HOLISTIC
URBAN
ENVIRONMENTS

WAIHOEHOE ROAD - PLAN CHANGE

OYSTER CAPITAL LTD

19-005_WAHH
CLIENT ISSUE_V4.1
02 / APR / 2020

URBAN DESIGN STATEMENT

DOCUMENT CONTROL

Client	Oyster Capital Ltd
Project Name	Waihoehoe Road Plan Change
Project Code	19-005_WAHH
Status	Client Issue
Version	V4.1
Date	02 / Apr / 2020
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1.0 INTRODUCTION

Oyster Capital ("Oyster") is applying to Auckland Council for a Plan Change to the Auckland Unitary Plan (Operative in Part) (AUP) to rezone 48.9 hectares of Future Urban land in Drury East. It is proposed to rezone the land to a Terraced Housing and Apartment Buildings residential zones with provision for drainage reserves. The rezoning proposal provides capacity for up to 1133 dwellings. Additionally, a precinct plan is proposed with trigger rules that stage the release of development capacity with the delivery of required infrastructure. Additionally, the Plan Change includes a precinct, which includes place-based provisions that create a spatial framework for development.

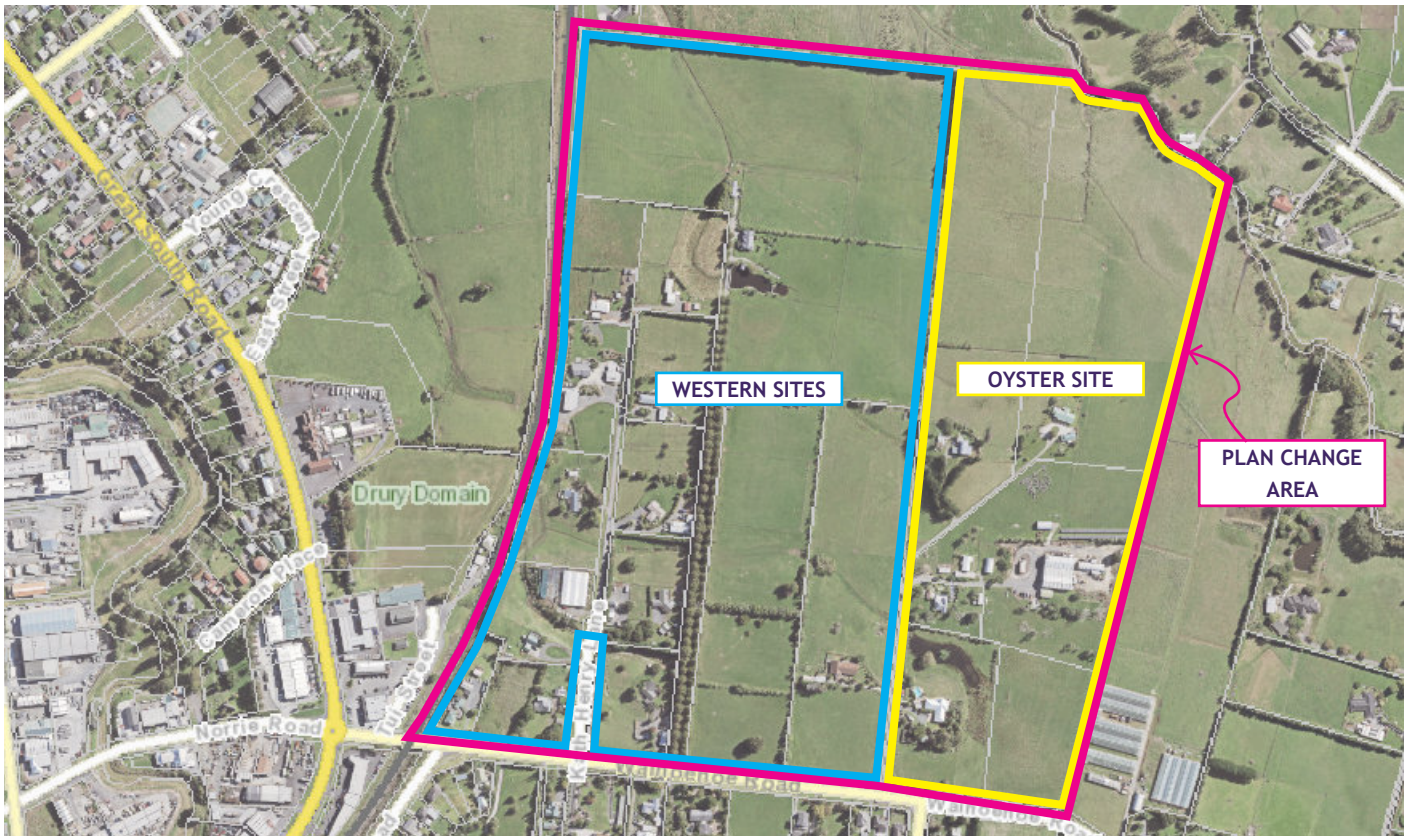
Oyster has an interest in 18.4 hectares of land on the northern side of Waihoehoe Road as outlined in Figure 1. Oyster are experienced residential and land developers in Auckland and are currently undertaking large scale and high-quality housing developments in Whenuapai and Beachlands.

This plan change proposal commits to the delivery of key roads, open spaces, and streams and other relevant key elements through a series of precinct plans and provisions informed by the design lead structure plan, undertaken for this site. Each element has been considered in a logical and sensible manner that ensures the proper and effective delivery of super blocks that respects existing land ownership patterns, natural features and other relevant site features and constraints that have been able to be identified at this stage.

The structure plan and each super block within the 'Plan Change Area' have been designed to enable the delivery of a connected and resilient community. Each block has been carefully considered for their orientation, size and their ability to be sensibly broken up in the future into smaller development parcels. This is principally anticipated to be achieved through the inclusion of minor local roads as part of a separate and subsequent Resource Consent application process.

This Urban Design Statement discusses the key elements of this proposal, how each component has been considered, and how each component, individually and collectively will deliver an integrated, connected and resilient urban community.

Figure 01- Plan Change Area & Oyster Capital Land Holdings



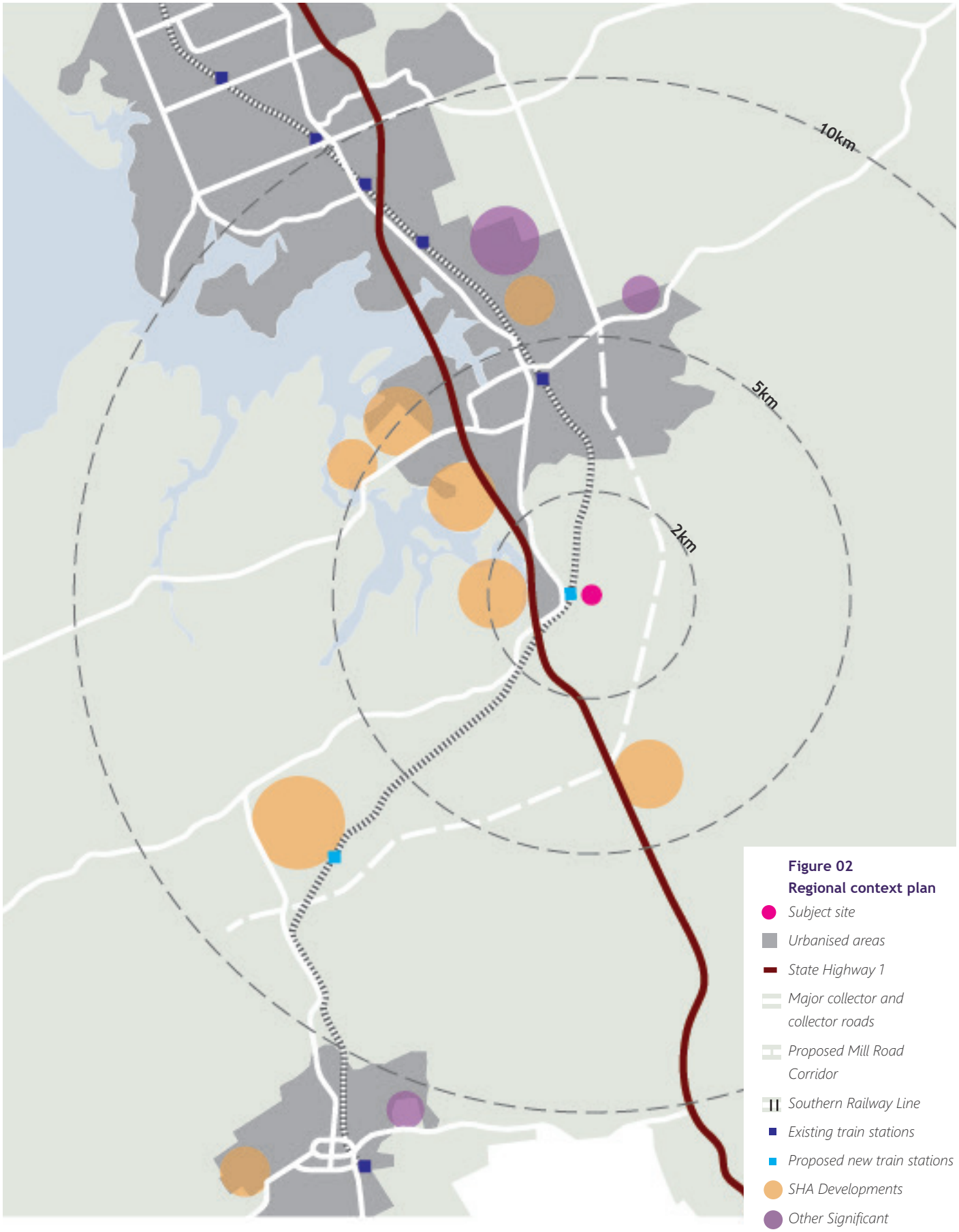


Figure 02
Regional context plan

- *Subject site*
- *Urbanised areas*
- *State Highway 1*
- *Major collector and collector roads*
- *Proposed Mill Road Corridor*
- *Southern Railway Line*
- *Existing train stations*
- *Proposed new train stations*
- *SHA Developments*
- *Other Significant Developments*

2.0 CONTEXT ANALYSIS

2.1 LOCATION

Drury (and the Opāheke area) is part of Auckland's larger southern growth area. Located approximately 30 kilometers south of Auckland's city centre, 13 kilometers south of Manukau city center and 10 kilometres north of Pukekohe urban centre. The Drury and Opāheke southern growth area includes the most substantial proportion of future urban areas in Auckland (45%).

