

### I451. Drury East Precinct

#### I451.1. Precinct Description

The Drury East Precinct applies to approximately 184 hectares of land generally bounded by Waihoehoe Road to the north, Drury Hills Road to the east and Fitzgerald Road to the south and west.

The purpose of the Drury East Precinct is to provide for the development of a new, comprehensively planned residential community in Drury East that supports a quality compact urban form. The precinct provides for a range of residential densities, including higher residential densities close to the Drury Centre and the future rapid and frequent public transport. Moderate residential densities are enabled in the eastern part of the precinct to provide a transition between the higher density housing in the west, and the Rural Countryside Living land to the east in the Drury foothills.

A small neighbourhood centre is provided for at the junction of Cossey Road and the proposed east-west Collector Road to provide for the local day-to-day needs of residents in a central location. The neighbourhood centre has been located to be visually prominent and accessible in Drury east, integrate with the stream and open space network, and have a northerly and westerly orientation.

The precinct emphasises the need for development to create a unique sense of place for Drury, by integrating existing natural features, responding to the landform and respecting Mana Whenua values. In particular there is a network of streams throughout Drury East precinct, including the Fitzgerald stream. The precinct seeks to maintain and enhance these waterways and integrate them where possible within the open space network.

The transport network in the wider Drury East area as defined on Precinct Plan 2 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 housing and related activities 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 East 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 I451.6.2), 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 I451.6.2;

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- (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 existing rural roads to be progressively upgraded in accordance with I451.11: Appendix 1, as development and subdivision occurs, to connect with the Waihoehoe/Fitzgerald Road intersection and any new schools within the Precinct Plan 2 area;
- (e) Requiring new collector roads within the precinct to be located generally in accordance with 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 I451.11: Appendix 1, consistent with the functions 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 East precinct other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

Acoustic attenuation provisions are proposed within the Precinct to protect activities sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of Waihoehoe Road (shown as a future arterial road on Precinct Plan 1).

The zoning of the land within the Drury East Precinct is Residential – Terrace Housing and Apartment Buildings, Residential - Mixed Housing Urban, Residential – Mixed Housing Suburban and Business – Neighbourhood Centre.

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

### **I451.2. Objective(s) [rcp/rp/dp]**

- (1) Drury East is a comprehensively developed residential environment that integrates with the Drury Centre Precinct and the natural environment, supports public and active transport use, and respects Mana Whenua values.
- (2) Subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (3) 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.
- (4) The Drury East precinct 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 housing, open spaces and the neighbourhood centre within the precinct, and to the Drury Central train station, by active modes of transport.

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- (5) Development is coordinated with the supply of sufficient water, energy and communications infrastructure.
- (6) Freshwater, sediment quality, and biodiversity is improved.
- (7) Development is supported by social facilities, including schools.
- (8) Activities sensitive to noise adjacent to arterial roads are designed to protect people's health and residential amenity while they are indoors.

### **I451.3. Policies [rcp/rp/dp]**

- (1) Policy 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.
- (2) 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.
- (3) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with I451.11: Appendix 1.
- (4) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place and a quality network of open spaces for Drury East and Drury-Opāheke, including by:
  - (a) incorporating distinctive site features;
  - (b) integrating with the stream network to create a green corridor following the Fitzgerald stream and tributaries of the Hingaia stream.
- (5) Promote a mode shift to public and active modes of transport by:
  - (a) Requiring active mode connections to the Drury Central train station and Drury Centre for all stages of development;
  - (b) Requiring streets to be designed to provide safe separated access for cyclists on collector roads and arterial roads;
  - (c) Requiring safe and secure cycle parking for all residential activities.
- (6) 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

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- (e) The transport network operates safely at all times.
- (7) Provide for the progressive upgrade of existing roads and key intersections, within and adjoining the Drury East 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.
- (8) Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (9) Ensure that development in Drury East Precinct is coordinated with sufficient stormwater, wastewater, water, energy and communications infrastructure, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road.
- (10) 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 2 area.
- (11) 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 stream, and enable in-stream works to mitigate any effects.
- (12) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.
- (13) Provide for new social facilities, including schools, that meet the needs of the community.

### Stormwater Management

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

### Activities sensitive to noise adjacent to existing and future arterial road corridors

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(15) Ensure that activities sensitive to noise adjacent to existing and future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

### Natural Hazards

(16) Ensure development manages flooding effects upstream and downstream of the site and in the Drury East 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.

### Mana Whenua values

(17) Development responds to Mana Whenua values by:

- (a) Delivering a green corridor following the Fitzgerald stream and tributaries of the Hingaia stream;
- (b) Taking an integrated approach to stormwater management;
- (c) Ensuring the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

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

### **I451.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I451.4.1 below.

Activity Table I451.4.1 specifies the activity status of district land use activities and development in the Drury East Precinct pursuant to section(s) 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 I451.4.1 Activity table**

Activity		Activity status
<b>Subdivision and Development</b>		
(A1)	Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone)	RD
(A2)	Subdivision and/or development that does not comply with Standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I451.6.2.1: i. Upgrades in rows (a) and (b) The upgrade in row (c) relating to Drury Central train station	NC
(A3)	Subdivision and/or development that does not comply with Standard I451.6.2 Staging of Subdivision and Development	D

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	with Transport Upgrades with respect to the following elements of Table I451.6.2.1: 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)	
(A4)	Subdivision and/or development that does not comply with Standard I451.6.4(1) Road Design and Upgrade of Existing Rural Roads	RD
(A5)	Subdivision and/or development that does not comply with Standard I451.6.4(2) Road Design and Upgrade of Existing Rural Roads	D
(A6)	Any application to amend an existing resource consent that gives rise to non-compliance with Standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades and Table I451.6.2.1	NC in relation to transport infrastructure upgrades subject to (A2) above.  D in relation to transport infrastructure upgrades subject to (A3) above

### **I451.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I451.4.1 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 purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

### **I451.6. Standards**

- (1) Unless specified in Standard I451.6(2), I451.6(3) or I451.6(4) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I451.4.1 above.
- (2) The following Auckland-wide standards do not apply to activities listed in Activity Table I451.4.1 above:
  - (a) E27.6.1 Trip generation
- (3) The following zone standard does not apply within Area A:
  - (a) H6.6.10 Maximum impervious area

(4) In addition to I451.6(1) activities listed in Activity Table I451.4.1 must comply with the following

#### **I451.6.1. 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 in the Residential - Terrace Housing and Apartment Buildings zone and the Business – Neighbourhood Centre zone must not exceed the height in metres shown in the Height Variation Control on the planning maps.

