

AK C PPCs 48, 49 & 50 – JWS Transport (Technical & Planning) – 2 and 8 November 2021

AUCKLAND COUNCIL:

PRIVATE PLAN CHANGE 48: DRURY CENTRE PRECINCT – KIWI PROPERTY HOLDINGS

PRIVATE PLAN CHANGE 49: DRURY EAST PRECINCT – FULTON HOGAN LAND DEVELOPMENT LTD

PRIVATE PLAN CHANGE 50: WAIHOEHOE PRECINCT – OYSTER CAPITAL

JOINT WITNESS STATEMENT (JWS) OF EXPERTS IN RELATION TO TRANSPORT & PLANNING

2 and 8 NOVEMBER 2021

Expert Witness Conferencing Topic: Transport (Technical & Planning)

Held on: 2 and 8 November 2021

Venue: 9:00am online via Microsoft Teams during COVID-19 Level 3 Lockdown

Independent Facilitator: Marlene Oliver

Admin Support: Cosette Saville

1 Attendance:

1.1 The list of expert participants is included in the schedule to this Statement.

2 Basis of Attendance and Environment Court Practice Note 2014

2.1 All participants agree as follows:

- (a) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session.
- (b) They will comply with the relevant provisions of the Environment Court Practice Note 2014.
- (c) They will make themselves available to appear at the hearing in person if required to do so by the Hearing Panel (as directed by the Hearing Panel's directions).
- (d) Andrew Prosser and Karyn Sinclair are of the view that PPCs 48 – 50 should be declined in its entirety for the reasons explained in detail in their evidence. Mr Prosser and Ms Sinclair do not agree with the applicant's version of the proposed provisions included in Appendix 1 and 2 below as stated in their primary evidence. The most useful and efficient approach to expert conferencing is to focus discussion on the issues stated in 3.1 below, and to focus on the transport upgrades required,

should the Panel decide to approve the plan changes, and transport-related planning provisions.

- (e) Mr Prosser and Ms Sinclair are of the opinion that the provisions stated in their primary evidence are required to address AT's concerns on the transport network if the Panel decides to approve and as such, any individual differences between that of the applicant's version of the provisions as attached to the JWS and in Mr Prosser's and Ms Sinclair's evidence has not been captured as this is not logistically feasible.
- (f) David Mead is of the view that PPCs 48 – 50 should be approved in part only, with extent of zoning to match known and reasonably certain transport projects. In David's assessment known projects may support PPC 48, part of PPC 49 and part of PPC 50 (roughly walkable catchment of the train station). Simplified triggers could be used to manage development within the area to be rezoned. Triggers are not an appropriate method to manage cumulative effects beyond the immediate locality and where there is significant uncertainty over the funding and delivery of transport projects. David agrees that the most useful and efficient approach to expert conferencing is to focus discussion on the issues stated in 3.1 below, and to focus on the transport upgrades required, should the Panel decide to approve the plan changes, and transport-related planning provisions.
- (g) This report is to be filed with the Hearing Panel.

3 Agenda – Issues considered at Conferencing

3.1 The issues identified as forming the agenda for conferencing were:

- 1) Update on transport upgrades required to support development enabled by the three Plan Changes
- 2) Approach to the parking standards
- 3) Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill 2021
- 4) The Applicants version of the proposed transport related precinct provisions

3.2 The following sections of this Joint Witness Statement address each of these issues, noting where agreement has been reached and, in the event of disagreement, the nature of the disagreement and the reasons for that disagreement.

4 Update on transport upgrades required to support development enabled by the three Plan Changes

4.1 The outcomes of the discussion on agenda items 3.1(1) are recorded in the updated tables in **Appendix 1** to this JWS. Areas of agreement and disagreement are recorded.

4.2 The updated traffic modelling and interim cross-section designs of the GSR / Waihoehoe Road intersection, will be circulated by the Applicants experts to all other experts for their review. The Applicants experts are reviewing the transport provisions relating to the GSR / SH22 intersection, relating to this modelling.

5 Approach to the parking standards

5.1 The Applicants experts explained the background to IX.6.2a maximum parking rate, and will provide more detailed background information to address the questions raised by Andrew Prosser and Karyn Sinclair.

6 Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill 2021

6.1 The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill 2021 was introduced on 19 October 2021. This may result in changes to the residential zone provisions of the Auckland Unitary Plan. This Bill is progressing through the Select Committee process and may become law in early-2022. If enacted, the Bill requires the Council to implement it through the Plan Change(s) it will notify to give effect to the National Policy Statement on Urban Development in August 2022.

6.2 Nick Roberts and Rachel Morgan for the Applicants consider that this Bill is not relevant to PC48, PC49 and PC50 until it becomes law. Any amendments that may be required to the residential zone provisions in the future can be addressed as part of Council's Plan Change(s) when they are notified in August 2022.

6.3 David Mead for the Council (as regulator) notes that there is the potential for the Bill to be passed before the hearing is completed, and a decision made. If enacted, the Bill would make 3 units a permitted activity on all residential sites.

7 The Applicants version of the proposed transport related precinct provisions

7.1 The parties' position on revisions to the precinct provisions are recorded in the track changed versions in **Appendix 2**.

- 7.2 David Mead has confirmed that he would prefer to base the s42A Addendum on the Applicants updated precinct provisions, as set out in **Appendix 2** to this JWS. In this regard, David will liaise with Rachel Morgan and Nick Roberts to get a clean copy.
- 7.3 The Applicants experts explained that the process followed was to work through the proposed PC48 provisions in the expert conferencing sessions. Where relevant the provisions will be rolled out into PCs 49 and 50.
- 7.4 All experts noted that if the Applicants approach to the transport related provisions contained in their version is changed, then a consequential revision of the proposed provisions will be required.
- 7.5 The Applicants experts advised that further re-drafting, in particular of the transport triggers (and associated provisions) and Appendix 1 to the provisions will be undertaken and presented in the Applicants experts' rebuttal.

8 PARTIES TO JOINT WITNESS STATEMENT

- 8.1 The participants to this Joint Witness Statement confirm that:
- (a) They agree with the outcome of the expert conference as recorded in this statement. As this session was held online and there is an existing evidence exchange timetable, in the interests of efficiency, it was agreed that each expert would verbally confirm their position to the facilitator. This is recorded in the schedule below;
 - (b) They have read Appendix 3 of the Environment Court's Practice Note 2014 and agree to comply with it; and
 - (c) The matters addressed in this statement are within their area of expertise.

Confirmed on 8 November 2021 (the contents of the JWS were prepared over two days – 2 and 8 November 2021):

EXPERT NAME	PARTIES	EXPERTS CONFIRMATION REFER PARA 8.1
Andrew Prosser (Tr)	Auckland Transport (as submitter)	Yes
Karyn Sinclair (Plg)	Auckland Transport (as submitter)	Yes – left the session at 12 noon.
Lydia Smith (Plg)	Auckland Transport (as submitter)	Yes
Terry Church (Tr)	Auckland Council (as regulator)	Yes – left at 9:30am.
David Mead (Plg)	Auckland Council (as regulator)	Yes

Craig Cairncross (Plg)	Auckland Council (as regulator)	Yes – left at 9:30am.
Joseph Phillips (Tr)	Drury South Limited	Yes
Greg Osborne (Plg)	Drury South Limited	Yes
Pam Butler (Plg)	KiwiRail	Yes
Andrew Mein (Tr)	Waka Kotahi	Yes
Cath Heppelthwaite (Plg)	Waka Kotahi	Yes – left the session at 12:20.
John Parlane (Tr)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes
Daryl Hughes (Tr)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes
Saulius Vingrys (Tr)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes – left the session at 11am.
Hilary Papps (Tr)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes
Don McKenzie (Tr)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes – joined the session at 10:30am and left the session at 12:30.
Nick Roberts (Plg)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes
Rachel Morgan (Plg)	Kiwi Property Holdings No2 Limited Oyster Capital Fulton Hogan Land Development Ltd	Yes

APPENDIX 1 - JWS TRANSPORT AND PLANNING 2 and 8 November 2021

1. Agenda Item 3.1(1): Update on transport upgrades required to support development enabled by the three Plan Changes

Note: Projects (1)-(9) are as per the Applicants evidence, transport trigger table in the precinct provisions and are cumulative.

The below tables record the parties' position on further amendments proposed by the Applicant for the following transport upgrades:

- Waihoehoe Road interim
- State Highway 22 / Great South Road intersection

1. Waihoehoe Road interim	Yes (Agree) / No (Disagree)				
	Terry Church on behalf of Auckland Council (as regulator)	Andrew Prosser on behalf of Auckland Transport	Daryl Hughes, Don McKenzie, John Parlane on behalf of Plan Change applicants	Joseph Phillips on behalf of Drury South Limited	Andrew Mein on behalf of Waka Kotahi
<p>Improvement</p> <p>See the updated plan and cross section details in Figure 1 below.</p> <p>Note: the buffer will be reduced from 0.7m to 0.5m.</p> <p>A further version of the plan is being prepared.</p>	<p>Yes, supports the revised mid-block cross section for Waihoehoe Road (interim) in principle on the basis that kerblines and infrastructure are aligned to the current published NOR design on the southern side.</p> <p>Outstanding matter relates to how Waihoehoe bridge is used, being either traffic and active or traffic only on the bridge, with an interim active mode bridge</p>	<p>No, an interim Waihoehoe Road is not supported as AT requires an Ultimate solution to be implemented for Waihoehoe Rd. The interim is likely to need replacement after 4 years (DIFF report) and AT does not support the works replaced in quick succession. This results in poor asset management and fiscal planning.</p>	<p>Yes.</p>	<p>Yes, agree in principle with the revised cross section.</p>	<p>Yes, agree in principle with the revised cross section.</p>

	being constructed alongside.				
Trigger Required before any development occurs.	Yes, same as 26/10/21.	Yes, same as 26/10/21.	Yes, same as 26/10/21.	Yes, same as 26/10/21	Yes, same as 26/10/21

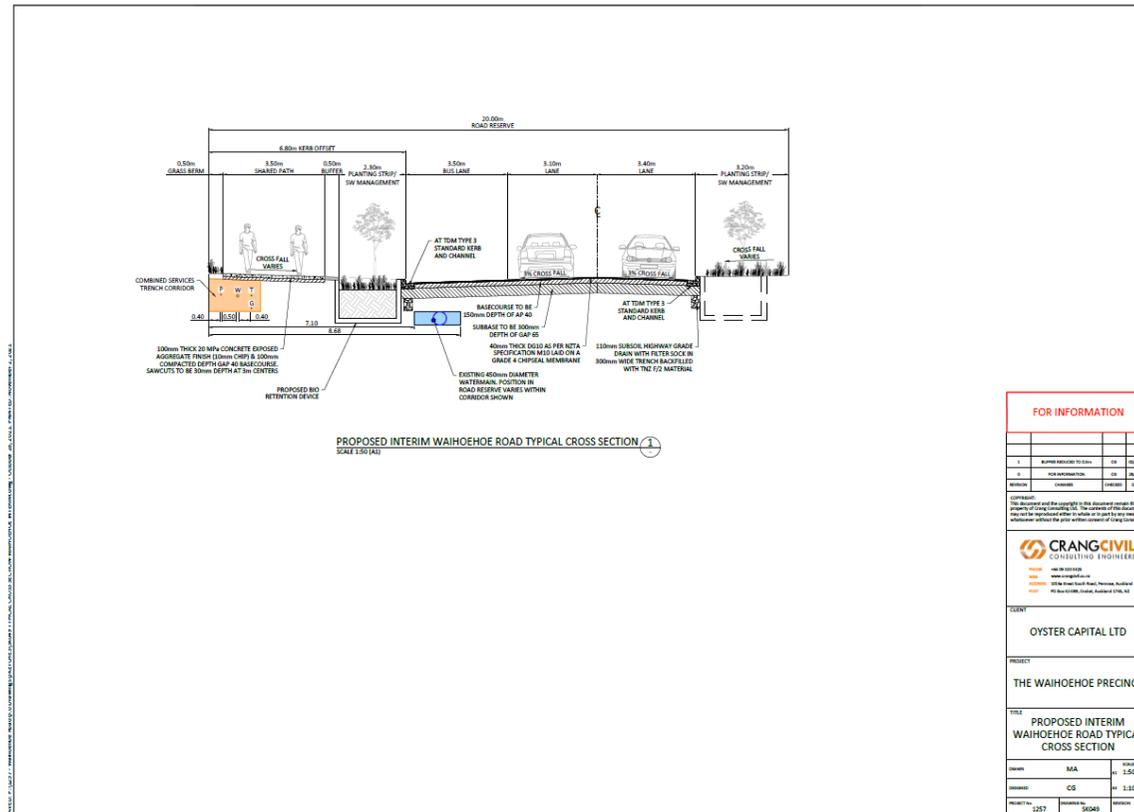


Figure 1 – Updated Waihoehoe Road interim upgrade cross-section

1. Great South Road / Waihoehoe Road interim intersection design	Yes (Agree) / No (Disagree)				
	Terry Church on behalf of Auckland Council (as regulator)	Andrew Prosser on behalf of Auckland Transport	Daryl Hughes, Don McKenzie, John Parlane on behalf of Plan Change applicants	Joseph Phillips on behalf of Drury South Limited	Andrew Mein on behalf of Waka Kotahi
<p>Improvement</p> <p><i>Revised detail yet to be included.</i></p> <p>Note:</p> <p>A further version of the plan is being prepared, and additional traffic modelling to support the design will be circulated.</p>	<p>Yes, supports the interim GSR/ Waihoehoe Road signalised intersection in principle.</p>	<p>No, this doesn't meet AT's requirements of an ultimate solution.</p>	<p>Yes.</p>	<p>Yes, supports the interim GSR/ Waihoehoe Road signalised intersection in principle.</p>	<p>Yes, supports the interim GSR/ Waihoehoe Road signalised intersection in principle.</p>
<p>Trigger</p> <p>Required before any development occurs.</p>	<p>Yes, same as 26/10/21.</p>	<p>No, same as 26/10/21.</p>	<p>Yes, same as 26/10/21.</p>	<p>Yes, same as 26/10/21.</p>	<p>Yes, same as 26/10/21.</p>