The 'Plan Change Area' is located within an area commonly referred to as Drury East. This area is generally defined by the land east of the southern rail line and State highway 1 extending towards generally bounded by Drury Hill Road, Hingaia Stream and Appleby Road, an approximate area of 600 hectares.

The 'Plan Change Area' is also near the existing Drury town centre (800m) across the Southern Rail Corridor, a well-established centre of light commercial and industrial employment and activity.

2.2 BREMNER ROAD DEVELOPMENT (AURANGA)

To the west of Drury is the Bremner Road development called Auranga. The development comprises of approximately 68 Hectares and is a Special Housing Area (SHA) development expected to deliver at least 1,000 new homes. The Auranga development is moving ahead in its second season of earthworks with houses expected to be delivered in the next year or two.

2.3 FUTURE SURROUNDING DEVELOPMENT

Surrounding the 'Plan Change Area' are a couple of developments being proposed and progressed. To the south of the subject across Waihoehoe road is Kiwi Property Ltd who are looking at establishing a Metropolitan Centre and Mixed Use area. To the south East is Fulton Hogan who are developing plans for a similar residential development bounded between Waihoehoe Road, Fitzgerald Road, and Drury Hills Road.

Figure 03- Location Plan

- *Drury Industrial Area (approx)*
- *Drury Residential Area (approx)*

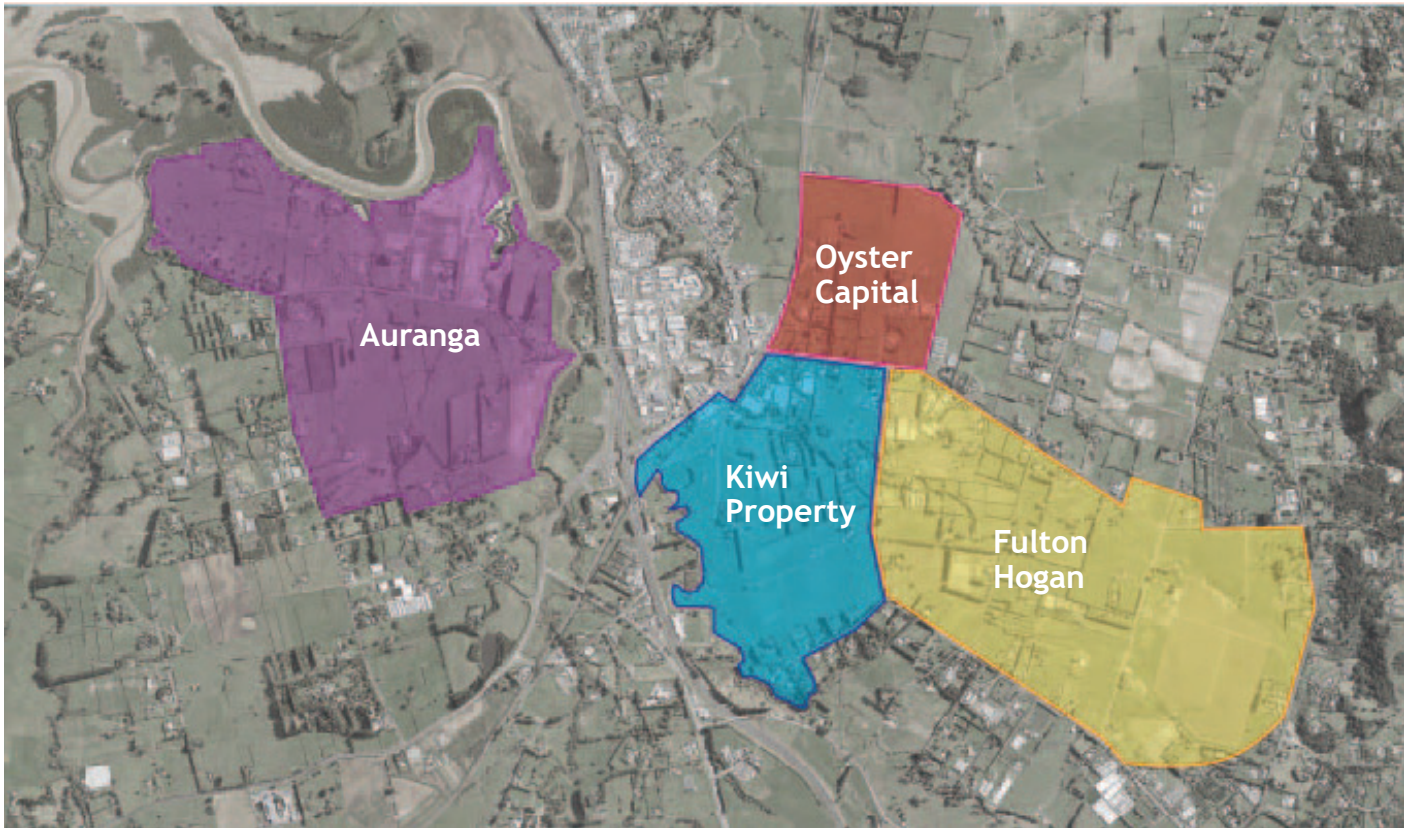


Figure 04 - Current & Future Surrounding Developments

2.5 FUTURE TRANSPORT INITIATIVES

2.5.1 Mill Road Corridor

The proposed Mill Road corridor project would provide an additional strategic north-south corridor for southern Auckland, connecting Manukau and Drury to the east of the Southern Motorway.

The vision is for the highway to run from Redoubt Road in Manukau to current and future employment zones in the south and enable growth in areas such as Drury East, providing passage for around 40,000 daily commuter trips.

Phase one takes in the northern section from State Highway 1 at Manukau to the intersection of Mill Road and Popes Road while stage two runs from Mill Road/Popes Road intersection to Papakura and Drury.

2.5.2 Drury Train Station

Drury previously had a train station on the main trunk line which was opened in 1875. Later in 1918 this station was replaced and combined with the closed Runiciman Station nearby, in a new location in Drury. The Drury station was finally closed on 21 May 1972.

In 2012 A new station at Drury was proposed by the Papakura Local Board. A new station in Drury is now actively being worked on by Auckland Council and central government as part of a wider transport network strategy. This is now funded and will be delivered by 2024.

Figure 05

Data sourced from Auckland Council

Proposed New Drury Train Station (approx location)

Proposed Mill Road Corridor Routes (approx location)

Southern Rail line

2.6 CULTURAL VALUES

There is plenty of evidence of pre-European settlement in the Drury area by Maori, with archaeological sites being identified along the coastal margins of Drury West and in the Drury Hills to the east. There is also recorded evidence of a Pa site north of Wharf Street at the mouth of Slippery Creek.

Oyster Capital has been engaging with consulting local Iwi about the future of this site. Please refer to the AEE report for further information on this.

Oyster Capital have received Cultural Values Assessments from the following iwi groups:

- Ngati Te Ata
- Ngai Tai Ki Tamaki
- Ngati Tamaoho Trust
- Te Akitai

The common key issues that were identified across all the cultural value assessments were:

- Protection of waterways.
- The use of Te Aranga Maori Design Principles in any development proposal.
- Support for provisions that improve ecological and biodiversity outcomes
- Input to place naming.
- Support of treatment train approach for stormwater.
- Further consultation and discussion are ongoing with four Iwi named above.
- Existing natural character and landscape

2.7 NATURAL LANDSCAPE CHARACTER

The 'Plan Change Area' is generally characterised by open pasture land with a gently rolling terrain across most of the site, slowly transitioning into a flatter lower lying terrain towards the north. There are couple intermittent streams that cross the site from east to north-west terminating at the railway corridor or the northern boundary or at Waihoihoi Stream. Several farm drains also criss-cross the 'Plan Change Area', created over the years by previous owners farming the land. This also includes a few online man made stormwater ponds.

Trees are generally confined to shelter belts except for a tree-lined long driveway of 76A Waihoehoe Road. This driveway also delineates the separation between the larger farm block land parcels and the smaller lifestyle block properties adjacent to the rail corridor.

2.8 WATER HAZARDS

There are significant flood prone and flood hazard areas within the Drury east area. These flood hazards are the most prominent risk associated with urban development in Drury – Opāheke. There are significant floodplains associated with the major stream catchments that run through the area. Coastal inundation can also cause flooding and is included in the floodplain mapping by Auckland Council. All forms of flooding will likely be increased in the future by climate change. The predicted increases have been included in the floodplain maps, but there is some degree of uncertainty to this. Auckland Unitary Plan policy for urban greenfield land requires that building be avoided within floodplains.