(2) Within the Business Neighbourhood Centre zone the maximum height is 18m, but with a maximum occupiable building height of 16m (with the additional 2m in height allowed but can only be used for roof form, roof terraces, plant and other mechanical and electrical equipment).

#### **I451.6.2. Staging of Subdivision and Development with Transport Upgrades**

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding regional and local road network, consistent with Policy I451.3(6).
- Achieve the integration of land use and transport consistent with Policies I451.3(5), (7), (8) and (10).

(1) Development and subdivision within the area shown on I451.10.2 Drury East: Precinct Plan 2 must not exceed the thresholds in Table I451.6.2.1 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 I451.6.2(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

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(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 I451.6.2(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 I451.6.2(2)(a) and/or I451.6.2(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 valid land use consent or a 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 I451.9(5).

**Table I451.6.2.1 Threshold for Subdivision and Development as shown on I451.10.2 Drury East: Precinct Plan 2**

Activities, development or subdivision, enabled by Transport Infrastructure in column 2	Transport infrastructure required to enable activities, development or subdivision in column 1



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(a)	Up to a maximum of 710 dwellings	<p>Interim upgrade to Great South Road/Waihoehoe Road roundabout to signals in accordance with I451.11: Appendix 1 and 1a, including pedestrian connections to existing footpaths; and</p> <p>Interim upgrade of Waihoehoe Road in accordance with I451.11: Appendix 1 and 1a, including walking and cycling provisions on the Waihoehoe Road bridge.</p>
(b)	<p>Up to a maximum of:</p> <ul style="list-style-type: none"> <li>(i) 1,300 dwellings; and/or</li> <li>(ii) 24,000m<sup>2</sup> retail GFA; and/or</li> <li>(iii) 6,000m<sup>2</sup> other commercial GFA; and/or</li> <li>(iv) 800m<sup>2</sup> community GFA.</li> </ul>	Upgrades in (a) above and State Highway 1 widening – Stage 1, being six lanes between the Papakura interchange and Drury interchange.
(c)	<p>Up to a maximum of:</p> <ul style="list-style-type: none"> <li>(i) 1,800 dwellings; and/or</li> <li>(ii) 32,000m<sup>2</sup> retail GFA; and/or</li> <li>(iii) 8,700m<sup>2</sup> other commercial GFA; and/or</li> <li>(iv) 1,000m<sup>2</sup> community GFA.</li> </ul>	<p>Upgrades in (a) and (b) above and: Drury Central train station, including a pedestrian connection to Waihoehoe Road*; and</p> <p>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**.</p> <p>Notes:  * Refer to I451.4.1(A2) – non-compliance is a non-complying activity  ** Refer to I451.4.1(A3) – non-compliance is a discretionary activity</p>
(d)	<p>Up to a maximum of:</p> <ul style="list-style-type: none"> <li>(i) 3,300 dwellings; and/or</li> <li>(ii) 56,000m<sup>2</sup> retail GFA; and/or</li> <li>(iii) 17,900m<sup>2</sup> other commercial GFA; and/or</li> <li>(iv) 2,000m<sup>2</sup> community GFA.</li> </ul>	<p>Upgrades in (a)-(c) above and:</p> <p>Ultimate Waihoehoe Road upgrade between Fitzgerald Road and Great South Road in accordance with I451.11: Appendix 1, including:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>

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(e)	Up to a maximum of:  (i) 3,800 dwellings; and/or (ii) 64,000m <sup>2</sup> retail GFA; and/or (iii) 21,000m <sup>2</sup> other commercial GFA; and/or (iv) 2,400m <sup>2</sup> community GFA.	Upgrades in (a)-(d) above and:  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”
(f)	Up to a maximum of:  (i) 5,800 dwellings; and/or (ii) 97,000m <sup>2</sup> retail GFA; and/or (iii) 47,000m <sup>2</sup> other commercial GFA; and/or (iv) 10,000m <sup>2</sup> community GFA.	Upgrades in (a)-(e) above and:  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

### I451.6.3. 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.

### I451.6.4. Road Design and Upgrade of Existing Rural Roads

Purpose: To ensure that any activity, development and/or subdivision complies with I451.11: 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 I451.11 Appendix 1: Road Function and Design Elements Table.
- (2) Existing rural roads within and adjoining the Drury East precinct must be upgraded to an urban standard where vehicle access is proposed for any new activity, development and/or subdivision to or from these roads, and where the upgrade has not already occurred. The portion of the existing rural roads to be upgraded must extend from the proposed vehicle access to the intersection of Waihoehoe / Fitzgerald Roads.

### I451.6.5. Riparian Margin

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:
  - (i) This rule shall not apply to road crossings over streams;
  - (ii) Walkways and cycleways must not locate within the riparian planting area;

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- (iii) Any archaeological site identified in a site specific archaeological survey must not be planted;
  - (iv) 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.

### **I451.6.6. 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.

### **I451.6.7. 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:
  - (i) 1.2m in height, or;

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- (ii) 1.8m in height if the fence is at least 50 per cent visually open.

