

Auckland Unitary Plan and Drury Centre Precinct Provisions for Roads, Open Spaces and Buildings

Table 1: Objectives, Policies and Assessment Criteria for Roading

Auckland Unitary Plan (Operative in Part)	Additions Proposed by the Plan Change
Objectives for Transport	Additional Objectives of the Drury Centre Precinct
Objective E27.2(2) An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.	<p>Objective IX.2(3) Development of the Drury Centre creates a distinctive sense of place, including by incorporating distinctive natural and built site features and, responding to landform.</p> <p>Objective IX.2(4) Drury Centre is a street-based environment that provides a high quality pedestrian experience, with a particular emphasis on the Key Retail Street.</p>
Objective E27.2(5) Pedestrian safety and amenity along public footpaths is prioritised.	
Objectives for Urban Subdivision	
Objective E38.2(3) Land is vested to provide for esplanades reserves, roads, stormwater, infrastructure and other purposes.	
Objective E38.2(4) Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner and provided for to be in place at the time of the subdivision or development.	
Objective E38.2(6) Subdivision has a layout which is safe, efficient, convenient and accessible.	
Policies for Urban Subdivision	Additional Policies of the Drury Centre Precinct
<p>Policy E38.3(3) Require subdivision design to respond to the natural landscapes by:</p> <ul style="list-style-type: none"> a) avoiding building platforms and, where practicable, infrastructure, on identified or dominant ridgelines on sites zoned Residential – Large Lot Zone or Residential – Rural and Coastal Settlement Zone; b) locating and designing roads, access and infrastructure in a manner which minimises earthworks; and c) locating roads and development to follow land contours. 	<p>Policy IX.3(4) Provide for attractively designed, safe and direct access to the Drury Central train station, with a particular focus on pedestrians and cyclists.</p> <p>Policy IX.3(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.</p>

<p>Policy E38.3(10) Require subdivision to provide street and block patterns that support the concepts of a liveable, walkable and connected neighbourhood including:</p> <ul style="list-style-type: none"> a) a road network that achieves all of the following: <ul style="list-style-type: none"> ii. is easy and safe to use for pedestrians and cyclists; iii. is connected with a variety of routes within the immediate neighbourhood and between adjacent land areas; and iv. is connected to public transport, shops, schools, employment, open spaces and other amenities; and b) vehicle crossings and associated access designed and located to provide for safe and efficient movement to and from sites and minimising potential conflict between vehicles, pedestrians, and cyclists on the adjacent road network. 	<p>Policy IX.3(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.</p>
<p>Policy E38.3(11) Require subdivision to be designed to achieve a high level of amenity and efficiency for residents by:</p> <ul style="list-style-type: none"> a) aligning roads and sites for maximum sunlight access where topography and parent site shape allows; and b) aligning sites to the road to maximise opportunities for buildings fronting the road. 	<p>Policy IX.3(7) Require streets to be attractively designed to appropriately provide for all modes of transport by:</p> <ul style="list-style-type: none"> 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.
<p>Policy E38.3(15) Encourage shared vehicle access by way of rear lanes where appropriate to avoid the proliferation of vehicle crossings that:</p> <ul style="list-style-type: none"> a) creates adverse effects on the safety of the road and footpath; b) limits opportunities to plant street trees; or c) creates inefficiencies in the provision of on-street car parking or areas for bus stops. 	<p>Policy IX.3(10) Ensure that development in Sub-Precinct A positively addresses and engage with the street by:</p> <ul style="list-style-type: none"> 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.
<p>Policy E38.3(16) Require shared vehicle access to be of a width, length and form that:</p> <ul style="list-style-type: none"> a) encourages low vehicle speed environments; and b) provides for the safety of users of the access and the adjoining road network 	<p>Policy IX.3(16) 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.</p>
<p>Policy E38.3(17) Require sufficient road reserves to accommodate the needs of:</p> <ul style="list-style-type: none"> a) different types of transport modes; b) stormwater networks; c) network utilities; and d) lighting, street furniture, landscaping and reticulated infrastructure in a way that will not create future safety and maintenance issues. 	
<p>Policies of the Metropolitan Centre Zone</p>	
<p>Policy H9.3(3) Require development to be of a quality and design that positively contributes to:</p>	

