

I450. Drury Centre Precinct

I450.1 Precinct Description

The purpose of the Drury Centre Precinct is to provide for the development of a new, comprehensively planned, high density, transit-orientated centre at Drury that supports a quality compact urban form. The precinct achieves this by prioritising access to and within the centre by public and active modes and integrating rail, bus, pedestrian and cycle networks to connect key destinations. The precinct also provides for the highest employment-generating activities and retail and residential densities around the future Drury Central train station. At the same time, the precinct emphasises the need for development to create a unique sense of place for Drury by integrating existing natural and built site features with development and respecting the landform.

The precinct provides for a wide range of activities that will support the establishment of a new metropolitan centre in Drury. The precinct comprises: the core centre, anchored by a future train station in the north; a retail main street; and quality open spaces. The main street will provide a vibrant pedestrian experience, typically with fine grain retail frontages and a high amenity street environment. The precinct provides for safe and convenient active transport access to and from the Drury Central train station.

The core centre will be surrounded by supporting activities, including high density residential to the north and east, and large format retail and associated activities to the south. The streets through the high density residential areas to the north and south of the centre will offer a high quality pedestrian environment, while allowing some residential to locate at ground floor.

There is a network of streams throughout the Drury Centre Precinct, including the Hingaia stream and Fitzgerald stream. The precinct seeks to maintain and enhance these waterways and integrate them with the open space network as a key feature.

There are five Sub-precincts in the Drury Centre Precinct:

- Sub-precinct A is zoned Business - Metropolitan Centre Zone and contains the primary retail area, Key Retail Street and civic and green open spaces. The sub-precinct is the focal point for intensive retail, commercial and civic development and pedestrian activity;
- Sub-precinct B is zoned Business – Metropolitan Centre Zone and is intended to be the primary location for large format retail, while also providing for other commercial and residential activities allowed in the zone. Development in this sub-precinct should ensure that a quality street environment is achieved;
- Sub-precinct C is zoned Business - Mixed Use Zone and provides for high density residential and a range of commercial activities that will complement the core centre and maximise the efficient use of land close to the rapid transport network. Eight storey buildings are enabled in this sub-precinct to provide a transition to surrounding residential zones.
- Sub-Precinct D is zoned Business – Mixed Use Zone and applies to the south-eastern part of the Drury Centre Precinct. Additional assessment criteria apply to the staging of pedestrian and cycle connections to the Drury Central train station and additional residential standards apply.

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- Sub-precinct E is zoned Business – Mixed Use Zone and provides for high density residential and a range of commercial activities that will complement the core centre and maximise the efficient use of land close to the rapid transport network. The Centre Fringe Office Control applies to the area within 200m of the Drury Central train station. Twelve storey buildings are enabled, and flexible ground floor designs are encouraged in the sub-precinct.

The transport network in the wider Drury East area as defined on Precinct Plan 4 will need to be progressively upgraded over time to support development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction of safe, efficient and effective access to the Drury Central train station and other upgrades necessary to manage adverse effects on the local and wider transport network. At the time of the Drury Centre Precinct provisions being made operative, there is insufficient council family or central government funding available for transport and other infrastructure to support the full build-out of Drury East, which may affect the speed at which land within Drury East can be developed.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the wider Drury East area (see I450.6.2), recognising that the area functions as an integrated transport network;
- (b) Requiring a comprehensive assessment and an Integrated Transport Assessment to be prepared for development and subdivision that does not comply with I450.6.2;
- (c) Requiring safe, legible and direct connection/s to the Drury Central train station to be in place as development and subdivision occurs;
- (d) Requiring Fitzgerald Road and Brookfield Road to be progressively upgraded in accordance with Appendix 1, as development and subdivision occurs, to connect with the Waihoehoe/Fitzgerald Road intersection and any new schools within the Precinct Plan 4 area. Those parts of Flanagan Road within the precinct which are not to be closed or relocated, will also require frontage upgrade as development progresses;
- (e) Requiring new collector roads within the precinct generally in the locations shown on Precinct Plan 2, and new local roads to form a high quality and integrated network;
- (f) Requiring all proposed roads to be designed in accordance with Appendix 1, consistent with the functions and elements outlined in the table.

Precinct provisions also require assessment of a range of matters relating to the existing road network, including for example whether a temporary active modes connection has been provided to the Drury South Precinct.

Open spaces in the Drury Centre precinct other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

An area within the Precinct which may experience vibration levels higher than would normally be expected because of proximity to the rail corridor is identified on Precinct Plan 6.

The zoning of the land within the Drury Metropolitan Centre Precinct is Business – Metropolitan Centre, Business - Mixed Use, and Open Space – Informal Recreation.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I450.2 Objectives

- (1) Drury Centre is a vibrant and intensive transit-orientated development, that supports employment-generating and retail activities and high density residential within walking distance of rapid transit, and which prioritises public and active modes of transport to and within the centre.
- (2) Drury Centre provides for the social and economic needs of the wider Drury-Opaheke community, and is the primary location for retail, civic, recreation and intensive employment activities, creating a focal point for the area.
- (3) Development of the Drury Centre creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.
- (4) Drury Centre is a walkable centre, with a street-based environment that positively contributes to pedestrian amenity, safety and convenience, with a particular emphasis on the Key Retail Street and key collector roads.
- (5) Subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (6) Access to and from the precinct occurs in an effective, efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
- (7) Drury Centre develops and functions in a way that:
 - (a) Results in a mode shift to public and active modes of transport; and
 - (b) Provides safe and effective movement between, retail areas, community facilities, housing, jobs, open spaces and the Drury Central train station by active modes.
- (8) Development is coordinated with the supply of sufficient water, energy and communications infrastructure.
- (9) Freshwater, sediment quality, and biodiversity are improved.
- (10) Activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.

I450.3 Policies

Land Use

- (1) Provide for the greatest density of retail and commercial activities with supporting

community and residential activities within Sub-Precinct A and discourage activities which do not support an active and lively retail street frontage with a fine grained, pedestrian orientated outcome.

- (2) Recognise that Sub-Precinct B will be the primary location for large format retail activities.
- (3) Provide for high density residential and supporting intensive employment activities compatible with residential amenity values in Sub-Precinct C, D and E that supports the function, role and amenity of Sub-Precinct A as the core centre.
- (4) Provide for a greater range of intensive employment activities in Sub-Precinct E responding to its close proximity to rapid transport, while supporting the function, role and amenity of Sub-Precinct A as the core centre.

Street Network and Built Form

- (5) Require attractively designed, safe and direct access to the Drury Central train station, with a particular focus on pedestrians and cyclists.
- (6) Require collector roads to be provided generally in the locations shown in I450.10.2 Drury Centre: Precinct Plan 2, while allowing for variation, where it would achieve a better connected street layout that integrates with the surrounding and proposed transport network.
- (7) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (8) Require the transport network to be attractively designed to appropriately provide for all modes of transport in accordance with Appendix 1, including by:
 - (a) Providing a high standard of amenity for pedestrians in areas where high volumes of pedestrians are expected;
 - (b) Providing for safe separated access for cyclists on arterial and collector roads that link key destinations;
 - (c) Providing a level of landscaping that is appropriate for the function of the street; and
 - (d) Providing for the safe and efficient movement of vehicles.
- (9) Manage building height and form to:
 - (a) Maximise heights and densities close to the Drury Central train station and the frequent transport network;
 - (b) Contribute positively to Drury's sense of place, including by:
 - (i) Reinforcing the function of Sub-precinct A as the core of Drury Centre;
 - (ii) Responding to landform; and
 - (iii) Transitioning the scale of built form to visually integrate with adjoining areas.

- (c) Minimise shading effects on large publicly accessible open spaces.
- (10) Ensure that Sub-Precinct A is designed to be the compact, pedestrian orientated retail core of the precinct with a fine-grained network of streets that are open to the sky.
- (11) Ensure that development positively addresses and engage with the street by:
 - (a) Maximising street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality on the Key Retail Street.
 - (b) Achieving a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality on other local roads in Sub-Precinct A, and the General Commercial frontages shown on Precinct Plan 3.
- (12) Recognise that appropriately designed residential at ground floor may locate on some local roads in Sub-Precinct A away from the Key Retail Street, including where residential adjoins public open space.
- (13) Require large format retail activities in Sub-Precinct B to provide for the visual quality and interest of streets and other public places, having regard to the functional requirements of that activity.
- (14) Enable residential activities at high densities in Sub-Precinct C, D and E that provide quality on-site amenity for residents, including privacy and outlook, outdoor living space and access to daylight.
- (15) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contributes to a sense of place for the Drury Centre and a quality network of open spaces in Drury-Opāheke, including by:
 - (a) Incorporating distinctive site features, including the existing Homestead;
 - (b) Reinforcing legibility within the centre; and
 - (c) Integrating with the stream network to create a green corridor following the Hingaia and Fitzgerald streams.

Transport, Infrastructure and Staging

- (16) Promote a mode shift to public transport and active modes by:
 - (a) Requiring active mode connections to the Drury Central train station for all stages of development;
 - (b) Requiring streets to be designed to provide safe separated access for cyclists on collector and arterial roads;
 - (c) Limiting the supply of on-site parking for office activities to minimise the growth of private vehicle trips by commuters travelling during peak periods;
 - (d) Requiring end-of-trip facilities for all commercial and community activities.
- (17) Encourage office and retail activities to implement additional travel demand

management measures that would promote the use of public transport.

- (18) Ensure that the adverse effects of traffic generation on the surrounding transport network are mitigated, including by ensuring:
 - (a) Public transport can operate efficiently at all times;
 - (b) The surrounding road network can operate with reasonable efficiency during inter-peak periods;
 - (c) Safe and efficient movement of freight vehicles within and through the Drury South precinct;
 - (d) Any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and
 - (e) The transport network operates safely at all times.
- (19) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the Drury Centre precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all modes and connect with the existing transport network to the Drury Central train station.
- (20) Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (21) Ensure that development in Drury Centre Precinct is coordinated with sufficient stormwater, wastewater, water, energy, and communications infrastructure.
- (22) Require subdivision and development, as it proceeds, to provide access to safe, direct and legible pedestrian and cycling connections to the Drury Central train station and schools within the Precinct Plan 3 area.