### **I451.6.8. Maximum Impervious Area in Area A – in I451.10.4 - Precinct Plan 4**

Purpose: To appropriately manage stormwater effects generated within Area A.

- (1) The maximum impervious area within Area A shown on Precinct Plan 4 must not exceed 60 per cent of site area.

### **I451.6.9. Activities sensitive to noise within 40m of an existing or future arterial shown on Precinct Plan 1**

Purpose: Ensure Activities sensitive to noise adjacent to an arterial road are designed to protect people's health and residential amenity while they are indoors.

- (1) Any new buildings or alterations to existing buildings containing an activity sensitive to noise within 40m to the boundary of Waihoehoe Road (shown as a future arterial road on Precinct Plan 1) must be designed, constructed and maintained so that road traffic noise does not exceed 40 dB LAeq (24 hour) in all noise sensitive spaces.
- (2) If windows must be closed to achieve the design noise levels in Standard
- (3) I451.6.9(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).
- (4) A design report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with Standard I451.6.9(1) and (2) can be achieved prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in I451.6.9(1). In the design, road noise is based on:
  - (a) current measured noise levels plus 3 dB, or
  - (b) current modelled noise levels plus 3 dB, or
  - (c) future predicted noise levels.

For the purposes of this standard, future predicted noise levels shall be either based on computer noise modelling undertaken by a suitably qualified and experienced person on behalf of the applicant or those levels modelled as part of the Auckland Transport designations D2 and D3 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe Road East upgrade).

Should noise modelling undertaken on behalf of the applicant be used for the purposes of the future predicted noise levels under this standard, modelling shall be based on the following inputs:

- (i) An asphaltic concrete surfacing (or equivalent low-noise road surface)
- (ii) 50km/hr speed environment
- (iii) The concept alignment authorised by Auckland Transport designations D2 and D3 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe

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Road East upgrade) or, if the arterial road upgrade works have been completed in full, as built plans available from Auckland Transport on request

- (iv) The following Waihoehoe Road Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles % for 2048:

Section	2048	
	AADT	HV%
Fitzgerald Road to Fielding Road	6700	7%
Fielding Road to Cossey Road	2700	8%
East of Cossey Road	7000	10%

- (v) Screening from any buildings that exist or buildings for which building consent has been granted and issued.

Should Auckland Transport's noise modelling be used for the purposes of this standard:

- (i) The future predicted noise levels are those modelled as part of Auckland Transport designations D2 and D3, which are based on an assumed posted speed limit of 50km/h, the use of an asphaltic concrete surfacing (or equivalent low-noise road surfacing) and a traffic design year of 2048.
- (ii) The information and the associated assumptions and parameters in (i) above are available on request from Auckland Transport and on the project website for the Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe Road East Upgrade.

### I451.7. Assessment – controlled activities

#### I451.7.1. Matters of control

There are no controlled activities in this precinct.

### I451.8. Assessment – restricted discretionary activities

#### I451.8.1. Matters of discretion

The Council will restrict 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 overlay, Auckland wide or zone provisions:

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

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- (a) Location and design of the collector street, 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) Open space network;
  - (f) Servicing;
  - (g) Stormwater and flooding effects;
  - (h) Matters of discretion I451.8.1(1) (a)-(g) apply in addition to the matters of discretion in E38.12.1; and
  - (i) The imposition of consent conditions of the kind referred to in rule I451.6.1(1) and (2).
- (2) Infringement of standard I451.6.3 Minimum cycle parking:
- (a) Matters of discretion E27.8.2(7) apply.
- (3) Infringement to standard I451.6.5 Riparian Margins:
- (a) Effects on water quality, biodiversity and stream erosion.
- (4) Infringements to standard I451.6.6 Stormwater Quality
- (a) Matters of discretion E9.8.1(1) apply.
- (5) Infringement of standard I451.6.7 Fences adjoining publicly accessible open space
- (a) Effects on the amenity and safety of the open space.
- (6) Development that does not comply with Standard I451.6.8 Maximum Impervious Area in Area A – in I451.10.4 -Precinct Plan 4:
- (a) Matters of discretion in H6.8.1(4) apply.
- (7) Infringement of standard I451.6.9 – Development within 40m of an existing or future arterial road.
- (a) Effects on human health and residential amenity while indoors.
  - (b) The location of buildings.
  - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise.

## I451 Drury East Precinct

- (8) Infringement to standard I451.6.4(1) Road Design and Upgrade of Existing Rural Roads
- (a) The design of the road and associated road reserve and whether it achieves policies I451.3(3), (5), (6) and (7).
  - (b) Design constraints.
  - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

### **I451.8.2. 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 overlay, Auckland wide or zone provisions:

- (1) Subdivision, and new building prior to subdivision, including:

#### *Location of roads*

- (a) Whether the east to west collector road is provided generally in the location shown on I451.10.1 Drury East: Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that 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;
  - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary; and
  - (iv) The need for the east to west collector road to provide frontage to the planned neighbourhood centre to the east of Cossey Road.
- (b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.
- (c) 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*

- (d) Whether the design of new collector and local roads accords with the road design details provided in I451.11: Appendix 1.

## I451 Drury East Precinct

- (e) 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 280m, and the perimeter of the block should be no greater than 600m;
- (f) Whether, within the walkable catchment of the Drury Central train station in the Terrace Housing and Apartment Buildings zone, development provides for a direct, legible and safe pedestrian and cycle connection to the Drury Central train station via connections through the Drury Centre precinct, or via Fitzgerald Road, Waihoehoe Road and Flanagan Road/Drury Boulevard.