APPENDIX 2 - JWS TRANSPORT AND PLANNING - 2 and 8 November 2021

1. **Agenda Item 3.1(4): Precinct provisions (based on the Applicants proposal)**

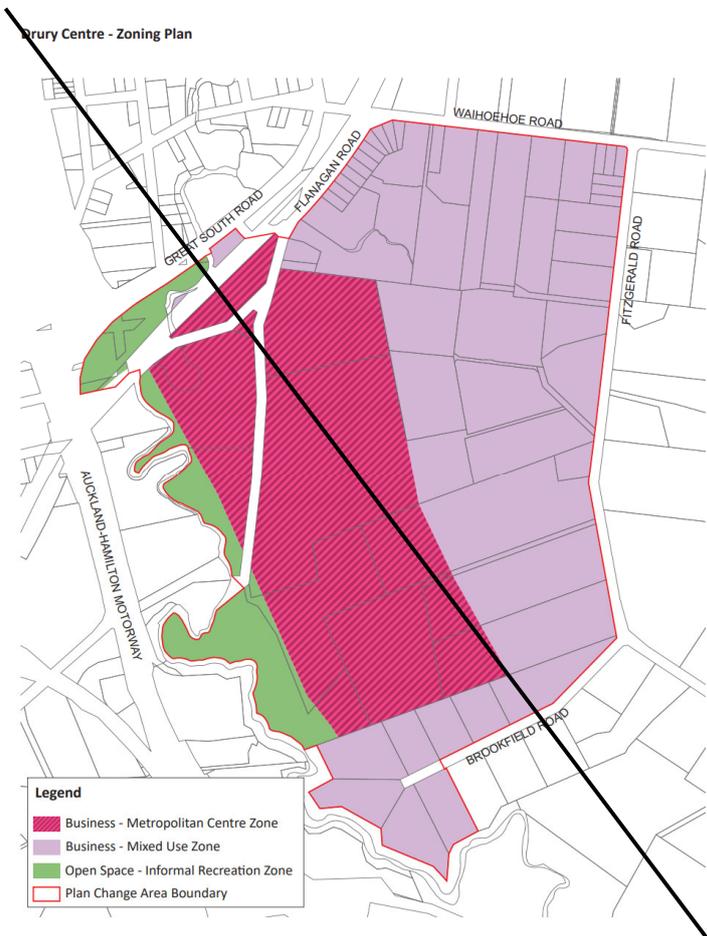
IX. Drury Centre Precinct (5 November 2021)

Amendments made following the close of submissions and up to the filing of the Applicant's evidence in chief for the transport hearing are shown underlined and ~~strikethrough~~

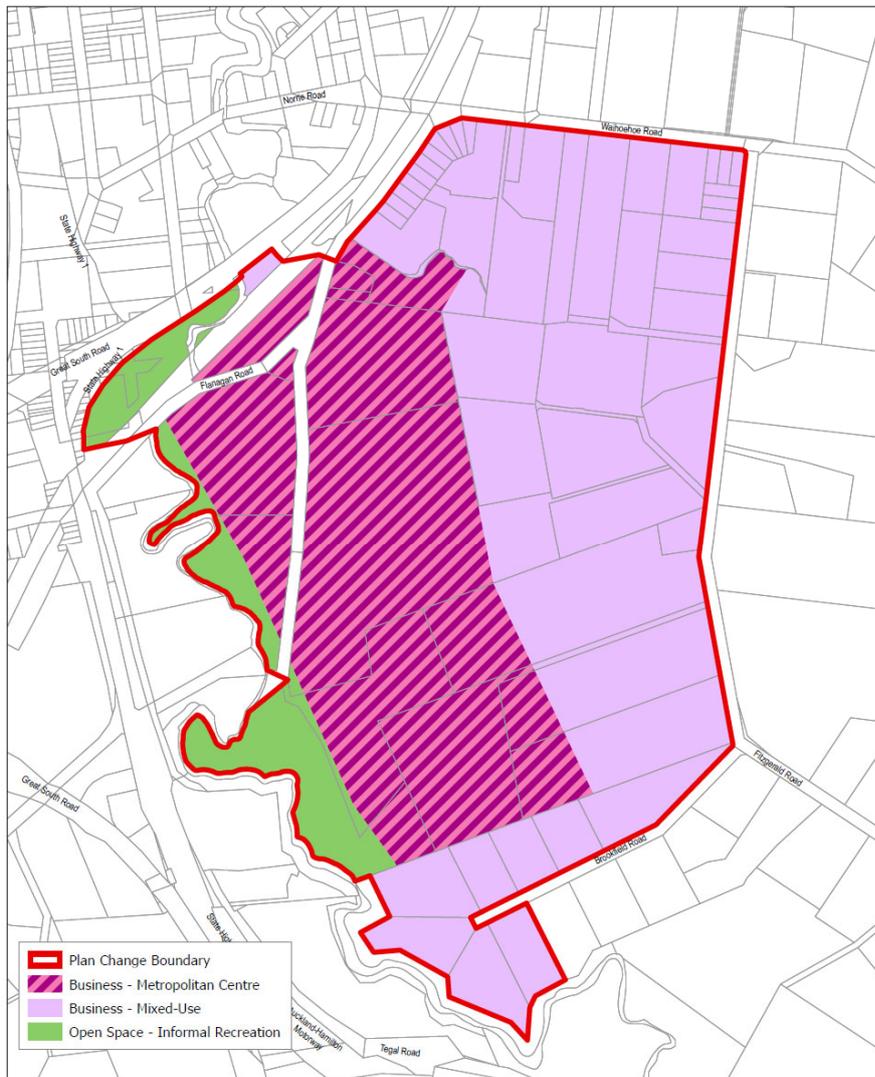
Further amendments made following submitter evidence filed for the transport hearing are shown underlined and ~~strikethrough~~

Please note:

- Sub-precinct D is proposed to be deleted in response to submissions. Consequential amendments are required at a later date to renumber the sub-precincts.



Drury Centre – Zoning Plan



Commented [BA1]: Auckland Council 22.24

Amendments also made in response to s42A recommendations.

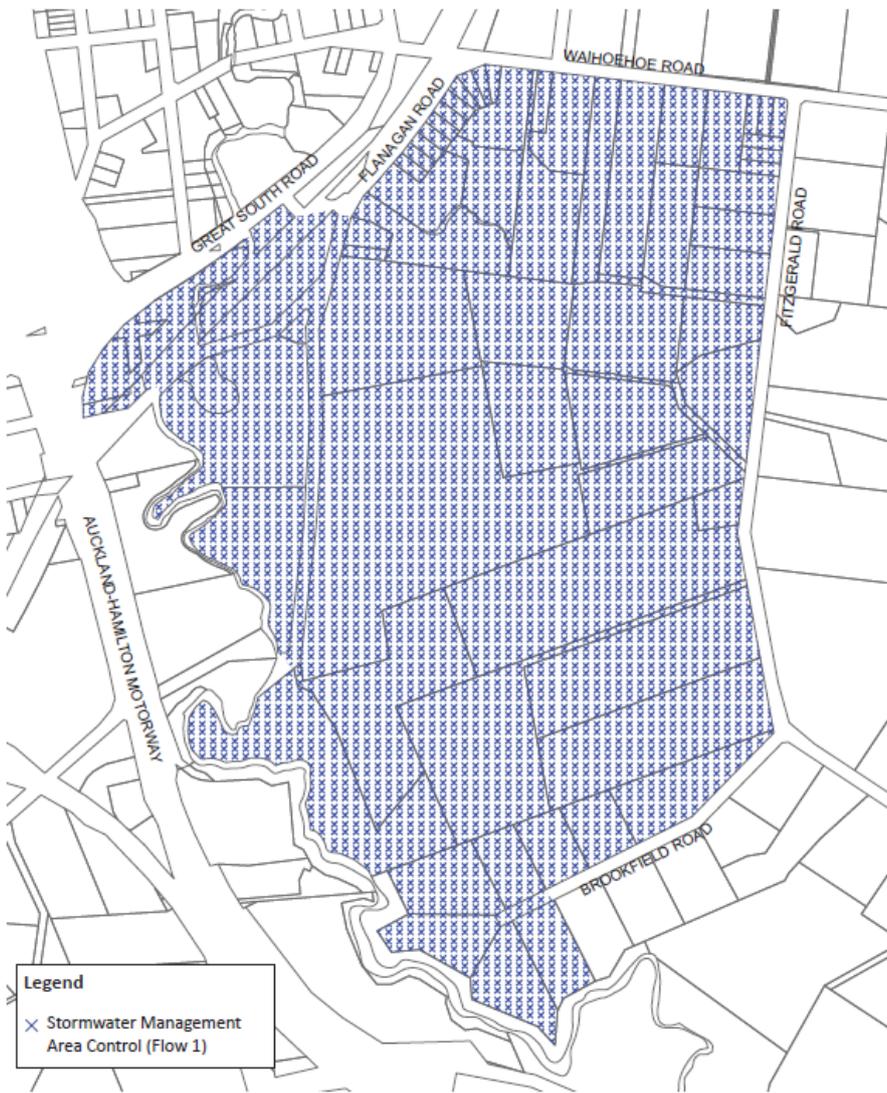
Drury Centre - Precinct Plan



Drury Centre – Stormwater Management

Commented [BA2]: Auckland Council 22.4

Drury Centre - Stormwater Management Area Control (Flow 1)



IX.1 Precinct Description

The purpose of the Drury Centre Precinct is to provide for the development of a new, comprehensively planned and 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 of 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, Main 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. Six to e Eight storey buildings are enabled in this sub-precinct to provide a transition to surrounding residential zones.
- ~~Sub-Precinct D is zoned Business – Metropolitan Centre Zone and provides for the establishment of the Drury Central Train Station and associated Park and Ride and transport interchange. A public plaza is provided for that will integrate the train station with the centre and will provide a high quality pedestrian experience.~~

Commented [B&A3]: AT 27.24
Minor amendment consistent with the assessment criteria.

Commented [BA4]: AT 27.24
See further amendments in Precinct Plan 2A to classify as a Key Retail Frontage.

Commented [BA5]: Kiwi Property 15.6 & Auckland Council 22.22
Amendments also made in response to s42A recommendations.

Commented [BA6]: Kiwirail 24.5 & AT 27.44
Amendments also made in response to s42A recommendations.

- 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. ~~Eight to ten~~ Twelve storey buildings are enabled, and flexible ground floor designs are encouraged in the sub precinct, ~~reflecting its close proximity to the Drury Central train station.~~
- Sub-Precinct F 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 ~~in Sub-Precinct F~~ and additional residential standards apply.

The transport network in the wider Drury East area as defined on Precinct Plan 3 will 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 ~~the transport network upgrades~~ safe access to the Drury Central train station and other upgrades necessary to manage adverse effects on the local and wider transport network ~~support it.~~

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.

IX.2 Objectives

- (1) Drury Centre is a vibrant and intensive transit-orientated development, that supports high density residential, employment-generating and retail activities within walking distance of ~~close to~~ rapid transit, and which prioritises public and active modes of transport to and within the centre.
- (2) Drury Centre ~~is the pre-eminent centre serving Drury and the wider area~~ 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 community ~~and supporting their social and economic well-being.~~
- (3) Development of the Drury Centre creates a distinctive sense of place, which responds to ~~including by incorporating distinctive~~ natural and built site features, responding to landform and respecting Mana Whenua values.
- (4) Drury Centre is a walkable centre, with a street-based environment that positively contributes to ~~provides a high quality pedestrian experience~~ pedestrian amenity, safety and convenience, with a particular emphasis on the Key Retail Street and key collector roads.
- (5) Access to the precinct occurs in an effective, efficient and safe manner that manages adverse effects of traffic generation on State Highway 1 and the effectiveness, efficiency and safety of the surrounding road network.

Commented [BA7]: Kainga Ora 33.6
Amendments also made in response to s42A recommendations.

Commented [BA8]: MHUD 20.1
Amendments also made in response to s42A recommendations.

Commented [BA9]: Minor amendment for clarification.

Commented [BA10]: Amended version of Karyn Sinclair's recommended changes at para 17.6 of her EIC

Commented [BA11]: AT 27.25 & NZTA 23.8
Amendments also made in response to s42A recommendations.

Commented [BA12]: Amendments made in response to s42A recommendations. Out of scope.

Commented [BA13]: Kainga Ora 33.3
Amendments made in response to s42A recommendations.

Commented [BA14]: AT 27.26 and Kainga Ora 33.4
Amendments made in response to s42A recommendations.

(5a) Drury Centre develops and functions in a way that:

- (a) ~~Results in~~ Promotes a mode shift to public and active modes of transport; and
- (b) ~~Provides~~ Facilitates safe and effective movement between, retail areas, community facilities, housing, jobs, open spaces and the Drury Central train station ~~within the precinct~~ by active modes.
- ~~(c) Manages the adverse effects of traffic generation on the safety and effectiveness of the surrounding road network~~

Commented [BA15]: Karyn Sinclair recommended wording: (a) Promotes a mode shift to public and active modes of transport; and

(6) Development is supported coordinated with the supply of by appropriate sufficient transport, water, energy and communications infrastructure.

Commented [BA16]: AT 27.5
Spark, MoE and Counties Power agree with proposed change.

(7) Freshwater, and sediment quality, and biodiversity is progressively improved over time in the Drury Centre precinct.

Commented [BA17]: Karyn Sinclair recommended wording that aligns more appropriately, in her opinion, to the RPS, rather than E38 (which the proposed wording by RM/NR reflects):
(6) Transport infrastructure serving the precinct is implemented in an integrated manner and coordinated with the development of the precinct.

IX.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.
- ~~(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, E and F that ~~recognise the primacy~~ supports the function, role and amenity of Sub-Precinct A as the core centre.
- (3a) Provide for a greater range of intensive employment activities and greater heights in Sub-Precinct E responding to its close proximity to rapid transport, while ~~recognising the primacy~~ supporting the function, role and amenity of Sub-Precinct A as the core centre.

Commented [BA18]: Amendments made in response to s42A recommendations. Out of scope.

Commented [BA19]: Amendments made in response to s42A recommendations. Design outcomes addressed through Policy 12.

Commented [BA20]: Kainga Ora 33.6.
Error in notified version where Policies 3 and 3a were combined. Proposed to be split and amended.
Amendments also made in response to s42A recommendations.

