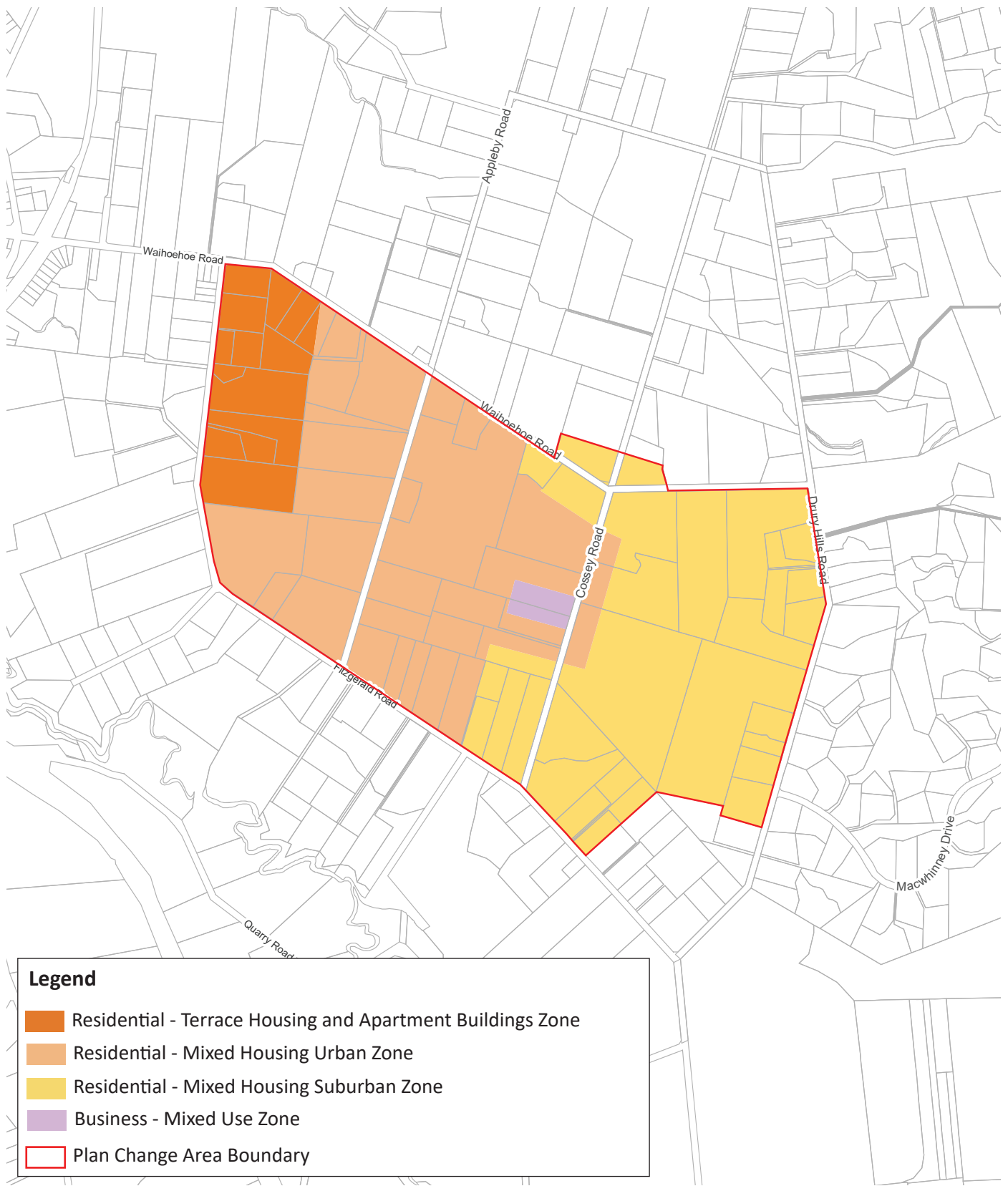