### *Sequencing of upgrades to the existing road network*

- (g) 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 I451.6.2.1(a), but prior to the full upgrade of Waihoehoe Road required by I451.6.2.1(d). If required, the further upgrade will provide an additional right turn lane from Great South Road.
- (h) 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).
- (i) Prior to the upgrade of Fielding Road, Cossey Road, Fitzgerald Road, Waihoehoe Road (East) and Drury Hills Road to an urban standard, whether;
- (v) any works are required within the existing road reserve to ensure the roads are of a suitable condition to maintain safe traffic movement including any shoulder widening, localised widening or safety works and/or interim intersection upgrades having regard to any additional traffic on those roads generated by the Drury East Precinct.
- (vi) temporary unsealed active mode connections are provided, within the land in the Drury East Precinct, to connect to Waihoehoe Road and/or Fitzgerald Road where there is no alternative safe and convenient connection.

### *Open space network*

- (j) Whether open spaces are provided in the locations generally consistent with the indicative locations shown on I451.10.1 Drury East Precinct Plan 1. This includes providing for a shared path along the Fitzgerald stream shown on Precinct Plan 1, which delivers a connection from the Drury East precinct to the Drury Central train station.
- (k) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.

### *Servicing*



## I451 Drury East Precinct

- (l) 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; and
- (m) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.
- (n) 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.

### *Stormwater and flooding*

- (o) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14);
- (p) 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;
- (q) Whether the proposal ensures that development manages flooding effects upstream and downstream of the site and in the Drury East 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; and
- (r) 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.

### *Te Aranga Design Principles*

- (s) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.
- (2) Infringement of standard I451.6.3 Minimum cycle parking
    - (a) Assessment criteria in E27.8.2(6) apply.
  - (3) Infringement to standard I451.6.5 Riparian Planting
    - (a) Whether the infringement is consistent with Policy I451.3(9).
  - (4) Infringement to standard I451.6.6 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).

## I451 Drury East Precinct

- (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.
- (5) Infringement of standard I451.6.7 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.
- (6) Development that does not comply with Standard I451.6.8 Maximum Impervious Area within Area A – in I451.10.4 -Precinct Plan 4:
  - (a) The assessment criteria within H6.8.2(10) apply.
- (7) Infringement of standard I451.6.9 – Development within 40m of Waihoehoe Road arterial road
  - (a) Whether activities sensitive to noise adjacent to Waihoehoe Road arterial road are designed to protect people from adverse health and amenity effects while they are indoors.
  - (b) Whether any identified topographical or building design features, or the location of the building or any other existing buildings, will mitigate any potential health and amenity effects.
  - (c) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
- (8) Infringement to standard I451.6.4(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 I451.3(3), (5), (6) and (7).
  - (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.

### **I451.9. 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) Permanent and intermittent streams and wetlands**

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

#### **(3) Archaeological assessment**

An application for land modification within the area shown on I451.10.3 Precinct Plan 3, must be accompanied by an archaeological assessment, including a survey. This also applies to any development providing riparian planning in accordance with I451.6.3. 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.

#### **(4) Integrated transport assessment**

An application to infringe standard I451.6.2 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 I451.6.2 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 I451.3 (2), I451.3 (3), I451.3 (5), I451.3 (6), I451.3 (7), I451.3 (8) and I451.3 (10) 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;

## I451 Drury East Precinct

- (d) Whether increased use of public transport within the Drury East precinct or the wider area, has provided additional capacity within the transport network including by implementing travel demand management measures;
- (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 I451.6.2.1 Threshold for Subdivision and Development;
- (f) Whether residential development is coordinated with retail and commercial development within the wider Drury East area shown on Precinct Plan 2 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 East 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 2 area.

### (5) Monitoring of Rule I451.6.2 Staging of Subdivision and Development with Transport Upgrades

Any proposal for dwellings, retail, commercial and/or community activities must demonstrate compliance with rule I451.6.2 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).