Commented [BA21]: Kainga Ora 33.6.
Error in notified version where Policies 3 and 3a were combined. Proposed to be split and amended.
Amendments also made in response to s42A recommendations.

Street Network and Built Form

- ~~(4) Provide for~~ Require attractively designed, safe and direct access to the Drury Central train station, with a particular focus on pedestrians and cyclists.
- (5) Require collector roads to be generally in the locations shown in IX.10.1 Drury Centre: Precinct Plan 2, while allowing for variation, where it would achieve a highly better connected street layout that integrates with the surrounding transport network.
- (6) 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.

Commented [BA22]: Amendments made in response to s42A recommendations. Out of scope.

Commented [BA23]: Amendments made in response to s42A recommendations. Out of scope.

(7) Require streets to be attractively designed to appropriately provide for all modes of transport by:

- (a) providing a high standard of amenity for pedestrians in areas where high volumes of pedestrians are expected; and
- (b) providing for safe separated access for cyclists on arterial and collector roads that link key destinations; and
- (c) providing a level of landscaping that is appropriate for the function of the street;
- (d) providing for the safe and efficient movement of vehicles.

(8) 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) ~~where adjacent to large publicly accessible open spaces to m~~ Minimising shading effects on large publicly accessible open spaces.

Commented [BA24]: Auckland Council 22.22
Amendments made in response to s42A recommendations.

(9) Ensure that Sub-Precinct A is designed to be the compact, pedestrian orientated retail core of the precinct, ~~with a comprehensively planned mix of large and small-scale retail activities integrated with other commercial and office activities, leisure, tourist, cultural, residential, community and civic services~~ with a fine-grained network of streets that are open to the sky.

(10) Ensure that development in Sub-Precinct A 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 2A.

Commented [BA25]: AT 27.61
Amendments made in response to s42A recommendations.

(11) Recognise that appropriately designed residential at ground floor may locate ~~be appropriate~~ on some local roads in Sub-Precinct A away from the Key Retail Street, including where residential adjoins public open space.

Commented [BA26]: Amendments made in response to s42A recommendations.
Minor amendment for clarification.

(12) 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.

(13) Enable residential activities at high densities in Sub-Precinct C, and E and F that provide quality on-site amenity for residents, including privacy and outlook, outdoor living space and access to daylight.

Commented [BA27]: Minor amendment.

(14) 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.

Commented [BA28]: Auckland Council 22.16. Further amendments made in response to s42A recommendations.

Transport, Infrastructure and Staging

~~(15) Ensure that the timing of development in Drury Centre Precinct is coordinated with the transport infrastructure upgrades necessary to mitigate the adverse effects of development on the effectiveness and safety of the immediately surrounding transport network.~~

(15a) 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 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;
- e) Encouraging office and retail activities to implement additional travel demand management measures that would promote the use of public transport.

Commented [BA29]: 'and Drury Centre' will apply to PC49 and PC50.

Commented [B&A30]: Auckland Transport 27.30

~~(15b) Manage the adverse effects of traffic generation on the safety and effectiveness of the surrounding transport network, including by ensuring that:~~

- a) Public transport can operate efficiently at all times;
- b) Safe and efficient movement of freight vehicles within and through the Drury South Industrial precinct.

Commented [B&A31]: Aligns with the wording of Policy 11 of DSIP

- c) The remaining surrounding collector road network can operate with reasonable efficiency during inter-peak periods;
- d) Any upgrades to the transport network are safe for pedestrians, cyclists and motorists.

Commented [B&A32]: Auckland Transport 27.6

(15c) Provide for the progressive upgrade of existing roads adjoining the Drury Centre precinct, to provide for all modes and connect with the existing transport network at the intersection of Waihoehoe Road/Great South Road.

Commented [B&A33]: Auckland Transport 27.6

As per further suggestion from Cath 5/11

(15d) Subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.

Commented [BA34]: Cath Heppelthwaite and Terry Church seek deletion of these words.

Commented [BA35]: NR to provide re-drafted wording to reflect the location of the Drury Central train station.

(16) Ensure that development in Drury Centre Precinct is coordinated with supporting sufficient stormwater, wastewater, and water supply, energy and communications infrastructure.

Commented [BA36]: Cath Heppelthwaite recommended wording

Commented [BA37]: Rachel explained that 15c and 15d are complimentary with 15c relating to "interim upgrades". Cath will consider whether 15c and 15d can both remain. Karyn and David propose alternative wording, e.g "avoid".

(17) Provide for the staging of ~~Require~~ subdivision and development, as it proceeds, to provide and have access to permanent safe, direct and legible pedestrian and cycling connections to the Drury Central train station that utilises public streets, to encourage the use of public and active modes of transport.

Revised to align with Objective 3 of Variation 1 to PC5 - Whenuapai

Cath's recommended wording:
Only enable subdivision and development where transport infrastructure identified as being necessary to support additional subdivision and growth are operational.

Ecology

Commented [B&A38]: Requested by Cath. Revised wording aligns with Objective E38.2(4)

(18) 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.

Commented [BA39]: AT 27.5

Spark, MoE and Counties Power agree with proposed change.

(19) 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, recognise that there may be no practicable alternative to stream works, including culverting, diversion and/or reclamation, where they are required to construct critical infrastructure.

Commented [BA40]: NR and RM do not agree that this should be limited to public streets, as some open space areas may be used to provide routes.

Commented [BA41]: Amendments made in response to s42A recommendations. Out of scope.

(20) Support ~~Contribute to~~ improvements to water quality, and habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.

Commented [BA42]: Kiwi Property 15.1

Amendment also made in response to s42A recommendations.

Stormwater Management

Commented [BA43]: Auckland Council 22.16

(21) Require subdivision and development to be consistent with any approved network discharge consent and supporting stormwater management plan adopted by the Council under that discharge consent, including in particular:

- a) Application of water sensitive design to achieve water quality and hydrology mitigation;

- b) Requiring impervious surfaces to be treated environments to a level necessary to minimise the generation and discharge of contaminants to sensitive receiving environments;
- c) Providing planting on the riparian margins of permanent or intermittent streams;
- d) Ensuring development is coordinated with sufficient stormwater infrastructure.

Commented [BA44]: Minor correction made following lodgment of Rebuttal Evidence

Commented [BA45]: Kiwi Property 15.4.
Further amendments made in response to s42A recommendations.
Further amendments made in response to Paula Vincent's evidence.

Natural Hazards

(22) Ensure development manages flooding effects upstream of and downstream of the site and the Drury Centre precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 100-year ARI flood event.

Commented [BA46]: Drury South 32.1
Further amendments made in response to Paula Vincent's evidence.

Noise sensitive activities adjacent to the rail corridor

(23) Ensure that noise sensitive activities adjacent to the railway corridor are designed to achieve a reasonable standard of acoustic amenity indoors, and minimise potential reverse sensitivity effects.

Mana Whenua values

- (24) 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.

Commented [BA47]: Ngāti Te Ata Waiohūa 21.1, 21.2, 21.3 & Ngāti Tamaoho 35.1, 35.2, 35.3 and Kainga Ora 33.3
Amendments made in response to s42A recommendations.

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

Commented [BA48]: Minor correction.

IX.4 Activity table

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

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

All Sub-Precincts

Activity	Activity Status
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Use		
Development		
(A1)	Subdivision, or new buildings prior to subdivision, including Development of public or 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)	Development that does not comply with Standard IX6.2 Staging of Development with Transport Upgrades but complies with Standard IX6.3 Trip Generation Limit	RD
(A6)	Development that does not comply with Standard IX6.2 Staging of Development with Transport Upgrades or and Standard IX6.3 Trip Generation Limit	D
(A7)	Development that does not comply with IX.6.5 Building Setback along Waihoehoe Road	D
Subdivision		
(A8)	Subdivision that does not comply with Standard IX6.2 Staging of Development with Transport Upgrades but complies with Standard IX6.3 Trip Generation Limit	RD
(A9)	Subdivision that does not comply with Standard IX6.2 Staging of Development with Transport Upgrades or Standard IX6.3 Trip Generation Limit	D
Streams		
(A9)	<u>New reclamation or drainage within Stream A shown on IX.10.4 Precinct Plan 2 required to construct the Drury Boulevard</u>	D

Commented [BA49]: Consequential amendment to reflect additional assessment matters for subdivision.

Commented [B&A50]: Consequential amendments to reflect Trip Generation Limit Standard being removed

Commented [BA51]: Consequential amendments to reflect proposed amendments to standards

Commented [B&A52]: Requested by Karyn. Will be superceded by the NoR.

Commented [BA53]: Consequential amendments to reflect Trip Generation Limit Standard being removed

Commented [BA54]: Consequential amendments to reflect proposed amendments to standards

Commented [BA55]: Kiwi Property 15.2 Amendments made in response to s42A recommendations.

Sub-Precinct C and E – Mixed Use

Activity	Activity Status
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Use		
Commerce		
(A10)	Department stores	NC
(A11)	Drive through restaurants	NC
(A12)	Motor vehicle sales	NC
(A13)	Service stations with frontage to an arterial road	RD
(A14)	Service stations with no frontage to an arterial road	NC
(A15)	Trade suppliers	NC
Industry		
(A16)	Industrial laboratories	D
(A17)	Light manufacturing and servicing	D
(A18)	Repair and maintenance services	NC
(A19)	Storage and lockup	NC
(A20)	Warehousing and storage	NC

Sub-Precinct A – Metropolitan Centre

Commented [B&A56]: Waka Kotahi 23.22

Activity	Activity Status
Use	
Commerce	
(A21)	Drive through restaurants
(A22)	Motor vehicle sales
(A23)	Trade suppliers
(A24)	Garden centres
(A25)	Warehousing and storage

IX.5 Notification

(1) An application for resource consent for a restricted discretionary activity for new buildings, and alterations and additions to buildings not otherwise provided for, as listed in Activity Table IX.4.1(A3) and (A4) above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.

Commented [BA57]: Minor correction.

- (2) An application for resource consent for a restricted discretionary activity to infringe IX.6.5 Daylight and IX.6.6 Outdoor Living Space will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.
- (3) An application for resource consent for a restricted discretionary activity listed in Table E11.4.1, Table E11.4.2 and Table E12.4.1 will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.
- ~~(3) An application for resource consent for a restricted discretionary activity listed in Table E11.4.1, Table E11.4.2 and Table 12.4.1 will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.~~
- (4) An application for resource consent for a restricted discretionary activity to infringe E11.6.2 General Standards and E12.6.2 General Standards will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.
- (5) Any application for resource consent for an activity listed in Activity Table IX.4.1 and which is not listed in IX.5(1)-(4) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (6) 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 C.1.13(4).

Commented [BA58]: Minor correction. Repeat.

IX.6 Standards

- (1) Unless specified in Standard IX.6(2) and IX.6(4) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above.
- (2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table IX.4.1 above within all sub-precincts:
 - (a) H9.6.1 Building Height
 - (b) E27.6.1 Trip generation
- (3) In addition to IX.6 (1) activities listed in Activity Table IX.4.1 must comply with the following standards:
 - (a) IX.6.1 Building Height
 - (b) IX.6.2 Staging of Development with Transport Upgrades
 - (c) IX.6.4 Riparian Planting

Commented [BA59]: In section 11 of Karyn Sinclair's evidence, Auckland Transport is of the view that this should be removed.

- (d) IX.6.5 Building Setback along Waihoehoe Road
- (e) IX.6.6 Stormwater Quality

Sub-Precinct C, E and F

- (4) ~~Within Sub-Precinct C the following zone standards do not apply to activities listed in Activity Table IX.4.1 above:~~
 - (a) ~~H13.6.1 Building Height~~
- (5) Within Sub -Precincts C, E and F Activities listed in Activity Table IX.4.1 must comply with the following standards:
 - (a) IX.6.7 Daylight
 - (b) IX.6.8 Outdoor Living Space
 - (c) ~~For that part of Sub-Precinct E subject to the Centre Fringe Office Control, IX.6.X Residential at Ground Floor.~~

Commented [BA60]: Minor correction. Covered by IX.6(2) above.

Commented [BA61]: Kainga Ora 33.6 Amendments made in response to s42A recommendations.

All Sub-Precincts

IX.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 IX.10.1 Drury Centre: Precinct Plan 1.

Commented [B&A62]: Purpose statements have been added to the standards for consistency.

The wording is consistent with the underlying zones where relevant as well as the corresponding policies of PC48.

These amendments are out of scope.

Purpose statements will be proposed for the transport standards at the reconvened transport hearing.

IX.6.2 Staging of Development with Transport Upgrades

Purpose:

- Manage the adverse effects of traffic generation on the safety and effectiveness of the surrounding road network.
- (1) Development and subdivision within the area shown on IX.10.3 Precinct Plan 3 must not exceed the thresholds in Table IX.6.2.1 ~~and Table IX.6.2.2~~ until such time that the identified infrastructure upgrades are constructed and are operational.
- (2) For the purpose of this rule 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a ~~valid~~ land use consent, or subdivision that has a 224c certificate that creates additional vacant lots for vacant lots less than 1200m².
- (3) ~~Table IX.6.2.1 sets out the development thresholds if 'Access A' is not constructed to provide direct access to the Drury Centre from State Highway 1, as shown on IX.10.3 Drury Centre: Precinct Plan 3. Table IX.6.2.2 sets out the development~~

Commented [B&A63]: Auckland Transport 27.11

Commented [BA64]: Lead in wording to deal with capacity enabled by subdivision and how it links with the upgrades.

Commented [BA65]: To be reviewed in the context of the potential changes to objectives and policies as they relate to 'safety and efficiency'. To align wording of the purpose with wording of Policy. Including consistency with PC49 and PC50 reference to 'State Highway 1'.

Commented [BA66]: David Mead would like subdivisions including boundary adjustments, superlots, and around existing houses to be excluded from this standard.

Karyn Sinclair notes that superlots should be included.

Cath does not agree with David Meads point above

Commented [B&A67]: Agree with amendment proposed by Cath and Karyn.

thresholds if 'Access A' is constructed to provide direct access to the Drury Centre from State Highway 1 as shown on IX.10.3 Drury Centre: Precinct Plan 3.