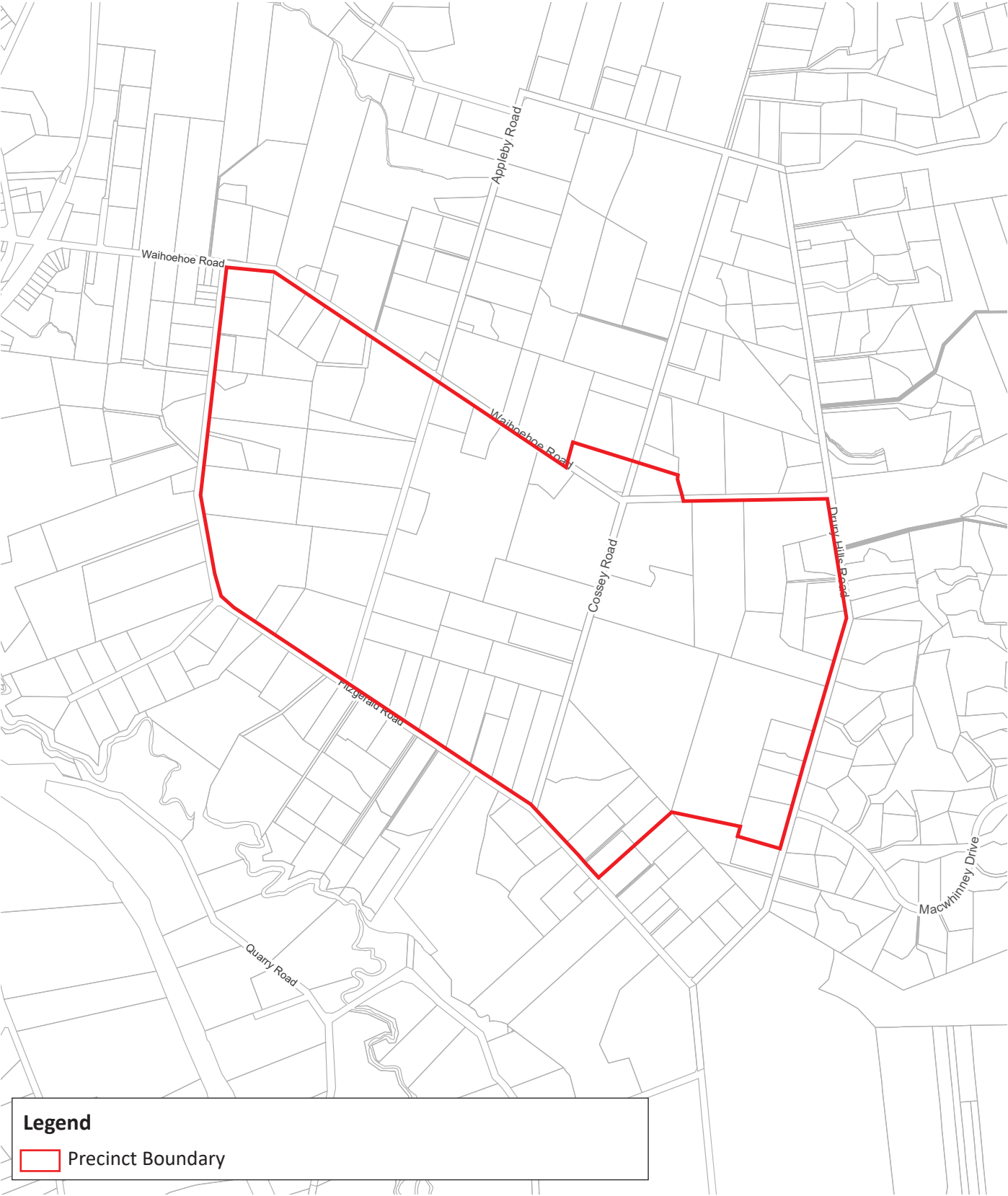