### (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

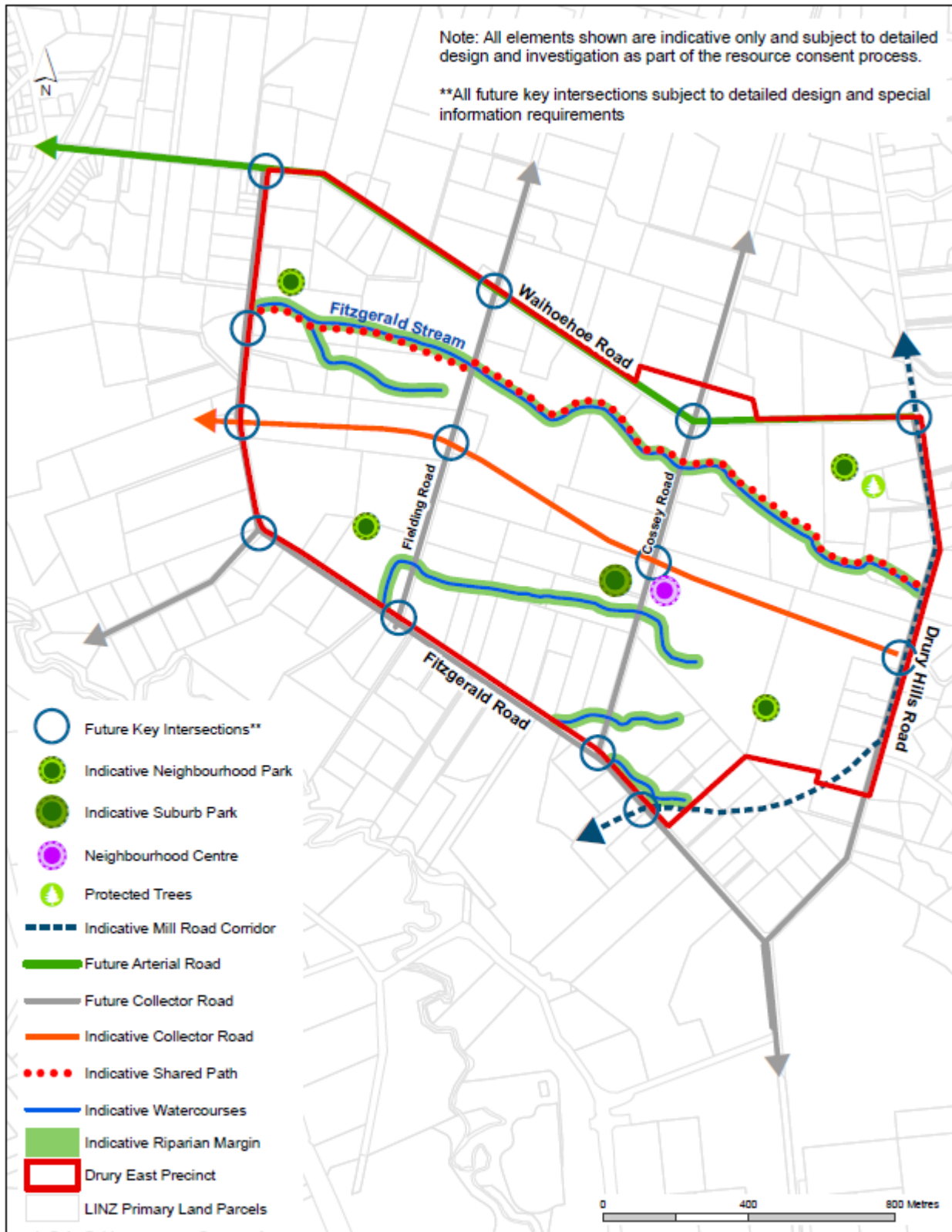
## I451 Drury East Precinct

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.