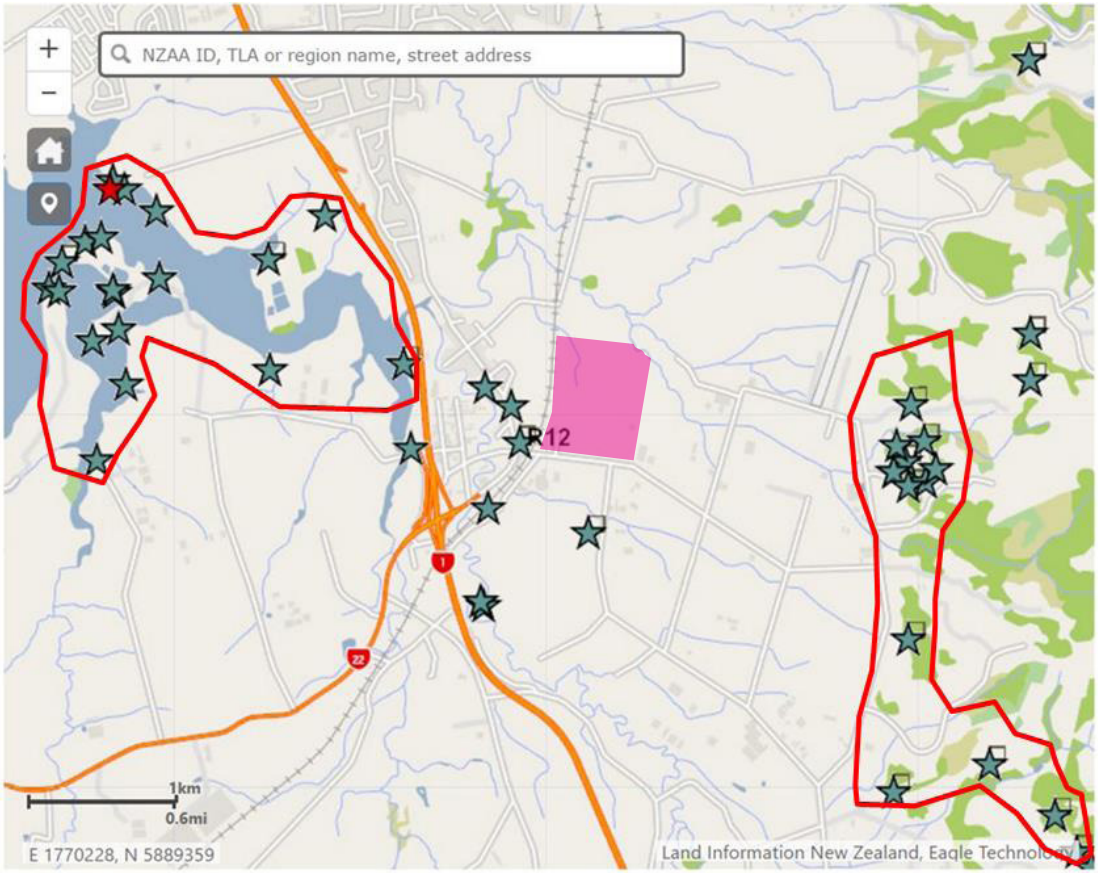


Figure 06
Recorded Archelogical Sites of Maori Origin
Image sourced/extracted from "Historic Heritage Topic Report - Drury Structure Plan - Aug 2017 - John Brown and Adina Brown".

Plan Change Area

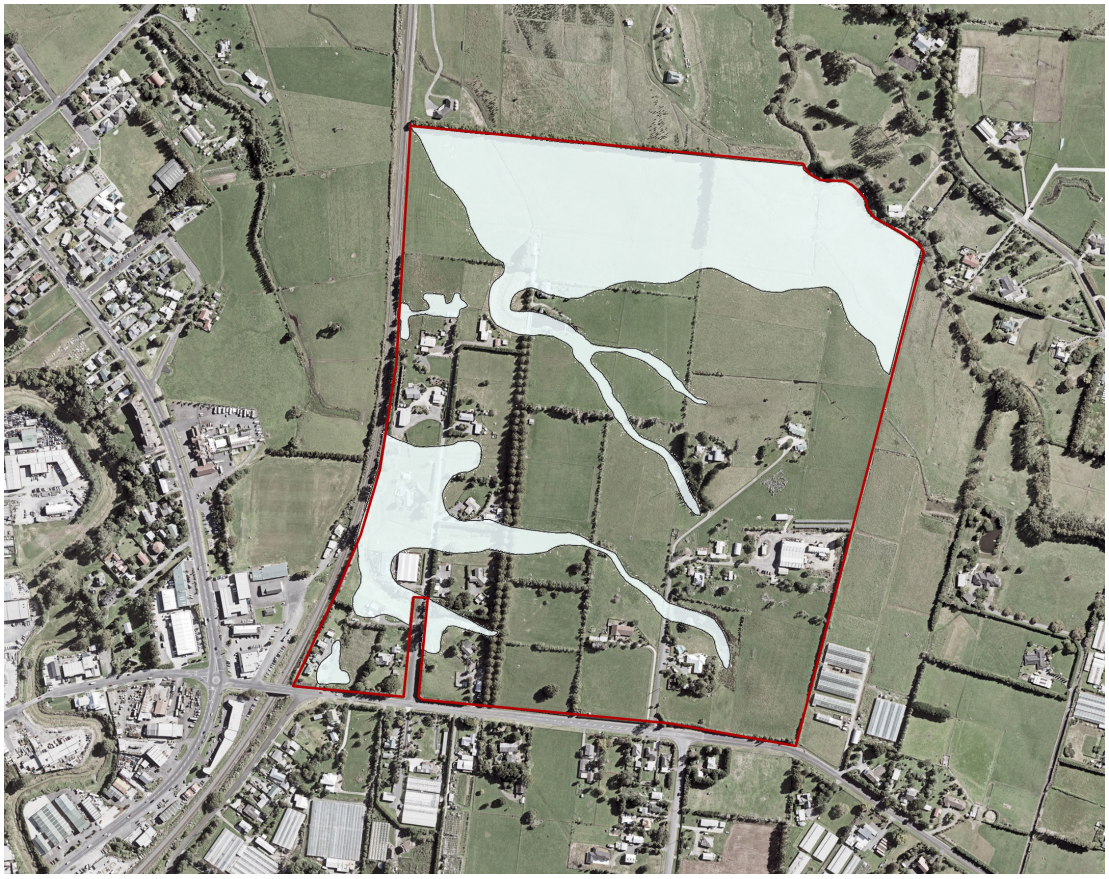


Figure 07
Flood Plain Extents.
Data source: Auckland Council GIS Maps.

Plan Change Area

Indicative Flood Plains Extents Area

2.9 THE AUCKLAND PLAN AND AUCKLAND COUNCIL'S DRURY - OPAHEKE STRUCTURE PLAN

The Auckland Plan (2050) signals that over the next 30 years, Auckland could grow by another 720,000 people to reach 2.4 million. To meet the challenges associated with population growth in Auckland, the Auckland Plan anticipates that land for an additional 313,000 dwellings and about 263,000 additional jobs will be needed to support this growth. Part of that growth will occur in southern Auckland and within the Drury and Opāheke area.

Auckland Council recently released its Structure Plan work on the Drury – Opāheke area.

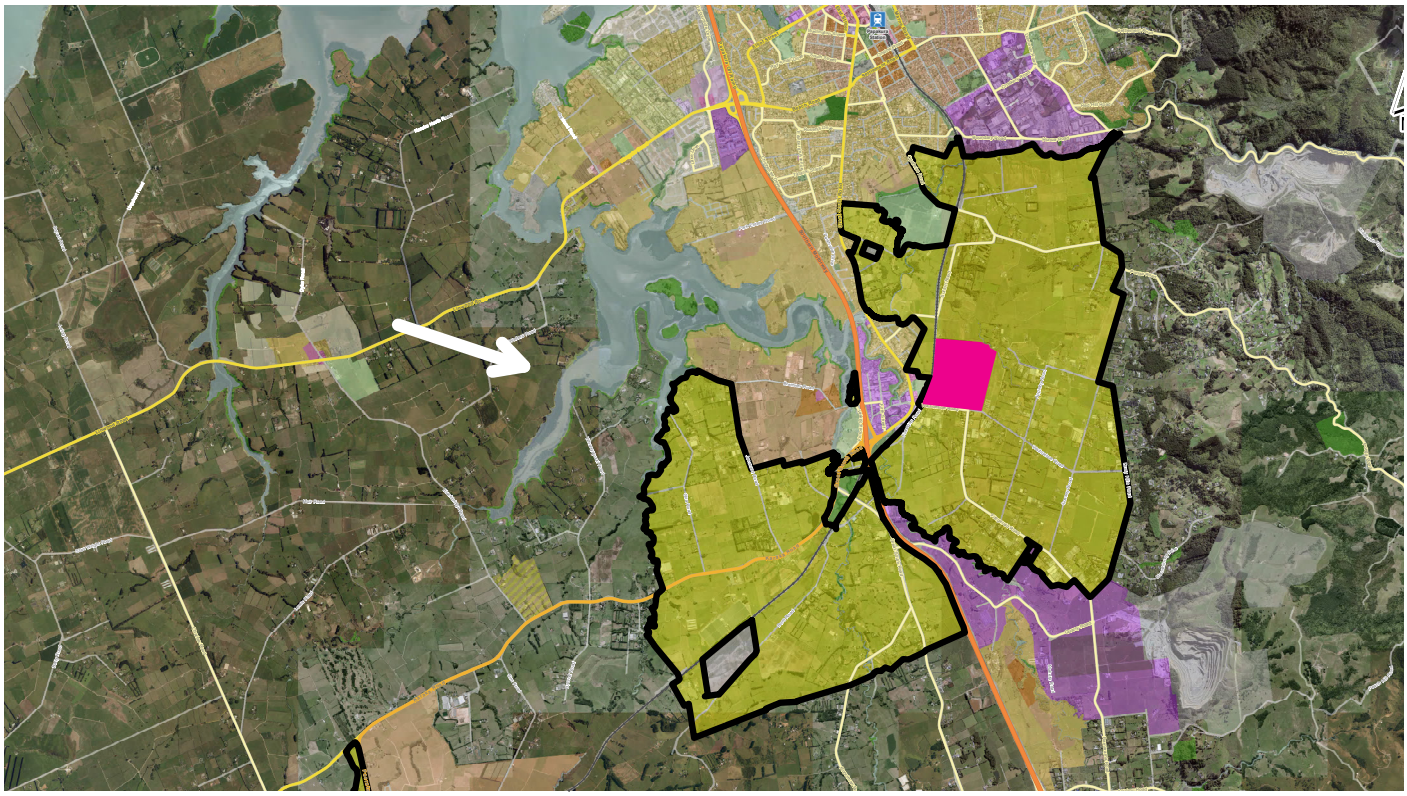
The Key outcomes that Auckland Council wished to achieve from the Drury – Opāheke structure plan area are;

