

# DRURY SOUTH PLAN CHANGE

URBAN DESIGN ANALYSIS

OCTOBER 2019



---

## DRURY SOUTH PLAN CHANGE

Urban design analysis

### Document Revision Status

---

Revision 04  
October 2019

### Document Control

---

Prepared by Matt Riley/Dion Young/ Belinda Gibson  
/ Alex Heryowiseno / Zhentiao Lin

Reviewed by  
Patrick Sloan (WM) & Nick Roberts (BA)

On behalf of Warren and Mahoney  
Architects Limited and Barker & Associates

### Disclaimer

---

While Warren and Mahoney and Barker & Associates have endeavoured to summarise the Masterplanning Design process in this document and appendices, the report format cannot represent the broad range and depth of information captured on the Masterplanning Drawings, Specifications and Schedules. Approval of the specific issues contained in this report does not discharge the obligation of the client team to review the drawings and specifications in their entirety.

### Contact

---

#### Warren and Mahoney Architects Ltd

Ground Floor, Mason Bros.,  
139 Pakenham Street West,  
Wynyard Quarter, Auckland 1010  
New Zealand  
T +64 9 309 4894

#### Barker & Associates

Level 4, Old South British Building, 3-13  
Shortland Street, Auckland

T +64 9 375 0900

# INTRODUCTION

---

## PROPOSED PRIVATE PLAN CHANGE

Drury South Limited propose a Private Plan Change to the Auckland Unitary Plan's Drury South Industrial Precinct. The Plan Change seeks to rezone an area of Sub-precinct C Commercial Services (Light Industry) land to Business-Mixed Use and an adjoining area of Sub-precinct E Heavy Industry land to Business-Light Industry.

The proposed rezoning of Sub-precinct C to Business-Mixed Use offers the opportunity for an improved interface on the eastern side of Hingaia Stream to a significant open space corridor. The Plan Change would enable residential use within Sub-precinct C, leveraging off its proximity to open space, with appropriate retail / food and beverage uses and a potential supermarket.

The rezoning of the adjoining block of Sub-precinct E land to Business-Light Industry is to ensure that there is an appropriate land use buffer between Heavy Industry zone activities and potential residential uses in the new Mixed Use Sub-precinct C.

## DOCUMENT PURPOSE

The purpose of this document is to:

- Examine the extent to which the physical and planning context supports a change of zoning;
- Assess the important spatial planning and urban design components of future development on the Sub-precinct C land.

## BACKGROUND

Drury South Limited is the landowner of approximately 361ha of land bounded by State Highway 1 in the west, the Drury Quarry in the east, Fitzgerald Road in the north and Ararimu Road in the south.

The land is within the Auckland Unitary Plan's Drury South Residential and Drury South Industrial Precincts. These Precincts have a variety of Residential, Open space and Business-Industrial zonings.

The Hingaia and Maketu Streams pass through the area. Precinct provisions require the protection and ecological enhancement of these streams, the provision of high quality public open space along the stream corridors, including cycle and pedestrian paths, the reflection of cultural heritage values in the remediation of the streams and open space design, and the provision of stormwater wetlands.

Residentially zoned land is on the western side of the Hingaia Stream and future Open space zone corridor and Business-Industrial zoned land is on the eastern of the stream.

The Sub-precinct C and Sub-precinct E blocks, which are the subject of the Plan Change, have a respective area of approximately 10 hectares and 20 hectares.