<ul style="list-style-type: none"> a) planning and design outcomes identified in this Plan for the relevant zone; b) the visual quality and interest of streets and other public open spaces; and c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities. 	
Assessment Criteria for Urban Subdivision	Additional Assessment Criteria for the Drury Centre Precinct
<p>E38.12.2(7) for all other restricted discretionary activity subdivisions:</p> <ul style="list-style-type: none"> a) the effect of the design and layout of sites to achieve the purposes of the zone or zones and to provide safe legible and convenient access to a legal road; <ul style="list-style-type: none"> i. refer to Policies E38.3(1), (10), (12) and (13). e) the effect of the layout, design and pattern of blocks and roads in so far as they contribute to enabling a liveable, walkable and connected neighbourhood; <ul style="list-style-type: none"> i. refer to Policy E38.3(10). f) the effect of layout and orientation of blocks and sites on the solar gain achieved for sites created, if relevant; <ul style="list-style-type: none"> i. refer to Policy E38.3(11). g) the effects arising from any significant increase in traffic volumes on the existing road network; <ul style="list-style-type: none"> i. refer to Policies E38.3(15) to (17). k) the effect of the design and layout of sites on transport infrastructure and facilities within roads <ul style="list-style-type: none"> i. refer to Policy E38.3(15); and ii. the extent to which the location and design of driveways and vehicle crossings compromises access to and the operation of transport infrastructure and facilities in roads including on-street parking, bus stops, street trees, network utilities and stormwater infrastructure. 	<p>IX.8.2(1) for the development of public and private roads:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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; c) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time; d) 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; 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; f) 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:

	<ul style="list-style-type: none"> 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.
--	--

Table 2: Objectives, Policies and Assessment Criteria for Public Open Space

Auckland Unitary Plan (Operative in Part)	Additions Proposed by the Plan Change
Objectives for Urban Subdivision	Additional Objectives of the Drury Precinct
Objective E38.2(3) Land is vested to provide for esplanades reserves, roads, stormwater, infrastructure and other purposes.	<p>Objective IX.2(3) Development of the Drury Centre creates a distinctive sense of place, including by incorporating distinctive natural and built site features and, responding to landform.</p> <p>Objective IX.2(4) Drury Centre is a street-based environment that provides a high quality pedestrian experience, with a particular emphasis on the Key Retail Street.</p>
Objective E38.2(8) Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of the areas.	
Objective E38.2(9) Subdivision to protect indigenous vegetation or wetlands is provided for in the residential zones.	
Policies for Urban Subdivision	Additional Policies of the Drury Precinct
Policy E38.3(14) Encourage the design of subdivision to incorporate and enhance land forms, natural features, and indigenous trees and vegetation.	<p>Policy IX.3(8) Manage building height and form where adjacent to large publicly accessible open spaces to minimise shading effects.</p> <p>Policy IX.3(14) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place for the Drury Centre, including by:</p> <ul style="list-style-type: none"> (a) incorporating distinctive site features; (b) reinforcing legibility within the centre; and (c) integrating with the stream network.
Policy E38.3(18) Require subdivision to provide for the recreation and amenity needs of residents by: <ul style="list-style-type: none"> a) providing open spaces which are prominent and accessible by pedestrians; b) providing for the number and size of open spaces in proportion to the future density of the neighbourhood; and c) providing for pedestrian and/or cycle linkages 	
Policy E38.3(24) Require esplanade reserves or strips when subdividing land adjoining the coast and other qualifying water-bodies.	
Policy E38.3(25) Avoid reducing the width of esplanade reserve or strip, or the waiving of the requirement to	