Ecology

- (23) In addition to the matters in Policy E1.3(8), manage erosion and associated effects on stream health and values arising from development in the precinct, including parts of the Fitzgerald and Hingaia streams, and enable in-stream works to mitigate any effects.
- (24) In addition to the matters in Policy E.3.3(13), provide for stream works, including reclamation, where they are required to construct Drury Boulevard.
- (25) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.

Stormwater Management

- (26) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan, including:

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- (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
- (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
- (c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;
- (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces;
- (e) Providing planting on the riparian margins of permanent or intermittent streams;
- (f) Ensuring development is coordinated with sufficient stormwater infrastructure.

Natural Hazards

- (27) Ensure development manages flooding effects upstream and downstream of the site and in the Drury Centre precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event. This may include appropriately designed and sited interim storage/attenuation areas prior to culvert upgrades.

Activities sensitive to noise adjacent to the rail corridor

- (28) Ensure that “Activities sensitive to noise” adjacent to the railway corridor are designed with acoustic attenuation measures to protect people’s health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

Mana Whenua values

- (29) Development responds to Mana Whenua values by:
 - (a) Delivering a green corridor following the Hingaia and Fitzgerald streams;
 - (b) Taking an integrated approach to stormwater management;
 - (c) Ensuring the design of streets and publicly accessible open spaces incorporate Te Aranga design principles;
 - (d) Encouraging engagement with Mana Whenua to inform the design of development in Drury Centre.

All relevant overlay, Auckland-wide and zone objectives and policies apply in this precinct in addition to those specified above.

I450.4 Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I450.4.1 below.

Activity Table I450.4.1 specifies the activity status for land use and development activities

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pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

Table I450.4.1 Activity table

All Sub-Precincts

Activity		Activity Status
Use		
Subdivision and Development		
(A1)	Subdivision, or new buildings prior to subdivision, including private roads	RD
(A2)	Development of publicly accessible open spaces greater than 1000m ²	RD
(A3)	New buildings	RD
(A4)	Additions and alterations to buildings not otherwise provided for	RD
(A5)	Subdivision and/or development that does not comply with Standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I450.6.2.1: <ul style="list-style-type: none"> i. Upgrades in rows (a) and (b) ii. The upgrade in row (c) relating to Drury Central train station 	NC
(A6)	Subdivision and/or development that does not comply with Standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I450.6.2.1: <ul style="list-style-type: none"> i. The upgrade in row (c) relating to the Direct connection from State Highway 1 to the Drury Centre ii. Upgrades in rows (d) to (f) 	D
(A7)	Subdivision and/or development that does not comply with Standard I4506.6(1) Road Design and Upgrade of Existing Rural Roads	RD
(A8)	Subdivision and/or development that does not comply with Standard I4506.6(2) Road Design and Upgrade of Existing Rural Roads	D

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(A9)	Any application to amend an existing resource consent that gives rise to non-compliance with Standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades and Table I450.6.2.1	NC in relation to transport infrastructure upgrades subject to (A5) above D in relation to transport infrastructure upgrades subject to (A6) above
<u>Streams</u>		
(A10)	New reclamation or drainage within Stream A shown on I450.10.2 Precinct Plan 2 required to construct the Drury Boulevard	D

Sub-Precinct C and E – Mixed Use

Activity		Activity Status
<u>Use</u>		
<u>Commerce</u>		
(A11)	Department stores	NC
(A12)	Drive through restaurants	NC
(A13)	Motor vehicle sales	NC
(A14)	Service stations with frontage to an arterial road	RD
(A15)	Service stations with no frontage to an arterial road	NC
(A16)	Trade suppliers	NC
<u>Industry</u>		
(A17)	Industrial laboratories	D
(A18)	Light manufacturing and servicing	D
(A19)	Repair and maintenance services	NC
(A20)	Storage and lockup	NC
(A21)	Warehousing and storage	NC

Sub-Precinct A – Metropolitan Centre

<u>Activity</u>		<u>Activity Status</u>
<u>Use</u>		
<u>Commerce</u>		
(A22)	Drive through restaurants	NC
(A23)	Motor vehicle sales	NC

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(A24)	Trade suppliers	NC
(A25)	Garden centres	NC
(A26)	Warehousing and storage	NC

I450.5 Notification

- (1) Any application for resource consent for an activity listed in Table I450.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I450.6 Standards

- (1) Unless specified in Standard I450.6(2), I450.6(3) and I450.6(4) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I450.4.1 above.
- (2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table I450.4.1 above within all sub-precincts:
 - (a) H9.6.1 Building Height
 - (b) E27.6.1 Trip Generation.
- (3) In addition to I450.6 (1) activities listed in Activity Table I450.4.1 must comply with the following standards I450.6.1 to I450.6.10 and I450.6.15.

Sub-Precinct C, D and E

- (4) In addition to I450.6(1) and I450.6(3), activities in Sub -Precincts C, D and E listed in Activity Table I450.4.1 must also comply with the following standards:
 - (a) I450.6.11 Daylight
 - (b) I450.6.12 Outdoor Living Space
 - (c) For that part of Sub-Precinct E subject to the Centre Fringe Office Control, I450.6.13 Residential at Ground Floor
 - (d) I450.6.14 Outlook Space.

All Sub-Precincts

I450.6.1 Building Height

Purpose:

- Enable building height to be maximised close to the Drury Central train station and the frequent transport network;
 - Contribute positively to Drury's sense of place;
 - Manage the effects of building height, including visual dominance.
- (1) Buildings must not exceed the height shown in metres on I450.10.1 Drury Centre: Precinct Plan 1.

I450.6.2 Staging of Subdivision and Development with Transport Upgrades

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy I450.3(18).
 - Achieve the integration of land use and transport consistent with Policies I450.3(16), (19), (20) and (22).
- (1) Development and subdivision within the area shown on I450.10.4 Precinct Plan 4 must not exceed the thresholds in Table I450.6.2.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of the Table will be deemed to comply with this standard I450.6.2(1) if the corresponding infrastructure identified in Column 2 of the Table is:
- (a) Constructed and operational prior to lodgement of the resource consent application; or
 - (b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:
 - (i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - (ii) the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or
 - (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
 - (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - (ii) Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.
- (2) Any application lodged in terms of I450.6.2(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an *Augier* basis to the imposition of consent conditions requiring (as relevant) that:
- (a) no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational;

and/or

- (b) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in I450.6.2 (2)(a) and/or I450.6.2 (2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant infrastructure upgrades are operational.

- (3) For the purpose of this standard:

- (a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;
- (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
- (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).

- (4) Any proposal for land use or subdivision for dwellings, retail, commercial and/or community activities must demonstrate compliance with this rule in accordance with the Special Information Requirements in I450.9(5).

Table I450.6.2.1 Threshold for Subdivision and Development as shown on I450.10.4 Drury Centre: Precinct Plan 4

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

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(e)	<p>Up to a maximum of:</p> <ul style="list-style-type: none"> (i) 3,800 dwellings; and/or (ii) 64,000m² retail GFA; and/or (iii) 21,000m² other commercial GFA; and/or (iv) 2,400m² community GFA. 	<p>Upgrades in (a)-(d) above and:</p> <p>Mill Road southern connection between Fitzgerald Road and State Highway 1, providing four traffic lanes and separated active mode facilities, including a new SH1 Interchange at Drury South - the “Drury South interchange”</p>
(f)	<p>Up to a maximum of:</p> <ul style="list-style-type: none"> (i) 5,800 dwellings; and/or (ii) 97,000m² retail GFA; and/or (iii) 47,000m² other commercial GFA; and/or (iv) 10,000m² community GFA. 	<p>Upgrades in (a)-(e) above and:</p> <p>Mill Road northern connection between Fitzgerald Road and Papakura, providing four traffic lanes and separated active modes, including ultimate upgrade of Waihoehoe Road East from Fitzgerald Road to Mill Road and Ultimate Opāheke Northern connection, providing four lanes including bus lanes and active mode facilities between Waihoehoe Road and Opāheke Road in Papakura</p>

I450.6.3 Maximum parking rate

Purpose:

- Promote a mode shift to public transport and active modes by limiting the supply of commuter parking progressively over time.
- (1) Any proposal for office activities must provide information in accordance with the Special Information Requirements in I450.9(5).
 - (2) The maximum number of parking spaces for office activity are as follows:
 - (a) Up to 19,000m² – 1 space per 35m² GFA;
 - (b) Between 19,001 – 47,000m² – 1 space per 50m² GFA;
 - (c) Greater than 47,000m² – 1 space per 60m² GFA.

I450.6.4 Minimum Bicycle Parking

- (1) In addition to the bicycle parking requirements in standard E27.6.2(6), at least one secure (long stay) bicycle park must be provided for every dwelling.
- (2) For multi-unit development, at least one visitor (short stay) bicycle space must be provided for every 20 dwellings.

I450.6.5 End-of-Trip Facilities

Purpose:

- Promote a mode shift to public transport and active modes by requiring end-of-trip facilities for all commercial and community activities.

(1) End-of-trip facilities:

- (a) the activities specified in Table I450.6.5.1 must provide end-of-trip facilities as listed below; and
- (b) the following end-of-trip facilities requirements apply to new buildings and developments.