Drury East Precinct

Drury East - Zoning Plan

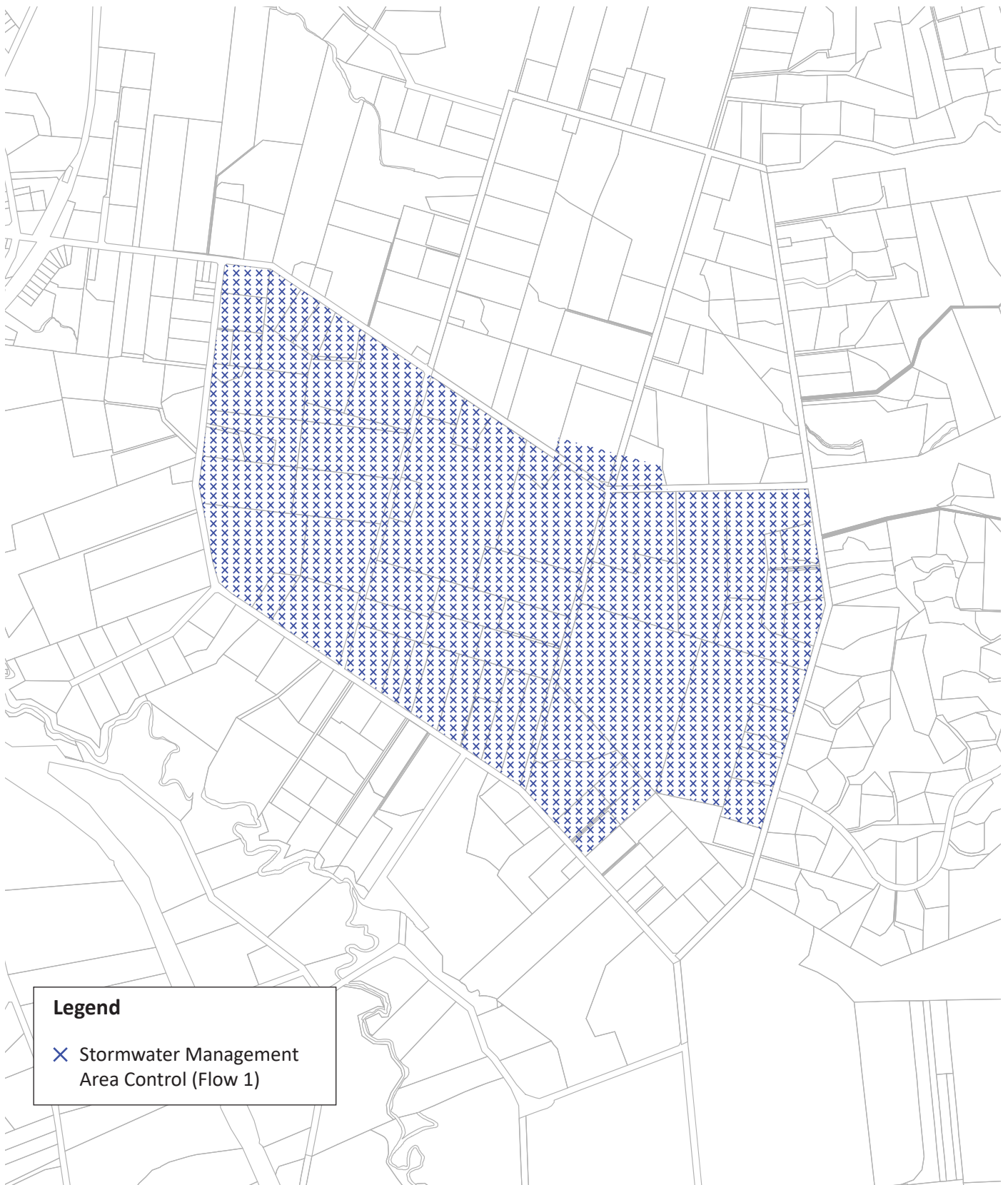


Drury East - Precinct Plan



Drury East Precinct

Drury East - Stormwater Mangement Area Control (Flow 1)



IX. Drury East Precinct

IX.1 Precinct Description

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

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

A small mixed use centre is provided for at the junction of Cossey Road and the proposed east-west Collector Road to provide for the local day-to-day needs of residents in a central location.