Note: Transport infrastructure projects for Drury included in the New Zealand Upgrade Programme 2020 – Transport prepared by the New Zealand Transport Agency are not included in the development thresholds below

Table IX.6.2.1 Threshold for Development with 'Access A' as shown on IX.10.3 Drury Centre: Precinct Plan 3

Column 1 Activities, or subdivision of vacant lots less than 1,200m ² , enabled by Transport Infrastructure in column 1.2	Column 2 Transport infrastructure required to enable activities or subdivision in column 2.1
(a) <u>Development of up to a maximum of 710 dwellings</u>	<u>Interim upgrade to Great South Road/Waihoehoe Road roundabout</u> <u>Interim upgrade of Waihoehoe Road in accordance with Appendix 1a.</u>
(b) <u>Development of up to a maximum of:</u> (i) <u>1,300 dwellings; and</u> (ii) <u>24,000m² retail GFA; and</u> (iii) <u>6,000m² other commercial GFA; and</u> (iv) <u>800m² community GFA.</u>	<u>Upgrades in (a) above and State Highway 1 widening – Stage 1B, being six lanes between Papakura interchange and Drury interchange.</u>
(c) <u>Development of up to a maximum of .:</u> (i) <u>1,800 dwellings; and</u> (ii) <u>32,000m² retail GFA; and</u> (iii) <u>8,700m² other commercial GFA; and</u> (iv) <u>1,000m² community GFA.</u>	<u>Upgrades in (a) and (b) above and:</u> <u>Drury Central train station</u> <u>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.</u>
(d) <u>Development of up to a maximum of:</u> (i) <u>3,300 dwellings; and</u> (ii) <u>56,000m² retail GFA; and</u> (iii) <u>17,900m² other commercial GFA; and</u> (iv) <u>2,000m² community GFA.</u>	<u>Upgrades in (a)-(c) above and:</u> <u>Waihoehoe Road upgrade between Fitzgerald Road and Great South Road, including:</u> i. <u>Two general traffic lanes and two bus lanes, footpaths and cycleways on both sides, including and a new six-lane bridge over the railway corridor;</u> ii. <u>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.</u>

Commented [BA68]: RM and NR confirmed that they will be making further changes to the transport trigger provisions, to be included in their rebuttal evidence.

KS and AP are of the view that the only evidence available suggests that successful triggers need to have the following precursors met – including single ownership, small scale development, funding agreements signed, small scale infrastructure upgrades needed to support development, and with respect to PPCs 48-50 KS and AP do not agree that triggers are appropriate.

David Mead agrees with the comments above provided by KS and AP, and is of the view that a zoning approach would be better than a trigger approach. Within the area to be rezoned, a simplified trigger approach such as, retain row (a) (with the train station), and combine rows (b) and (c), for example.

Don McKenzie and Daryl Hughes consider the triggers and thresholds, as proposed to be appropriate.

Commented [B&A69]: Minor editing changes included as requested by Cath Swapped columns around etc.

Commented [BA70]: Terry Church and David Mead concerned for more certainty around connectivity and active mode network relative to the train station and Drury Centre. **To be revisited after looking at the Assessment Criteria.**

Commented [B&A71]: Projects will be shown on revised precinct plan 3 as requested by Cath and where appropriate, supported by a description of the project to futureproof for future years – **RM to look at this.**

Commented [BA72]: **To be updated**

Commented [B&A73]: **To revise following further discussions pre-caucusing.**

Commented [JP75]: Awaiting review of further modelling to be provided b Stantec for interim upgrade – to be able to confirm if this threshold is acceptable

Commented [BA74]: **David Mead does not see the need for community facilities to be included in the table**

Daryl Hughes has confirmed that this has been included to be consistent with the SGA modelling.

Commented [JP76]: Awaiting review of further modelling to be provided b Stantec for interim upgrade – to be able to confirm if this threshold is acceptable

(e)	<u>Development of up to a maximum of:</u> (i) 3,800 dwellings; and (ii) 64,000m ² retail GFA; and (iii) 21,000m ² other commercial GFA; and (iv) 2,400m ² community GFA.	Upgrades in (a)-(d) above and: <u>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</u>
(f)	<u>Development of up to a maximum of:</u> (i) 5,800 dwellings; and (ii) 97,000m ² retail GFA; and (iii) 47,000m ² other commercial GFA; and (iv) 10,000m ² community GFA.	Upgrades in (a)-(e) above and: <u>Mill Road northern connection between Fitzgerald Road and Papakura, providing four traffic lanes and separated active modes</u> <u>Opaheke Northern connection providing four lanes including bus lanes and active mode facilities between Waihoehoe Road and Opaheke Road in Papakura</u>

New/ Additional Dwelling Threshold	New/ Additional Retail GFA Threshold	New/ Additional Commercial GFA Threshold	Transport Upgrades Required to Exceed the Dwelling, Retail/Commercial GFA Thresholds
Prior to any new dwellings, retail or commercial development			<ul style="list-style-type: none"> Interim safety upgrade to the Waihoehoe / Great South Road intersection to provide safe crossing facilities for on all approaches
3,406	62,430m ²	34,800m ²	<ul style="list-style-type: none"> Upgrade of the Waihoehoe / Great South Road intersection to signals.
4,640	83,960m ²	46,800m ²	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South road intersection (western arm only).
6,428	107,650m ²	60,000m ²	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South road intersection (on all approaches).

Table IX.6.2.2 Threshold for Development with 'Access A' as shown on IX.10.3 Drury Centre: Precinct Plan 3 constructed

New/ Additional Dwelling Threshold	New/ Additional Retail GFA Threshold	New/ Additional Commercial GFA Threshold	Transport Upgrades Required to Exceed the Dwelling, Retail/Commercial GFA Thresholds
Prior to any new dwellings, retail or commercial development			<ul style="list-style-type: none"> Interim safety upgrade to the Waihoehoe / Great South Road intersection to provide safe crossing facilities for pedestrians and cyclists on all approaches
4,640	83,960m ²	46,800m ²	<ul style="list-style-type: none"> Upgrade of the Waihoehoe / Great South Road intersection to signals.

6,428	107,650m ²	60,000m ²	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South Road intersection to signals (on all approaches).
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IX.6.3 Trip Generation Limit

(1) Development within the area shown on IX.10.3 Precinct Plan 3 must not exceed the thresholds in Table IX.6.3.1 and Table IX.6.3.2 until such time that the identified infrastructure upgrades are constructed and are operational.

(2) Table IX.6.3.1 sets out the development thresholds if 'Access A' is not constructed to provide direct access to the Drury Centre from State Highway 1, as shown on IX.10.3 Drury Centre: Precinct Plan 3. Table IX.6.3.2 sets out the development thresholds if 'Access A' is constructed to provide direct access to the Drury Centre from State Highway 1 as shown on IX.10.3 Drury Centre: Precinct Plan 3.

Note: Transport infrastructure projects for Drury included in the New Zealand Upgrade Programme 2020 – Transport document prepared by the New Zealand Transport Agency are not included in the development thresholds below.

Table IX.6.3.1 Threshold for Development with 'Access A' as shown on IX.10.3 Drury Centre: Precinct Plan 3 not constructed

Inbound Trip Generation in vehicles per hour (vph)	Outbound Trip Generation in vehicles per hour (vph)	Transport Upgrades Required to Exceed the Trip Generation Thresholds
Prior to any new dwellings, retail or commercial development		<ul style="list-style-type: none"> Interim safety upgrade to the Waihoehoe / Great South Road intersection to provide safe crossing facilities for pedestrians and cyclists on all approaches
AM Peak: 1,890 PM Peak: 2,860	AM Peak: 2,340 PM Peak: 2,470	<ul style="list-style-type: none"> Upgrade of the Waihoehoe / Great South Road intersection to signals.
AM Peak: 2,620 PM Peak: 3,730	AM Peak: 3,220 PM Peak: 3,270	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South road interection (western arm only).
AM Peak: 3,510 PM Peak: 4,910	AM Peak: 4,020 PM Peak: 4,560	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South Road intersection to signals (on all approaches).

Table IX.6.3.2 Threshold for Development with 'Access A' as shown on IX.10.3 Drury Centre: Precinct Plan 3 constructed

Inbound Trip Generation in	Outbound Trip Generation in	Transport Upgrades Required to Exceed the Trip Generation Thresholds
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vehicles per hour (vph)	vehicles per hour (vph)	
Prior to any new dwellings, retail or commercial development		<ul style="list-style-type: none"> Interim safety upgrade to the Waihoehoe / Great South Road intersection to provide safe crossing facilities for pedestrians and cyclists on all approaches
AM Peak: 2,670 PM Peak: 3,870	AM Peak: 3,270 PM Peak: 3,410	<ul style="list-style-type: none"> Upgrade of the Waihoehoe / Great South Road intersection to signals.
AM Peak: 3,600 PM Peak: 4,990	AM Peak: 4,110 PM Peak: 4,640	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South Road intersection.

IX.6.2A 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) 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.

Commented [B&A77]: Auckland Transport 27.20
Commented [BA78]: RM and NR to add associated assessment criteria

IX.6.2B 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.

Commented [B&A79]: Auckland Transport 27.20

IX.6.2C 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 IX.6.2B.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 IX.6.2C.1 Required end-of-trip facilities (intended for staff use)

Commented [B&A80]: Auckland Transport 27.20

<u>Land Use</u>	<u>GFA</u>	<u>No. of showers and changing facilities required</u>
<u>Commercial and community activities</u>	<u>Up to 500m²</u>	<u>No requirement</u>
	<u>Greater than 500m² up to 2,500m²</u>	<u>One shower and changing area with space for storage of clothing</u>
	<u>Greater than 2,500m² up to 7,500m²</u>	<u>Two showers and changing area with space for storage of clothing</u>
	<u>Every additional 7,500m²</u>	<u>Two additional showers and changing area with space for storage of clothing</u>

IX.6.4 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:
 - (i) This rule shall not apply to road crossings over streams;
 - (ii) Walkways and cycleways must not locate within the riparian planting area;
 - (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.

Commented [BA81]: Auckland Council 22.16
Amendments made in response to s42A recommendations.

~~**IX.6.5 Building Setback along Waihoehoe Road**~~

~~Purpose: To enable the future required widening of Waihoehoe Road.~~

- ~~(1) A building or parts of a building must be set back from the 2020 Waihoehoe Road boundary by a minimum depth of 6m.~~

Commented [B&A82]: As per change to activity table.

IX.6.6 Stormwater Quality

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

- (1) Stormwater runoff from public carparks exposed to rainfall or public 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)'.

~~The activity rules and standards in E9 apply to development in the Drury Centre precinct as if the reference to 'high use roads', was a reference to 'all roads'.~~

- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials, that is, avoiding 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 algicide.

Commented [B&A83]: Amendments made in response to Paula Vincent evidence.

The relevant provisions from rule E9.6.1.3 are included in the precinct and linked with the treatment requirements of the SMP.

Commented [BA84]: Minor correction made following lodgment of Rebuttal Evidence

IX.6.X Noise sensitive activities within 60m of the rail corridor

~~Purpose: Ensure noise sensitive activities adjacent to the railway corridor are designed to achieve a reasonable standard of acoustic amenity indoors, and minimise potential reverse sensitivity effects.~~

- (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.~~
- (2) ~~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.~~

Commented [BA85]: Kiwi Property 15.5

Amendments made in response to s42A recommendations.

IX.6.X 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;
 - (ii) 1.8m in height if the fence is at least 50 per cent visually open.

Commented [BA86]: Amendments made in response to s42A recommendations. Out of scope.

Sub- Precinct C, E and F

IX.6.7 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, E and F must comply with H6.6.14 Daylight.

IX.6.8 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, E and F 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.

Commented [BA87]: Minor amendment.

IX.6.X. 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, 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.

Commented [BA88]: Kainga Ora 33.6
Amendments made in response to s42A recommendations.

IX.6.X. Outlook space

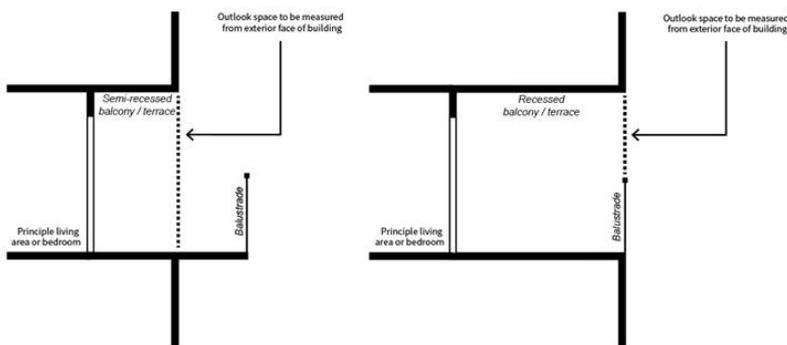
Purpose:

- 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, E and F 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.

Commented [B&A89]: Auckland Council 22.30

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



IX.7 Assessment – controlled activities

There are no controlled activities in this precinct.

IX.8 Assessment – restricted discretionary activities

IX.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 Development of public and private roads.

Commented [BA90]: Consequential change as per IX.4.1(A1).

(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, ~~and~~ design and sequencing of connections to the Drury Central train station; ~~and~~

(d) Design and sequencing of upgrades to the existing road network;

(e) Stormwater & flooding;

(f) Servicing; and

(~~d~~ g) Matters of discretion IX8.1 (1)(a) - (c) apply in addition to the matters of discretion in E38.12.1.

~~(3)~~(2) Development of publicly accessible open space greater than 1000m²

(a) Location and design of the indicative publicly accessible open spaces shown in 10.X.1 Precinct Plan 2;

(b) Location and design of any other publicly accessible open spaces greater than 1000m²; and

(c) Matters of discretion IX8.1 (2)(a) - (b) apply in addition to the matters of discretion in E38.12.1.

~~(4)~~(3) New buildings, and alterations and additions to buildings not otherwise provided for ~~in the underlying zone within Sub-Precincts A, and B and D;~~

(a) The design and appearance of buildings and development as it relates to all the matters set out in H9.9.8.1(2)(a)-(i) and the future amenity values of Drury

~~(b) The design and layout of the train station and transport interchange;~~

(c) Servicing; and

(d) Travel demand management measures;

(e) Matters of discretion IX8.1 (3)(a) - (~~b~~c) apply in addition to the matters of discretion in H9.8.1 (2).