A

DRURY CONTEXT

B

PLAN CHANGE AREA

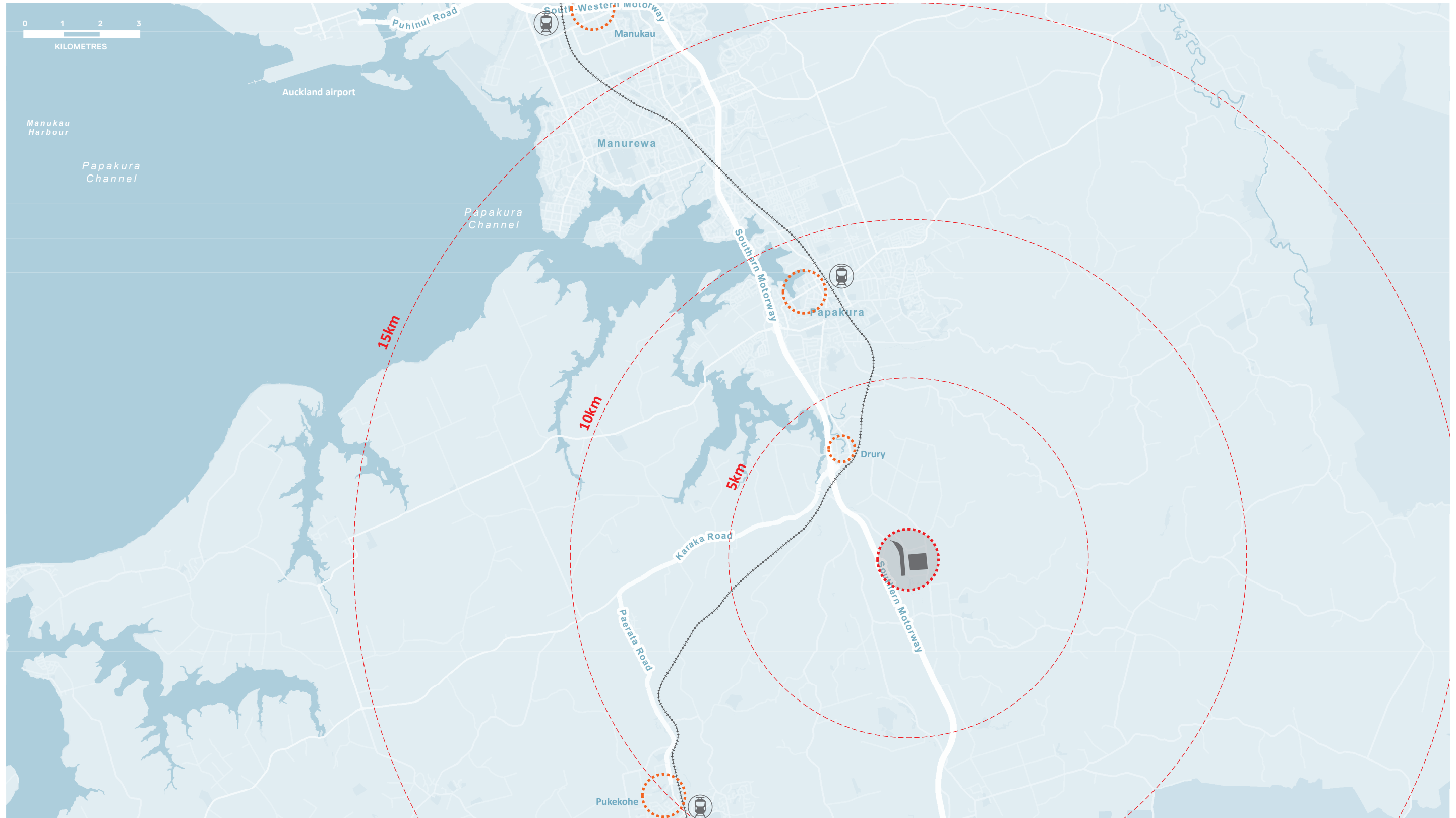
C

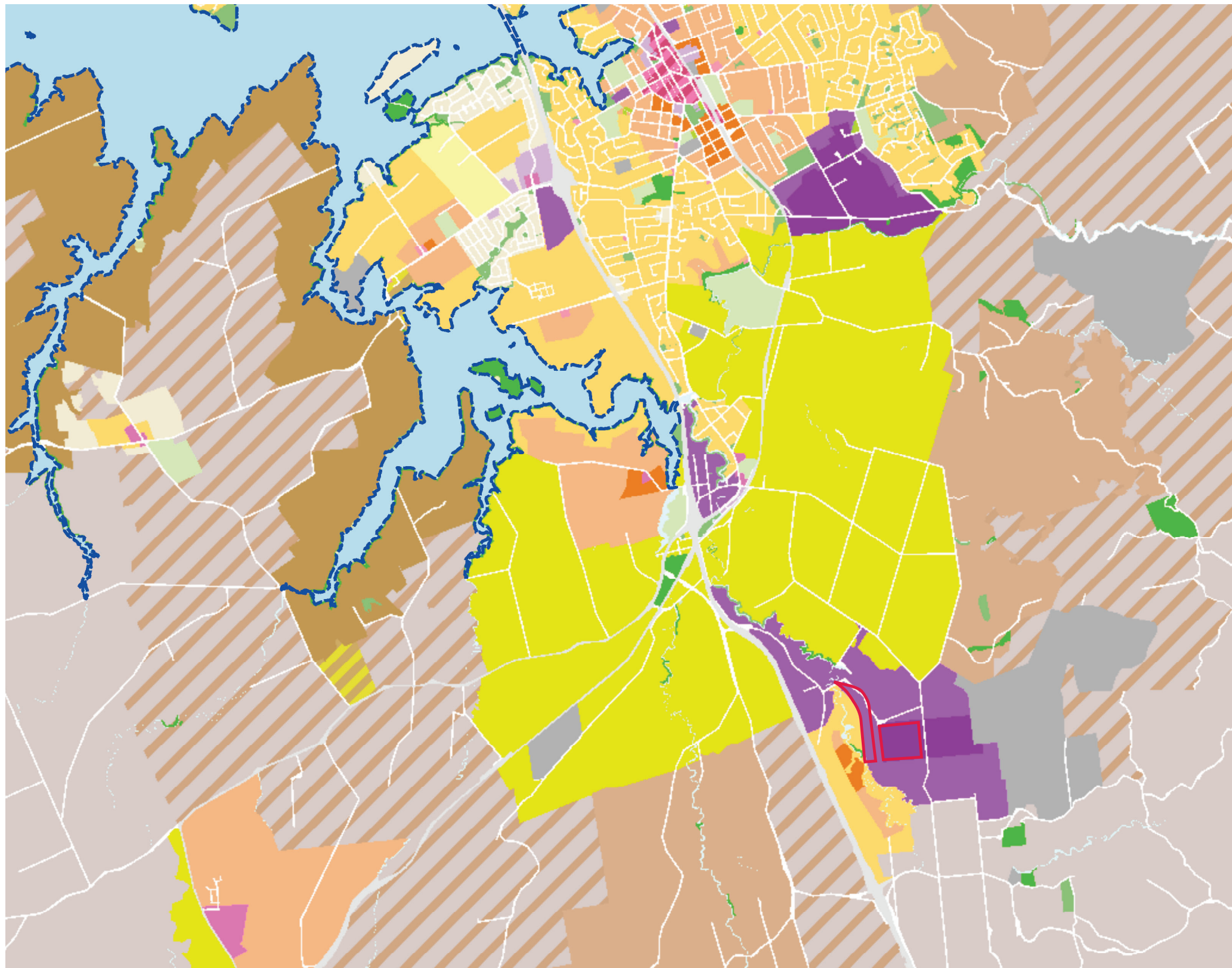
DESIGN STRATEGY



DRURY CONTEXT

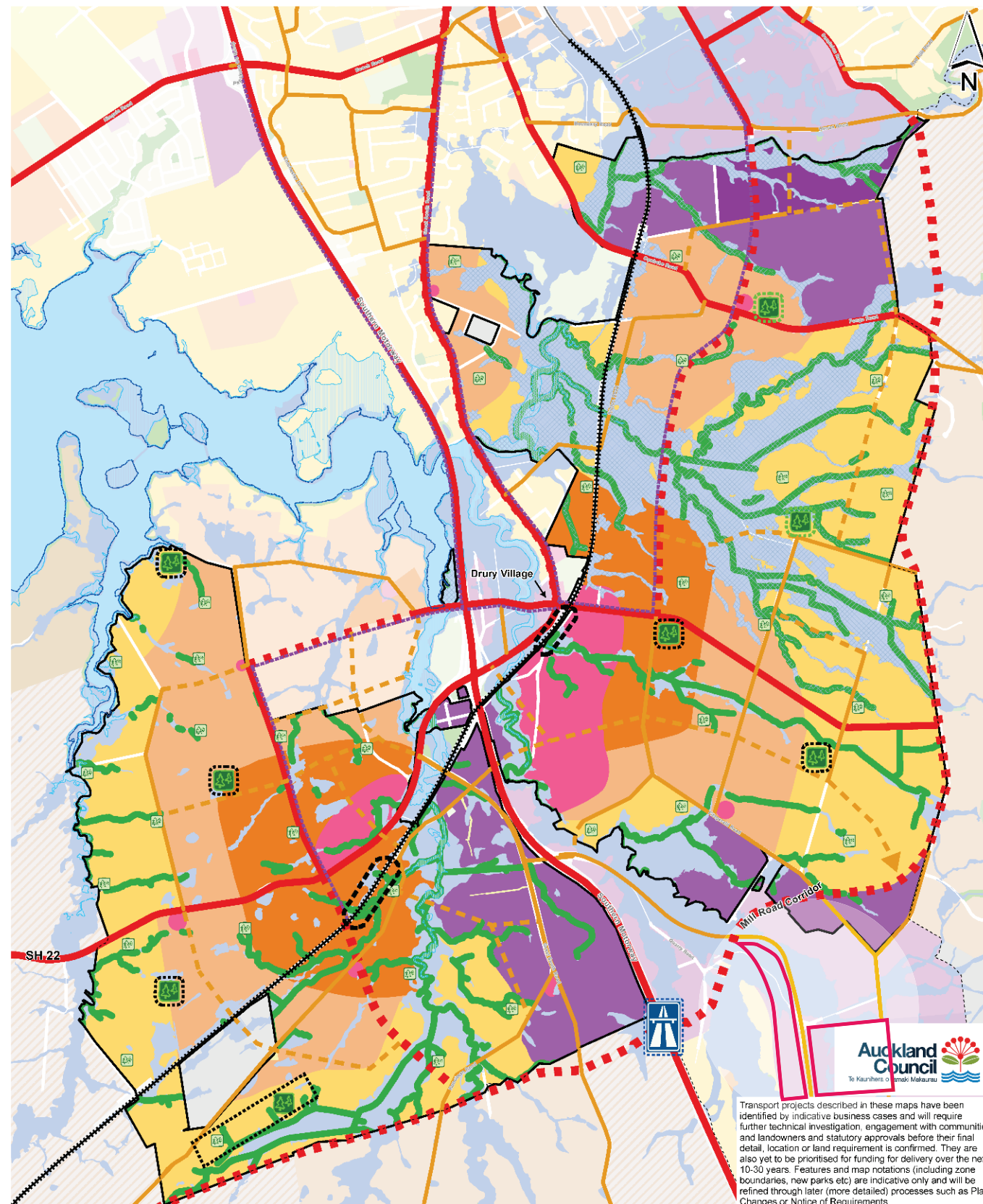
# REGIONAL CONTEXT





- Future Urban Zone
- Residential - Large Lot Zone
- Residential - Rural and Coastal Settlement Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings Zone
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Civic Spaces Zone
- Open Space - Community Zone
- Business - City Centre Zone
- Business - Metropolitan Centre Zone
- Business - Town Centre Zone
- Business - Local Centre Zone
- Business - Neighbourhood Centre Zone
- Business - Mixed Use Zone
- Business - Heavy Industry Zone
- Business - Light Industry Zone
- Rural - Rural Production Zone
- Rural - Mixed Rural Zone
- Rural - Rural Coastal Zone
- Rural - Rural Conservation Zone
- Rural - Countryside Living Zone
- Rural - Waitakere Foothills Zone
- Rural - Waitakere Ranges Zone
- Strategic Transport Corridor Zone
- Special Purpose Zone
- Plan Change area

# AUCKLAND COUNCIL DRURY-OPAHEKE STRUCTURE PLAN



Transport projects described in these maps have been identified by indicative business cases and will require further technical investigation, engagement with communities and landowners and statutory approvals before their final detail, location or land requirement is confirmed. They are also yet to be prioritised for funding for delivery over the next 10-30 years. Features and map notations (including zone boundaries, new parks etc) are indicative only and will be refined through later (more detailed) processes such as Plan Changes or Notice of Requirements.

