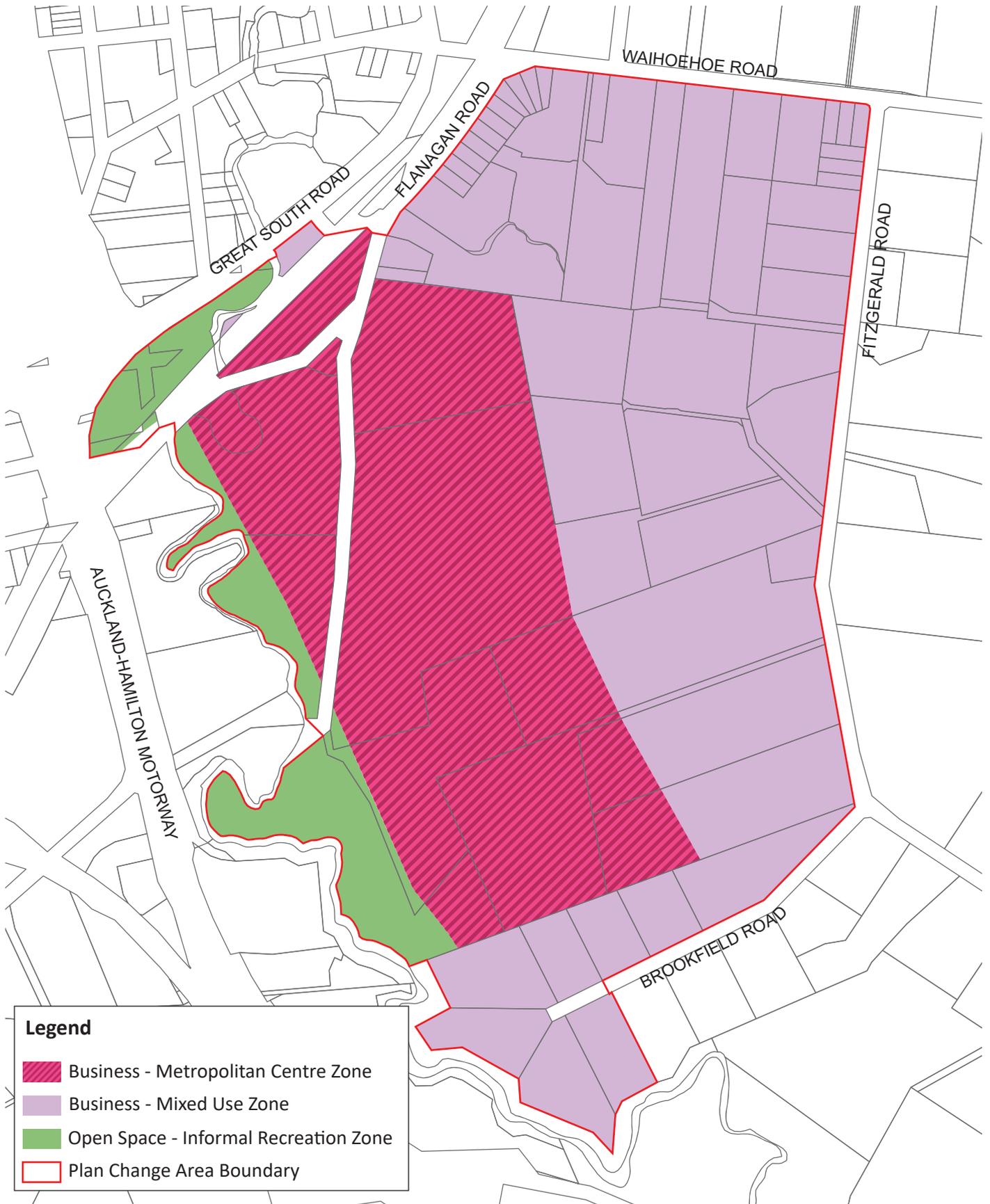


Drury Centre - Zoning Plan



Drury Centre Precinct

Drury Centre - Precinct Plan



IX. Drury Centre Precinct

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 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 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 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.
- 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. Eight to ten 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 development of land for business and housing is coordinated with the construction of the transport network upgrades necessary to 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 transit-orientated development that supports high density residential, employment-generating and retail activities close to rapid transit and 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 and is the primary location for retail, civic, recreation and intensive employment activities, creating a focal point for the community and supporting their social and economic well-being.
- (3) Development of the Drury Centre creates a distinctive sense of place, including by incorporating distinctive natural and built site features, responding to landform and respecting Mana Whenua values.
- (4) Drury Centre is a street-based environment that provides a high quality pedestrian experience, with a particular emphasis on the Key Retail Street.
- (5) Access to the precinct occurs in an effective, efficient and safe manner that manages effects on State Highway 1 and the effectiveness and safety of the surrounding road network.
- (6) Development is supported by appropriate infrastructure.
- (7) Freshwater and sediment quality is progressively improved over time in the Drury Centre 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 of Sub-Precinct A as the core centre. 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 of Sub-Precinct A as the core centre.
- (4) Provide for attractively designed, safe and direct access to the Drury Central train station, with a particular focus on pedestrians and cyclists.

Street Network and Built Form

- (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 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.
- (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 where adjacent to large publicly accessible open spaces to minimise shading effects.
- (9) Ensure that Sub-Precinct A is 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 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.
- (11) Recognise that residential at ground floor may be appropriate on some local roads in Sub-Precinct A away from the Key Retail Street, including where residential adjoins public open space.
- (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 that provide quality on-site amenity for residents, including privacy and outlook, outdoor living space and access to daylight.
- (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, including by:
 - (a) incorporating distinctive site features;
 - (b) reinforcing legibility within the centre; and
 - (c) integrating with the stream network.

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.
- (16) Ensure that development in Drury Centre Precinct is coordinated with supporting stormwater, wastewater and water supply infrastructure.