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

The transport network in the wider Drury East area as defined on Precinct Plan 2 will be progressively upgraded over time to support development in the wider area. The precinct includes provisions to ensure that the development of land for housing is coordinated with the construction of the transport network upgrades necessary to support it.

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

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

IX.2 Objectives

- (1) Drury East is a comprehensively developed residential environment that integrates with the Drury Centre Precinct and the natural environment, supports public transport use, and respects Mana Whenua values.
- (2) Access to the precinct occurs in an effective, efficient and safe manner and manages effects on State Highway 1 and the effectiveness and safety of the surrounding road network.
- (3) Development is supported by appropriate infrastructure.

- (4) Freshwater and sediment quality is progressively improved over time in the Drury East precinct.

IX.3 Policies

- (1) Require the east to west collector road to be generally in the location shown in IX.10.1 Drury East: Precinct Plan 1 while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding transport network.
- (2) Ensure that development provides a local road network that achieves a highly connected street layout that integrates with the wider collector road network within the precinct and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (3) Require streets to be attractively designed and appropriately provide for all transport modes.
- (4) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place for Drury East, by incorporating any distinctive site features and integrating with the stream network.
- (5) Ensure that the timing of development in Drury East 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.
- (6) Ensure that development in Drury East Precinct is coordinated with supporting stormwater, wastewater and water supply infrastructure, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road.
- (7) 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.
- (8) In addition to the matters in Policy E1.3(8), manage erosion and associated effects on stream health and values arising from development in the precinct, including parts of the Fitzgerald stream, and enable in-stream works to mitigate any effects.
- (9) 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 of district land use activities and development in the Drury East Precinct pursuant to section(s) 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

Table IX.4.1 Activity table

Activity		Activity Status
Development		
(A1)	Development of public or private roads	RD
(A2)	Development that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades but complies with Standard IX.6.2 Trip Generation Limit	RD
(A3)	Development that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades or Standard IX.6.2 Trip Generation Limit	D
(A4)	Development that does not comply with IX.6.4 Building Setback along Waihoehoe Road	D
Subdivision		
(A5)	Subdivision that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades but complies with Standard IX.6.2 Trip Generation Limit	RD
(A6)	Subdivision that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades or Standard IX.6.2 Trip Generation Limit	D

IX.5 Notification

- (1) An application for resource consent for a restricted discretionary activity for development of the indicative collector roads shown in IX.10.2 Drury East: Precinct Plan 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.

- (2) 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.
- (3) 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.
- (4) Any application for resource consent for an activity listed in Table IX.4.1 Activity table above and which is not listed in IX.5(1)–(3) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (5) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

IX.6 Standards

- (1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above except for E27.6.1 Trip generation as specified in Standard IX.6(2) below
- (2) The following Auckland-wide standards do not apply to activities listed in Activity Table IX.4.1 above:
 - E27.6.1 Trip generation

IX.6.1 Staging of Development with Transport Upgrades

- (1) Development within the area shown on IX.10.2 Drury East: Precinct Plan 2 must not exceed the thresholds in Table IX.6.1.1 and Table IX6.1.2 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 a subdivision that has a 224C certificate for vacant lots less than 1200m².
- (3) Table IX.6.1.1 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.10.2 Drury East: Precinct Plan 2. Table IX.6.1.2 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.10.2 Drury East: Precinct Plan 2.

(4) 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.6.1.1 Threshold for Development with ‘Access A’ as shown on IX.10.2 Drury East: Precinct Plan 2 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 intersection (western arm only).
6,428	107,650m ²	60,000m ²	<ul style="list-style-type: none"> Capacity upgrade of the Waihoehoe / Great South Road intersection (on all approaches).

Table IX.6.1.2 Threshold for Development with ‘Access A’ as shown on IX.10.2 Drury East: Precinct Plan 2 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.6.2 Trip Generation Limit

- (1) Development within the area shown on IX.10.2 Drury East: Precinct Plan 2 must not exceed the thresholds in Table IX.6.2.1 and Table IX.6.2.2 until such time that the identified infrastructure upgrades are constructed and are operational.
- (2) 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.10.2 Drury East: Precinct Plan 2. 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.10.2 Drury East: Precinct Plan 2.
- (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.10.2 Drury East: Precinct Plan 2 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.6.2.2 Threshold for Development with 'Access A' as shown on IX.10.2 Drury East: Precinct Plan 2 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 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 interection (western arm only).