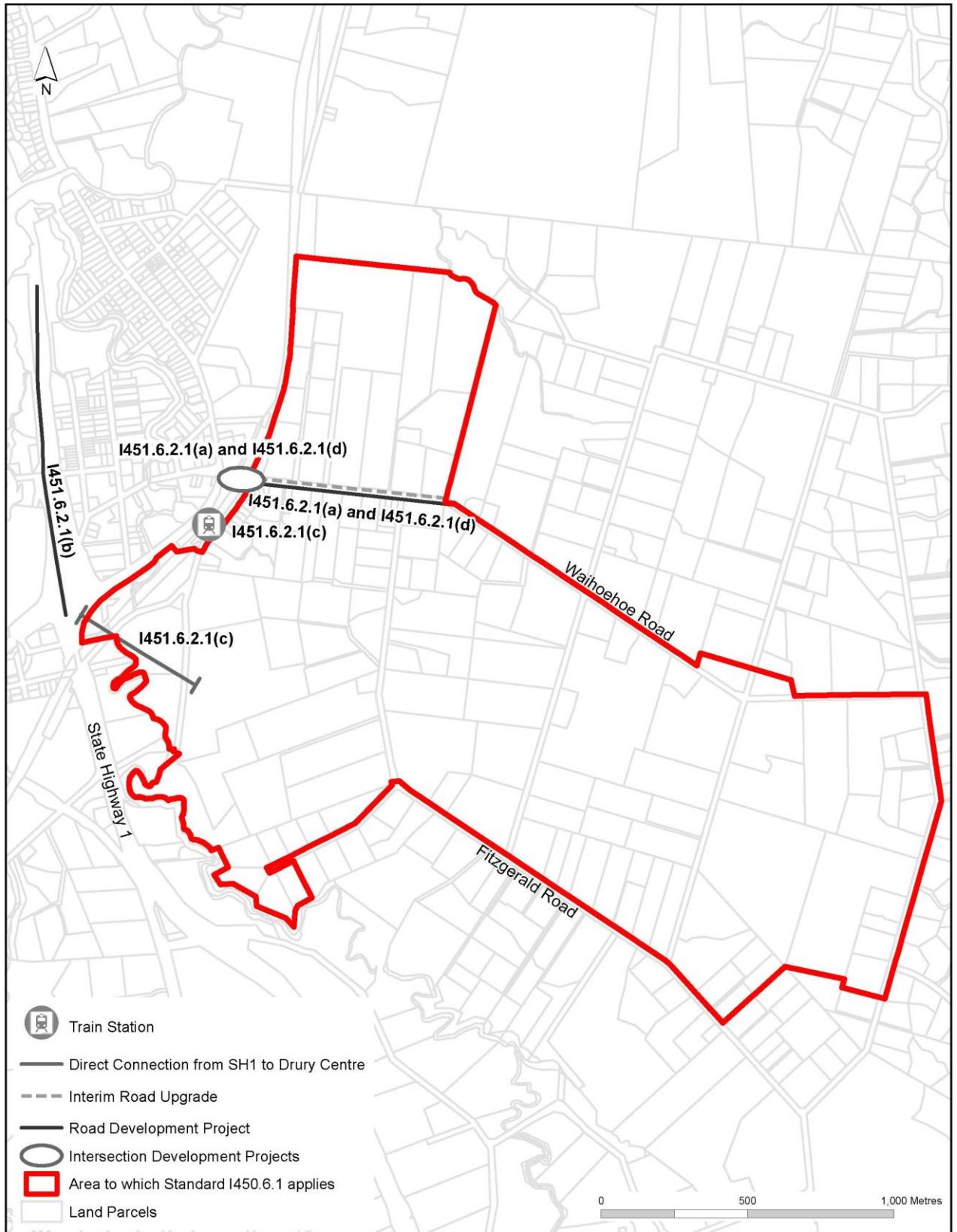
# I451 Drury East Precinct

## I451.10. Precinct plans

### I451.10.1 Drury East: Precinct Plan 1 – Indicative Road and Open Space Network

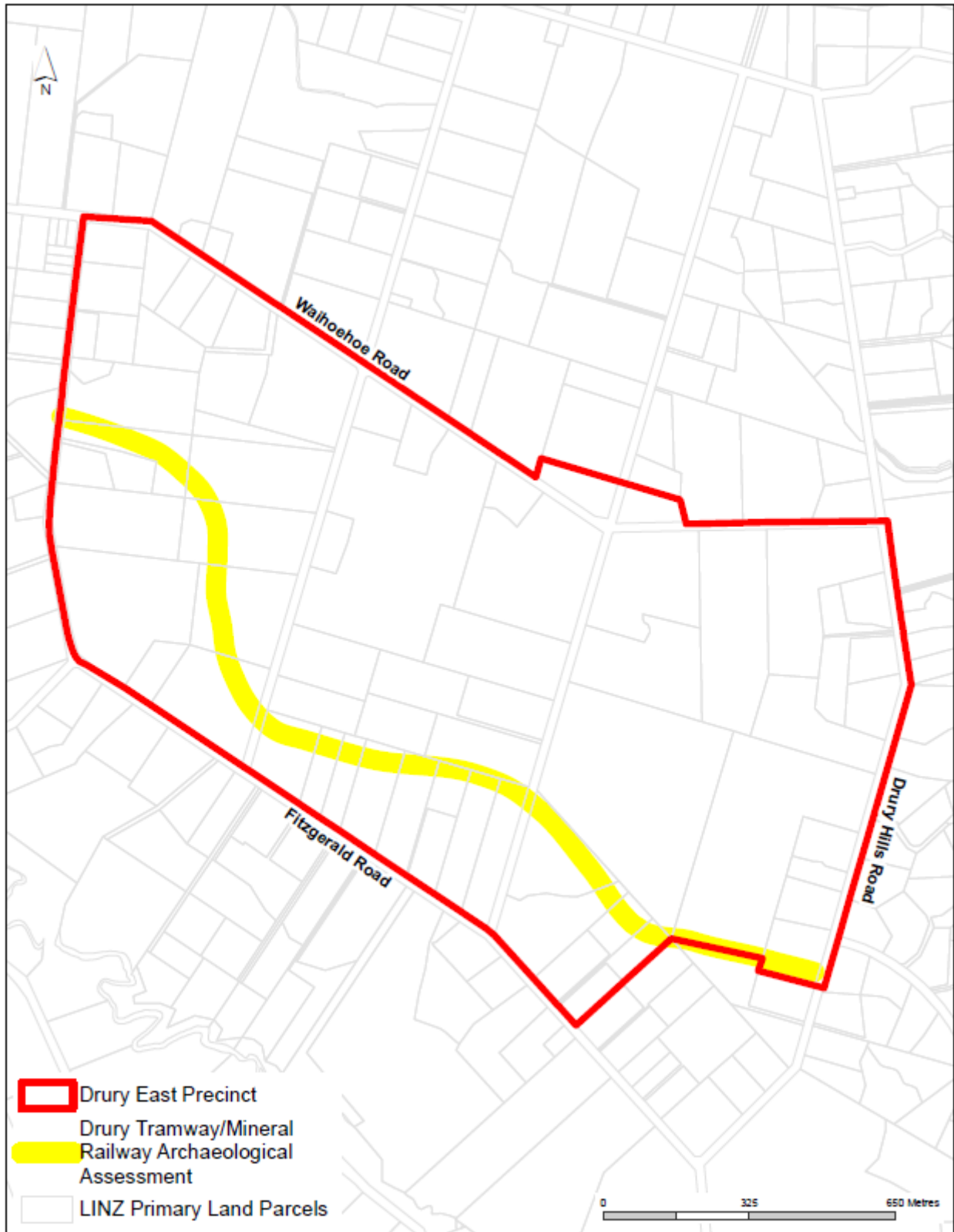