- (17) Provide for the staging of pedestrian and cycling connections to the Drury Central train station to encourage the use of public and active modes of transport.

Ecology

- (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.
- (19) In addition to the matters in Policy E.3.3(13), 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.
- (20) Support improvements to water quality and habitat, including by providing planting on the riparian margins of permanent and intermittent streams.

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

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
Development		
(A1)	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 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

Sub-Precinct C and E – Mixed Use

Activity		Activity Status
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

IX.5 Notification

- (1) An application for resource consent for a restricted discretionary activity new buildings and alterations and additions to buildings not otherwise provided for listed in Activity Table IX.4.1 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.
- (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 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 C1.13(4).

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
 - (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 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

All Sub-Precincts

IX.6.1 Building Height

- (1) Buildings must not exceed the height shown in metres on IX.10.1 Drury Centre: Precinct Plan 1.

IX.6.2 Staging of Development with Transport Upgrades

- (1) Development within the area shown on IX.10.3 Precinct Plan 3 must not exceed the thresholds in Table IX.6.2.1 and Table IX6.2.2 until such time that the identified infrastructure upgrades are constructed and are operational.
- (2) For the purpose of this rule ‘dwelling’ and ‘retail/commercial floorspace’ means buildings for those activities that have a valid land use consent or subdivision that has a 224c certificate 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 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 not 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.
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 interection (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 interection (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).

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 intersection (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 (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 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: 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.6.4 Riparian Margins

- (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. This rule shall not apply to road crossings over streams.
- (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.

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.

IX.6.6 Stormwater Quality

- (1) 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'.

Sub- Precinct C, E and F

IX.6.7 Daylight

- (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

- (1) Buildings which include dwellings, supported residential care and boarding houses 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.