~~(5)~~(4) New buildings, alterations and additions to buildings not otherwise provided for in the underlying zone within Sub-Precincts C, E and F:

(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 IX8.1 (4)(a) - (b) apply in addition to the matters of discretion in H13.8.1 (3).

Commented [BA91]: Drury South 32.1
Drury South agrees with proposed change.

Commented [BA92]: Added in response to the evidence of Paula Vincent.

Commented [BA93]: Minor amendment for clarity.

Commented [BA94]: Consequential amendment related to removing sub-precinct D.

Commented [BA95]: Auckland Transport 27.20

~~(6)(5)~~ Development or subdivision that does not comply with Standard IX.6.2 Staging of Development with Transport Upgrades ~~but complies with Standard IX.6.3 Trip Generation Limit:~~

- (a) ~~Effects of traffic generation on the safety and effectiveness of the surrounding road network transport network consistent with the trips generated by development specified in Table IX.6.3.1 or Table IX.6.3.2;~~
- (b) The rate of public transport uptake and travel management measures; and
- (c) The coordination of retail, commercial and residential development in Drury East.
- (d) The outcome of engagement with the road controlling authority.
- (e) Whether the proposal is of a scale or type that promotes increased use of public transport.
- (f) Effects on safety and effectiveness of the intersection of State Highway 22 / Great South Road prior to the full upgrade of Waihoehoe Road upgrade between Fitzgerald Road and Great South Road.

Commented [JP96]: Assuming this would include assessment of other roads including those within Drury South precinct

Commented [B&A97]: As suggested by Cath.

Commented [B&A98]: As suggested by Cath. To discuss specific wording.

Commented [B&A99]: To respond to issues raised by Joe Phillips/Greg Osborne

~~(7)(6)~~ Infringement to standard IX.6.1 Building height:

- (a) Matters of discretion H13.8.1(7) apply.

~~(8)(7)~~ Infringement to standard IX.6.4 Riparian Margins:

- (a) Effects on water quality, biodiversity and stream erosion habitat.

Commented [BA100]: Auckland Council 22.16 Amendments made in response to s42A recommendations.

~~(9)(8)~~ Infringements to standard IX.6.6 Stormwater Quality

- (a) Matters of discretion E9.8.1(1) apply.

~~(10)(9)~~ Infringement to standard IX.6.7 Daylight:

- (a) Matters of discretion H13.8.1(7) apply.

~~(11)(10)~~ Infringement to standard IX.6.8 Outdoor Living Space:

- (a) Matters of discretion H13.8.1(7) apply.

~~(12)(11)~~ Infringement to standard H9.6.5 – Residential at Ground Floor in Sub-Precinct A:

- (a) Matters of discretion H13.8.1(7) apply.

~~(13)(12)~~ Infringement of standard IX.6.X – Development within 60m of the rail corridor

- (a) ~~Effects on residential amenity;~~
- (b) ~~Reverse sensitivity effects.~~

~~(14)(13)~~ Infringement of Standard IX.6.X. Residential at ground floor in Sub-Precinct E

- (a) Matters of discretion in H13.8.1(7) apply.

(14)(14) Infringement of standard IX.6.X – Outlook Space

(a) Matters of discretion H13.8.1(7) apply.

Commented [B&A101]: Consequential amendment.

(15)(15) Infringement of standard IX.6.2A Maximum parking rate

(a) Matters of discretion E27.8.1(5) apply.

(16)(16) Infringement of standard IX.6.2B Minimum cycle parking, IX.6.2C End of Trip Facilities

(a) Matters of discretion E27.8.2(7) apply.

IX.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 public and private roads:

Commented [BA102]: Consequential change as per IX.4.1(A1).

Location of roads

(a) The extent to which the collector road network, and the Key Retail Street and the potential connection to Drury Centre are provided generally in the locations shown on IX.10.X Drury Centre: Precinct Plan 2 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform.

Commented [BA103]: Minor amendment to reflect Precinct Plan 2.

(b) 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) The presence of natural features, natural hazards or contours and how this impacts 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 it to be delivered by a single landowner.

~~(bb) Within Sub-precinct F, whether development precludes the future construction of any planned connection between Brookfield Road and Quarry Road over Hingaia Stream. This connection is "potential" and is not required, but it is desirable long term to enhance connectivity between Drury west and Drury east.~~

(c) 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.

Commented [B&A104]: Amendment proposed for alignment with PC49.

(x) 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.

Commented [B&A105]: Minor amendment proposed to separate criterion that was incorrectly included in (c).

Design of roads

(d) Whether the design of new collector and local roads ~~are generally in accordance with the road design details cross-sections provided in IX.11 Drury Centre: Appendix 1;~~

Commented [BA106]: Clarify that this applies to the new road network. Upgrades to the existing road network is addressed in (g) and (h) below.

Commented [BA107]: AT 27.54

(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 180m, and the perimeter of the block should be no greater than 500m;

(ee) 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.

Commented [B&A108]: Out of scope

Connections to the Drury Central train station

(f) 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 F ~~has a provides for a direct, legible and safe pedestrian and cycle~~ connection to the Drury Central train station via Drury Boulevard or the Key Retail Street shown on Precinct Plan 42;

Commented [BA109]: Minor amendment.

(ii) Development in Sub-Precinct A ~~has a provides for a direct, legible and safe pedestrian and cycle~~ connection to the Drury Central train station via the Key Retail Street and/or any connecting local or collector roads and/or open spaces;

Commented [BA110]: David Mead seeks to delete references to open space, in sub-clauses (f)(ii) and (iii).

(iii) Development in Sub-Precincts C and E ~~has a provides for a direct and legible~~ 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

Commented [BA111]: Auckland Transport 27.51

(g) Whether Fitzgerald Road and Brookfield Road are progressively upgraded to ensure that safe connections are provided from the site to the Waihoehoe Road/Fitzgerald Road intersection. The section of upgraded road should extend from the site being developed to the Waihoehoe Road/Fitzgerald Road intersection.

Commented [BA112]: Terry Church has suggested that Fitzgerald Road between Brookfield Road and Waihoehoe Road, as an interim upgrade, is delivered prior to development of up to 710 dwellings.

(h) Whether the design of the upgraded road accords with the interim road design details included in Appendix 1a. Where an Applicant controls land on one or both sides of the road, a wider footpath and back berm should be provided on the development side, to integrate with the final design width of 23m.

Stormwater and flooding

(i) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14);

(j) Whether development provides an appropriate level of water quality treatment for impervious surfaces that are not otherwise managed by ~~E9~~ and IX.6.6. Any

treatment provided should correspond with the degree of potential adverse effects on sensitive receiving environments, taking into account the nature of the contaminants being generated and the design of the development.

Commented [B&A113]: Reference amended as stormwater quality rule now does not refer back to E9.

- (k) Whether the proposal ensures that development manages flooding effects upstream of and downstream of the site and the Drury Centre precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 100-year ARI flood event.

Commented [BA114]: Drury South 32.9
Further amendments made in response to the evidence of Paula Vincent.

Servicing

- (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;

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

Commented [B&A115]: Added in response to the evidence of Paula Vincent.

(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 Homestead Park and Station Plaza are provided in locations generally consistent with their indicative locations shown on IX.10.2 Drury Centre Precinct Plan 2 and have adequate street frontage to ensure the open spaces are visually prominent and safe;

Commented [BA116]: AT 27.46.
Amendments made in response to s42A recommendations.

- (b) Encourage the existing Homestead building to be retained, repurposed and incorporated into a high amenity urban park for informal recreation, which forms a focal point of the Drury Centre;

- (c) Whether existing indigenous mature trees are retained within Homestead Park where possible;

Commented [BA117]: Heritage New Zealand 31.4

- (d) Whether Station Plaza is designed as a open space which will act as a major entrance way to Drury Centre, integrating the train station with the Drury Centre;

- (e) Whether any buildings or kiosks which locate in the Station Plaza are designed to ensure they do not compromise or dominate the use of the space for public recreational use;

Commented [BA118]: AT 27.45
Amendments made in response to s42A recommendations.

- (f) 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

- (g) 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;

(h) Encourage the location and design of open spaces to integrate with surrounding natural features including the network of permanent and intermittent streams;

~~(i) Whether a network of pedestrian and cycle paths are provided along both sides of permanent streams and one side of intermittent streams within proposed open spaces; and~~

~~(j) Where pedestrian and/or cycle paths are proposed within proposed open spaces, whether they are located adjacent to, and not within the 10m planted riparian area.~~

Commented [B&A119]: Amendment proposed for alignment with PC49. See amended criterion IX.8.2(1)(c) above.

Commented [BA120]: Replaced by amended rule IX.6.4. Consequential amendment in response to S42A report recommendations.

Commented [BA121]: Minor correction.

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

The design and appearance of buildings and development as it relates to all the matters set out in H9.9.8.1(2)(a)-(i) and the future amenity values of Drury

(a) 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;

(b) Whether the height and form of buildings provides for four hours of sunlight access to over 75% of the net site area of ~~Station Plaza and Homestead Park and other~~ 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 IX.6.1 Building Height.

Commented [BA122]: AT 27.45 Amendments made in response to s42A recommendations.

(c) Whether buildings along the Key Retail Street shown on IX.10.2 Drury Centre: 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.

(d) 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.

(e) Whether buildings fronting Homestead Park, the Town Square and Station Plaza provide activities that engage and activate the open space at ground floor level.

Commented [BA123]: Minor amendment for consistency with Precinct Plan 2.

(f) Whether large format retail 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.

- (g) Whether development incorporates Te Aranga Maori Design Principles.
- (h) 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.
- ~~(i) Whether development fronting Collector roads and any local roads that provide direct connections to the Drury Central train station provides a safe and attractive environment for pedestrians and provides opportunities for a range of commercial activities at ground floor. This includes providing floor to floor heights that enable flexibility for buildings to accommodate varying commercial activities over time.~~

The design and layout of the train station and transport interchange

- ~~(j) Whether the location of the train station and transport interchange is generally in accordance with IX.10.2 Drury Centre: Precinct Plan 2;~~
- ~~(k) Whether the bus interchange is designed and located to minimise conflict with the pedestrian focused Station Plaza;~~
 - ~~(i) Prioritising pedestrian amenity (active frontages, building entrances etc) on collector roads;~~
 - ~~(ii) Screening carparking areas from streets and open spaces; and~~
 - ~~(iii) Integrating landscaping with parking areas.~~
- ~~(l) Whether the design of the railway station enables for users to access platforms on either side of the railway and in doing so creating connections between Drury Village and Drury Centre, by way of example this could be achieved through a pedestrian overbridge; and~~
- ~~(m) Whether the design of the railway station integrates with the proposed Station plaza shown on IX.10.2 Drury Centre: Precinct Plan 2;~~

Servicing:

- (n) Whether there is ~~adequate~~ 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;
- (o) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.
- (p) 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:

Commented [BA124]: Consequential amendment.
Addressed through residential at ground floor rule and frontage controls shown on Precinct Plan 2A.

Commented [BA125]: Auckland Transport 27.43

Commented [BA126]: Counties Power 28.13
Amendment to "sufficient" to align with Policy 16.

Commented [B&A127]: Counties Power 28.10 and 28.11.

(n) For offices 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.

Commented [B&A128]: Auckland Transport 27.20

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

(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.

Commented [BA129]: Amendments made in response to s42A recommendations. Out of scope.

(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 IX.6.1 Building Height.

Commented [BA130]: Amendments made in response to s42A recommendations. Out of scope.

Servicing:

- (f) Whether there is adequate 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 |
- (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. |

Commented [BA131]: Counties Power 28.13
Amendment to "sufficient" to align with Policy 16.

Commented [B&A132]: Counties Power 28.10 and 28.11.

(5) Development or subdivision that does not comply with IX.6.1 Staging of Development with Transport Upgrades but complies with IX.6.2 Trip Generation Limit: |

Commented [BA133]: Waka Kotahi 23.34

(a) ~~Whether the effects of the proposal on the transport network are consistent with the trips generated by development specified in Table IX.6.3.1 or Table IX.6.3.2;~~

(a) A proposal that does not comply with IX.6.1 Staging of Development with Transport Upgrades will be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

(b) Whether the proposal is in accordance with Policies IX.3(6), IX.3(7), IX.3(15)(a), (b), (c) and (d) and IX.3(17). |

Commented [BA134]: Cath Heppelthwaite recommended inclusion of the following policies:
IX.3(6)
IX.3(7)
IX.3(17)

(c) Whether public transport routes that connect to the Drury Central train station and the Drury Centre can operate effectively and efficiently at all times;

Commented [B&A135]: As requested by Cath. Aligns with matters below.
Have extended out the policy references as discussed.

(d) Whether the transport network at key intersections can operate safely and effectively during the inter-peak period, being generally no worse than a Level of Service D for the overall intersection. The key intersections to consider include Waihoehoe/Great South Road, Great South Road/SH22 and Quarry Road/Great South Road; |

Commented [JP136R135]: Subject to the earlier amendments of those policies

Commented [JP137]: To be reviewed on the basis of the further traffic modelling to be provided by Stantec

(e) Whether increased use of public transport within the Drury Centre precinct or the wider area, has provided provides 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 IX.9(4);

(f) 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 IX.6.2.1 Threshold for Development. |

Commented [BA138]: Cath Heppelthwaite and Andrew Mein are considering the wording.

(g) Whether residential development is coordinated with retail and commercial development within the wider Drury East area identified on Precinct Plan 3 to minimise trips outside of the precinct providing additional capacity within the transport network.

Commented [B&A139]: This replaces the trip generation table originally included and captures the intent.

(h) Whether the actual rate of development in the wider area is slower than anticipated and provides additional capacity in the transport network;

(i) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the Drury Centre precinct.

Commented [BA140]: RM and NR to qualify what is meant here – clarify changes to travel behaviours and patterns (micro-mobility)

(j) Whether the integrated transport assessment supporting the application documents the outcome of engagement with the road controlling authority.

Commented [B&A141]: As per Cath recommendation.

(i) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented and contribute to expected reduction in vehicle trips.

Commented [B&A142]: As per Cath recommendation with some amendment.