I451.10.2 Drury East: Precinct Plan 2 – Transport Staging Boundary



# I451 Drury East Precinct

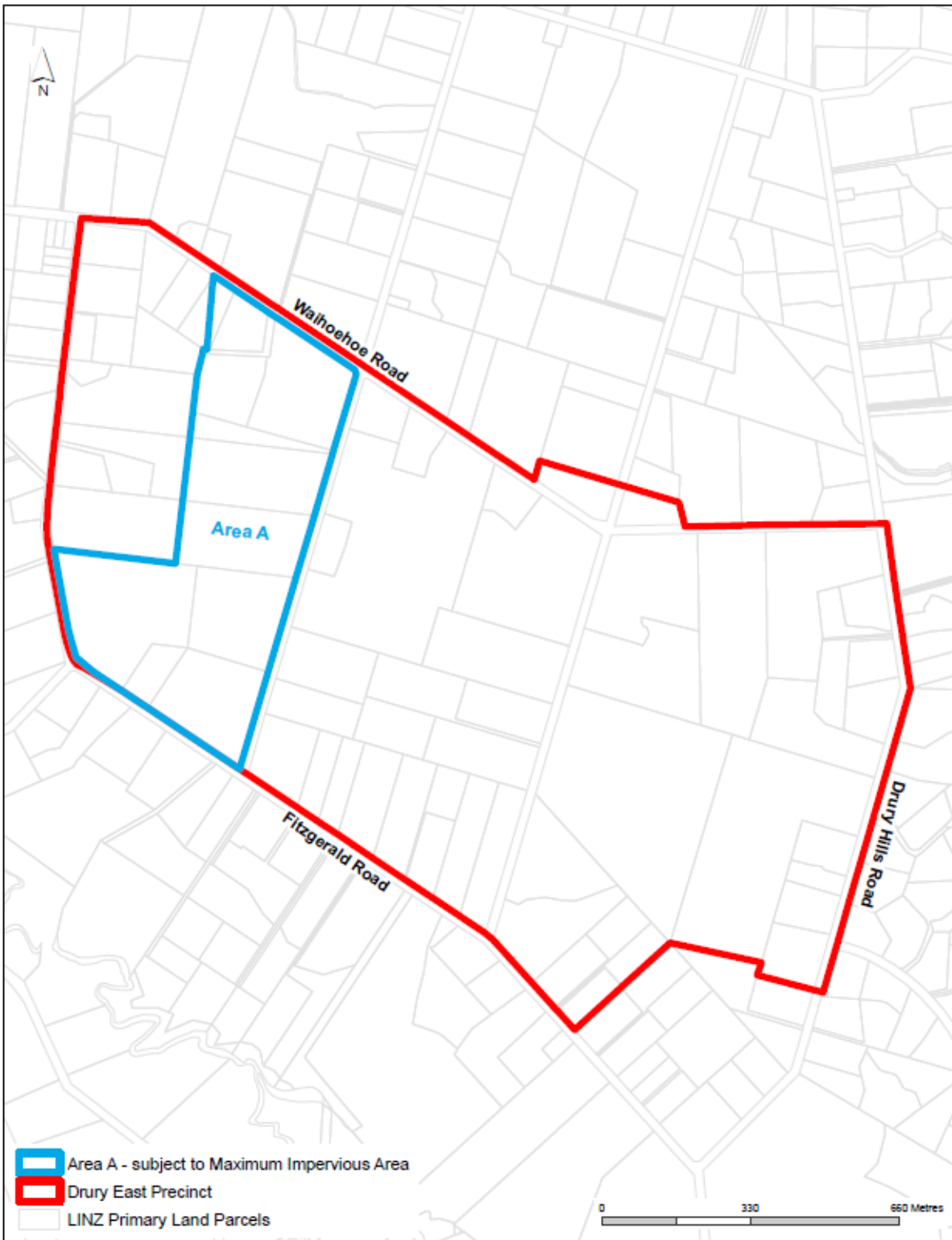
## I451.10.3 Drury East: Precinct Plan 3 – Drury Tramway/Mineral Railway Archaeological Assessment