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) Development of public and private roads:
 - (a) Location and design of the collector streets, local streets and connections with neighbouring sites to achieve an integrated street network;
 - (b) Provision of cycling and pedestrian networks;
 - (c) Location and design of connections to the Drury Central train station; and
 - (d) Matters of discretion IX8.1 (1)(a) - (c) apply in addition to the matters of discretion in E38.12.1.
- (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.
- (3) New buildings, and alterations and additions to buildings not otherwise provided for in the underlying zone within Sub-Precincts A, 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) Matters of discretion IX8.1 (3)(a) - (C) apply in addition to the matters of discretion in H9.8.1 (2).
- (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).
- (5) Development or subdivision that does not comply with Standard IX.6.2 Staging of Development with Transport Upgrades but complies with Standard IX6.3 Trip Generation Limit:
- (a) Effects on the 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.
- (6) Infringement to standard IX.6.1 Building height:
- (a) Matters of discretion H13.8.1(7) apply.
- (7) Infringement to standard IX6.4 Riparian Margins:
- (a) Effects on water quality and stream habitat.
- (8) Infringements to standard IX6.6 Stormwater Quality
- (a) Matters of discretion E9.8.1(1) apply.
- (9) Infringement to standard IX.6.7 Daylight:

- (a) Matters of discretion H13.8.1(7) apply.
- (10) Infringement to standard IX.6.8 Outdoor Living Space:
 - (a) Matters of discretion H13.8.1(7) apply.
- (11) Infringement to standard H9.6.5 – Residential at Ground Floor in Sub-Precinct A:
 - (a) Matters of discretion H13.8.1(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) Development of public and private roads:

Location of roads

- (a) The extent to which the collector road network and the Key Retail Street 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. 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.
- (b) 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 subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

Design of roads

- (c) Whether the design of collector and local roads are generally in accordance with the road cross sections provided in IX.11 Drury Centre: Appendix 1;
- (d) 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;
- (e) Whether the street network provides 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 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 1;
- (ii) Development in Sub-Precinct 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;
- (iii) Development in Sub-Precincts C and E 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.

(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 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;
- (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 trees are retained within Homestead Park where possible;
- (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.
- (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.

(3) New buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precinct A, 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.
- (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 and Station Plaza provide activities that engage and activate the open space at ground floor level.
- (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 capacity in the existing or proposed 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.

(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.

Servicing:

- (d) Whether there is adequate capacity in the existing or proposed 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
- (e) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.

(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:

- (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;
- (b) Whether increased use of public transport provides additional capacity within the transport network including by implementing travel demand management measures.
- (c) Whether residential development is coordinated with retail and commercial development within the wider Drury East area identified on Precinct to minimise trips outside of the precinct providing additional capacity within the transport network.
- (d) The effect of the timing and development of any transport upgrades.

(6) Infringement to standard IX.6.4 Riparian Planting

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

(7) Infringement to IX.6.6 Stormwater Quality

- (a) Assessment criteria E9.8.2(1) apply.

(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 – Residential at Ground Floor on local streets within Sub-Precinct A

- (a) 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.

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.