- Community Focus
- Quality Built Environment
- A well-connected Drury – Opāheke
- Integration with Infrastructure delivery
- Manage natural hazards
- Embrace and enhance the natural environment

Overall the development of the Drury – Opāheke structure plan area is expected to occur over the next 30 years and is estimated to provide about 22,000 houses and about 12,000 jobs with a population of about 60,000. By comparison, this is a population similar in size to that of Rotorua or Napier. The 'Plan Change Area' is contained within The Drury – Opāheke Structure Plan Area.

Figure 08
Drury - Opaheke Structure plan Area
Extract from Auckland Council Draft Drury - Opaheke Structure Plan Document.

Structure Plan Area
Plan Change Area



3.0 OPPORTUNITIES AND CONSTRAINTS

The 'Plan Change Area' has several features, both physical and non-physical, that can often be interpreted as a constraint or opportunity depending on the way the issue is approached. For this reason, all opportunities and constraints have been considered together, as equal pieces of data that will inform a design lead solution.

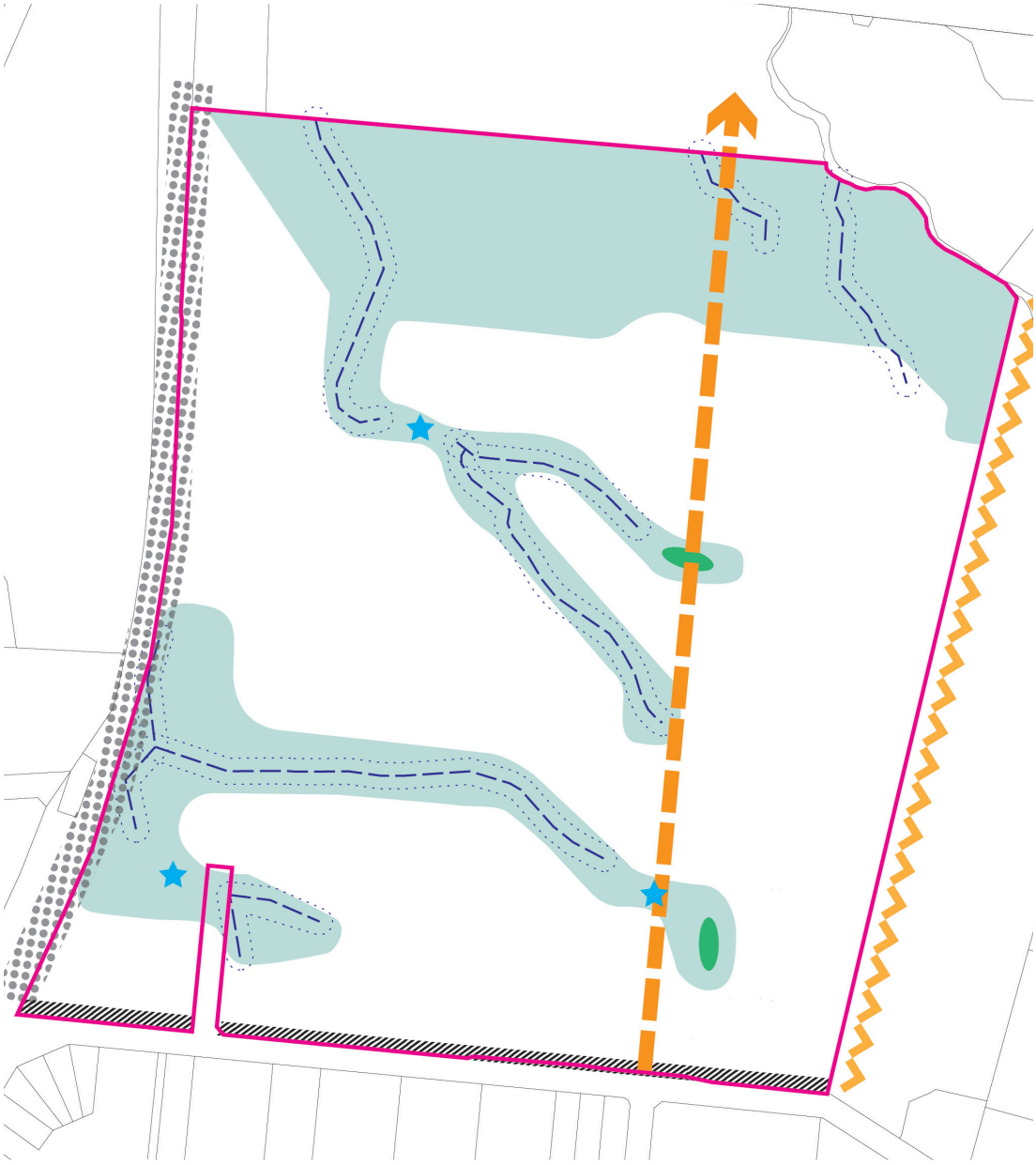


Figure 09
Opportunities and Constraints Diagram

- *Plan Change Area*
- *Existing intermittent streams & riparian margin.*
- *Existing wetlands*
- *Existing farm ponds*
- *Indicative Flood Plain Areas*
- *Collector road (Fitzgerald Rd Extension)*
- *Waihoehoe Rd interface and potential road widening.*
- *Railway corridor Interface*
- *Eastern interface*

Note:

1) Existing streams, wetlands and farm ponds sourced from Freshwater solutions report

2) Indicative Flood Plain Areas sourced from Auckland Council GIS Maps

3.1 WAIHOEHOE ROAD

Waihoehoe road is proposed to be classified as a collector road with an accompanying change in road design to reflect this status. This will accommodate for the future change in use of the 'Plan Change Area' and surrounding areas. This change in status places a few constraints on the 'Plan Change Area'.

The first constraint is a requirement for a nominal land take of 6m is potentially required along the entire length of the 'Plan Change Area' fronting Waihoehoe road. This land take will provide for the extra carriageway width and improved pedestrian, cycling and public transport facilities.

Secondly, road intersections will need to be minimised to ensure the collector road can function as intended. It is anticipated that a maximum of three intersections can be accommodated comfortably along the length of Waihoehoe Road fronted by the Proposed 'Plan Change Area'. The first being the existing intersection of Waihoehoe road and Kath Henry Lane. The second a new signalised intersection at the intersection of Waihoehoe road and Fitzgerald road, and lastly a third intersection to be located approximately equidistant between the former two intersections.

Lastly, due to the collector status, driveway access from individual properties onto Waihoehoe road will not be permitted. Thereby requiring all future lots and housing fronting Waihoehoe road to either be rear loaded via a lane or similar or be fully accessed via a secondary road. Houses backing onto Waihoehoe road shall not be permitted in keeping with best practice urban design.

3.2 NEW COLLECTOR ROAD CONNECTION

Auckland Council has expressed a desire to provide for a new collector road through the site that will connect Drury northward and help provide for a better public transport network for the area. This arterial route will have similar restrictions to those on Waihoehoe road. Primarily being a restriction on driveway access for individual lots and homes, with homes located along and fronting this arterial road to be accessed primarily via a rear lane or secondary road.

3.3 STREAMS AND FLOOD PRONE AREAS

There are several intermittent streams and wetlands with associated flood-prone areas located within the 'Plan Change Area'. There is also one permanent stream located along part of the northern boundary of the site with and large associated flood-prone area. Each stream generally traverses the site from the east to the west or north-west of the 'Plan Change Area'. The location and winding nature of each of these streams will challenge a rationale and sensible urban network. To achieve a sensible urban layout, it is anticipated that several road crossings will be required. However, the aim should be to keep these at a minimum as each crossing can reduce the effectiveness of each stream as a natural habitat for flora and fauna.

Wetlands are a great water management device while providing for a superior natural habitat area for local flora and fauna. All wetlands should be maintained, enhanced and if possible expanded.

There are a couple of existing man-made ponds within the 'Plan Change Area'. Each of these man made ponds areas should be removed restored back as a stream or wetland as appropriate and recommended by Nick Carter in his ecological report.