Table I450.6.5.1 Required end-of-trip facilities (intended for staff use)

Land Use	GFA	No. of showers and changing facilities required
Commercial and community activities	Up to 500m ²	No requirement
	Greater than 500m ² up to 2,500m ²	One shower and changing area with space for storage of clothing
	Greater than 2,500m ² up to 7,500m ²	Two showers and changing area with space for storage of clothing
	Every additional 7,500m ²	Two additional showers and changing area with space for storage of clothing

I450.6.6 Road Design and Upgrade of Existing Rural Roads

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Road Function and Design Elements Table, and that existing rural roads are progressively upgraded to an urban standard.
- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Road Function and Design Elements Table.
 - (2) Fitzgerald Road and/or Brookfield Road must be upgraded to an urban standard where vehicle access is proposed for any new activity, development and/or subdivision to or from either of these roads, and where the upgrade has not already occurred. The portion of road to be upgraded must extend from the proposed vehicle access to the intersection of Waihoehoe / Fitzgerald Roads.

I450.6.7 Riparian Margins

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
 - (a) This rule shall not apply to road crossings over streams;
 - (b) Walkways and cycleways must not locate within the riparian planting area;

- (c) Any archaeological site identified in a site specific archaeological survey must not be planted;
 - (d) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.
- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

I450.6.8 Stormwater Quality

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from new, or redevelopment of existing, high contaminant generating carparks, all publicly accessible carparks exposed to rainfall, and all roads must be treated with a stormwater management device(s) meeting the following standards:
- (a) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.
 - (c) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials, that avoid the use of high contaminant yielding building products which have:
- (a) exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
 - (b) exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
 - (c) exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

I450.6.9 Activities sensitive to noise within 60m of the rail corridor

Purpose: Ensure Activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

- (1) Any new building or alteration to an existing building that contains an activity sensitive to noise within 60 metres of the rail corridor must be designed, constructed and maintained to not exceed 35 dB LAeq (1 hour) for sleeping areas and 40 dB LAeq (1 hour) for all other habitable spaces.

Note - Railway noise is assumed to be 70 dB LAeq(1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.

- (2) If windows must be closed to achieve the design noise levels in Standard I450.6.9(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule I450.6.9 (1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in I450.6.9 (1).

I450.6.10 Fences adjoining publicly accessible open space

Purpose: Ensure development positively contributes to the visual quality and interest of open spaces.

- (1) Fences, or walls, or a combination of these structures, within a side or rear yard adjoining a publicly accessible open space (excluding roads) must not exceed the heights specified below, measured from the ground level at the boundary:
 - (a) 1.2m in height; or
 - (b) 1.8m in height if the fence is at least 50 per cent visually open.

I450.6.11 Daylight

Purpose:

- Ensure adequate daylight for living areas and bedrooms in dwellings, supported residential care and boarding houses; and
 - In combination with the outlook control, manage visual dominance effects within a site by ensuring that habitable rooms have an outlook and sense of space, particularly at upper building levels.
- (1) Buildings which include dwellings, units in an integrated residential development, visitor accommodation and boarding houses within Sub-Precincts C, D and E must comply with H6.6.14 Daylight.

I450.6.12 Outdoor Living Space

Purpose: to provide dwellings, supported residential care and boarding houses with outdoor living space that is of a functional size and dimension, has access to sunlight, and is directly accessible from the principal living room, dining room or kitchen and is separated from vehicle access and manoeuvring areas.

- (1) Buildings which include dwellings, supported residential care and boarding houses within Sub-Precincts C, D and E must have an outdoor living space in the form of a balcony, patio or roof terrace that:
 - (a) is at least 5m² for studio and one-bedroom dwellings and has a minimum dimension of 1.8m; or
 - (b) is at least 8m² for two or more bedroom dwellings and has a minimum dimension

of 1.8m; and

- (c) is directly accessible from the dwelling, supported residential care unit or boarding house; and
- (d) except that, a balcony or roof terrace is not required where the net internal floor area of a dwelling is at least 35m² for a studio and 50m² for a dwelling with one or more bedrooms.

I450.6.13 Residential at ground floor

Purpose:

- Protect the ground floor of buildings within the Centre Fringe Office Control for commercial use;
 - Preclude activities that require privacy from locating on the ground floor of buildings fronting streets or public open spaces.
- (1) Within that part of Sub-Precinct E subject to the Centre Fringe Office Control (refer to I450.10.5 Precinct Plan 5), dwellings including units within an integrated residential development must not locate on the ground floor of a building where the dwelling or unit has frontage to public open spaces including streets.

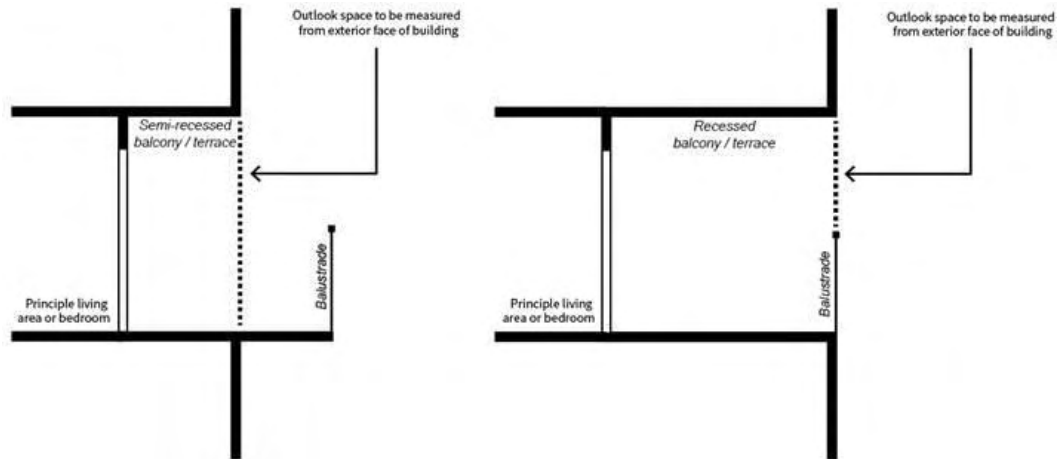
I450.6.14 Outlook space

Purpose:

- To ensure a reasonable standard of visual privacy between habitable rooms of different buildings, on the same or adjacent sites; and
 - manage visual dominance effects within a site by ensuring that habitable rooms have an outlook and sense of space.
- (1) Buildings which include dwellings, units in an integrated residential development, visitor accommodation and boarding houses within Sub-Precincts C, D and E must comply with H13.6.9 Outlook. In addition to matters H13.6.9 (1) – (10), where the unit contains a recessed balcony or terrace, the outlook space must extend from the exterior face of the building as illustrated in Figure 1 below.

Figure 1: Measurement of outlook space for recessed balconies or terraces

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I450.6.15 Safe operation of the NIMT

Purpose: To ensure the safe operation of the North Island Main Trunk Line by providing for buildings on adjoining sites to be maintained within their site boundaries.

- (1) Buildings must be setback at least 5 metres from any boundary which adjoins the North Island Main Trunk Line.

I450.7 Assessment – controlled activities

There are no controlled activities in this precinct.

I450.8 Assessment – restricted discretionary activities

I450.8.1 Matters of discretion

The Council will reserve its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, or new buildings prior to subdivision, including private roads:
 - (a) Location and design of the collector streets, local streets and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
 - (b) Provision of cycling and pedestrian networks;
 - (c) Location, design and sequencing of connections to the Drury Central train station;
 - (d) Design and sequencing of upgrades to the existing road network;
 - (e) Stormwater & flooding;
 - (f) Servicing;
 - (g) In Sub-precinct A, discourage activities which do not support an active and lively retail street frontage with fine grained, pedestrian orientated outcomes;
 - (h) Matters of discretion I450.8.1 (1)(a) – (e) apply in addition to the matters of discretion in H9.8.1(2), (3) and (4) and E38.12.1; and
 - (i) The imposition of consent conditions of the kind referred to in rule I450.6.2(1) and (2).

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- (2) Development of publicly accessible open space greater than 1000m²
 - (a) Location and design of the indicative publicly accessible open spaces shown in I450.10.2 (1) Precinct Plan 2;
 - (b) Location and design of any other publicly accessible open spaces greater than 1000m²;
 - (c) Matters of discretion I4508.1 (2) (a) - (b) apply in addition to the matters of discretion in E38.12.1; and
 - (d) Ownership and maintenance arrangements.
- (3) New buildings, and alterations and additions to buildings not otherwise provided for Sub-Precincts A and B:
 - (a) The design and appearance of buildings and development as it relates to all the matters set out in H9.8.1(2)(a)-(i), (3) and (4) and the future amenity values of Drury.
 - (b) Servicing;
 - (c) Travel demand management measures;
 - (d) Matters of discretion I450.8.1 (3)(a)-(c) apply in addition to the matters of discretion in H9.8.1 (2),(3) and (4); and
 - (e) For Sub-precinct A, discourage activities which do not support an active and lively retail street frontage with fine grained, pedestrian orientated outcomes.
- (4) New buildings, alterations and additions to buildings not otherwise provided for in the underlying zone within Sub-Precincts C, D and E:
 - (a) The design and layout of buildings and development insofar as it affects the existing and future residential amenity values and the amenity values of public streets and open spaces;
 - (b) Servicing;
 - (c) Matters of discretion I4508.1 (4) (a) - (b) apply in addition to the matters of discretion in H13.8.1 (3).
- (5) Infringement to standard I450.6.1 Building height:
 - (a) Matters of discretion H13.8.1(7) apply.
- (6) Infringement of standard I450.6.3 Maximum parking rate
 - (a) Matters of discretion E27.8.1(5) apply.
- (7) Infringement of standard I450.6.4 Minimum cycle parking, I450.6.5 End of Trip Facilities
 - (a) Matters of discretion E27.8.1(7) apply.
- (8) Infringement to standard I4506.7 Riparian Margins:
 - (a) Effects on water quality, biodiversity and stream erosion.
- (9) Infringements to standard I4506.8 Stormwater Quality
 - (a) Matters of discretion E9.8.1(1) apply.
- (10) Infringement of standard I450.6.9 – Development within 60m of the rail corridor
 - (a) Effects on human health and residential amenity while people are indoors and effects on

the operation of the railway corridor.