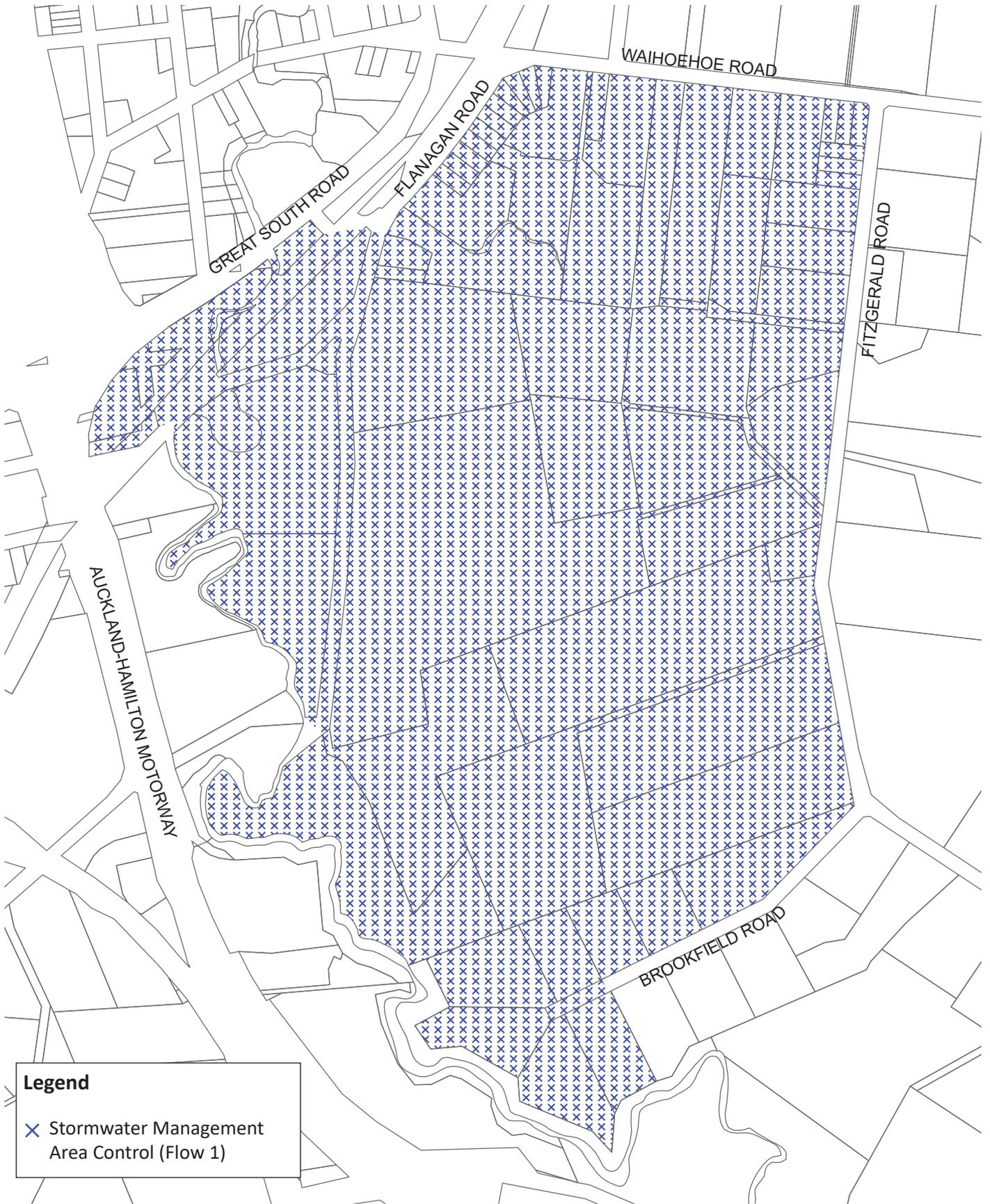
IX.10 Precinct plans

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

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