<p>provide an esplanade reserve or strip, except where any of the following apply:</p> <ul style="list-style-type: none"> a) safe public access and recreational use is already possible and can be maintained for the future; b) the maintenance and enhancement of the natural functioning and water quality of the adjoining sea, river or other water body will not be adversely affected; c) the land and water-based habitats on, and adjoining, the subject land area will not be adversely affected; d) the natural values, geological features and landscape features will not be adversely affected; e) any scheduled historic heritage places and sites and places of significance to Mana Whenua will not be adversely affected; f) it can be demonstrated that the reduced width of the esplanade reserve or strip is sufficient to manage the risk of adverse effects resulting from natural hazards, taking into account the likely long term effects of climate change; g) it can be demonstrated that a full width esplanade reserve or strip is not required to maintain the natural character and amenity of the coastal environment; h) a reduced width in certain locations can be offset by an increase in width in other locations or areas which would result in a positive public benefit, in terms of access and recreation; i) restrictions on public access are necessary to ensure a level of security for business activities in limited circumstances having regard to the policies in B8.4 relating to public access and open space in the coastal marine area; or j) direct access to the sea or other water body is required for a business activity in limited circumstances 	<p>Policy IX.3(17) Support improvements to water quality and habitat, including by providing planting on the riparian margins of permanent and intermittent streams.</p>
<p>Policy E38.3(26) Require esplanade reserves rather than esplanade strips unless any of the following apply:</p> <ul style="list-style-type: none"> a) land has limited conservation and recreational value; b) conservation and historic heritage values that are present can be adequately protected in private ownership; c) the opportunity to acquire an esplanade reserve is unlikely to arise but continuity of access is desirable; d) creation of esplanade strips can secure public benefits and resource management objectives without alienating land from private ownership; e) land is subject to natural hazards or stability issues taking into account the likely long term effects of climate change; or 	

<p>f) a marginal strip of at least 20 metres under the Conservation Act 1987 has not been set aside on land that is Treaty Settlement Land.</p>	
Policies of the Metropolitan Centre Zone	
<p>Policy H9.3(3) Require development to be of a quality and design that positively contributes to:</p> <p>d) planning and design outcomes identified in this Plan for the relevant zone;</p> <p>e) the visual quality and interest of streets and other public open spaces; and</p> <p>f) pedestrian amenity, movement, safety and convenience for people of all ages and abilities.</p>	
<p>Policy H9.3(11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land.</p>	
<p>Policy H9.3(23) Restrict maximum impervious area within a riparian yard in order to ensure that adverse effects on water quality, water quantity and amenity values are avoided or mitigated.</p>	
Assessment Criteria for Urban Subdivision	
<p>E38.12.2(5) for subdivision establishing an esplanade reserve:</p> <p>a) the effect of the design, purpose and location of any esplanade reserve established by subdivision in terms of public access, and the conservation of coastal and/or riverbank ecological values, natural values, geological features and landscape features:</p> <p>i. the extent to which the design purpose and location of the esplanade reserve enables public access and the conservation of coastal and/or riverbank ecological values, natural values, geological features and landscape features; and</p> <p>ii. refer to Policies E38.3(24), (25) and (26).</p>	<p>IX.8.2(2) for the development of publicly accessible open space greater than 1000m²:</p> <p>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;</p> <p>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;</p> <p>c) Whether existing indigenous trees are retained within Homestead Park where possible;</p> <p>d) Whether Station Plaza is designed as an open space which will act as a major entrance way to Drury Centre, integrating the train station with the Drury Centre;</p> <p>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.</p> <p>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.</p> <p>g) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are</p>
<p>E38.12.2(7) for all other restricted discretionary activity subdivisions:</p> <p>i) the provision made for the incorporation and enhancement of land forms, natural features and indigenous trees and vegetation;</p> <p>i. refer to Policy E38.3(14).</p> <p>j) the effect on recreation and open space:</p> <p>i. the extent to which reserves and open space are provided and their integration with the surrounding open space network and suitability for the intended function and future requirements of the area;</p> <p>ii. refer to Policy E38.3(18).</p>	
Assessment Criteria for the Metropolitan Centre Zone	