- (11) Infringement of standard I450.6.10 Fences adjoining publicly accessible open space
 - (a) Effects on the amenity and safety of the open space.
- (12) Infringement to standard I450.6.11 Daylight:
 - (a) Matters of discretion H13.8.1(7) apply.
- (13) Infringement to standard I450.6.12 Outdoor Living Space:
 - (a) Matters of discretion H13.8.1(7) apply.
- (14) Infringement of Standard I450.6.13. Residential at ground floor in Sub-Precinct E
 - (a) Matters of discretion in H13.8.1(7) apply.
- (15) Infringement of standard I450.6.14 – Outlook Space
 - (a) Matters of discretion H13.8.1(7) apply.
- (16) Infringement of standard I450.6.15 Safe operation of the NIMT
 - (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Island Main Trunk Line.
- (17) Infringement to standard I450.6.6(1) Road Design and Upgrade of Existing Rural Roads
 - (a) The design of the road, and associated road reserve and whether it achieves policies I450.3(8), (16), (18) and (19).
 - (b) Design constraints.
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

I450.8.2 Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

(1) Subdivision, or new buildings prior to subdivision, including development of private roads:

Location of roads

- (a) The extent to which the collector road network, the Key Retail Street and the potential connection to Drury Centre are provided generally in the locations shown on I450.10.2 Drury Centre: Precinct Plan 2 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform.
- (b) Whether an alternative alignment provides an equal or better degree of connectivity

and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

- (i) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.
- (c) Within Sub-precinct D, whether development precludes the construction of any connection between Brookfield Road and Quarry Road over Hingaia Stream.
- (d) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network. Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.
- (e) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

Design of roads

- (f) Whether the design of new collector and local roads accords with the road design details provided in I450.11 Drury Centre: Appendix 1;
- (g) Whether the layout of the street network provides a good degree of accessibility and supports a walkable street network. As a general principle, the length of a block should be no greater than 180m, and the perimeter of the block should be no greater than 500m;
- (h) Whether Station Road is designed as a low-speed environment that provides pedestrian accessibility between the Drury Central train station and the Key Retail Street.

Connections to the Drury Central train station

- (i) Whether the street network provides direct, safe and legible pedestrian and cycle connections to the operational Drury Central train station as development occurs over time. In particular, whether the following is provided, or an alternative is provided that achieves an equal or better degree of connectivity:
- (i) Development in Sub-Precinct B and D has a connection to the Drury Central train station via Drury Boulevard or the Key Retail Street shown on Precinct Plan 2;
 - (ii) Development in Sub-Precinct A has a connection to the Drury Central train station via the Key Retail Street and/or any connecting local or collector roads and/or open spaces;

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- (iii) Development in Sub-Precincts C and E has a connection to the Drury Central train station via Drury Boulevard and any connecting local or collector roads and/or open spaces.

Sequencing of upgrades to the existing road network

- (j) Whether a further upgrade to the intersection of State Highway 22 / Great South intersection beyond what is required by the Drury South Precinct (I410.8.2(1)(f)) is necessary, to ensure it can operate safely and efficiently. This will be assessed for development exceeding the level set out in I450.6.2.1(a), but prior to the full upgrade of Waihoehoe Road required by I450.6.2.1(d). If required, the further upgrade will provide an additional right turn lane from Great South Road.
- (k) Whether a temporary unsealed active modes connection, within the existing road reserve, has been provided to Drury South Precinct along Fitzgerald Road to Quarry Road (except for sections where impracticable due to constraints).
- (l) Prior to the upgrade of Fitzgerald Road, south of Brookfield Road, to an urban standard, whether any works are required within the existing road reserve, to ensure Fitzgerald Road is of a suitable condition to maintain safe traffic movement including any shoulder widening, localised widening, safety works and/or interim intersection upgrades, having regard to the additional traffic on that road generated by the Drury Centre Precinct.

Stormwater and flooding

- (m) Whether development is in accordance with an approved Stormwater Management Plan and policies E1.3(1) – (14);
- (n) Whether the design and efficacy of infrastructure and devices is appropriate with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment.
- (o) Whether the proposal ensures that development manages flooding effects upstream or and downstream of the site and in the Drury Centre precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event.
- (p) Whether the location, size, design and management of any interim flood attenuation areas that may be necessary is appropriate to ensure that development does not increase flooding risks prior to upgrades of culverts.

Servicing

- (q) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network, to service the proposed development, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road;
- (r) Where adequate network capacity is not available, whether adequate mitigation or

staging is proposed.

(2) Development of publicly accessible open space greater than 1000m²:

Location and design of publicly accessible open spaces greater than 1000m² in Sub-Precinct A

- (a) Whether open spaces are provided in locations generally consistent with their indicative locations shown on I450.10.2 Drury Centre Precinct Plan 2 and have adequate street frontage to ensure the open spaces are visually prominent and safe;
- (b) Whether the existing Homestead building is to be retained, repurposed and incorporated into a high amenity urban park for informal recreation, which forms a focal point of the Drury Centre; and if not the reasons why not;
- (c) Whether existing mature trees are retained within Homestead Park where possible;
- (d) Whether a civic open space is integrated with the Key Retail Street that functions as an urban plaza and is a focus of civic and public activity.

Location and design of any other open spaces greater than 1000m² including any riparian planting

- (e) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood;
- (f) Whether the location and design of open spaces integrates with surrounding natural features including the network of permanent and intermittent streams;
- (g) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for on-going private maintenance.

(3) New buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precincts A and B:

- (a) The design and appearance of buildings and development as it relates to all the matters set out in H9.8.1(2)(a)-(i) and the future amenity values of Drury;
- (b) The relevant assessment criteria in H9.8.2(2) of the Business – Metropolitan Centre Zone for buildings or alterations and additions to buildings apply in addition to the criteria below;
- (c) Whether the height and form of buildings provides for four hours of sunlight access to over 75% of the net site area of publicly accessible open spaces greater than 3,000m², between the hours of 10am-4pm during the Equinox (22 September). Demonstrating this may require the height of buildings to be reduced below that allowed by Rule I450.6.1 Building Height;
- (d) Whether buildings along the Key Retail Street shown on I450.10.2 Drury Centre:

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Precinct Plan 2 maximise pedestrian amenity, safety and visual quality through:

- (i) achieving an appropriate level of definition and sense of enclosure to the street by providing a frontage height of at least 8m;
 - (ii) providing activities that engage and activate the street and open space at ground and first floor levels;
 - (iii) ensuring buildings are generally aligned with the street and have continuous verandah cover except where open space is provided;
 - (iv) locating clearly identifiable and accessible pedestrian entrances to the street;
 - (v) requiring internal space at all levels within buildings to maximise outlook onto the street and open space; and
 - (vi) minimising or integrating servicing elements on building facades;
- (e) Whether other local streets in Sub-Precinct A achieve a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality;
- (f) Whether buildings fronting Homestead Park, the Town Square and Station Plaza provide activities that engage and activate the open space at ground floor level;
- (g) Whether activities within Sub-precinct B provide for the visual quality and interest of streets and other public places, having regard to the functional requirements of these activities, including typically larger building footprints, and areas of carparking;
- (h) Whether development incorporates Te Aranga Māori Design Principles;
- (i) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped;
- (j) Whether, in Sub-precinct A, activities support an active and lively retail street frontage with fine grained, pedestrian orientated outcomes.

Servicing:

- (k) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network, to service the proposed development, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road;
- (l) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed;
- (m) Whether development has considered the presence of the 110kv Counties Power electricity lines and the need to achieve safe distances under existing Codes of Practice, or whether the existing lines can be relocated.

Travel demand management measures:

- (n) For commercial activities greater than 500m² or integrated retail development, whether it

can be demonstrated by the measures outlined in a travel plan that the activities will be managed on an on-going basis, to minimise private vehicle travel to and from precinct and promote the use of public transport.

(4) New buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precincts C, D and E:

- (a) The relevant assessment criteria in H13.8.2(3) of the Business – Mixed Use Zone for buildings or alterations and additions to buildings apply in addition to the criteria below.
- (b) Whether residential development contributes to achieving attractive and safe streets and open spaces. Methods to achieve this include:
 - (i) Providing windows and entrances to the street to encourage passive surveillance;
 - (ii) Use of soft landscaping and planted elements to the street;
 - (iii) Minimising the visual dominance of garage doors and car parking areas to the street;
 - (iv) Minimising the frequency of vehicle crossings to the street and encouraging rear access, taking into account the context of the site, including orientation and topography.
- (c) Whether residential development:
 - (i) orientates and locates windows to optimise privacy and encourage natural cross ventilation within the dwelling;
 - (ii) optimises sunlight access based on orientation, function, window design and location, and depth of the dwelling floor space;
 - (iii) provides secure and conveniently accessible storage for the number and type of occupants the dwelling is designed to accommodate;
 - (iv) provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces.
- (d) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped.
- (e) Whether the height and form of buildings provides for four hours of sunlight access to over 75% of the net site area of publicly accessible open spaces greater than 3,000m², between the hours of 10am-4pm during the Equinox (22 September. Demonstrating this may require the height of buildings to be reduced below that allowed by Rule I450.6.1 Building Height.

Servicing:

- (f) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network to service the

proposed development having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road;

- (g) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed;
- (h) Whether development has considered the presence of the 110kv Counties Power electricity lines and the need to achieve safe distances under existing Codes of Practice, or whether the existing lines can be relocated.

(5) Infringement of standard I450.6.3 - Maximum parking rate

- (a) Assessment criteria in E27.8.2(4) apply.

(6) Infringement of standard I450.6.4 - Minimum cycle parking and I450.6.5 - End of Trip Facilities

- (a) Assessment criteria in E27.8.2(6) apply.

(7) Infringement to standard I450.6.7 - Riparian Planting

- (a) Whether the infringement is consistent with Policy I450.3(20).