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

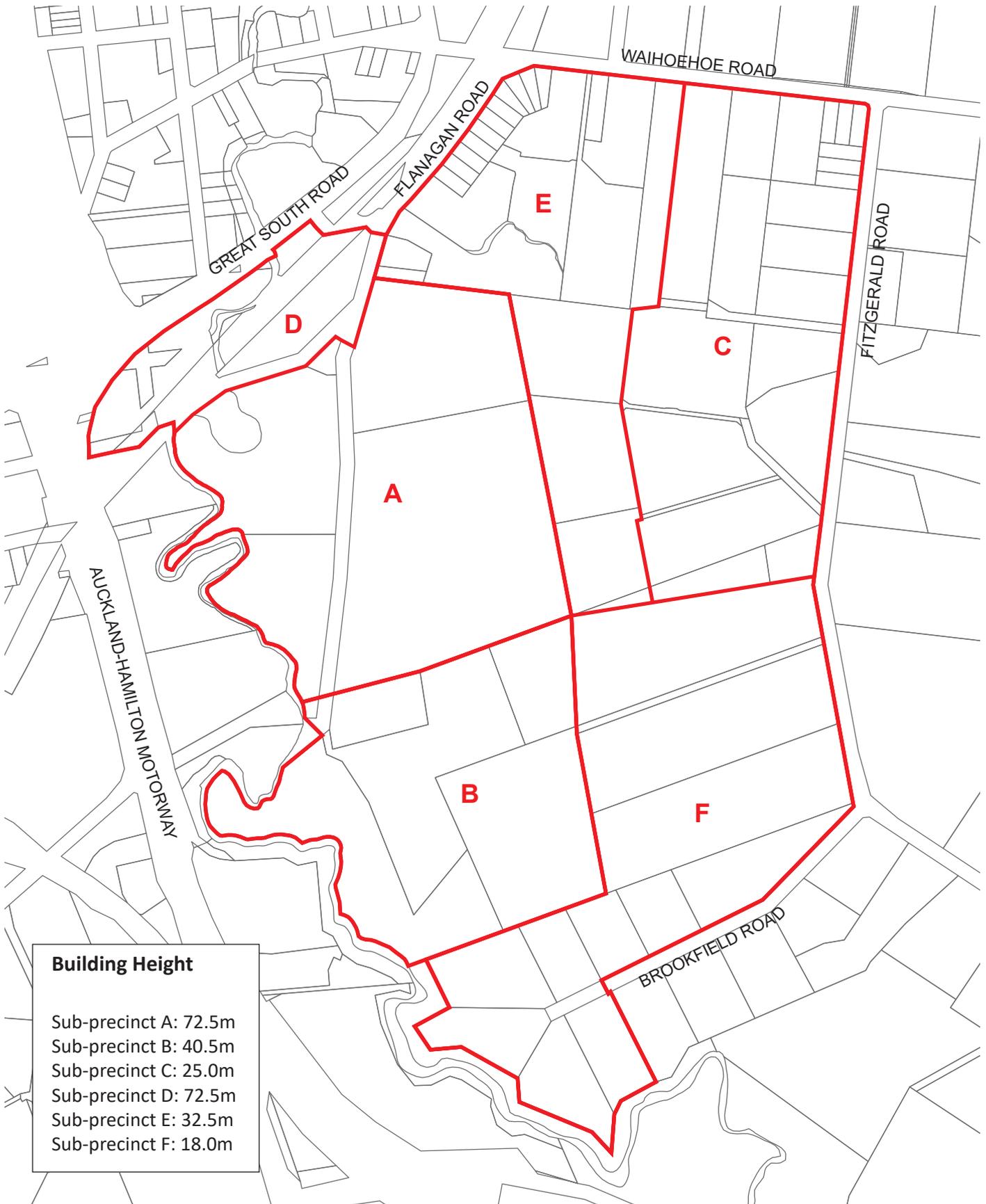
Drury Centre - Stormwater Management Area Control (Flow 1)



