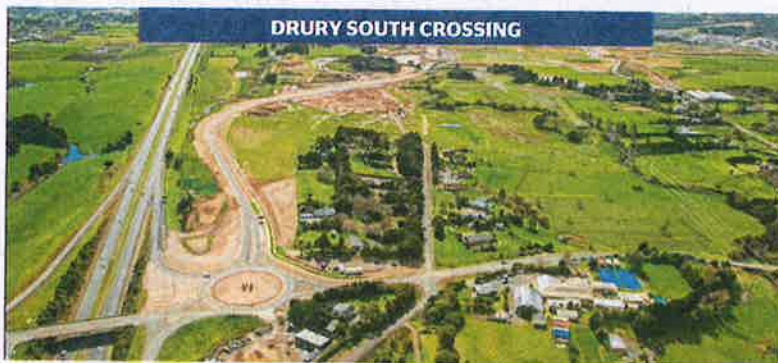
Stevenson Group, established more than 100 years ago as a concrete, quarrying and infrastructure business, is developing 40ha of housing, a 10ha commercial centre of shops, offices and professional services, and a 180ha industrial park – in total double the size of Highbrook.

The masterplan covers 360ha – Stevenson owns 300ha of it – that includes a Transpower switch station, new streets and extending Maketu Rd as the primary connection to the motorway. It creates 90ha of open spaces with parks, wetlands, cycle and walkways – an area one and a half times bigger than Auckland Domain.

"The masterplan has evolved over the last 13 years," says Stephen Hughes, chief executive of Drury South Crossing. "We first worked with the Papakura and Franklin District Councils and Auckland Regional Council – it goes back a long way."

"Four years ago we made a plan change and introduced affordable

The wider area from Papakura to Drury and through to Paerata will one day host a similar population to North Shore's 200,000, reports **Graham Skellern**



DRURY SOUTH CROSSING

The land north of the new Maketu Rd interchange at Drury South Crossing will become a mixture of residential, commercial, industrial and public open spaces.

housing – 13 years ago the idea of people living there was more far-fetched than it is today. We also knew it would be hard to keep the industrial park functioning after hours without having the residential element."

Hughes says the demand for the industrial park, capable of taking 100 businesses, has exceeded expectation. "There are not many other options in Auckland, especially for businesses wanting more than 1ha of land. These sites are difficult to find in the existing industrial areas and pricing has increased significantly."

Industrial sites in East Tamaki have risen from \$400 to \$800 per sq m. Stevenson is selling for about \$500 sq m. It is opening up four of the 11 blocks and titles covering 30ha will be delivered by the end of the year. A further 40ha of titles will be available during next year. Stevenson has so far sold 28 of the 41 sites on the market. Most are more than 1ha and will be owner-occupied. "We didn't expect to get to this point so fast," says Hughes. "The demand is certainly there as we work through the level of inquiry."

Most of the businesses are

relocating further south, or growing out of Pukekohe and Hamilton, he says. "Available industrial sites (elsewhere) are only for tenants but businesses want to own their own decent size of land. This is the first opportunity they've had for a long time."

Through the first sales, the Drury South Crossing industrial park is shaping up as a destination for manufacturing, engineering and fabrication, logistics and warehousing.

Tauranga-based Classic Builders has been contracted to build 850 homes in the residential community, called



Thirteen years ago the idea of people living there was more far-fetched than it is today.

Stephen Hughes

Hunua Views. The first 30 standalone houses on 300sq m sections will be completed well before the end of the year and will sell for about \$600,000.

"That's relatively cheap for Auckland – it's a fantastic opportunity for people wanting a job and not having to drive anywhere," says Hughes.

"We've spent 13 years chipping away and it's a nice feeling to have had three years of earthworks and a good response from the market that people need and want."

If you look at the map, there's a lot of land to develop," says Hughes. "There are fewer opportunities in Auckland, and the wider area around Drury can become another North Shore with population of more than 200,000."

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