(8) Infringement to I450.6.8 - Stormwater Quality

- (a) Assessment criteria E9.8.2(1) apply;
- (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (10) and (12) – (14);
- (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.

(9) Infringement of standard I450.6.9 - Activities sensitive to noise within 60m of the rail corridor

- (a) Whether Activities sensitive to noise adjacent to the railway corridor are designed to protect people from adverse health and residential amenity effects while they are indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:
 - (i) the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;
 - (ii) the extent of non-compliance with the noise standard and the effects of any non-compliance;
 - (iii) the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and
 - (iv) Any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail.

(10) Infringement of standard I450.6.10 - Fences adjoining publicly accessible open space

- (a) Whether the proposal positively contributes to the visual quality and interest of the adjoining open space, while providing an adequate degree of privacy and security for the development.

(11) Infringement to standard I450.6.11 - Daylight:

- (a) Whether the proposal is designed to meet the day to day needs of residents by providing adequate access to daylight to principal living rooms and bedrooms and providing a sense of space between buildings on the same site.

(12) Infringement to standard I450.6.12 - Outdoor Living Space:

- (a) Whether the proposal provides outdoor living space that is useable and accessible having regard to the functional requirements of the type of residential activity proposed.

(13) Infringements to standard I450.6.13 and H9.6.5 - Residential at Ground Floor

- (a) Whether the ground floor is designed with flexibility to accommodate commercial uses in the future;
- (b) Whether there are particular site characteristics that would make residential at ground floor suitable, for example where the site has frontage to a local road or minor public open space. In those instances, whether the dwellings are designed to enable passive surveillance of the street/public open space and provide privacy for residents.

(14) Infringement of standard I450.6.14 - Outlook Space

- (a) Assessment criteria in H13.8.2(7) apply.

(15) Infringement of standard I450.6.15 - Safe operation of the NIMT

- (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Island Main Trunk Line, including:
 - (i) the size, nature and location of the buildings on the site;
 - (ii) the extent to which the safety and efficiency of railway operations will be adversely affected;
 - (iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Island Main Trunk Line; and
 - (iv) Any implications arising from advice from KiwiRail.

(16) Infringement to standard I450.6.6(1) Road Design and Upgrade of Existing Rural Roads

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies I450.3(8), (16), (18) and (19).

- (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

I450.9 Special information requirements

(1) Riparian planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native. The riparian planting plan must be prepared in accordance with Appendix 16 - Guideline for native revegetation plantings.

(2) Archaeological assessment

An application for land modification must be accompanied by an archaeological assessment, including a survey. The purpose of this assessment is to evaluate the effects on archaeological values prior to any land disturbance, planting or demolition of a pre-1900 building, and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014.

(3) Travel Plan

A travel plan is required for offices greater than 500m² and integrated retail development, or where development infringes standard I450.6.2. A travel plan must be prepared by suitably qualified and experienced person and include:

- (a) operational measures to be established on-site to encourage reduced vehicle trips, including car sharing schemes, public transport use incentives, flexitime, staggered working hours;
- (b) operational measures to be established to restrict the use of any employee parking area(s) during peak periods, including the allocation of on-site parking between staff, company cars and visitors;
- (c) details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures;
- (d) the methods by which the effectiveness of the proposed measures outlined in the travel plan can be independently measured/monitored and reviewed by a suitably qualified and experienced traffic engineer, including a commitment to undertake travel surveys at the time of building occupation or as otherwise

required to provide on-going information regarding travel behaviour;

- (e) the design of transport infrastructure proposed as part of the development that encourages a mode shift;
- (f) an objective or target for mode share or travel associated with offices, retail or commercial activities.

(4) Integrated transport assessment

An application to infringe standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal is in accordance with Policies I450.3(7), I450.3(8), I450.3(16), (17), (18), (19) and I450.3(21) in addition to any other relevant AUP policy;
- (b) Whether public transport routes that connect to the Drury Central train station and the Drury Centre can operate effectively and efficiently at all times;
- (c) Whether the Waihoehoe/Great South Road intersection can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall intersection;
- (d) Whether increased use of public transport within the Drury Centre precinct or the wider area, has provided additional capacity within the transport network including by implementing travel demand management measures set out in a travel plan, which has been prepared in accordance with I450.9(4);
- (e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table I450.6.2.1 Threshold for Subdivision and Development;
- (f) Whether residential development is coordinated with retail and commercial development within the wider Drury East area identified on Precinct Plan 4 to minimise trips outside of the precinct providing additional capacity within the transport network;
- (g) Whether the actual rate of development in the wider area is slower than anticipated and provides additional capacity in the transport network;
- (h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the Drury Centre precinct;
- (i) Whether the integrated transport assessment supporting the application

documents the outcome of engagement with the road controlling authority;

- (j) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;
 - (k) Whether the intersection of Great South Road/Quarry Road and the Drury South Precinct roads can operate safely and efficiently prior to the full upgrade of Waihoehoe Road between Fitzgerald Road and Great South Road;
 - (l) Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the Precinct Plan 4 area.
- (5) Monitoring of Rule I450.6.2 Staging of Subdivision and Development with Transport Upgrades and Rule I450.6.3 Maximum Parking Rate
- (a) Any proposal for land use or subdivision for dwellings, retail, commercial and/or community activities must demonstrate compliance with rule I450.6.2 Staging of Subdivision and Development with Transport Upgrades. Any application must contain details of the maximum number of dwellings or amount of retail, commercial or community GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots).
 - (b) Any proposal for office activities must demonstrate compliance with rule I450.6.3 Maximum Parking Rate. Any application must contain details of the amount of office GFA proposed to be enabled where relevant.

(6) Transport Design Report

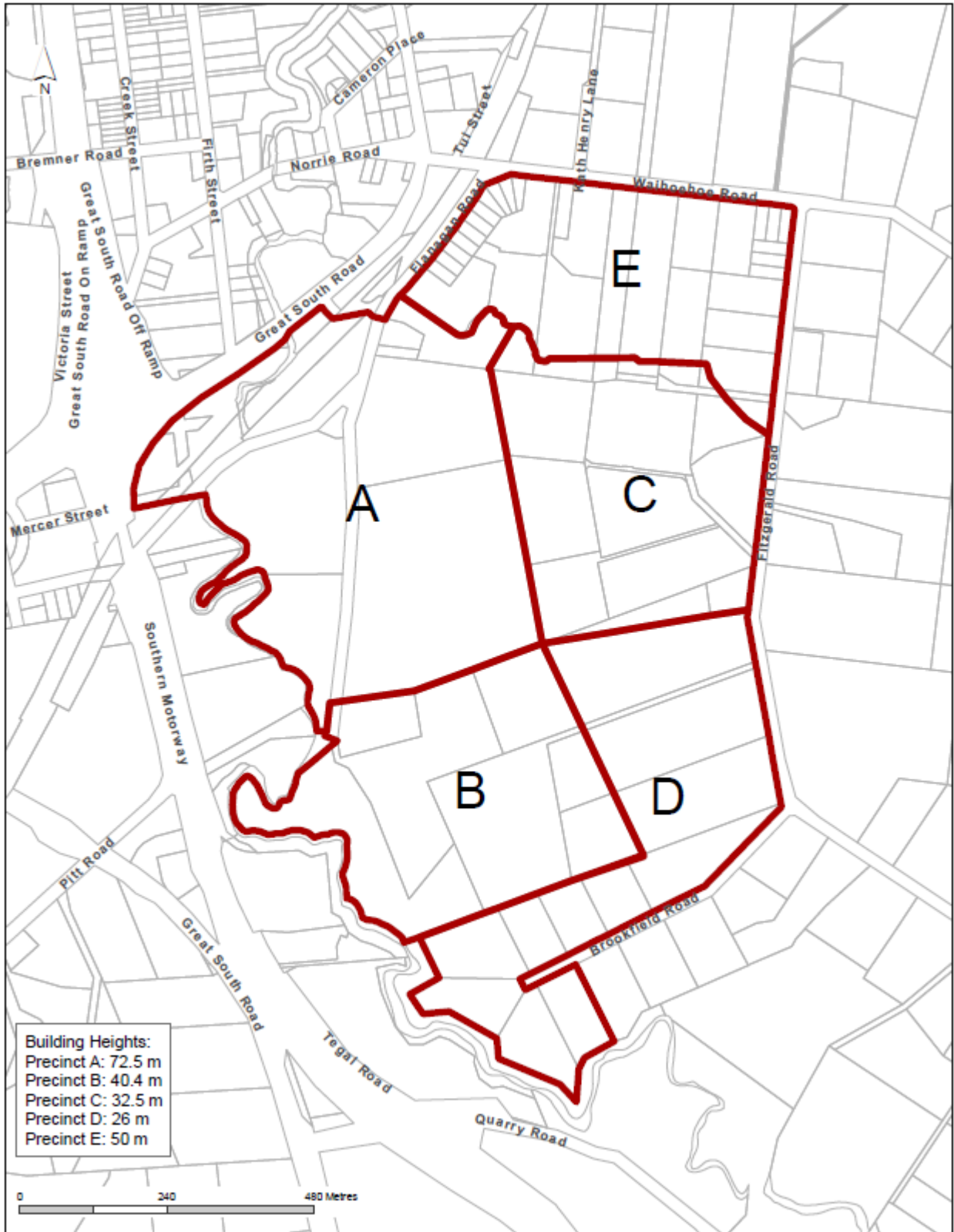
Any proposed new road intersection or upgrading of existing road intersections must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use consent.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