3.4 RAILWAY CORRIDOR

Along the western boundary of the 'Plan Change Area' is the southern rail corridor. The corridor is approximately 20 meters in width with the rail line generally sitting slightly lower than the 'Plan Change Area' at the southern end, raising above the 'Plan Change Area' towards the northern end, where it is noticeably higher than the surrounding land at the Sutton Road railway intersection. Earth bunds flank either side for the majority of the corridor that abuts the 'Plan Change Area'.

The interface challenges that this creates will have to be carefully considered within any design response both regarding the urban structure and the house lot arrangement.

3.5 EASTERN INTERFACE

Properties along the eastern edge of the 'Plan Change Area' will have to consider how they will manage the development of or the non-development of the adjacent property. Likely, development of the neighbouring property to the east may not occur at the same time as the 'Plan Change Area', and therefore level changes and presence of an open farm drain within the neighbouring property along the boundary will need to be carefully considered and managed. This may likely require properties within the 'Plan Change Area' along this boundary to either provide additional depth within the rear yards of any lots abutting this boundary or other similar measures to accommodate for any interface issues not yet fully identified.

3.6 PROXIMITY TO AMENITY

The 'Plan Change Area' is well located with regards to current and future amenity, which should be optimised for the site's benefit. These include;

- The existing Drury local centre and industrial employment area,
- Future public transport, including a future rail station already discussed and the provision for future public transport along future collector roads proposed within the wider Drury and Opaheke structure plan area.
- The future Drury Centre that is currently being progressed by Kiwi Property and,
- Drury Park to the west of the 'Plan Change Area' across the rail corridor.

4.0 THE PROPOSAL

4.1 STRUCTURE PLAN

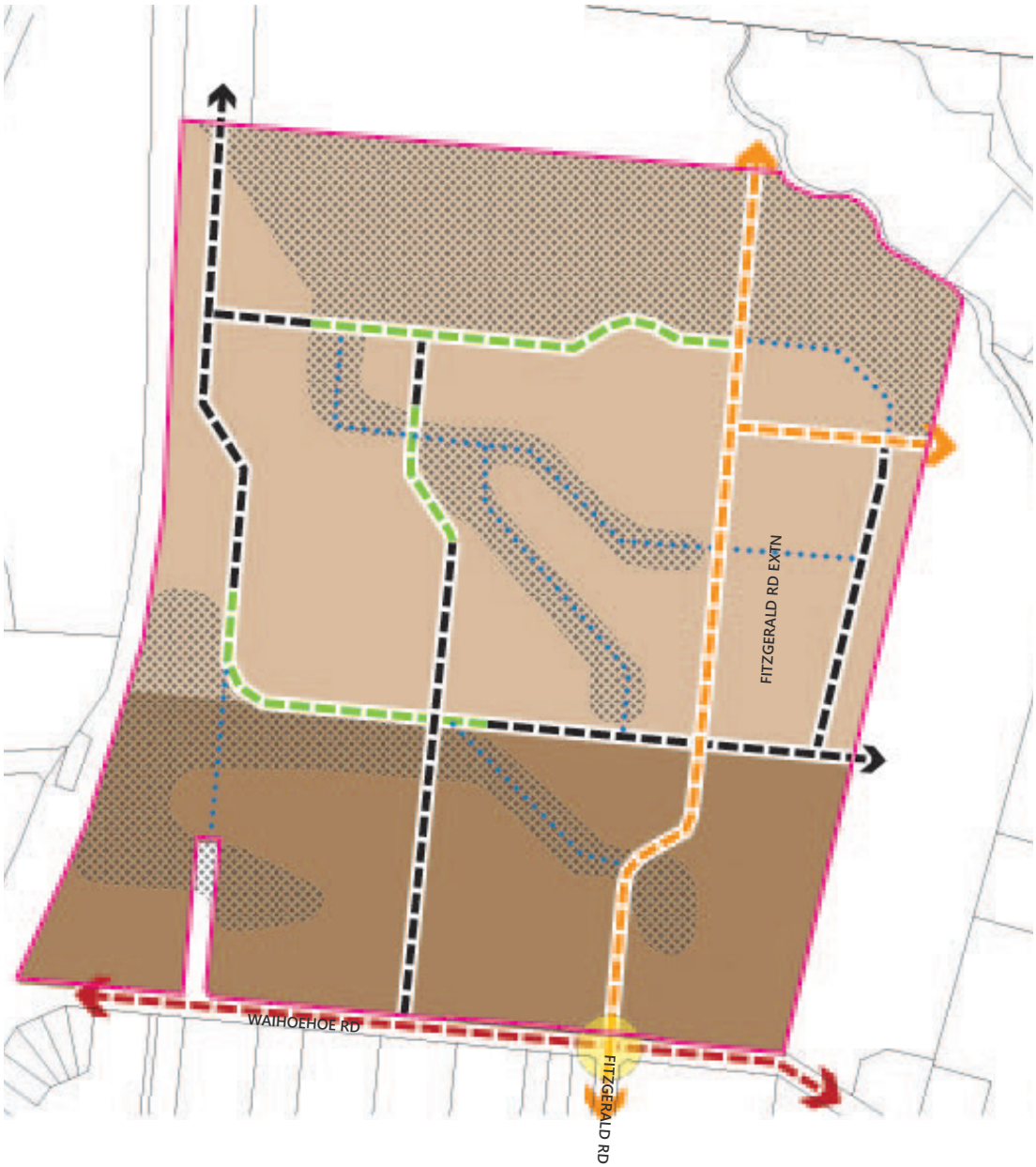
The proposed structure plan is informed by the context analysis and the opportunities and constraints identified while balancing three key elements based on best practice urban design to deliver an urban development framework that is, rationale, legible and achievable.

These key elements are;

- Provide a logical and key movement network that creates a connected urban framework that offers transport choice.
- Create an open space network, based around the existing stream and ecological environment,
- Provide for different housing density and distribution that is appropriate for the 'Plan Change Area's location and site features including consideration of the different stormwater subcatchments within the area.

Figure 10
Proposed Structure Plan

- *Plan Change Area Boundary*
- *Southern SW sub-catchment coverage control area*
- *Northern SW sub-catchment coverage control area*
- *Collector Road*
- *Local Road*
- *Park Edge Road*
- *Signalised Intersection*
- *Drainage Reserve (to be defined through detail design)*
- *Existing Wetlands*
- *Green Link / Swale*
- *Potential Waihoehoe Rd widening. Depth and dimension to be comfirmed at a later*



4.2 PROPOSED MOVEMENT NETWORK

The proposed movement network identifies approximately six key streets that must be delivered. These six streets form the basis of a sensible urban framework that is in keeping with best practice urban design. The super urban grid formed by this street network results in no two key streets being any more than 300m from each other. This is consistent with providing an excellent walkable neighbourhood (5min walk or 400m) and is consistent with the moderate walking distance principles discussion within Mr John Duguid's independent hearing panel evidence on Proposed Auckland Unitary Plan rezoning in Topic 080 and as discussed within the evidence of Cribbens, Wren and Winter (Transport) "Part D - PT PED Sheds moderate Walking Distances" and "14. Centre Walking Distances"

The permeability and connectivity of this super urban network will be further enhanced when off-road pedestrian and cycle movement is considered through the open space network and when each of the super blocks is further subdivided with local streets at a later stage. Off street pedestrian and cycle networks are not shown at this stage as this will be established through detail design of the open space network that will occur through a resource consent process following this plan change process.

Figure 11
Proposed Structure Plan

- *Plan Change Area Boundary*
- *Arterial*
- *New Collector Connection*
- *Local Road*
- *Park Edge Road*
- *Potential Off road Pedestrian / Cycle connections*
- *Signalised Intersection*