IX.6.3 Riparian Margin

- (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.6.4 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 7.5m where the underlying zone is Residential - Terrace Housing and Apartment Building zone.
- (2) A building or parts of a building must be set back from the 2020 Waihoehoe Road boundary by a minimum depth of 8.5m where the underlying zone is Residential - Mixed Housing Urban zone.
- (3) A building or parts of a building must be set back from the 2020 Waihoehoe Road boundary by a minimum depth of 9m where the underlying zone is Residential - Mixed Housing Suburban zone.
- (4) The building setback required by IX.6.4(1)-(3) is inclusive of the front yard required within the underlying zone and a 6m requirement either side of Waihoehoe Road for future widening.

IX.6.5 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'.

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 street, 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 IX.8.1(1) (a) - (b) apply in addition to the matters of discretion in E38.12.1.
- (2) Subdivision or development that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades but complies with Standard IX.6.2 Trip Generation Limit: Effects on the transport network consistent with the trips generated by development specified in Table IX.6.2.1 or Table IX.6.2.2;
 - (b) The rate of public transport uptake and travel management measures; and
 - (c) The rate of coordination of retail, commercial and residential development in the wider Drury East area shown on Precinct Plan 2.
- (3) Infringement to standard IX6.3 Riparian Margins:
 - (a) Effects on water quality and stream habitat.
- (4) Infringements to standard IX6.5 Stormwater Quality
 - (a) Matters of discretion E9.8.1(1) 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) Whether the east to west collector road is provided generally in the location shown on IX.10.1 Drury East: Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
 - i. 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 roads are aligned with the stream network, or whether pedestrian and/or cycle paths are provided along one or both sides of the stream network, where they would logically form part of an integrated open space network.
- (c) 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.
- (d) 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

- (a) Whether the design of collector and local roads are generally in accordance with the road cross sections provided in IX.10.1 Drury East: Appendix 1.
 - (b) Whether the layout of the street network provides a good degree of accessibility and supports a walkable street network. As a general principle, the length of a block should be no greater than 280m, and the perimeter of the block should be no greater than 600m;
 - (c) Within the walkable catchment of the Drury Central train station in the Terrace Housing and Apartment Buildings zone, whether the street network provides safe and legible pedestrian and cycle connections to the 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 provides for a direct, legible and safe pedestrian and cycle connection to the Drury Central train station via connections through the Drury Centre precinct, or via Fitzgerald Road, Waihoehoe Road and Flanagan Road/Drury Boulevard.
- (2) 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 shown on Precinct Plan 2 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.

(3) Infringement to standard IX.6.3 Riparian Planting

a. Whether the infringement is consistent with Policy IX.3(10).

(4) Infringement to IX.6.5 Stormwater Quality

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

IX.9 Special information requirements

(1) Riparian planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native.