<p>H9.8.2(2) for new buildings:</p> <ul style="list-style-type: none"> a) the design and appearance of buildings in the contribution that such buildings make to the attractiveness pleasantness and enclosure of the public space, including its contribution to: <ul style="list-style-type: none"> i. planning and design outcomes identified for the zone; ii. the visual quality and interest of streets and other public open spaces; and iii. the function and amenity of the centre. b) the design and appearance of buildings in the maintenance or enhancement of amenity for pedestrians using the public space or street including its contribution to: <ul style="list-style-type: none"> i. pedestrian amenity, movement, safety and convenience for people of all ages and abilities; ii. the function and amenity of the centre; iii. street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality, where subject to the Key Retail Frontage Control or the General Commercial Frontage Control; d) the design and appearance of buildings and measures adopted for limiting the adverse visual effects of any blank walls along the frontage of the public space, and how this positively contributes to the planning and design outcomes identified for the zone e) the design and appearance of buildings and the effectiveness of screening of car parking and service areas from the view of people using the public space, and how this is located and designed in a manner to avoid or mitigate adverse effects on pedestrian amenity and the streetscape g) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of the attractiveness and pleasantness of the public space and the amenity for people using or passing through that space, and how this positively contributes to: 	<p>prominent and accessible to pedestrians within a neighbourhood;</p> <ul style="list-style-type: none"> 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. <p>IX.8.2(3) for new buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precinct A, B and D:</p> <ul style="list-style-type: none"> 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. 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. 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.
---	--

<ul style="list-style-type: none"> i. planning and design outcomes identified for the relevant zone; ii. the visual quality and interest of streets and other public open spaces; h) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of the degree of visibility that it provides between the public space and the building interior and how this positively contributes to: <ul style="list-style-type: none"> i. planning and design outcomes identified for the relevant zone; ii. the visual quality and interest of streets and other public open spaces; i) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of the opportunities for passive surveillance of the street from the ground floor of buildings and how this positively contributes to: <ul style="list-style-type: none"> i. planning and design outcomes identified for the relevant zone; ii. the visual quality and interest of streets and other public open spaces; j) the provision of verandahs to provide weather protection in areas used, or likely to be used, by significant numbers of pedestrians, and how this contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities; k) the application of Crime Prevention through Environmental Design principles to the design and layout of buildings adjoining public spaces and how this contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities; l) the effects of creation of new roads and/or service lanes and how this contributes to the visual quality and interest of streets and other public open spaces; m) the positive effects that landscaping, including required landscaping, on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space, and how this contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities; 	<p>IX.8.2(4) for new buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precinct C and E:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> iv. provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces.
--	---

Table 3: Objectives, Policies and Assessment Criteria for New Buildings and Development

Auckland Unitary Plan (Operative in Part)	Additions Proposed by the Plan Change
Objectives of the Metropolitan Centre Zone	Additional Objectives for the Drury Precinct
Objective H9.2(2) Development is of a form, scale and design quality so that centres are reinforced as focal points for the community	Objective IX.2(3) Development of the Drury Centre creates a distinctive sense of place, including by incorporating