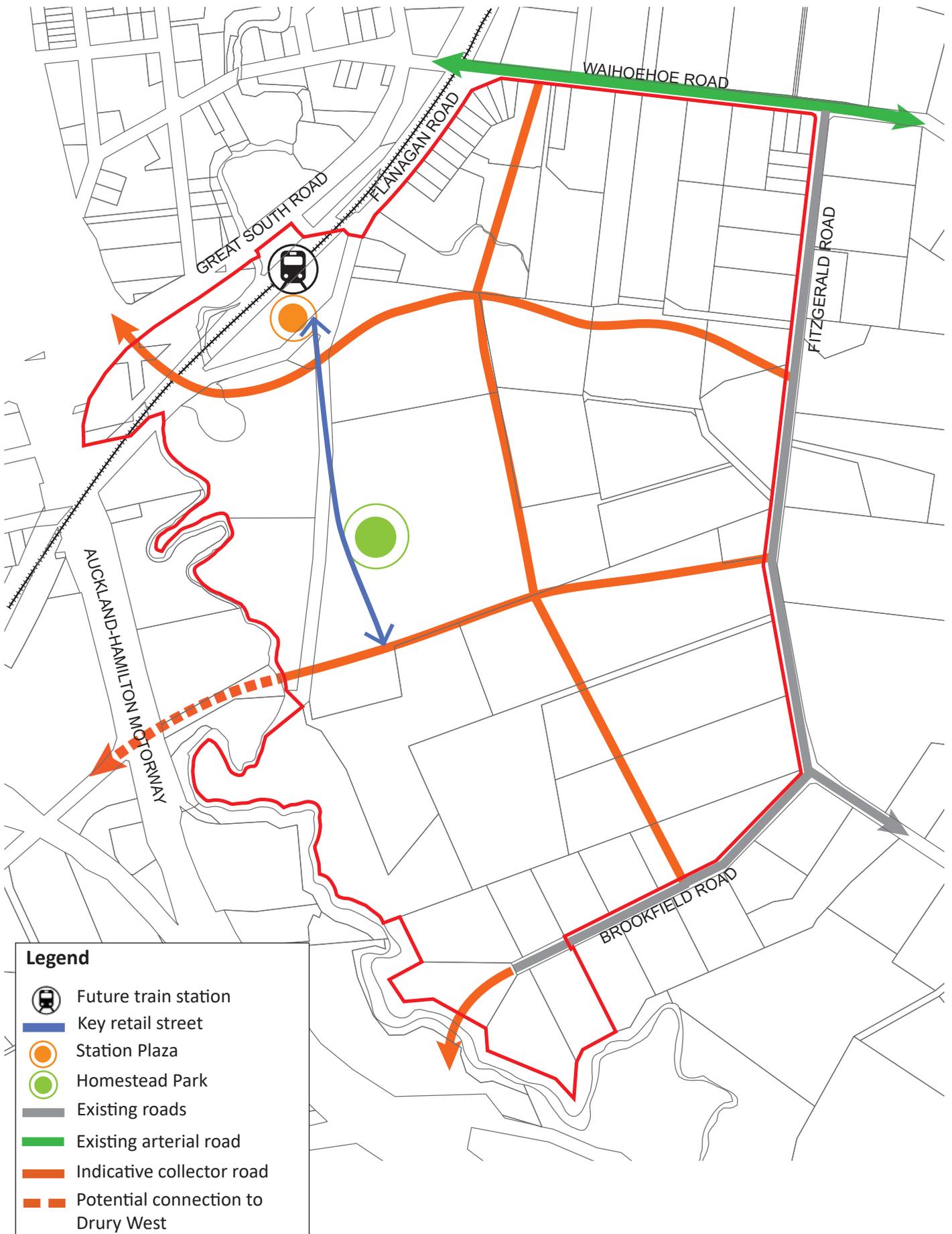
Legend

- × Stormwater Management Area Control (Flow 1)