**Drury Structure Plan Area**

**Indicative Public Transport**

- Frequent and Express (Bus)
- Rapid (Rail)
- Train Station (Location may change)
- New Motorway Interchange

**Indicative Roads, Cycling & Walking Network**

- Arterial Roads (Existing & Upgrades)
- Recommended New Arterial Roads (Location may change)
- Collector Roads (Existing)
- Indicative New Collector Road (Location may change)

**Potential New Neighbourhood Park (Size 0.3-0.5ha) (Location may change)**

**Potential New Suburb Park (Size 3 - 5 ha) (Location may change)**

**Potential New Suburb Park (Size 5 - 10 ha or more) (Location may change)**

Slippery Creek Floodplain

Coastal Inundation 1 per cent AEP Plus 1m Control

Permanent and Intermittent Streams and 20m Riparian Margin (Width may change)

Floodplains

Centres

Heavy Industry

Light Industry

Terrace Housing and Apartment Buildings

Mixed Housing Urban

Mixed Housing Suburban

**PLAN CHANGE AREA**

## COMMENT

- The area covered by Auckland Council's August 2019 Drury-Opaheke Structure Plan is directly to the north of the Plan Change area. It is informative for the possible land use it shows in this currently Future Urban zoned area.
- The Plan shows two primary centres: a larger centre to the north of the Plan Change area, and east of the motorway, and a smaller centre to the west, both with train stations.



# FUTURE STRATEGIC TRANSPORT NETWORK FOR THE SOUTH

## JULY 2019

Projects described in these maps have been identified by indicative business cases and will require further technical investigation, engagement with communities and landowners and statutory approvals before their final detail, location or land requirement is confirmed. They are also yet to be prioritised for funding for delivery over the next 10-30 years.

### RAIL CORRIDOR UPGRADE



- 1 Rail upgrade from Papakura to Pukekohe
- 2 Closure of Manuroa Road and Spartan Road rail crossings to vehicles
- 3 New grade separated rail crossings at Taka Street and Walters Road
- 4 New train station – Drury Central
- 5 New train station – Drury West
- 6 New train station – Paerata

### NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR



- 7 Frequent Transit Networks (FTNs) routes using SH1 and arterial roads to connect to town centres, and the major centres of Papakura, Drury and Manukau

### NEW WALKING AND CYCLING CORRIDOR



- 8 Strategic walking and cycling corridor to connect to SH1 Strategic Cycleway

### NEW OR IMPROVED TRANSPORT CORRIDOR



- 9 Mill Road Corridor including northern connections
- 10 Additional long term upgrades to SH1 between Manukau and Takaanini
- 11 Upgrade Mahia Road and Popes Road (including a new grade separated rail and SH1 crossing)
- 12 Upgrade Opāheke Road and Ponga Road
- 13 New arterial between Papakura industrial area, to Waihoehoe Road
- 14 Upgrade Jesmond Road, Bremner Road and Waihoehoe Road
- 15 Upgrade Drury West section of SH22
- 16 Connections from SH22 to the Pukekohe Expressway
- 17 New Pukekohe Expressway connecting Pukekohe to SH1
- 18 Pukekohe Ring Road
- 19 Upgrade Mill Road between Harrisville Road intersection and the Bombay interchange