(2) Permanent and intermittent streams and wetlands

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

IX.10 Precinct plans

IX.10.1 Drury East: Precinct plan 1 – Road Network

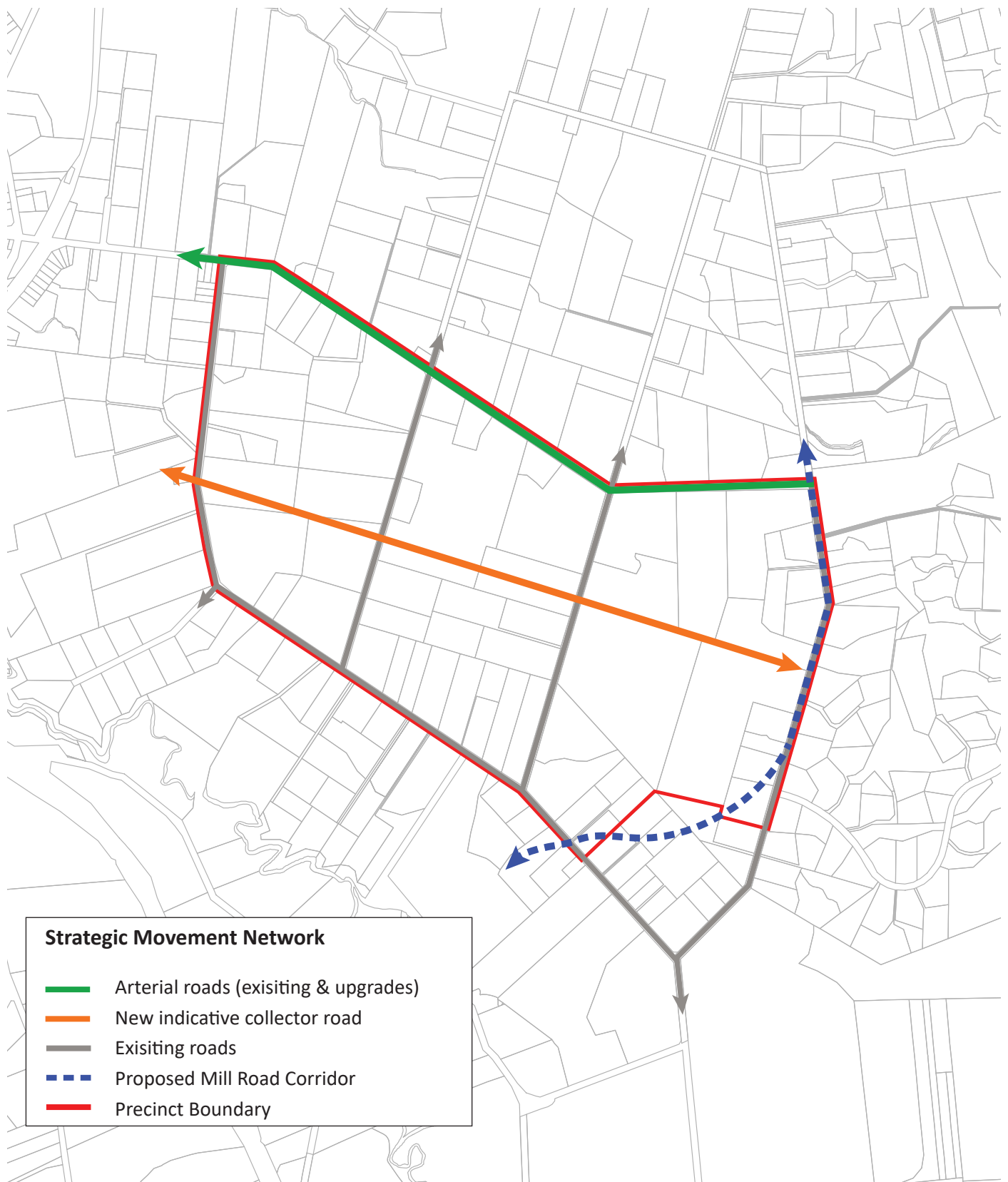
IX.10.2 Drury East: Precinct plan 2 – Transport Staging Boundary

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 with on-street parking interspersed between	2.4m each side	40-50kph	Yes – as per E27.6.4.1(3)(c)
Collector Road (Central East-West Spine)	28m	7m	2.6m-3m solid median	1.8m each side plus buffers	Trees / Rain garden with on-street parking interspersed between	1.8m each side	40kph	No
Collector Road	23m - 23.5m	6.4m - 7m	Not required	1.8m each side plus buffers	Trees / Rain garden with on-street parking interspersed between	1.8m each side	40kph	No
Local Road	16m	6m	Not required	Not required	Trees / Rain garden with on-street parking interspersed between	1.8m each side	30kph	No
Local Road – Park Edge	13.5m	6m	Not required	3m reserve shared path	Trees / Rain garden with on-street parking interspersed between	1.8m on lot side	30kph	No

Drury East Precinct Plan 1 - Road Network



Drury East Precinct Plan 2 - Transport Staging Boundary