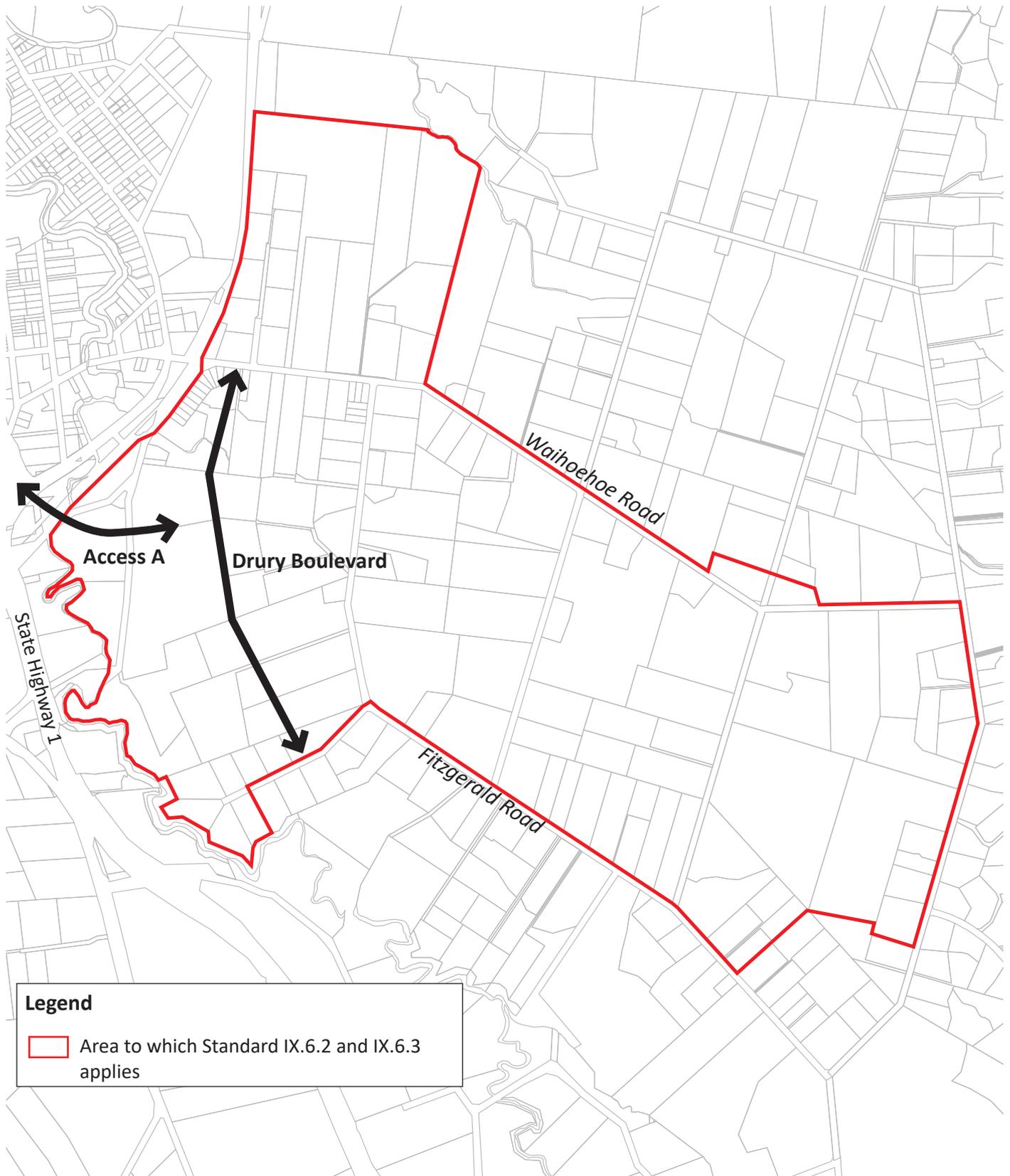
Drury Centre Precinct Plan 1 - Building Height



Drury Centre Precinct Plan 2 - Spatial features



Drury Centre Precinct Plan 3 - Transport Staging Boundary



IX.11 Appendices

Appendix 1: Road Cross Section Details

Road type	Corridor width	Carriageway	Median	Cycle Paths	Street trees / Rain Garden / Parking	Footpath	Design Speed	Vehicle Access 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 per E27.6.4.1(3)(c)
Collector Road	23m - 23.5m	6.4m - 7m	Not required	1.8m 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.	1.8m each side	40kph	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 2.2m.	1.8m on lot side	30kph	No
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)