### SAFETY IMPROVEMENTS

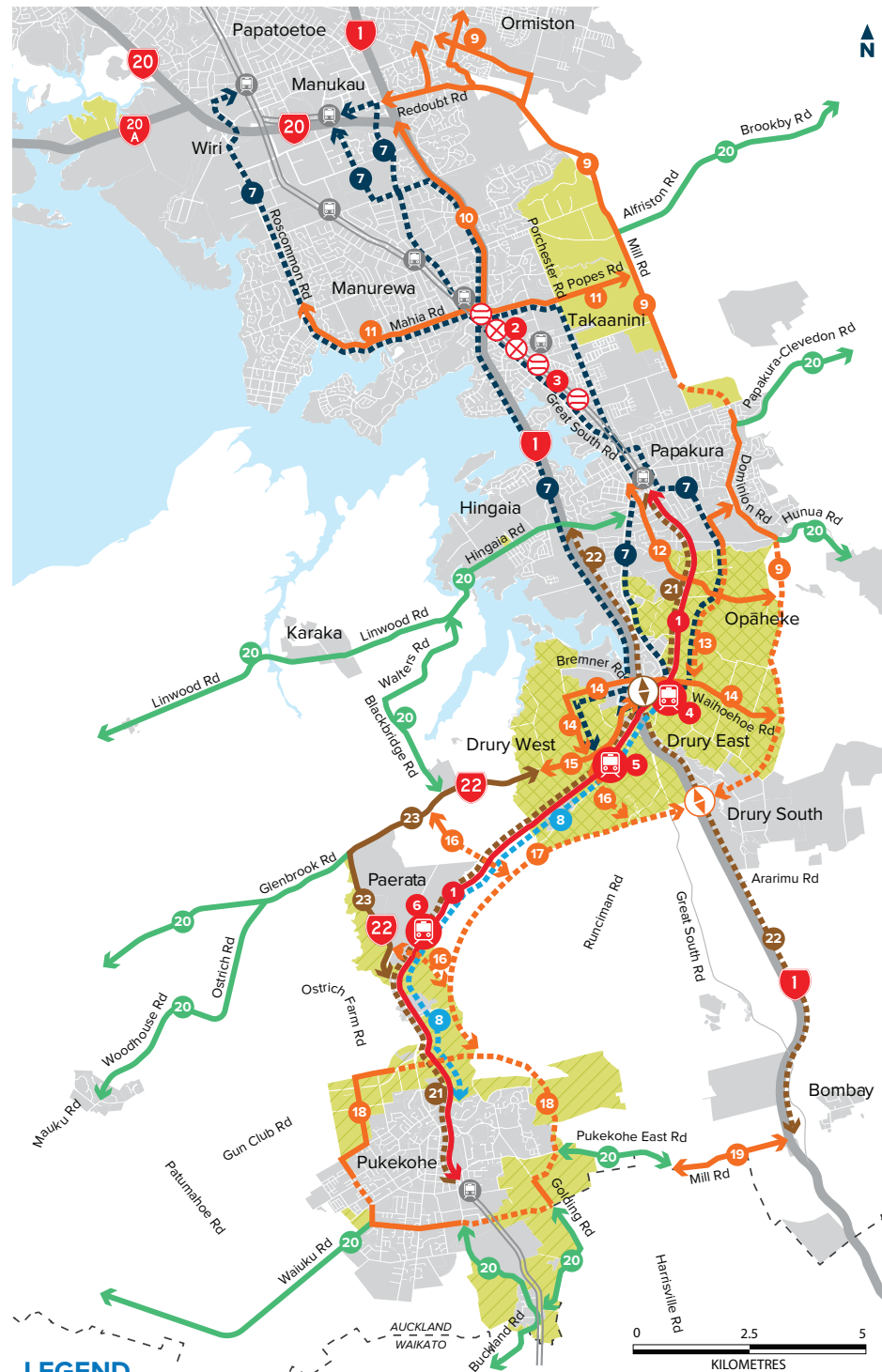


- 20 Safety improvements to Alfriston Road, Brookby Road, Papakura-Clevedon Road, Hingaia Road, Hunua Road, Linwood Road, Walters Road, Blackbridge Road, Glenbrook Road, Kingsseat Road, McKenzie Road, Ostrich/Woodhouse Road, Pukekohe East Road, Logan Road, Waiuku Road and Buckland Road.

### OTHER PRIORITY PROJECTS



- 21 Rail electrification from Papakura to Pukekohe
- 22 SH1 Papakura to Bombay Project
- 23 Safe Networks Programme: SH22 Safety Improvements



### LEGEND

- New growth area (Future Urban Zone)
- Drury – Opāheke structure plan area
- Pukekohe – Paerata structure plan area
- Existing urban area
- State Highway (SH)
- Auckland – Waikato Boundary
- New or upgraded interchange
- Existing rail corridor
- Existing train station
- Improved rail corridor
- Closure of rail level crossing
- Grade separation of rail level crossing
- New train station
- New public transport corridor
- Improved public transport corridor
- New walking and cycling corridor
- New transport corridor
- Improved transport corridor
- Safety improvements
- Other priority projects