4.4 PROPOSED ROAD CROSS SECTIONS

4.4.1 Fitzgerald Road Extension (23.4m) -50kph

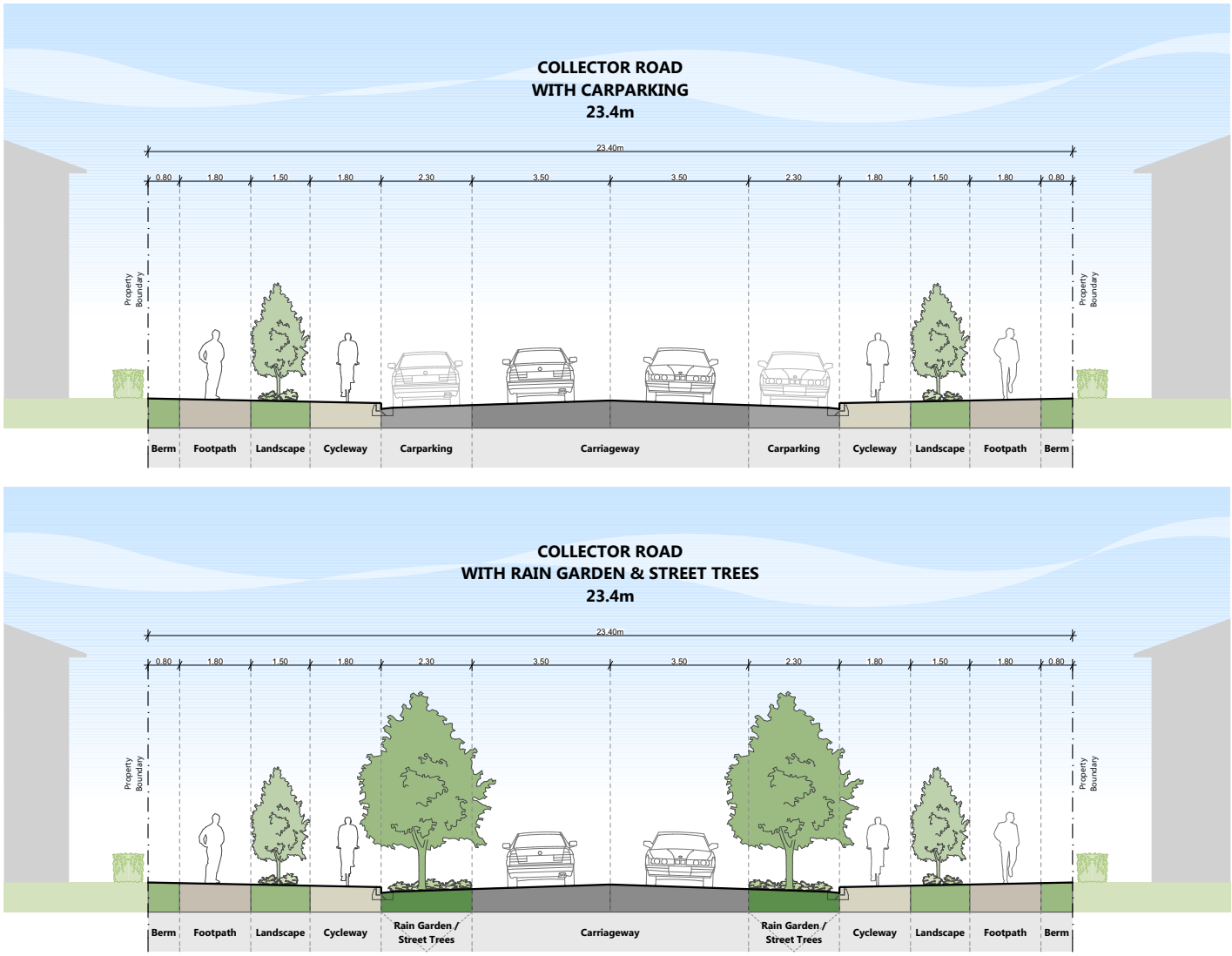
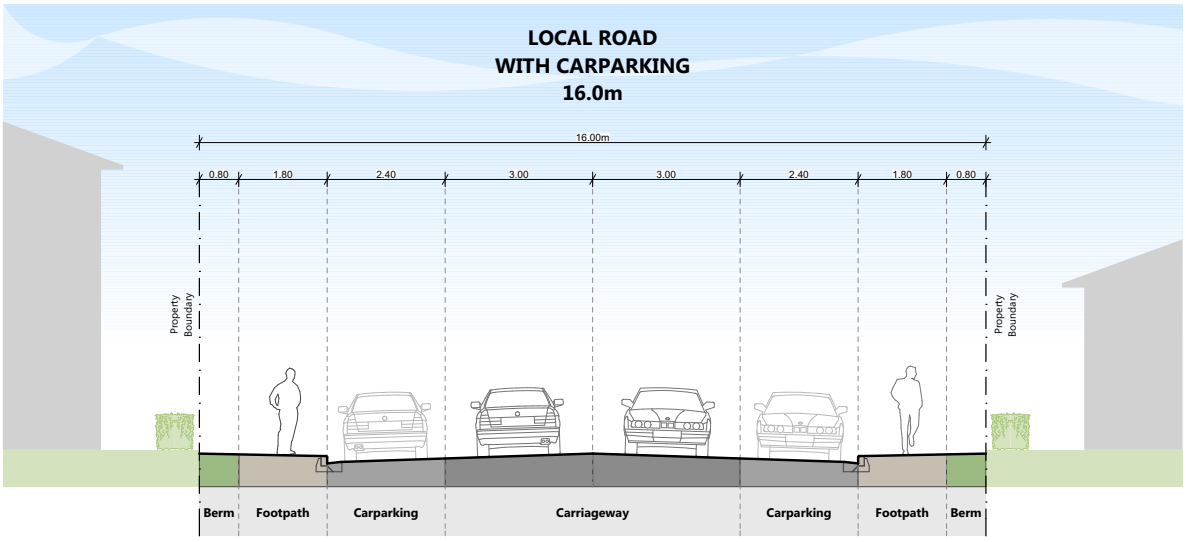


Figure 12

Urban Arterial / Collector

4.4.2 *Typical Local Roads (16.0m) - 30kph*



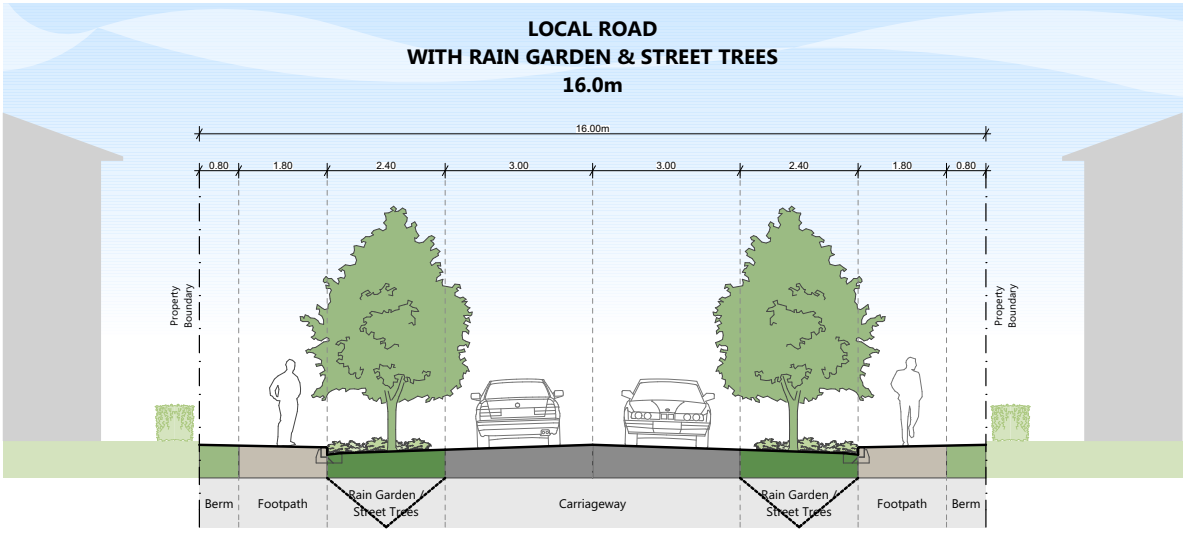


Figure 13
Local Road

4.4.3 *Typical Park Edge Road (13.5m) - 30kph*

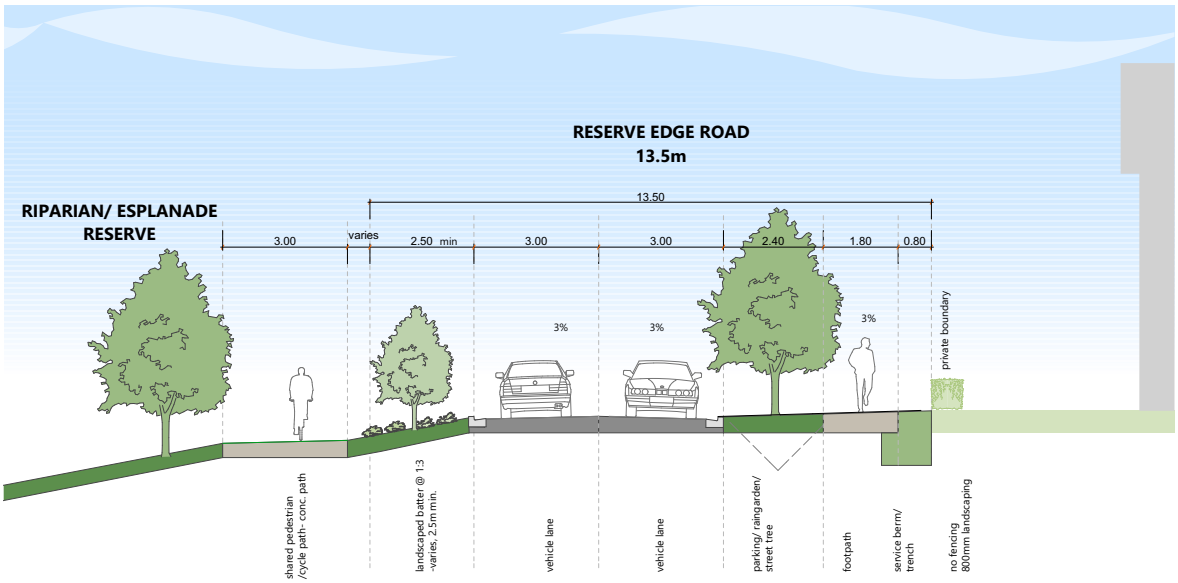


Figure 14
Park Edge Road

4.5 PROPOSED BLUE/GREEN & OPEN SPACE NETWORK

Open Space within 'The Structure Plan' has been developed around the existing intermittent streams and flood sensitive/prone areas based on the assessment undertaken by Nick Carter from Freshwater Solutions Ltd and the mapping available from Auckland Council GIS Maps.

Most flood sensitive/prone areas are consistent with the alignment of all the intermittent streams within the site, and they are generally consistent with the width of each intermittent stream's riparian margin. The exception being the flood plain across the entire northern quarter of the site and a portion of flood prone area associated with the existing lifestyle blocks adjacent to the southern rail corridor. These areas are proposed to be left undeveloped, and remain as drainage reserves, with minor adjustments to the outer extents to ensure sensible development blocks are achieved.