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I450.10.4 Drury East: Precinct Plan 4 – Maximum Impervious Area in Area A



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I450.11 Appendices:

Appendix 1: Design

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)	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 <sup>1</sup>	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.
Ultimate Waihoehoe Road (Fitzgerald Road to Mill Road northern connection) with separated active	Arterial	24m	2	50	yes	Yes	yes	No	Yes separated on both sides	Yes both sides

<sup>1</sup> \*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.

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Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)	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
transport provisions										
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.
Collector Roads with separated active transport provisions including Fielding Road, Cossey Road and Fitzgerald 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 and Fitzgerald Road (subject to note 4)	Collector	21.5m	2	40	No	No	Yes	Optional	Yes separated on both sides	Yes both sides <sup>2</sup>
Collector Road Interim	Collector	20m	2	40	No	No	Yes	Optional	Yes separated	Yes

<sup>2</sup> \* Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

## I451 Drury East Precinct

Road Function and Required Design Elements Table										
Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)	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
Constrained Upgrade (future width 23 m) including Fielding Road, Cossey Road, and Fitzgerald Road (subject to note 4)									both sides	both sides <sup>3</sup>
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

*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*

<sup>3</sup> \* Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

## I451 Drury East Precinct

*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.*

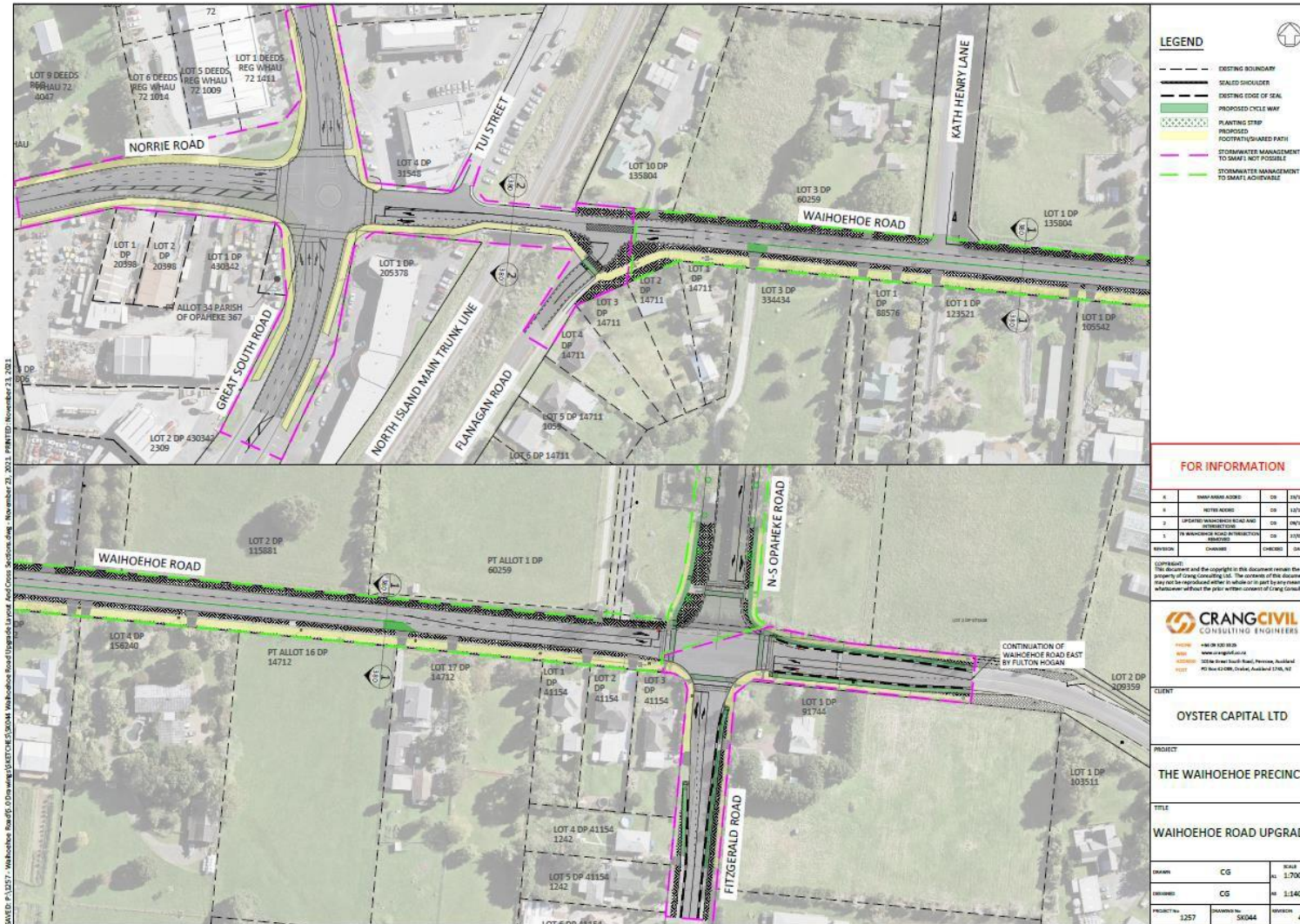
# 1451 Drury East Precinct

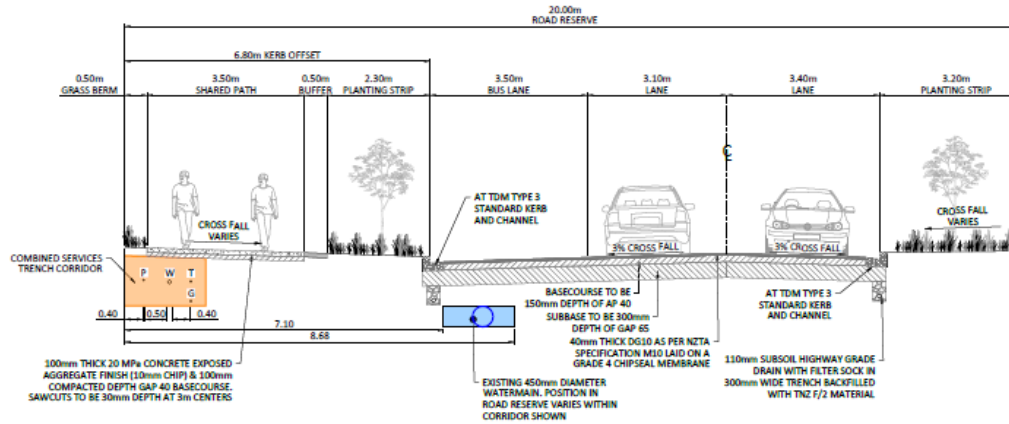
## Appendix 1a: Interim Design Details for Existing Roads

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

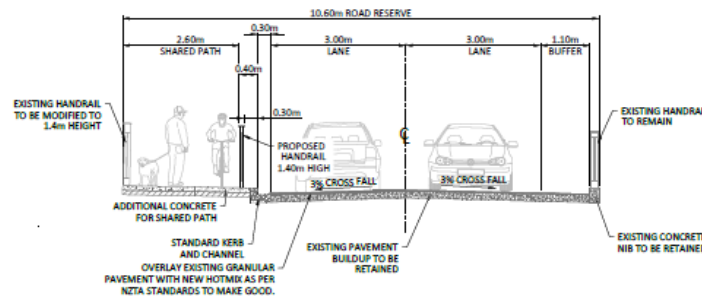
### (1) Waihoehoe Road (west of Fitzgerald Road)

\*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 (A3) (C370)



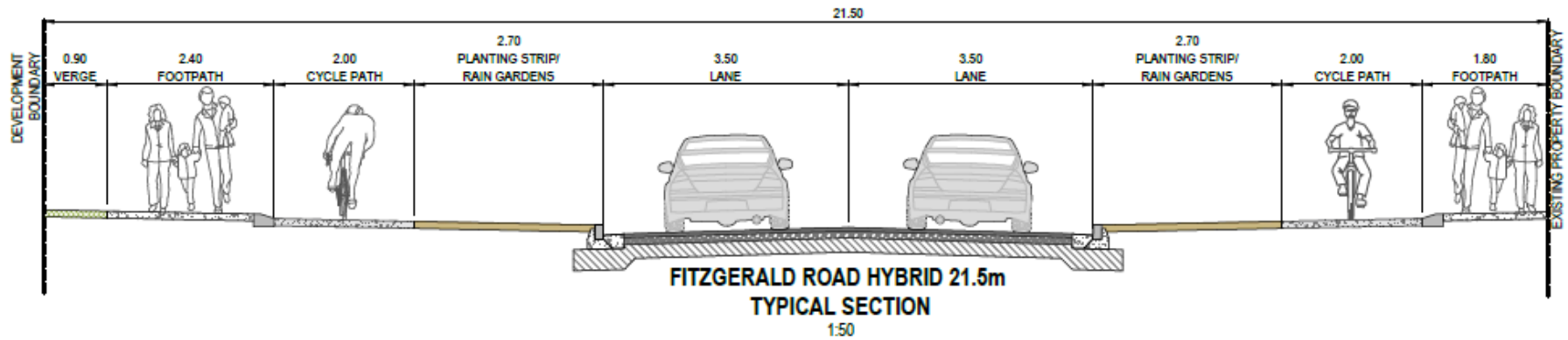
WAIHOEHOE ROAD BRIDGE CROSSING TYPICAL CROSS SECTION 2  
SCALE 1:50 (A3) (C370)

\*any upgrade works will need to be integrated with the 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/Fielding Road**

Indicative design to be refined through EPA process





**(3) Waihoehoe Road (east of Fitzgerald Road)**  
Indicative design to be refined through EPA process