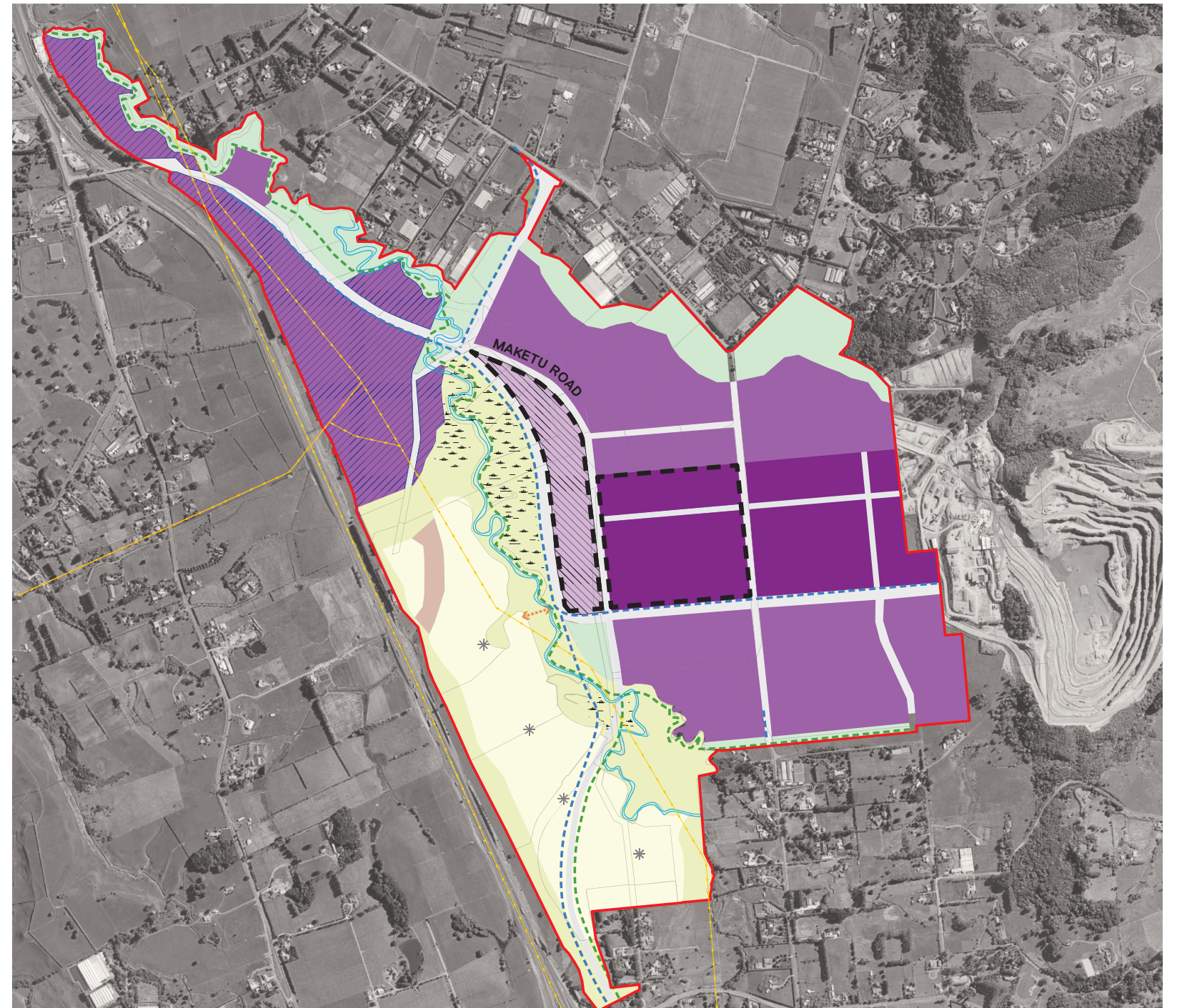
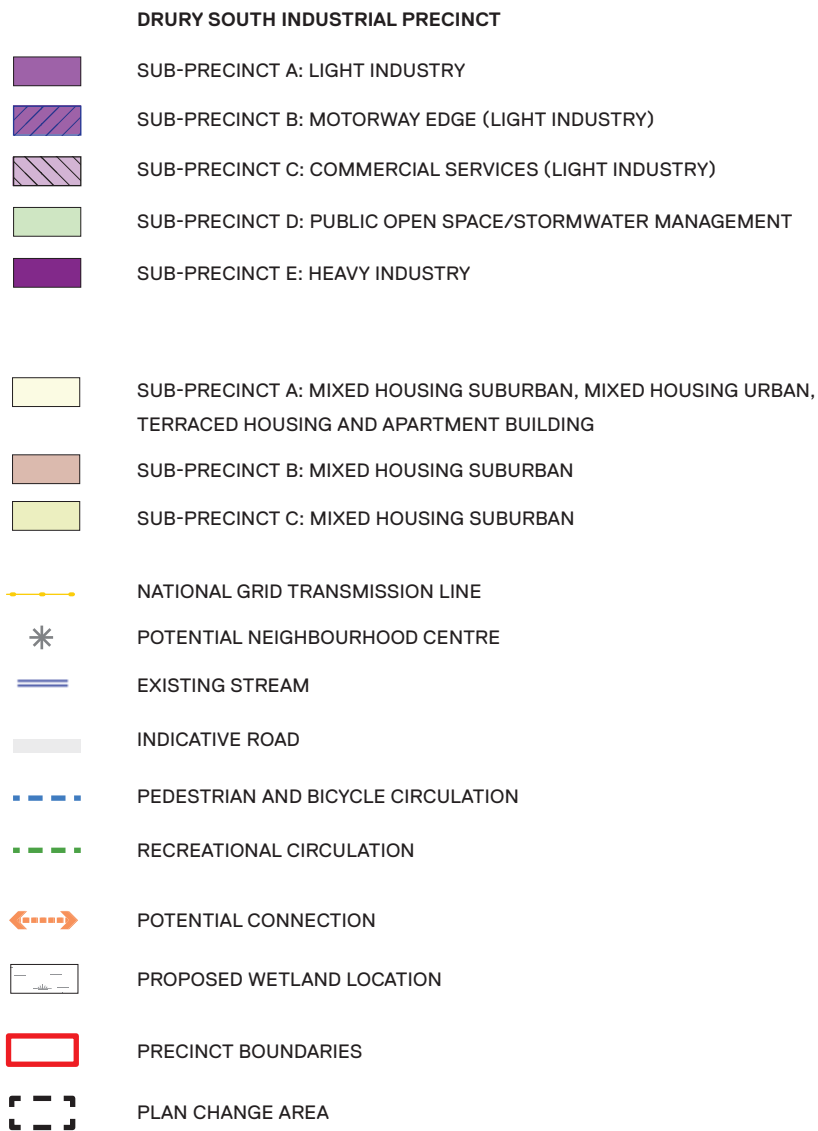
## COMMENT

In July 2019, the Supporting Growth Alliance (SGA) released the Indicative Strategic Transport Network for Auckland's south. This identifies the Mill Road corridor in a more southerly position than that shown on the Auckland Council August 2019 Drury-Opāheke Structure Plan. For the purpose of this analysis, and given the later date of the Structure Plan document, we have assumed the Mill Road corridor would locate at the northern end of the Precinct, as per the Structure Plan.