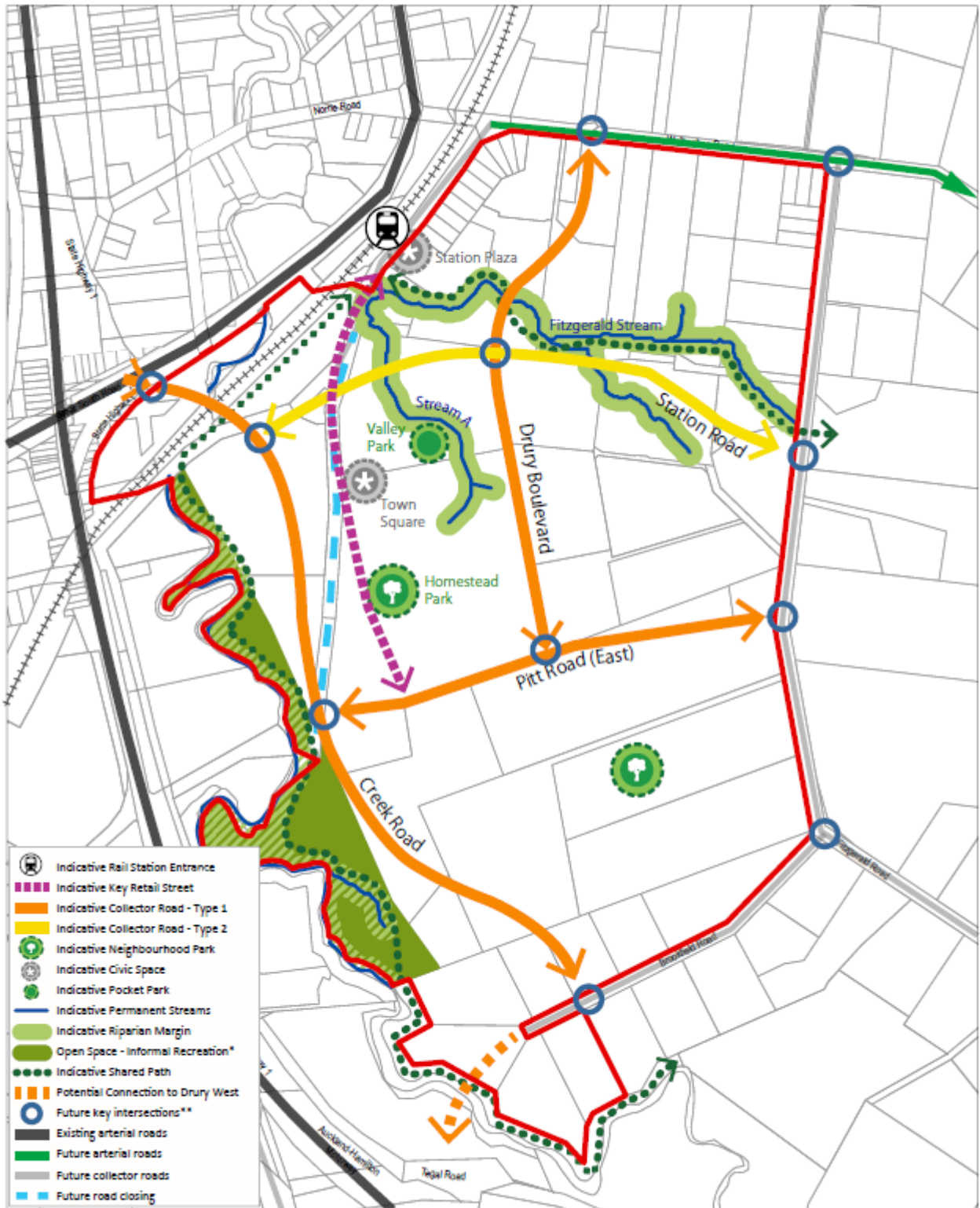
- (7) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard I450.6.9 and/or buildings proposed within 5 metres from any boundary which adjoins the North Island Main Trunk Line which infringe Standard I450.6.15:
- (a) Evidence of consultation with KiwiRail and its responses to that consultation.

I450.10 Precinct plans

I450.10.1 Drury Centre: Precinct plan 1 – Building Height



I450.10.2 Drury Centre: Precinct plan 2 – Structuring Elements



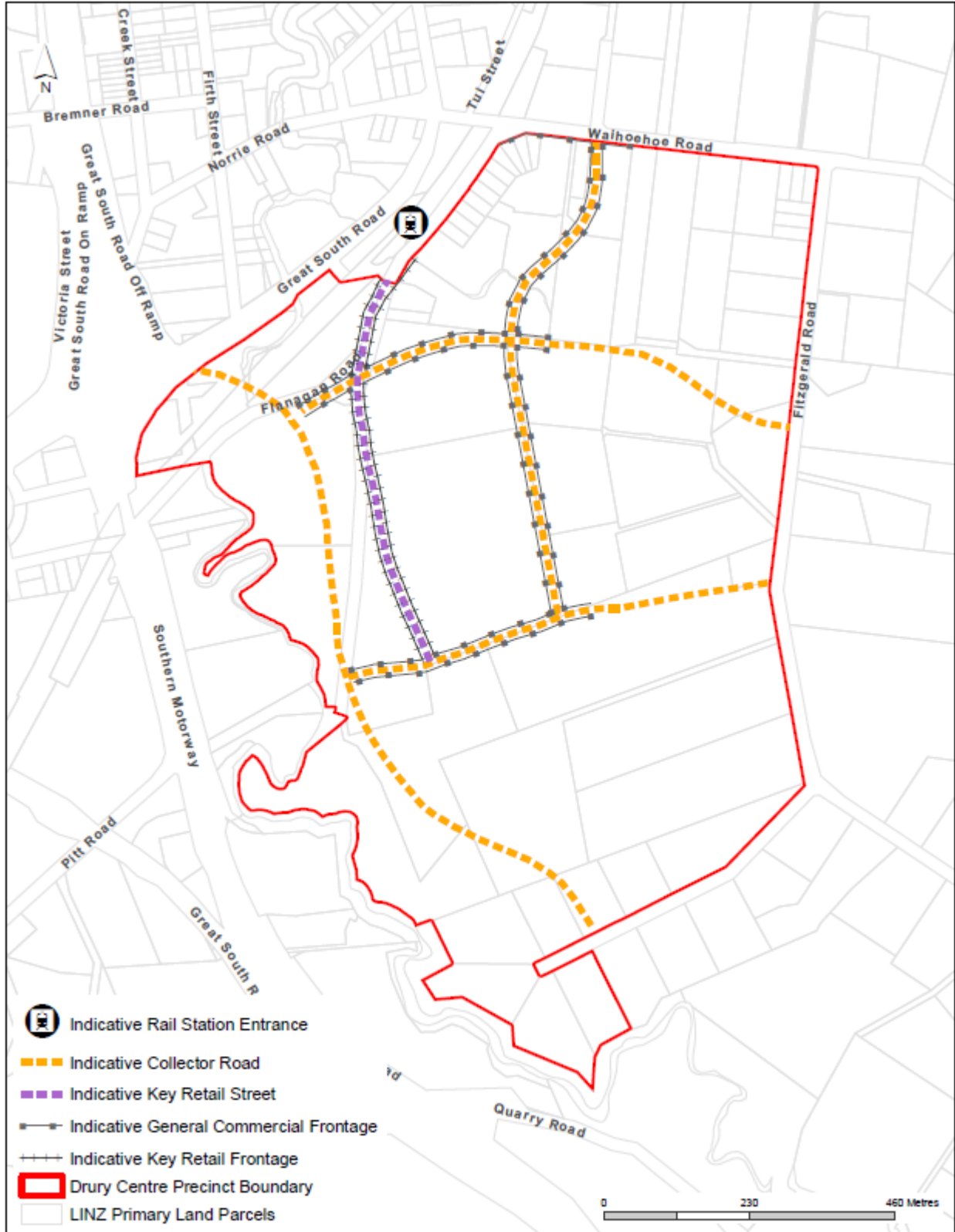
Note: All elements shown are indicative only and subject to detailed design and investigation as part of the resource consent process.

* Areas zoned Open Space outside of the Esplanade Reserve to be retained in private ownership.

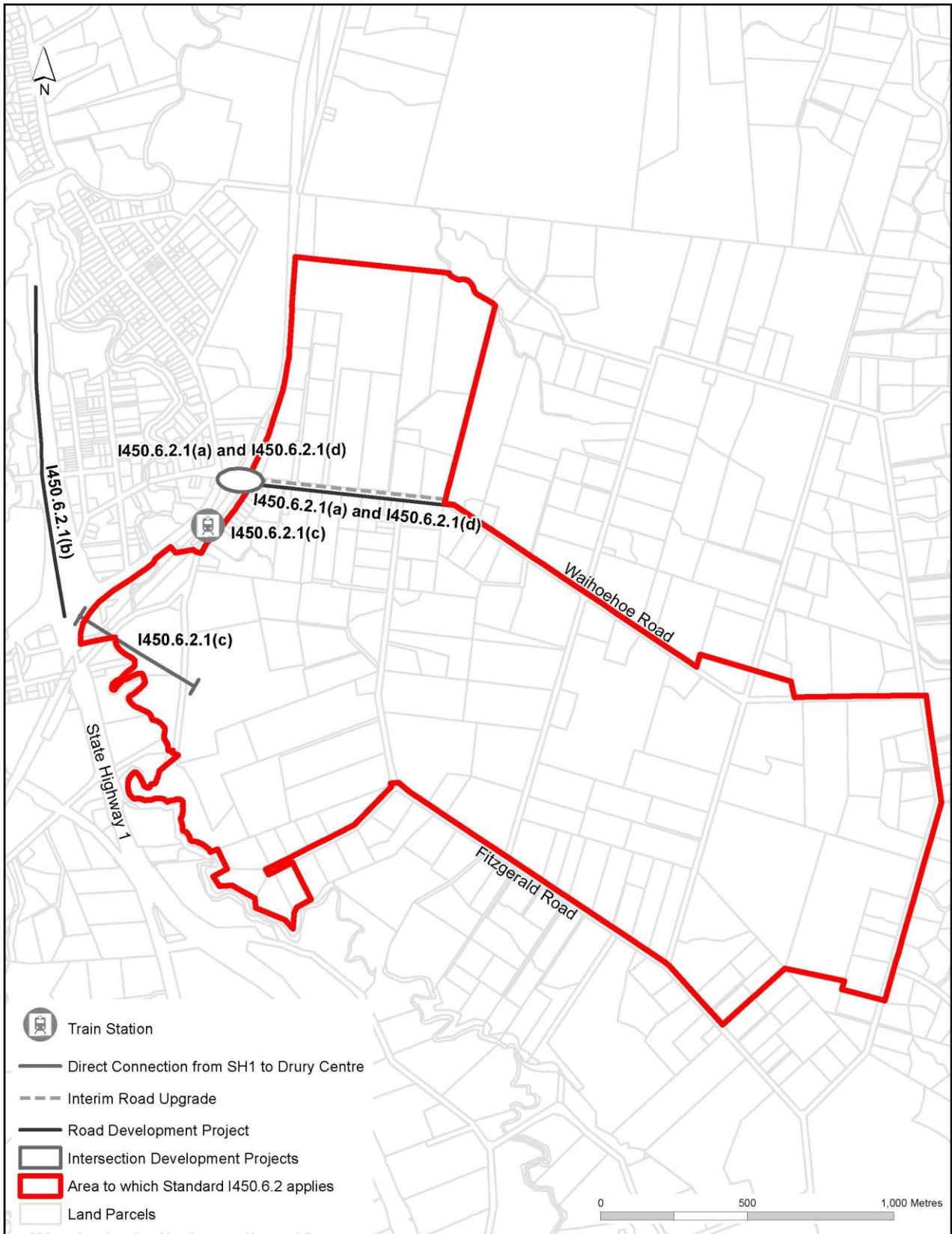
**All future key intersections subject to detailed design and special information requirements.