<p>Objective H9.2(3) Development positively contributes towards planned future form and quality, creating a sense of place.</p>	<p>distinctive natural and built site features and, responding to landform.</p>
<p>Objective H9.2(4) Business activity is distributed in locations, and is of a scale and form, that:</p> <ul style="list-style-type: none"> a) provides for the community’s social and economic needs; b) improves community access to goods, services, community facilities and opportunities for social interaction; and c) manages adverse effects on the environment, including effects on infrastructure and residential amenity. 	<p>Objective IX.2(4) Drury Centre is a street-based environment that provides a high quality pedestrian experience, with a particular emphasis on the Key Retail Street.</p>
<p>Objective H9.2(6) Metropolitan centres are reinforced and developed for commercial, community and civic activities and provide for residential intensification.</p>	
<p>Objective H9.2(7) Metropolitan centres are an attractive place to live, work and visit with vibrant and vital commercial, entertainment and retail areas.</p>	
<p>Objective H9.2(8) Key Retail Frontage streets are a focus for pedestrian activity, with identified General Commercial Frontage streets supporting this role.</p>	
<p>Policies of the Metropolitan Centre Zone</p>	<p>Additional Policies for the Drury Precinct</p>
<p>Policy H9.3(2) Enable an increase in the density, diversity and quality of housing in the centre zones and Business – Mixed Use Zone while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.</p>	<p>Policy IX.3(8) Manage building height and form where adjacent to large publicly accessible open spaces to minimise shading effects.</p>
<p>Policy H9.3(3) Require development to be of a quality and design that positively contributes to:</p> <ul style="list-style-type: none"> a) planning and design outcomes identified in this Plan for the relevant zone; b) the visual quality and interest of streets and other public open spaces; and c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities. 	<p>Policy IX.3(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.</p>
<p>Policy H9.3(4) Encourage universal access for all development, particularly medium to large scale development.</p>	<p>Policy IX.3(10) Ensure that development in Sub-Precinct A positively addresses and engage with the street by:</p> <ul style="list-style-type: none"> 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.
<p>Policy H9.3(5) Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.</p>	<p>Policy IX.3(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.</p>
<p>Policy H9.3(6) Encourage buildings at the ground floor to be adaptable to a range of uses to allow activities to change over time.</p>	<p>Policy IX.3(12) Require large format retail activities in Sub-Precinct B to provide for the visual quality and interest of</p>

<p>Policy H9.3(8) Require development adjacent to residential zones and the Special Purpose – School Zone and Special Purpose – Māori Purpose Zone to maintain the amenity values of those areas, having specific regard to dominance, overlooking and shadowing.</p>	<p>streets and other public places, having regard to the functional requirements of that activity.</p>
<p>Policy H9.3(11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land.</p>	<p>Policy IX.3(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.</p>
<p>Policy H9.3(12) Recognise the functional and operational requirements of activities and development.</p>	
<p>Policy H9.3(13) In identified locations within the centres zones ... enable greater building height than the standard zone height, having regard to whether the greater height:</p> <ul style="list-style-type: none"> a) is an efficient use of land; b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy; c) considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential zones; and d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre. 	
<p>Policy H9.3(14) In identified locations within the centres zones ... reduce building height below the standard zone height, where the standard zone height would have significant adverse effects on identified special character, identified landscape features, or amenity.</p>	
<p>Policy H9.3(15) Enable significant growth and intensification in metropolitan centres.</p>	
<p>Policy H9.3(16) Manage development in metropolitan centres so that it contributes to the function and amenity of the centre.</p>	
<p>Policy H9.3(18) Require those parts of buildings with frontages subject to the Key Retail Frontage Control to maximise street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality.</p>	
<p>Policy H9.3(19) Require those parts of buildings with frontages subject to the General Commercial Frontage Control to achieve a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality.</p>	
<p>Assessment Criteria of the Metropolitan Centre Zone</p>	<p>Additional Assessment Criteria for the Drury Precinct</p>
<p>H9.8.2(2) for new buildings:</p> <ul style="list-style-type: none"> a) the design and appearance of buildings in the contribution that such buildings make to the attractiveness pleasantness and enclosure of the public space, including its contribution to: 	<p>IX.8.2(3) for new buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precinct A, B and D:</p> <ul style="list-style-type: none"> g) The relevant assessment criteria in H9.8.2(2) of the Business – Metropolitan Centre Zone for buildings or