# DRURY SOUTH RESIDENTIAL & INDUSTRIAL PRECINCTS

- The **Drury South Industrial Precinct** provides for a mix of light industrial and heavy industrial activities. Uses provided for in Sub-precinct C 'Commercial Services (Light Industry)', which is the subject of this Plan Change, include service stations, offices and industrial activities.
- In the Light Industry zoned Sub-precincts A, B and C the height limit is 20m and buildings are a controlled activity. In the Heavy Industry zoned Sub-precinct E the height limit is 25m and buildings are a permitted activity.
- The **Drury South Residential Precinct** applies to land along the western side of the Hingaia Stream corridor. It provides for a variety of residential zonings, including Terrace Housing and Apartment Buildings. The Precinct anticipates approximately 750 dwellings. Precinct provisions enable

- supporting commercial and retail within indicative neighbourhood centre locations.
- The Residential Precinct requires the provision of a substantial area of open space along the wider stream corridor.
- A potential link is indicated between the Residential and Industrial Precincts.
- Within both Precincts new roads are required, including 'Spine Road' (now called 'Maketu Road'), along with a number of pedestrian and cycle routes.
- Vehicle crossings along Maketu Road for sites that also have access to another road are discouraged and are assessed as a restricted discretionary activity.



**B**

**PLAN CHANGE AREA**



[PHOTO TAKEN BEFORE RECENT SITE EARTHWORKING]

# SITE: WIDER CONTEXT



[PHOTO TAKEN BEFORE RECENT SITE EARTHWORKING]

# AERIAL VIEW

HINGAIA STREAM  
CORRIDOR

PLAN CHANGE AREA  
(SUB-PRECINCT C)

PLAN CHANGE AREA  
(SUB-PRECINCT E)

DRURY SOUTH RESIDENTIAL  
PRECINCT

MAKETU ROAD (UNDER  
CONSTRUCTION)



[PHOTO TAKEN AUGUST 2019]

# AERIAL VIEW

STATE HIGHWAY 1

MAKETU ROAD (UNDER CONSTRUCTION)

DRURY SOUTH RESIDENTIAL PRECINCT

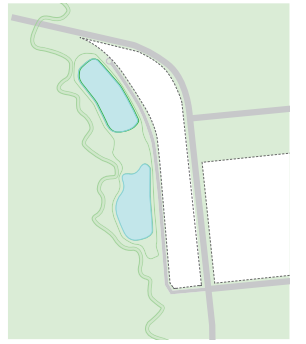
PLAN CHANGE AREA (SUB-PRECINCT C)

PLAN CHANGE AREA (SUB-PRECINCT E)



[PHOTO TAKEN AUGUST 2019]

# PROPOSED WETLANDS



- The Drury South Residential Precinct requires the provision of wetland areas within the Hingaia Stream proposed open space corridor that, in addition to having a stormwater function, also provide for a reserve and high quality visual amenity opportunities.
- The plan and images to the left are conceptual design work that Drury South Limited has undertaken to progress the development of these wetland areas.

[DESIGN AND ILLUSTRATIONS BY BOFFA MISKELL]



# CONTEXT SUMMARY



## COMMENT

- Drury South Industrial Sub-precinct C 'Commercial Services (Light Industry)' directly adjoins a large area of future open space in the Residential Precinct, including areas that will be developed as high amenity wetlands.
- The Residential Precinct indicates a potential connection across to Drury South Industrial Sub-precinct C 'Commercial Services (Light Industry).'
- A number of new roads are required in the area, as well as pedestrian and cycle connections and recreational routes.

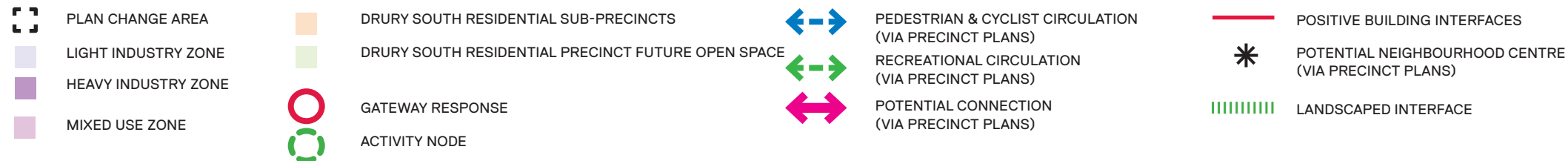


# OPPORTUNITIES & CONSTRAINTS



## COMMENT

- The Plan Change's proposed change in zoning of the existing Drury South Industrial Sub-precinct C block from Business-Light Industry to Business-Mixed Use would result in a greater intensity of land use, including potential residents, who would derive the amenity benefits of the adjoining Hingaia Stream Open Space corridor and use of the pedestrian and cyclist routes required by the existing Precinct Plans.
- It would also create an enhanced spatial and physical relationship with residential uses within the Drury South Residential Precinct, with the potential for fine grained convenience activities to at the southern end of the block to serve that residential community.
- The proposed Mill Road Corridor, at the northern end of the Precinct, offers the opportunity of a gateway response in what would be a high visibility location.
- Strong active edges of buildings within Sub-precinct C would enhance the future interface of development with the open space corridor and Maketu Road.
- Potential residential use within Sub-precinct C would may have a set back from Maketu Road, to manage acoustic effects. This offers the opportunity for a landscaped interface.
- A change in zoning of the Sub-precinct C block to the more intensive Business-Mixed Use zone would benefit from the block of Heavy Industry zoned land in Sub-precinct E, on the east side of Maketu Road, being changed to Light Industry, in order to manage potential reverse sensitivity effects.
- It is expected that the Plan Change area would be serviced by the Frequent Transport Network as that network is developed by Auckland Transport to service the wider Drury area, given that Drury South will be a key employment area. The EPA approved design of Maketu Road enables provisions for bus services and bus stops and planned cycle routes will connect to proposed rail stations to the north.