All existing intermittent streams are proposed to be kept in their current alignment with a 10m riparian margin on either side of the stream edge. Additionally, all existing wetlands are proposed to be kept within their current locations. However, these will need to be reformed to ensure that these devices function correctly as water management devices and ecological areas and to fit appropriately within the proposed development layout. These spaces are anticipated to have naturalised planting with an ecological focus.

There are a few existing farm ponds across the 'Plan Change Area'. These ponds are proposed to be removed and replaced either as intermittent stream or wetland depending on its location within the drainage corridor.

To activate the drainage reserve spaces and to reduce CPTED related issues, pedestrian walkways and cycle paths are anticipated either along the edges of, or through these drainage reserve spaces as appropriate, adding to the overall permeability and connectivity of the area. Opportunities for playgrounds, small pocket park spaces and other similarly scaled recreational activities are also anticipated to be accommodated along the edges of, and within these drainage reserve corridors, adding to and enhancing the stream-based amenity of the development. Where possible reserve edge roads are proposed to be delivered as part of the Key Movement Network to further open and activate these spaces as an integral part of the development.

4.6 GREEN LINK (SWALES)

Two green links are proposed within the structure plan. Each green link is proposed to be a swale or similar device that will collect and treat overland water runoff. Each green link connects into one of the two wetlands proposed to be retained at the head of their respective streams. These swales will help improve the functionality of each of the two wetlands by providing additional treated water flows into them as part of a staged water treatment train through the proposed development.

Each green swale is anticipated to be provided within a publicly vested road reserve or within a private lane. In the instance of the green link from Waihoehoe road to Wetland 1 (refer ecological report), it is anticipated that this swale will be provided within the road reserve corridor requiring a minor modification to the road cross section along this short length of the road.

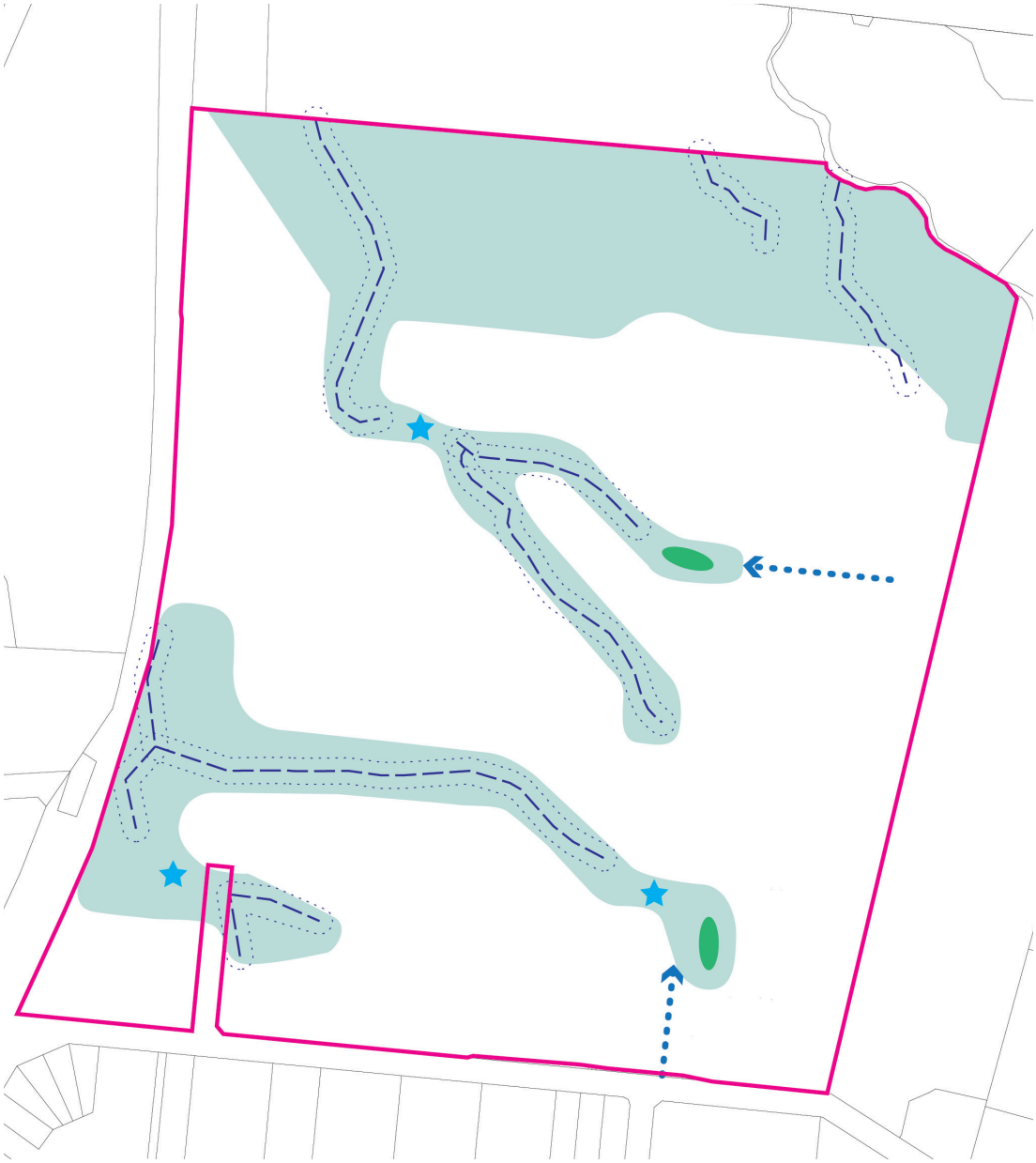


Figure 15
BLUE NETWORK

- *Plan Change Area Boundary*
- *Existing intermittent stream with riparian margin.*
- *Existing wetlands*
- *Existing man made farm ponds*
- *Indicative Flood Plain areas, Future Drainage Reserve (to be defined through detail design)*
- *Proposed swale*

Note:

1) Existing streams, wetlands and farm ponds sourced from Freshwater solutions report

2) Indicative Flood Plain Areas sourced from Auckland Council GIS Maps

4.7 PROPOSED ZONING

The proposed zoning for the Waihoehoe Road precinct area has been directly informed by the outcomes sought within The Structure Plan. Conversely, the Zoning Plan has informed parts of The Structure Plan. Specifically how zoning and any specific precinct controls are applied so that it adheres to the approach taken within the AUP:OIP and as per guidance from the independent hearing panel received 31 July 2015 regarding "Best practice approaches for rezoning", as well as meeting best stormwater management procedures.

The 'Plan Change Area' and precinct are proposed to be zoned as Terrace Housing and Apartment Building (THAB) Zone across the entire site to be in accordance with Auckland Council's Structure Plan. It is also proposed that the plan change area be split into two coverage control areas. This proposal arises from expert recommendations around the sub-catchments that are present on site to mitigate stormwater effects - See Figure 18.

The boundary between the two sub-catchments runs approximately along a key structure plan road which is proposed as the future boundary for any coverage control purposes. This is proposed to be 255m from the existing Waihoehoe Road reserve boundary. This boundary does not follow the sub catchment boundary as shown in the Tonkin Taylor Stomwater report for this plan change area. This boundary assumes a future development scenrio whereby the land can be earthworked to reuslt in a more cohesive urban form. This boundary is subject to ongoing technical investigation and may decrease and not increase in size.

The Southern Coverage Control Area is adjacent to Waihoehoe road and has been utilised to add density around the future Metropolitan Centre to bolster the viability of the centre as a walkable centre. The extent of Southern Coverage Control Area proposed (255m from the existing Waihoehoe Road reserve boundary) has been determined by the drainage need for the sub-catchment area. This also aligns with a 10min moderate walk (800m) from two locations. The first is from the proposed future Drury train station and the second from the proposed future heart of the Town centre. The Northern Coverage Control Area is located provides a transition to lower density housing, which is anticipated to occur on adjacent neighbouring land to the north of the Plan Change area.

This approach is consistent with the approach taken elsewhere within the AUP:OIP, adheres to natural requirements in regards to coverage controls for stormwater mitigation and is consistent with the moderate walking distance principles discussion within Mr John Duguid's, Auckland Council's evidence to the Interdependent Hearings Panel on zoning (Topic 080).

The proposed zoning will potentially allow for up to 1,000 dwellings within the 'Plan Change Area'. This number accounts for natural features, roads, parks and other areas that can not accommodate housing.

Open Space is not shown on the Zoning plan as this will occur once the relevant open space areas are physically created and publicly vested. The strcutrure plan shows which streams and the extent of open space that will likley eventuate through this process.