Precinct Plan 2 - Structuring Elements

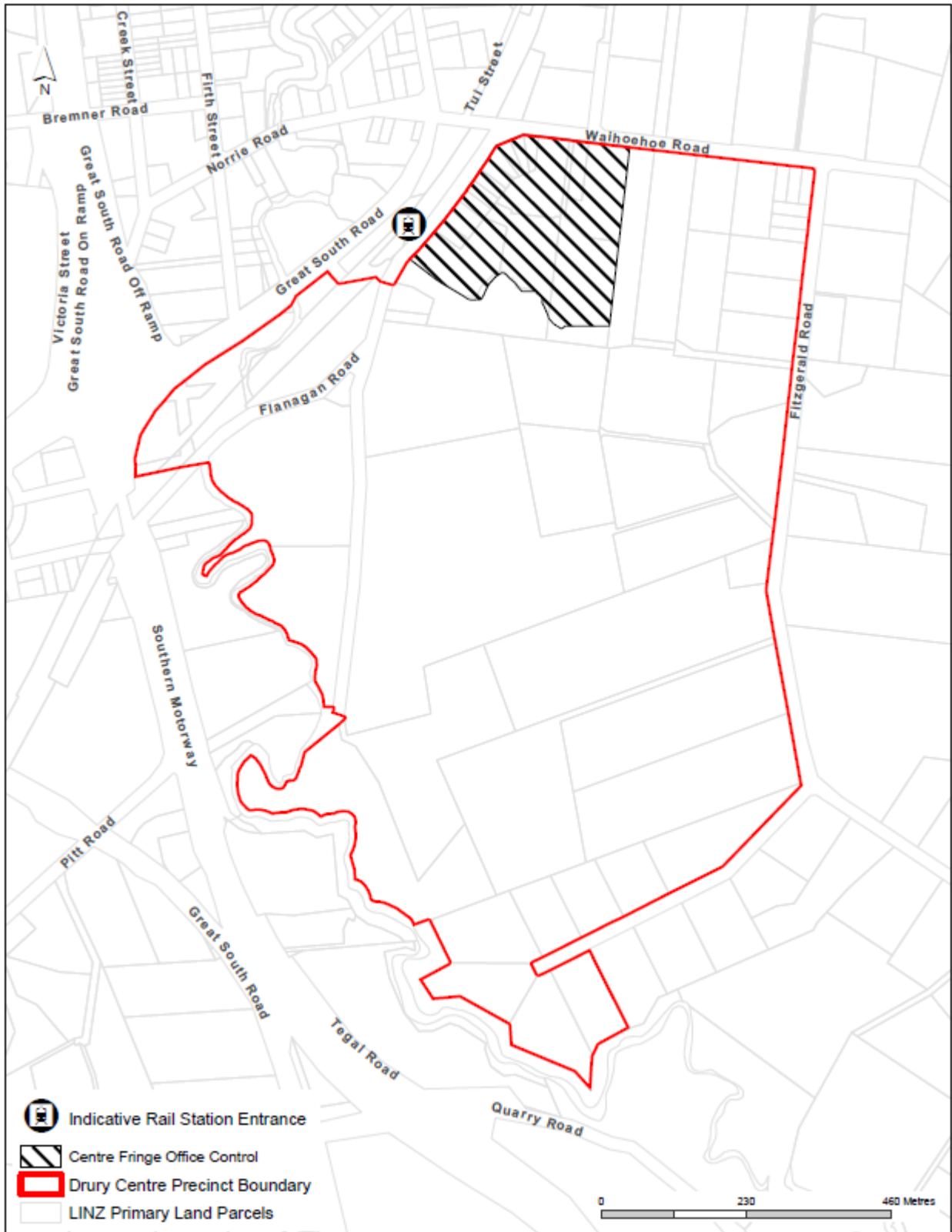
I450.10.3 Drury Centre: Precinct plan 3 – Road Network and Key Retail and General Commercial Frontage controls



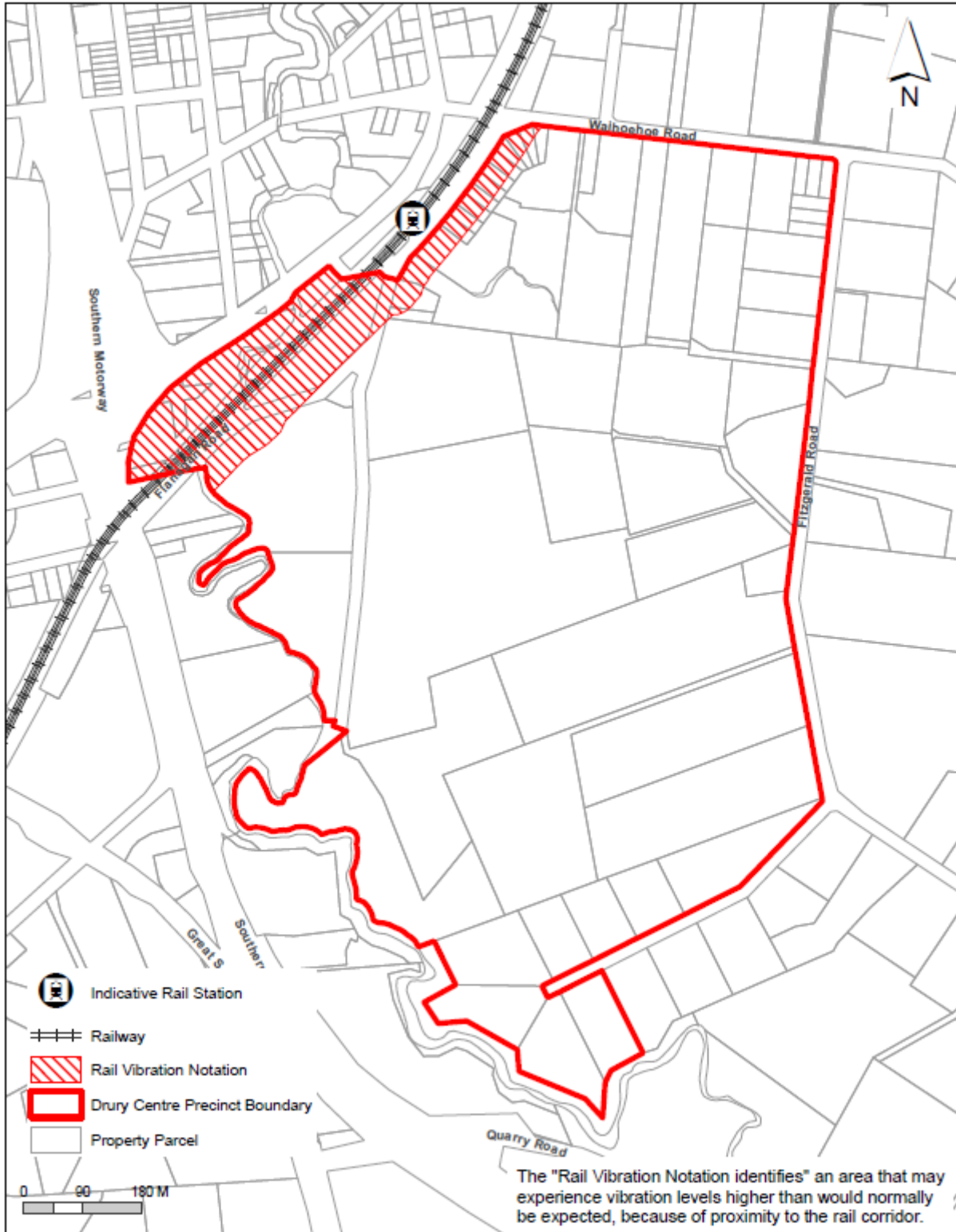
I450.10.4 Drury Centre: Precinct plan 4– Transport Staging Boundary



1450.10.5 Drury Centre: Precinct plan 5 – Centre Fringe Office Control



I450.10.6 Drury Centre: Precinct plan 6 – Rail Vibration



I450.11 Appendices
Appendix 1: Design Details

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Waihoehoe Road West Ultimate Upgrade (Great South Road to Fitzgerald Road) with separated active transport provisions	Arterial	30m	4	50	Yes	Yes	Yes	No	Yes separated on both sides	Yes both sides
Waihoehoe Road West Interim Upgrade (Great South Road to Fitzgerald Road)	Arterial	20m	2 ¹	50	Yes	No	Yes	No	Yes Shared path on one side with safe crossing points.	Yes Shared path on one side with safe crossing points.