Caths recommended wording: Whether the proposal demonstrates methods that promotes the increased use of public transport, how these will be implemented and the expected reduction in vehicle trips.

(ii) Whether the intersection of State Highway 22 / Great South Road can operate safely and efficiently prior to the full upgrade of Waihoehoe Road between Fitzgerald Road and Great South Road. This should take into account any mitigation measures proposed, which may include a second right-turn lane at the intersection.

Commented [B&A143]: To respond to issues raised by Joe Phillips/Greg Osborne. Subject to further analysis by Stantec.

(6) Infringement to standard IX.6.4 Riparian Planting

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

Commented [BA144]: B&A and Stantec to review modelling results and confirm whether this most appropriately sits as assessment criteria or in the trigger table above.

(7) Infringement to IX.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).

(c) Any treatment provided should correspond with the degree of potential adverse effects on sensitive receiving environments, taking into account the nature of the contaminants being generated and the design of the development.

Commented [BA145]: Kiwi Property 15.5 Amendments made in response to s42A recommendations.

(8) Infringement to standard IX.6.7 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.

(9) Infringement to standard IX.6.8 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.

(10) Infringements to standard H9.6.5 and IX.6.X – Residential at Ground Floor on local streets within Sub-Precinct A

(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.

Commented [BA146]: Consequential amendments made in response to s42A recommendations. Out of scope

(e) Whether dwellings establishing at ground floor in Sub-Precinct A are located away from the Key Retail Street and positively contribute to the adjoining street or open space while achieving privacy and a good standard of amenity for occupiers of the dwelling.

Commented [BA147]: Amendments made in response to s42A recommendations.

Propose to integrate with existing assessment criteria.

(11) Infringement of standard IX.X – Development within 60m of the rail corridor

(a) Whether the building accommodating noise sensitive activities adjacent to the railway corridor is designed to achieve a reasonable standard of acoustic amenity indoors, and minimise potential reverse sensitivity effects.

(12) Infringement of standard X.6.X – Outlook Space

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

Commented [B&A148]: Consequential amendment.

(13) Infringement of standard IX.6.2A Maximum parking rate

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

(14) Infringement of standard IX.6.2B Minimum cycle parking, IX.6.2C End of Trip Facilities

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

IX.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.

Commented [BA149]: Heritage New Zealand 31.8 Amendments made in response to s42A recommendations.

(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.

Commented [BA150]: Heritage New Zealand 31.1 Amendments made in response to s42A recommendations.

~~(3) Noise sensitive activities within 60m of the rail corridor~~

~~A report from a suitably qualified acoustic expert confirming how the requirements of IX.6.X Noise sensitive activities within 60m of the rail corridor are complied with must be submitted as part of any land use consent or building consent application for a noise sensitive activity located within 60m of the rail corridor.~~

Commented [B&A151]: Out of scope

(4) Travel Plan

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

Commented [B&A152]: As per Cath recommendation

- 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, 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.

(5) Integrated transport assessment

An application to infringe standard IX.6.2 Staging of 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.

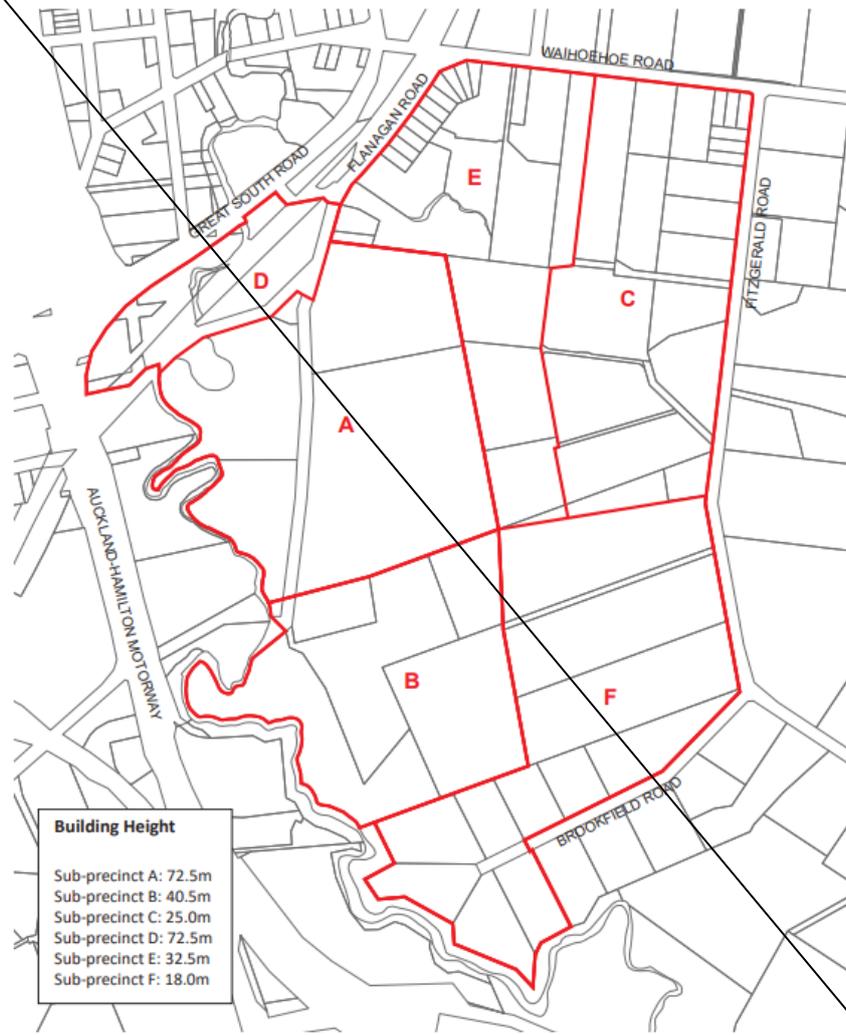
Commented [B&A153]: Requested by Cath/Joe Phillips

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

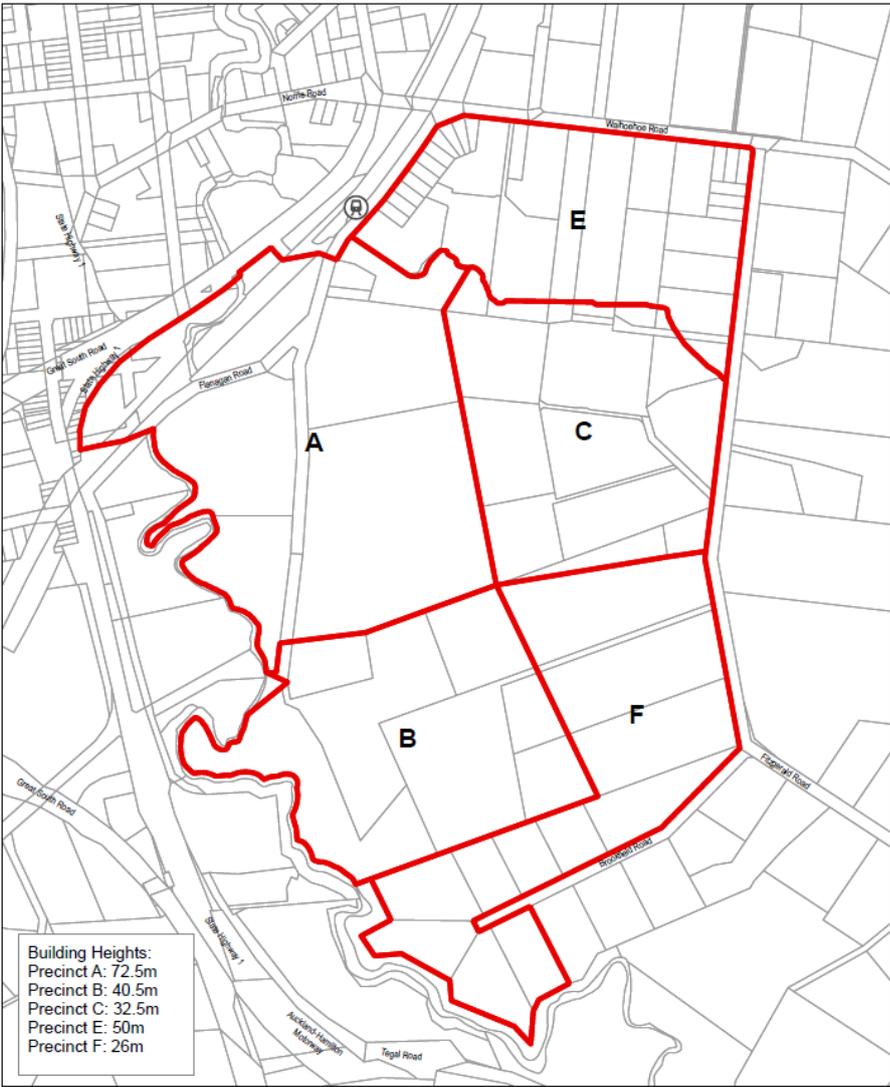
Commented [B&A154]: As per suggestion by Terry Church

IX.10 Precinct plans

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

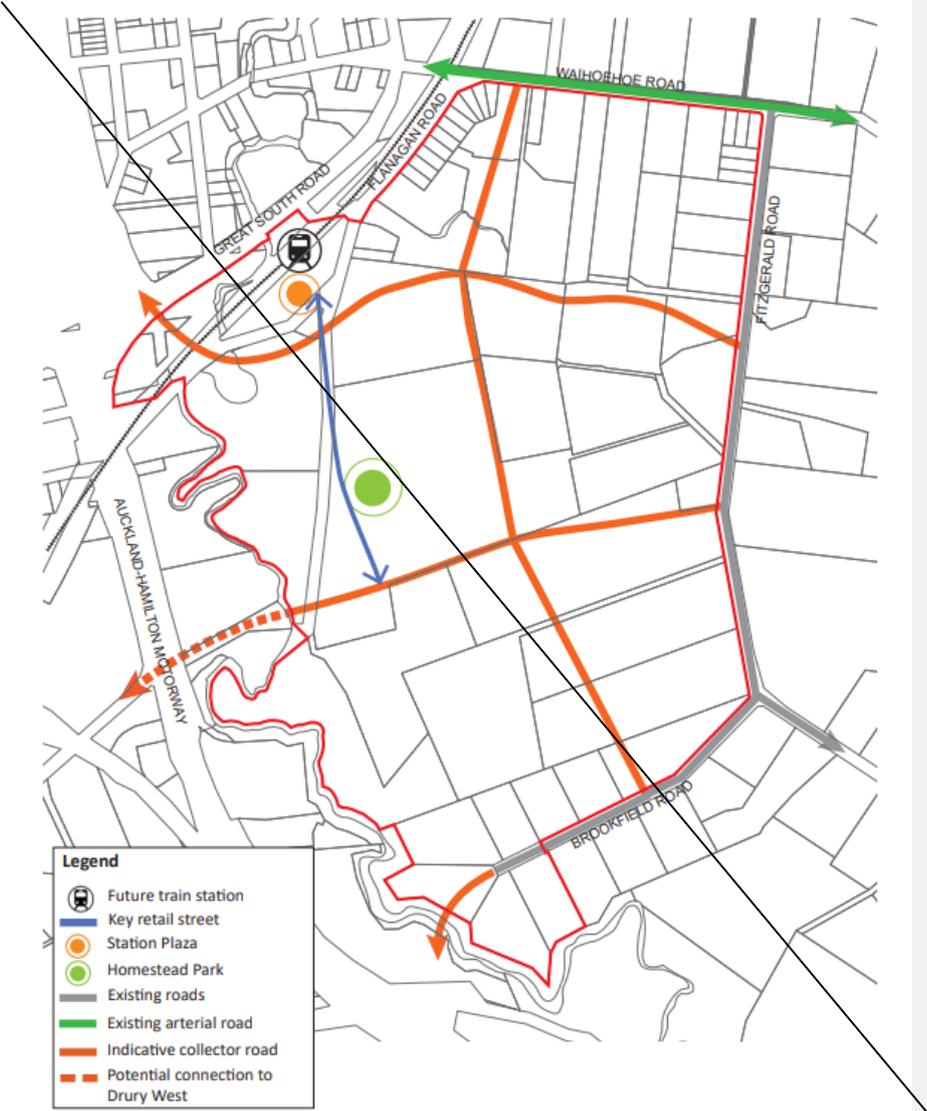


IX.10.1 Drury Centre: Precinct plan 1 – Building Height



Commented [BA155]: Precinct Plan 1 amended to:
-Remove sub-precinct D and integrate with A (AT 27.44 & KiwiRail 24.5)
-Realign sub-precinct A, C & E boundaries with Maketu Stream
-Increase heights in Sub-precincts E, C & F (Kiwi Property 15.6)
Show revised indicative location of the Drury Central train station (NZTA 23.3, KiwiRail 24.12, Amendments also made in response to s42A recommendations.)