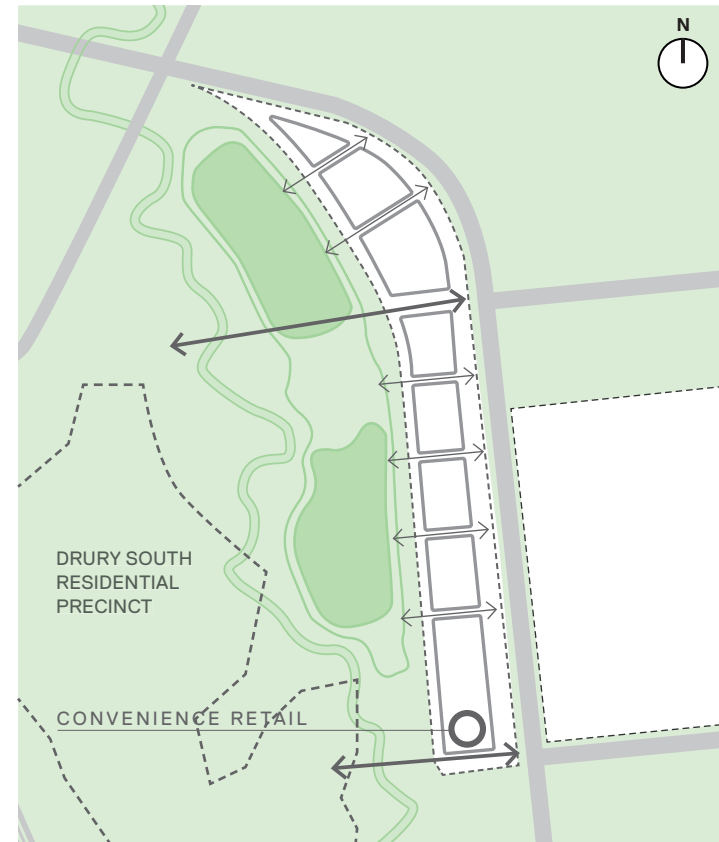


**DESIGN STRATEGY**

# PROPOSED MIXED USE SUB-PRECINCT C: KEY MOVES

The following pages focus on Sub-precinct C in the Drury South Industrial Precinct and how it might be developed over time as a mixed use area, in accordance with the Sub-precinct provisions proposed by the Plan Change.

## INTEGRATION



VIEW CORRIDORS RUN EAST-WEST. A POTENTIAL CONNECTION AT A SOUTHERN POINT TO THE DRURY SOUTH RESIDENTIAL PRECINCT IS INTEGRATED WITH FINE GRAINED CONVENIENCE RETAIL.

## OPEN SPACE MOVEMENT ROUTE



A CONTINUOUS RECREATION ROUTE ALONG AVENUE ROAD INTEGRATES THE SUB-PRECINCT WITH THE WETLANDS AND PUBLIC SPACE .

## LEGIBILITY / POSITIVE INTERFACES



AN ANCHOR DEVELOPMENT TO THE NORTH RESPONDS TO ITS GATEWAY LOCATION. BUILDING FRONTAGES AND USES ACTIVATE AVENUE ROAD AND POSITIVELY ADDRESS MAKETU ROAD.

## MAXIMIZING AMENITY



VIEWS ARE MAXIMISED ACROSS THE HINGAIA STREAM OPEN SPACE CORRIDOR, WITH THE POTENTIAL FOR VIEWS TO THE EAST TO THE HUNUA FOOTHILLS.

# PROPOSED MIXED USE SUB-PRECINCT C: CIRCULATION OPTIONS

OPTION 1



OPTION 2



LEGEND

- PROPOSED MIXED USE SUB-PRECINCT C
- ▽ SITE ENTRANCE
- ↔ PRIMARY VEHICLE & SERVICING CIRCULATION
- ↔ SECONDARY VEHICLE CIRCULATION
- ↔ CYCLE & PEDESTRIAN
- ↔ CYCLE (SEPARATED ON-ROAD)

# PRECEDENTS



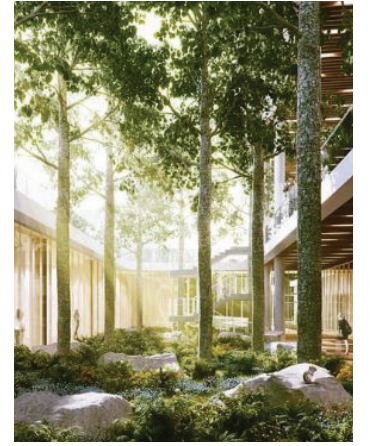
HOTEL/GATEWAY BUILDINGS



LOW RISE HOTEL



COURTAYRDS & ATRIA



F&B / COMMERCIAL SERVICES



RESIDENTIAL & RETIREMENT