¹ *Note: an additional bus lane will be provided between the Waihoehoe bridge and the turning lanes at Fitzgerald Road intersection, as shown at Appendix 1a.

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Ultimate Waihoehoe Road (Fitzgerald Road to Mill Road northern connection) with separated active transport provisions	Arterial	24m	2	50	yes	Yes	yes	No	Yes separated on both sides	Yes both sides
Waihoehoe Road East Interim Constrained Upgrade (future width 24m) (subject to note 4)	Arterial	20m	2	50	Yes	No	Yes	No	Yes separated on both sides	Yes Pedestrian provision only required on one side.
North-South Opaheke Road (Ultimate)	Arterial	27m	4	40	Yes	No	Yes	Optional	Yes separated on both sides	Yes both sides
North-South Opahake Road (Interim)	Collector	27m	2	40	Yes	No	Yes	Optional	Yes separated on both sides	Yes both sides

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Collector Roads with separated active transport provisions including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road	Collector	23m	2	40	No	No	Yes	Optional	Yes separated on both sides	Yes both sides
Collector Roads Interim Hybrid Upgrade (future width 23 m) including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road (subject to note 4)	Collector	21.5m	2	40	No	No	Yes	Optional	Yes separated on both sides	Yes both sides ²

² * Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Collector Road Interim Constrained Upgrade (future width 23 m) including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road (subject to note 4)	Collector	20m	2	40	No	No	Yes	Optional	Yes separated both sides	Yes both sides ³
Local Roads (Residential)	Local	16m	2	30	No	No	No	Optional	No	Yes both sides
Local Roads (Residential Park Edge)	Local	13.5m	2	30	No	No	No	Optional	No	One side NB: provided that a shared path is provided within park outside the road reserve

³ * Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 2)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes (subject to note 3)	Speed Limit (Design)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Key Retail Street	Local	20m	2	30	Yes	No	No	Optional	No	Yes both sides

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.

Note 2: Carriageway and intersection geometry capable of accommodating buses.

Note 3: Any interim, hybrid, constrained or ultimate upgrades must be designed and constructed to include a new road pavement and be sealed to their appropriate standard in accordance with the Proposed Role and Function of the Road.

Note 4: Any interim hybrid or constrained upgrades shall only apply where the applicant does not have access to the land on one or both sides of the existing road reserve. Where an application is only undertaken on one side of the road, a wider footpath and back berm shall be provided on that side, to integrate with the final design width of the road once fully upgraded.

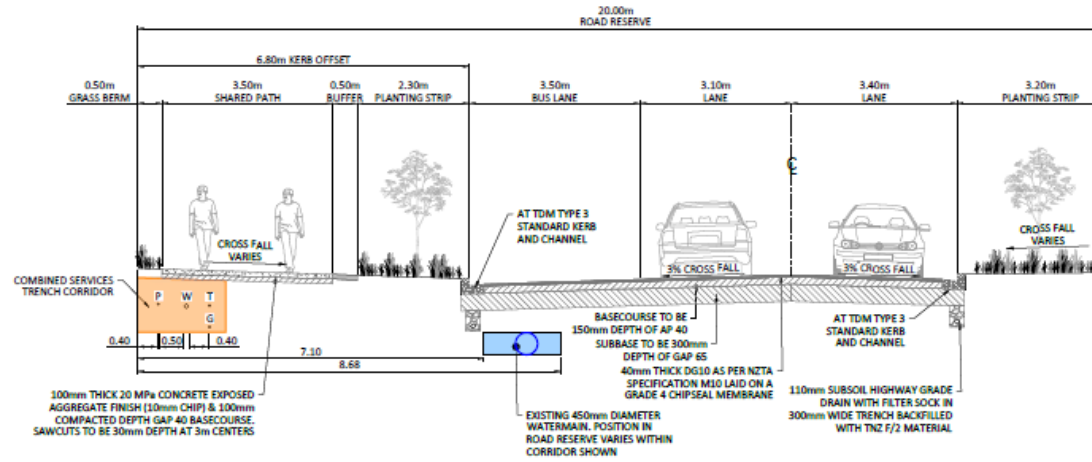
Appendix 1a: Interim Design Details for Existing Roads

Note: all drawings in this appendix are indicative designs to be refined through the EPA process.

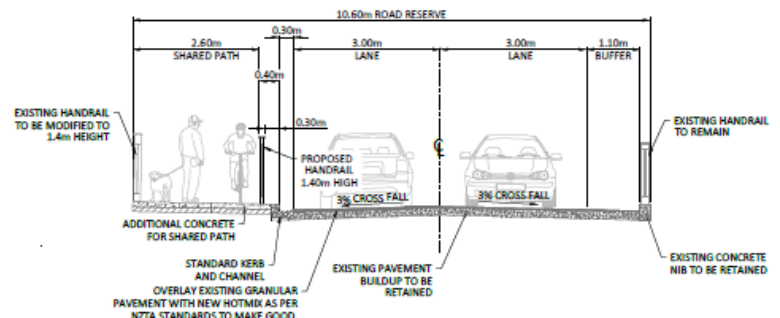
(1) Waihoehoe Road (west of Fitzgerald Road)



*any upgrade works will need to be integrated with the design of the Ultimate Waihoehoe bridge and station access works.



PROPOSED INTERIM WAIHOEHOE ROAD TYPICAL CROSS SECTION 1
SCALE 1:50 (A1) (C370)



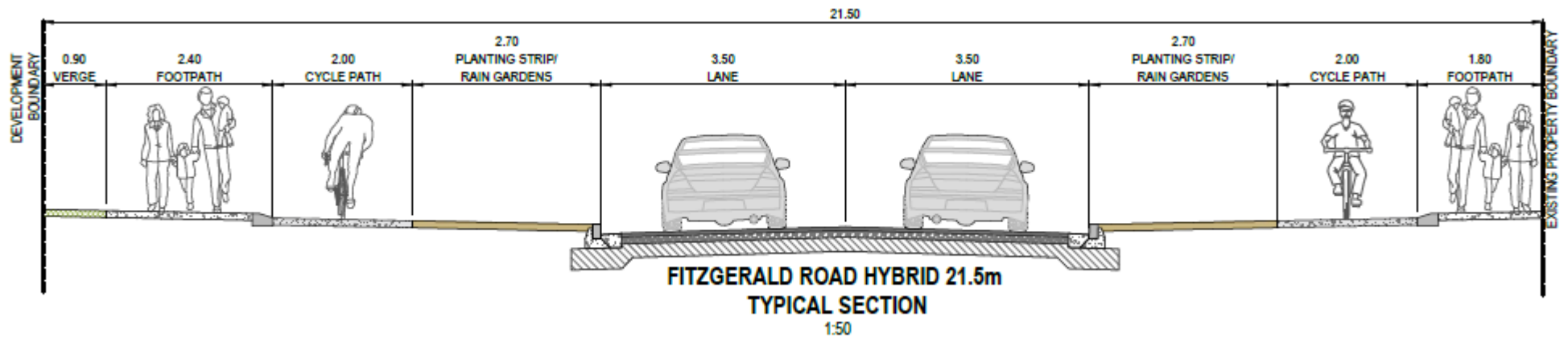
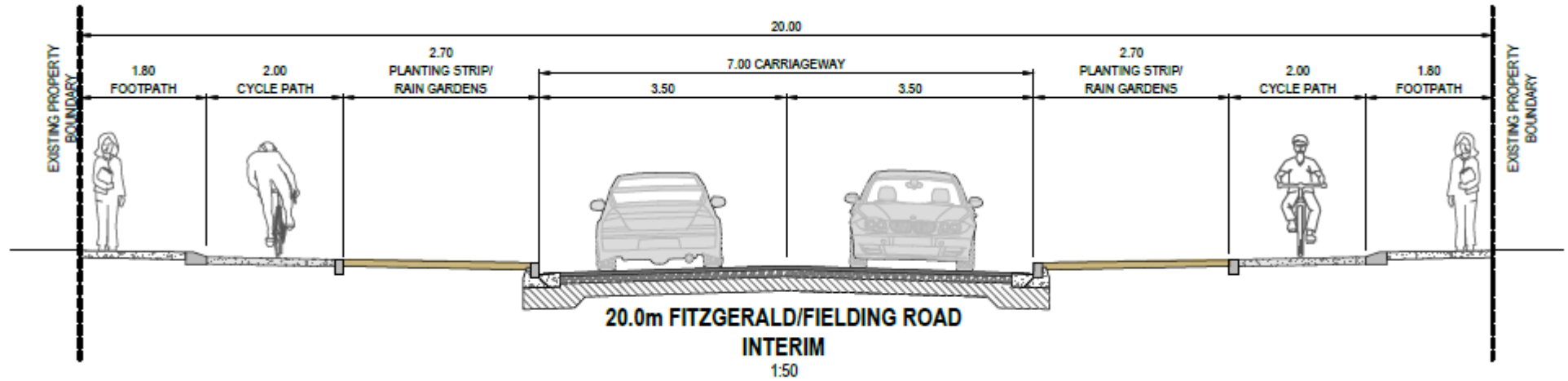
WAIHOEHOE ROAD BRIDGE CROSSING TYPICAL CROSS SECTION 2
SCALE 1:50 (A1) (C370)

*any upgrade works will need to be integrated with the final design of the Ultimate Waihoehoe bridge and station access works

**The Waihoehoe Road (West) Bridge Crossing design is indicative and will be refined through EPA process

(2) Fitzgerald Road

Indicative design to be refined through EPA process



(3) Brookfield Road

Indicative design to be refined through EPA process