IX.10.2 Drury Centre: Precinct plan 2 – Road Network and Spatial Features

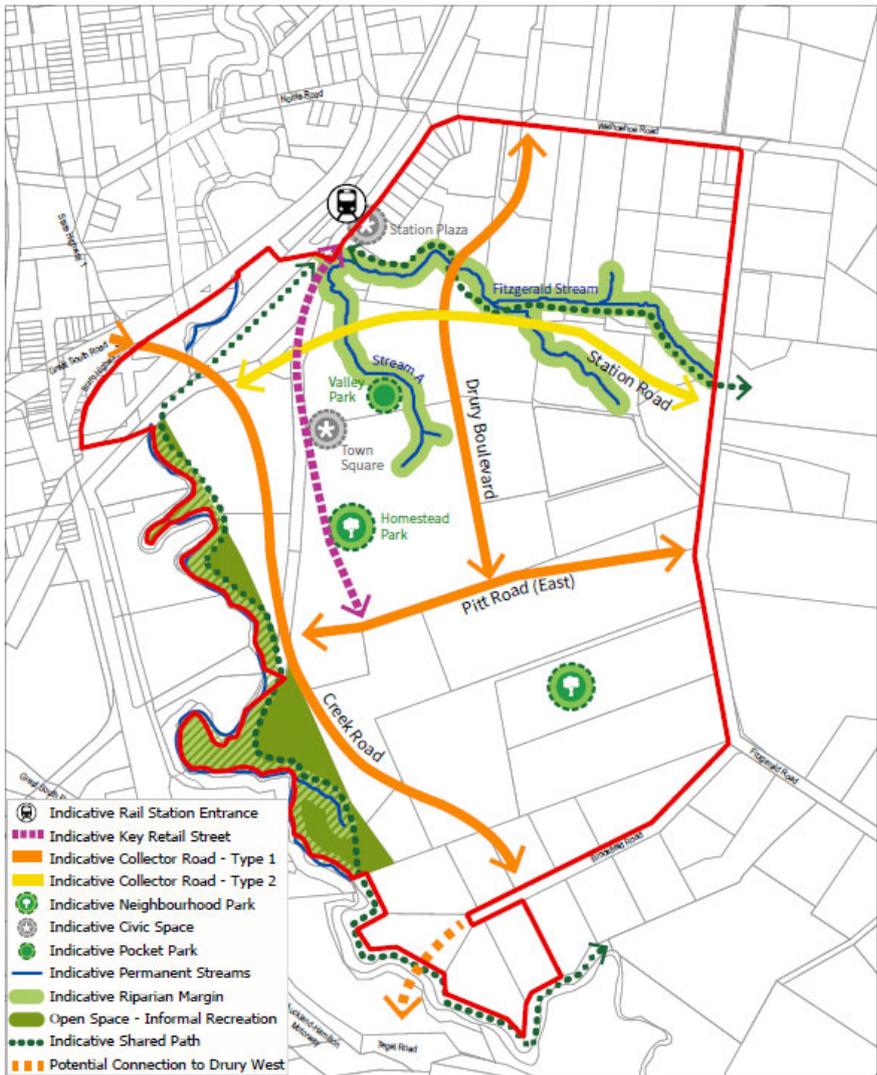


IX.10.2(1) Drury Centre: Precinct plan 2 – Structuring Elements

Commented [BA156]: AT.27.43 & NZTA 23.6

Precinct Plan 2 amended to:

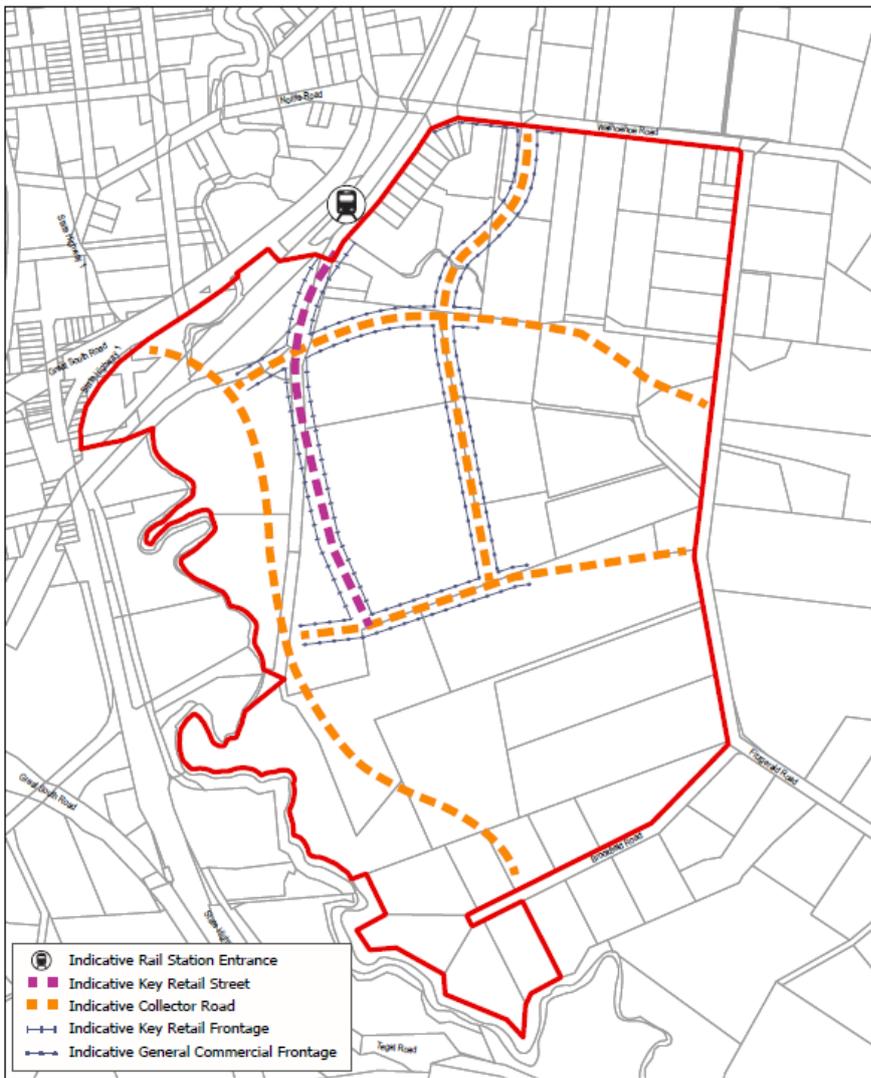
- Revise the location of the collector roads to align with the Drury Centre Masterplan
- Show revised indicative location of the Drury Central train station
- Revise the location of the Key Retail Street to integrate with the Drury Central train station
- Show the indicative open space network, including shared paths
- Show a different collector road status for Station Road.
- Show the Brookfield Road/Quarry Road link as a "potential connection"**



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

Precinct Plan 2 - Structuring Elements

IX.10.2(2) Drury Centre: Precinct plan 2A – Road Network and Key Retail and General Commercial Frontage controls



Precinct Plan 2A - Frontage Controls

Note: The Key Retail and General Commercial frontage controls apply to sites adjoining the final location of Collector Roads and the Key Retail Street as determined through a resource consent process.

Commented [BA157]: AT 27.61

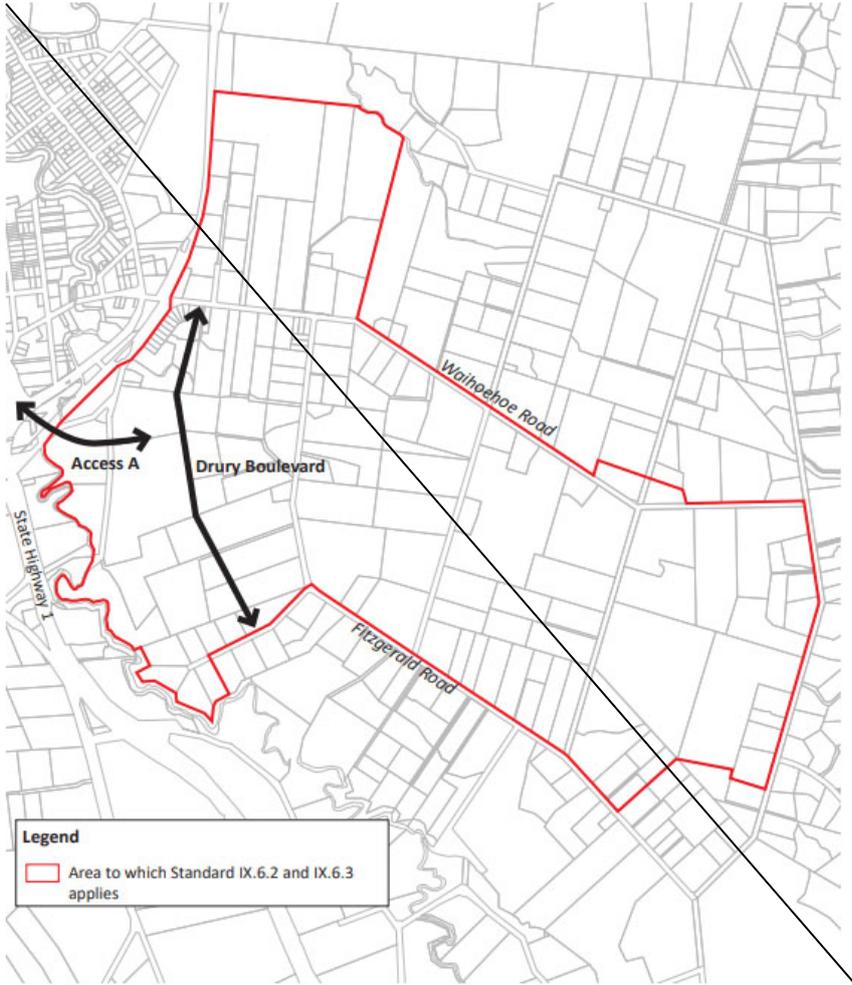
Amendments made in response to s42A recommendations.

Further amendments made in response to the evidence of Christopher Turbott for Auckland Council:
- "indicative" added to Key Retail and General Commercial Frontage

Additional wording to state that the frontage controls apply to sites adjoining the final location of the Collector Roads.

IX.10.3 Drury Centre: Precinct plan 3 – Transport Staging Boundary

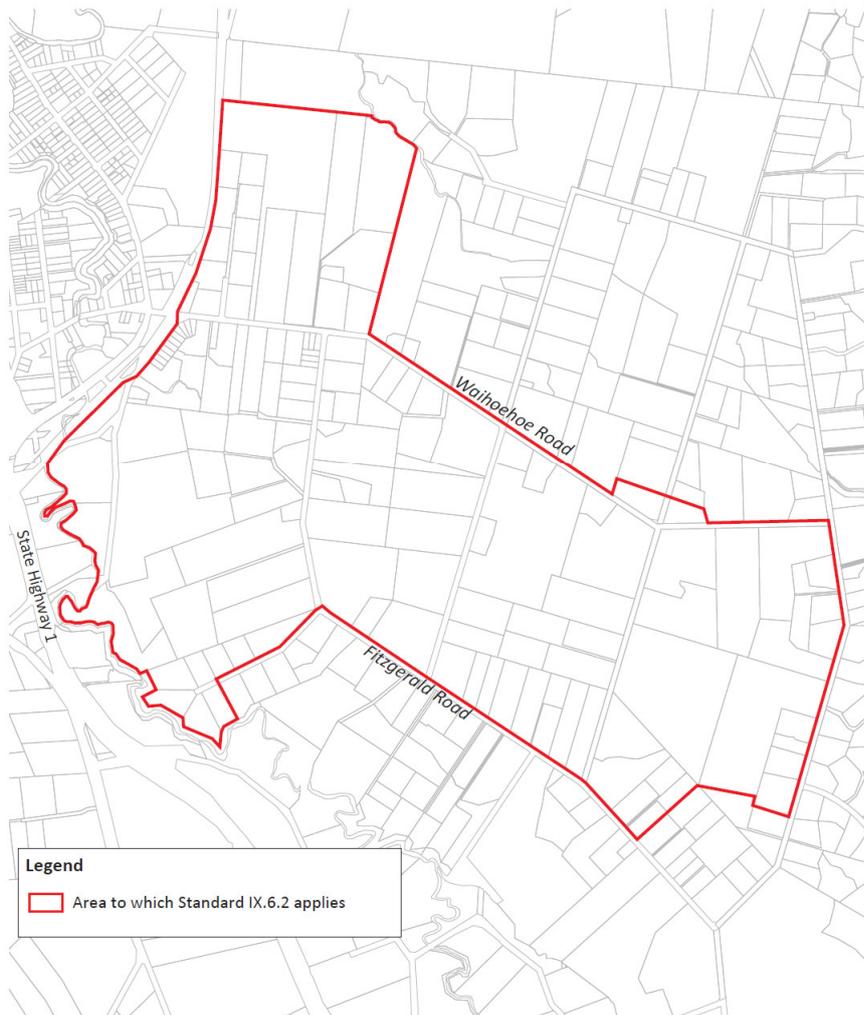
Commented [B&A158]: Consequential amendments to update Precinct Plan 3 to align with new transport trigger provisions.



Commented [B&A159]: Update this plan to show the upgrades referred to in the permitted standards

Drury Centre Precinct

Drury Centre Precinct Plan 3 - Transport Staging Boundary



IX.10.5 Drury Centre: Precinct plan 4 – Centre Fringe Office Control

Commented [BA160]: Kainga Ora 33.6
Amendments made in response to s42A recommendations.



IX.11 Appendices

Appendix 1: Design Cross Section Details

Road type	Corridor width	Carriageway	Median	Cycle Paths	Street trees / Rain Garden / Parking	Footpath	Design Speed	Vehicle Acc Restriction
Arterial Road (Waihoehoe Rd)	29.6m - 32m	12.4m - 14m	3m solid median	2.1m each side plus buffers	Trees / Rain garden 1.5m minimum each side, ideally between cycle path and footpath On-street parking (interspersed between trees) minimum 2.2m.	2.4m each side	40-50kph	Yes as E27.6.4.1(3)
Collector Road (Type 1)	23m - 23.5m	6.4m - 7m	Not required	4.8m 2m each side plus buffers separator of at least 0.2m	Trees / Rain garden 1.5m minimum each side, ideally between cycle path and footpath On-street parking (interspersed between trees) minimum 2.2m.	1.8m each side plus 0.2m buffer kerb where adjacent to a cycle lane	40kph	No
Collector Road (Type 2)	23m	6 - 7m	Not required	2m each side plus separator of at least 0.2m	Trees / Rain garden 1.5m minimum each side On-street parking (interspersed between trees) minimum 2.2m.	1.8m each side	30kph	No
Local Road	16m	6m	Not required	Not required	Trees / Rain garden 1.5m minimum each side On-street parking (interspersed between trees) minimum 2.2m.	1.8m each side	30kph	No
Local Road - Park Edge	13.5m	6m	Not required	3m reserve shared path	Trees / Rain garden 1.5m minimum each side On-street parking (interspersed between trees) minimum 2.1 - 2.2m.	1.8m on lot side	30kph	No

Commented [BA161]: Terry Church to provide feedback on how to achieve consistency across Drury

Commented [B&A162]: Currently being reviewed in response to Andrew Prosser's evidence

Commented [BA163]: RM and NR to review suggested changes provided by Terry Church and to make amendments where appropriate to provide consistency across other plan changes, particularly in Drury.

AP has noted that from ATs perspective, reference to stormwater treatment and trees is not required. Add a column for "bus services". Also review details included in PC46.

Commented [BA164]: Note to clarify what is being referred to as the separator.

Commented [BA165]: Note to clarify what is being referred to as the separator.