<ul style="list-style-type: none"> i. planning and design outcomes identified for the zone; ii. the visual quality and interest of streets and other public open spaces; and iii. the function and amenity of the centre. b) the design and appearance of buildings in the maintenance or enhancement of amenity for pedestrians using the public space or street including its contribution to: <ul style="list-style-type: none"> i. pedestrian amenity, movement, safety and convenience for people of all ages and abilities; ii. the function and amenity of the centre; iii. street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality, where subject to the Key Retail Frontage Control or the General Commercial Frontage Control; c) the design and appearance of buildings in the provision of convenient and direct access between the street and building for people of all ages and abilities, and how the design encourages universal access, particularly medium to large scale development d) the design and appearance of buildings and measures adopted for limiting the adverse visual effects of any blank walls along the frontage of the public space, and how this positively contributes to the planning and design outcomes identified for the zone e) the design and appearance of buildings and the effectiveness of screening of car parking and service areas from the view of people using the public space, and how this is located and designed in a manner to avoid or mitigate adverse effects on pedestrian amenity and the streetscape f) the provision of floor to floor heights that will provide the flexibility of the space to be adaptable to a wide variety of use over time g) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of the attractiveness and pleasantness of the public space and the amenity for people using or passing through that space, and how this positively contributes to: <ul style="list-style-type: none"> iii. planning and design outcomes identified for the relevant zone; iv. the visual quality and interest of streets and other public open spaces; h) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of the degree of visibility that it provides 	<ul style="list-style-type: none"> alterations and additions to buildings apply in addition to the criteria below; h) 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. i) 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: <ul style="list-style-type: none"> 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. j) 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. k) Whether buildings fronting Homestead Park and Station Plaza provide activities that engage and activate the open space at ground floor level. l) 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. m) Whether development incorporates Te Aranga Maori Design Principles. n) 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. o) Whether development fronting Collector roads and any local roads that provide direct connections to the Drury Central train station provides a safe and
--	---

<p>between the public space and the building interior and how this positively contributes to:</p> <ul style="list-style-type: none"> iii. planning and design outcomes identified for the relevant zone; iv. the visual quality and interest of streets and other public open spaces; <p>i) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of the opportunities for passive surveillance of the street from the ground floor of buildings and how this positively contributes to:</p> <ul style="list-style-type: none"> iii. planning and design outcomes identified for the relevant zone; iv. the visual quality and interest of streets and other public open spaces; <p>j) the provision of verandahs to provide weather protection in areas used, or likely to be used, by significant numbers of pedestrians, and how this contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities;</p> <p>k) the application of Crime Prevention through Environmental Design principles to the design and layout of buildings adjoining public spaces and how this contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities;</p> <p>l) the effects of creation of new roads and/or service lanes and how this contributes to the visual quality and interest of streets and other public open spaces;</p> <p>m) the positive effects that landscaping, including required landscaping, on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space, and how this contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities;</p> <p>o) all the above matters to be assessed having regard to the outcomes set out in this Plan and the functional requirements of the activities that the buildings are intended to accommodate, recognising the functional and operational requirements of activities and development.</p>	<p>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.</p> <p>IX.8.2(4) for new buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precinct C and E:</p> <ul style="list-style-type: none"> d) 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 e) Whether residential development contributes to achieving attractive and safe streets and open spaces. Methods to achieve this include: <ul style="list-style-type: none"> vi. Providing windows and entrances to the street to encourage passive surveillance; vii. Use of soft landscaping and planted elements to the street; viii. Minimising the visual dominance of garage doors and car parking areas to the street; ix. 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 f) Whether residential development: <ul style="list-style-type: none"> x. orientates and locates windows to optimise privacy and encourage natural cross ventilation within the dwelling; xi. optimises sunlight access based on orientation, function, window design and location, and depth of the dwelling floor space; xii. provides secure and conveniently accessible storage for the number and type of occupants the dwelling is designed to accommodate; xiii. provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces.
---	--