Commented [BA166]: Needs further discussion, with Andrew Prosser

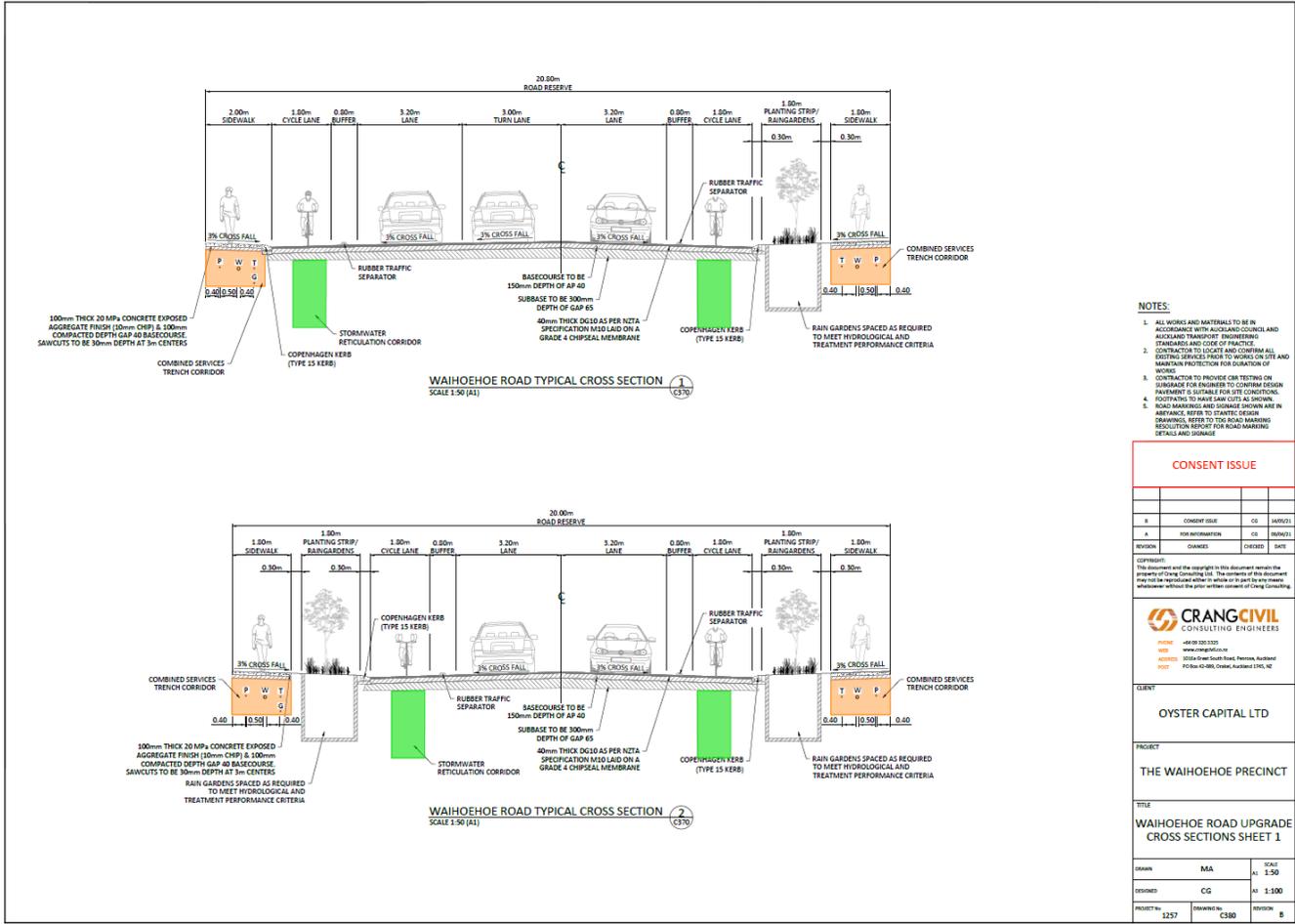
Key retail street/main street	20m	6m	Not required	Not required	Landscaping can be provided in the footpath zone using tree pits instead	3m each side	30kph	Yes – as per E27.6.4.1(1)(b)
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Appendix 1a: Interim Design Details for Existing Roads

(1) Waihoehoe Road (west of Fitzgerald Road)

Commented [B&A167]: To be revised





CONSENT ISSUE			
NO	CONSENT ISSUE	CG	DATE
B	CONSENT ISSUE	CG	14/05/21
A	FOR INFORMATION	CG	16/05/21
REVISION	CHANGES	CHECKED	DATE

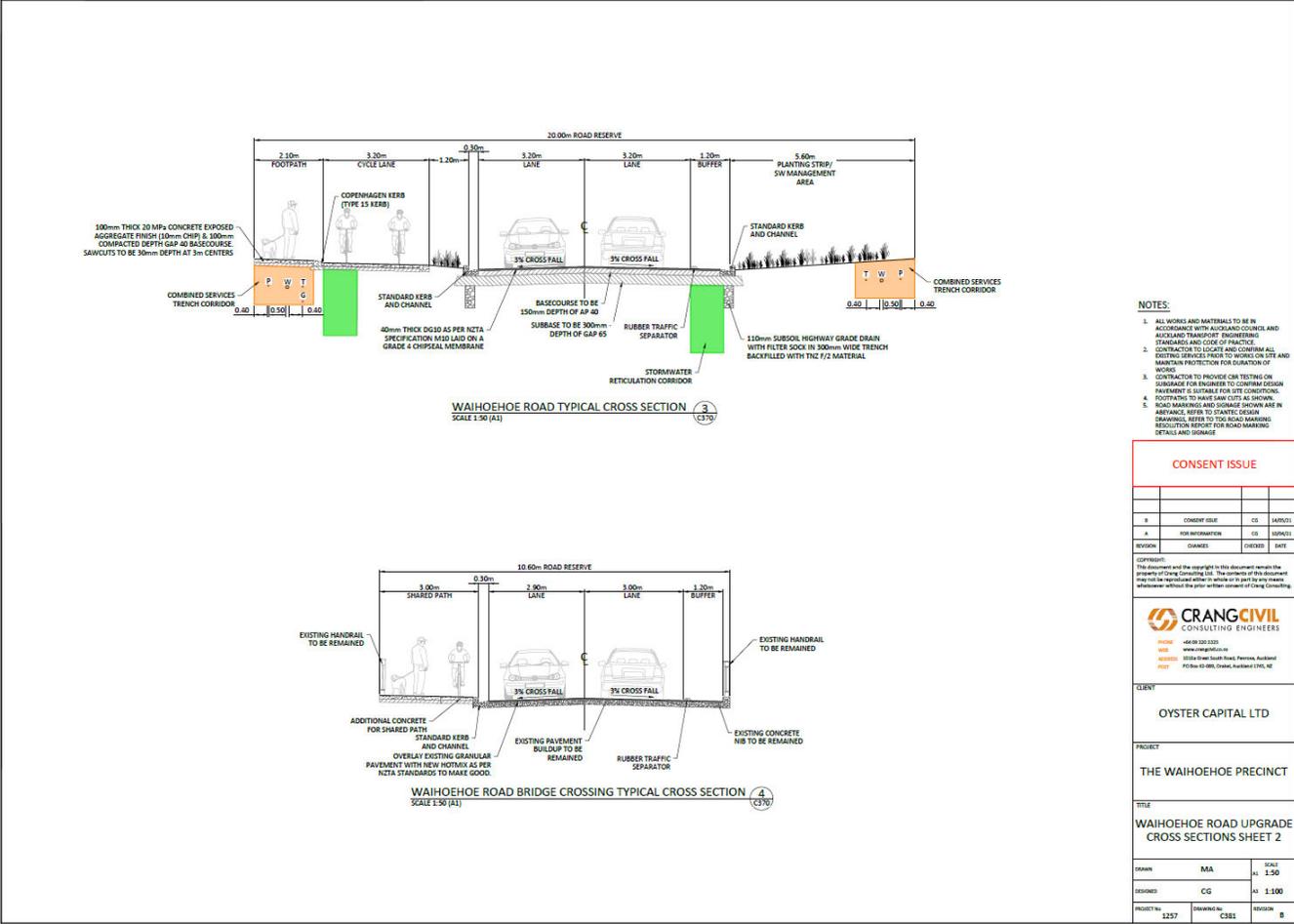
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PROJECT:
 THE WAIHOEHOE PRECINCT

TITLE:
 WAIHOEHOE ROAD UPGRADE CROSS SECTIONS SHEET 1

DESIGNER	CG	SCALE	A1 1:50
PROJECT NO	1257	DRAWING NO	C380
		REGION	B



- NOTES:**
1. ALL WORKS AND MATERIALS TO BE IN ACCORDANCE WITH AUCKLAND COUNCIL AND AUCKLAND TRANSPORT ENGINEERING STANDARDS AND CODE OF PRACTICE.
 2. CONTRACTOR TO LOCATE AND CONFIRM ALL EXISTING SERVICES PRIOR TO WORKS ON SITE AND MAINTAIN PROTECTION FOR DURATION OF WORKS.
 3. CONTRACTOR TO PROVIDE CBM TESTING ON SUBGRADE FOR ENGINEER TO CONFIRM DESIGN PAYMENT IS SUITABLE FOR SITE CONDITIONS.
 4. FOOTPATH TO HAVE 800mm GULLY INKING.
 5. ROAD MARKINGS AND SIGNAGE SHOWN ARE IN AIDANCE. REFER TO CIVILIC DESIGN DRAWING, REFER TO TDM ROAD MARKING REGULATORY REPORT FOR ROAD MARKING DETAILS AND SIGNAGE.

CONSENT ISSUE			
NO.	CONSENT ISSUE	CG	DATE/01
A	FOR INFORMATION	CG	18/06/21
REVISION	CHANGES	CHECKED	DATE

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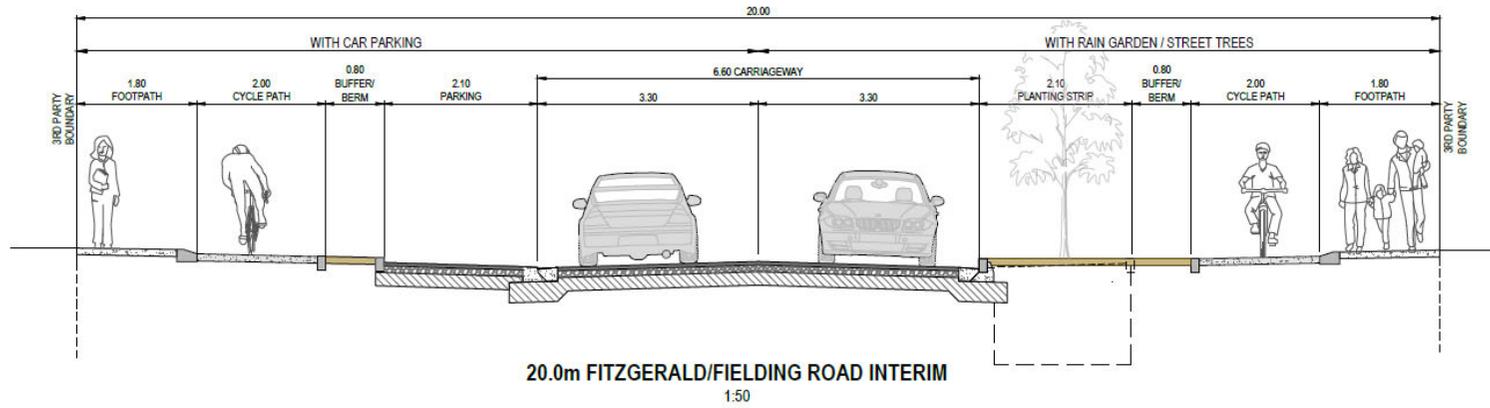
CLIENT:
OYSTER CAPITAL LTD

PROJECT:
THE WAIHOEHOE PRECINCT

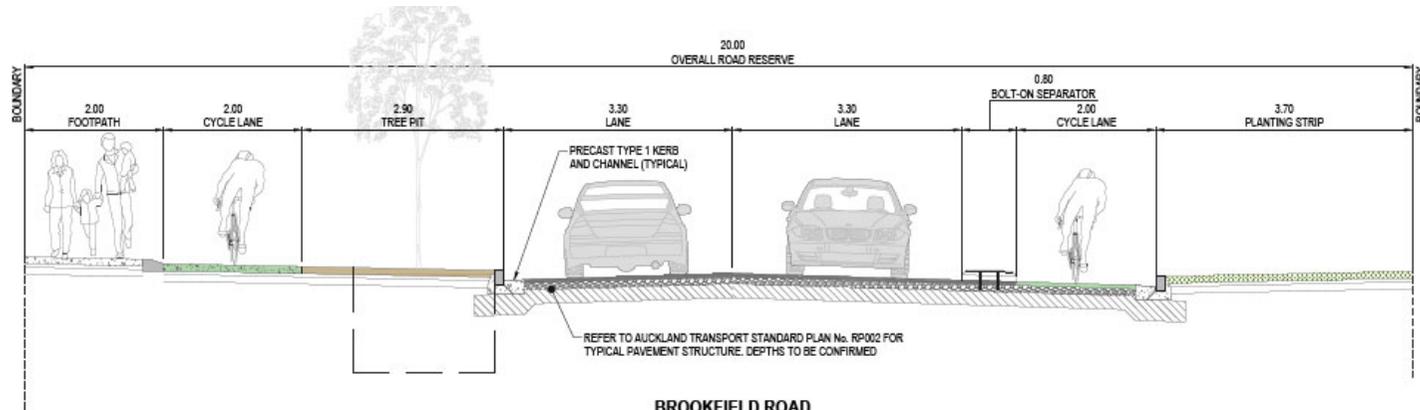
TITLE:
WAIHOEHOE ROAD UPGRADE
CROSS SECTIONS SHEET 2

DRAWN	MA	SCALE	A1: 1:50
DESIGNED	CG	A2: 1:100	
PROJECT NO.	1257	DRAWING NO.	CS01
DESIGN	B		

(2) Fitzgerald Road



(3) **Brookfield Road**



BROOKFIELD ROAD
TYPICAL SECTION
NTS

SECTION **H**
NTS RR-2003 RR-2004