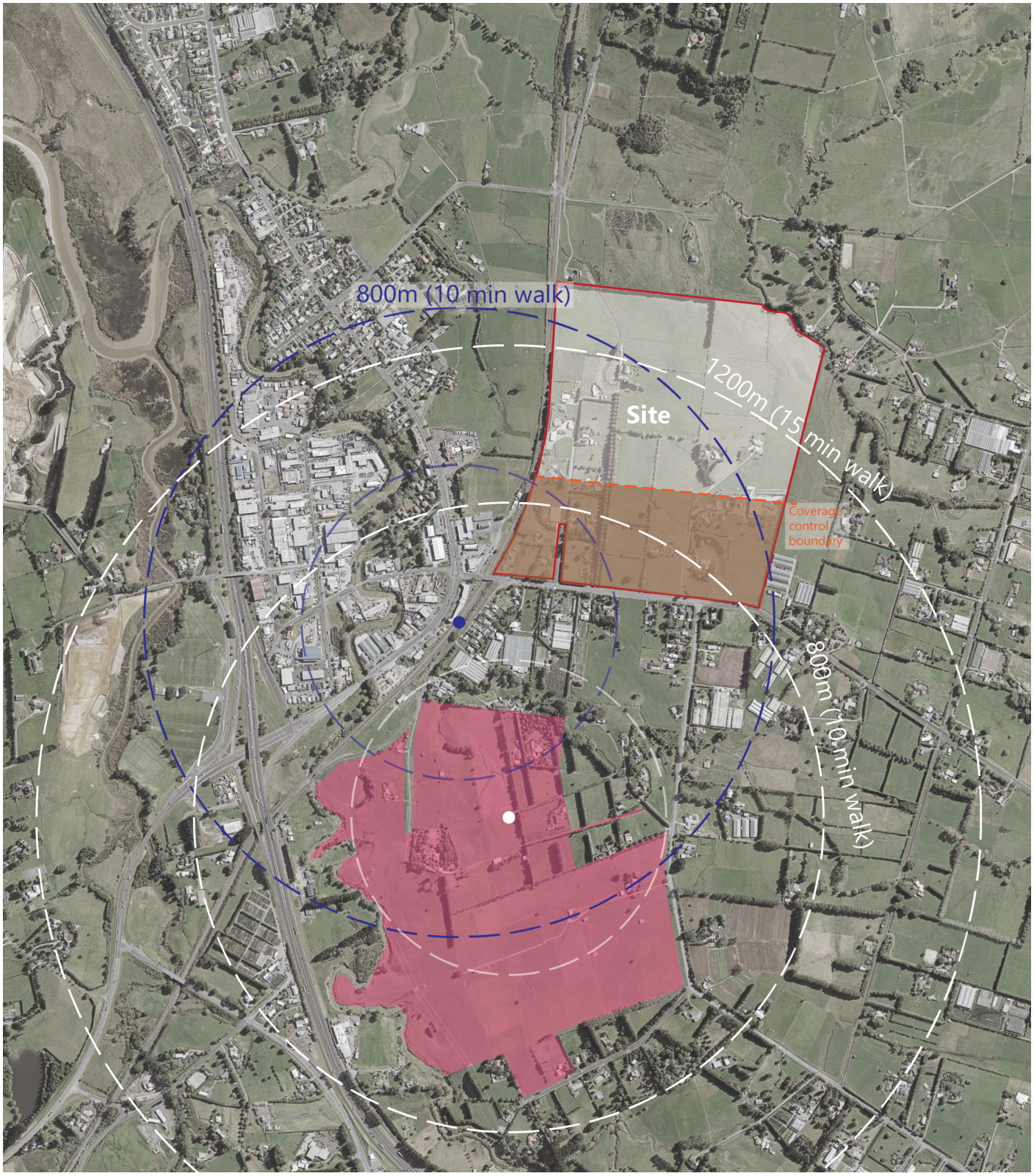


Figure 16 - Coverage Control Area Rationale

- *Plan Change Area Boundary*
- *Coverage Control Boundaey*
- *Proposed Higher Coverage Area*
- *Kiwi Property Land holdings (approximate)*
- *Proposed New Drury Train Station and PED Shed*
- *Proposed Town Centre Heart and PED Shed*

4.8 DRURY EAST - ZONE COORDINATION

Oyster Capital has been working with the surrounding land holders whom are undertaking their own Plan Changes to ensure that the proposed zoning not only works with the proposed 'Plan Change Area' but within a future wider area of Drury East. Thus ensuring that both the 'Plan Change Area' and the Drury East area will deliver a community that is well thought out and in keeping with best practice urban design.

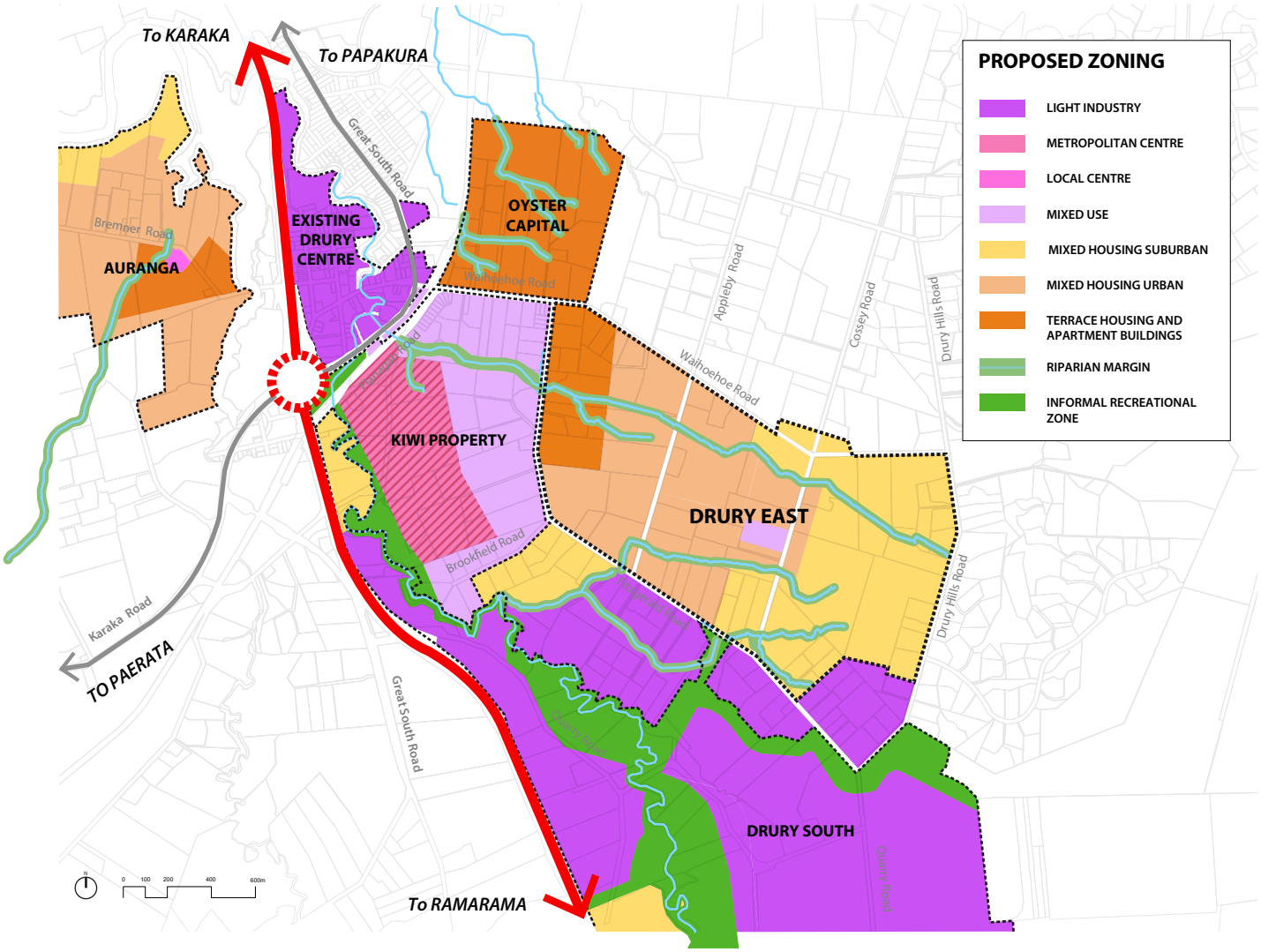


Figure 17 - Drury East - Zone Coordination

Figure 18 - Proposed Coverage Control Area Split

— *Plan Change Area Boundary*

Coverage control south zone (higher density)

Coverage control north zone (lower density)

5.0 CONCEPT DEVELOPMENT PLAN

The following concept development plan demonstrates how the the structure plan will deliver all the key elements proposed within the structure plan, such as roads, open spaces and super blocks. The resulting layout is consistent with best practice urban design, community building and urban development. Each super block is of an appropriate scale, size and arrangement that will enable appropriate smaller blocks to be delivered through subsequent Resource Consent applications that further reinforce the urban layout established.

Each Super block has been tested against typical development densities (based on current urban developments within Auckland) to determine the dwelling capacity within the 'Plan Change Area' to help inform other technical studies. This exercise demonstrates that potentially 1,000 homes can be accommodated within the 'Plan Change Area' subject to the market and further detailed design.

SUPER BLOCK	COVERAGE CONTROL		LOW	MED	HIGH
		DUPHA	30	40	50
		Area	UNITS	UNITS	UNITS
SB1	SOUTH	29,243	88	117	146
SB2	SOUTH	9,572	29	38	48
SB3	SOUTH	26,126	78	105	131
SB4	SOUTH	29,914	90	120	150
SB5	SOUTH	10,716	32	43	54
SUB TOTAL		105,571	317	422	528

SUPER BLOCK	COVERAGE CONTROL		LOW	MED	HIGH
		DUPHA	18	25	35
		Area	UNITS	UNITS	UNITS
SB6	NORTH	7,423	13	18	25
SB7	NORTH	25,991	46	65	91
SB8	NORTH	18,115	33	45	63
SB9	NORTH	27,969	50	70	98
SB10	NORTH	14,419	26	36	50
SB11	NORTH	13,460	24	34	47
SB12	NORTH	44,068	79	110	154
SB13	NORTH	2,125	4	5	7
SB14	NORTH	5,682	10	14	20
SB15	NORTH	14,401	26	36	50
SUB TOTAL		163,209	311	433	605
TOTAL		268,780	628	855	1,133

	M²	HA	%
CC SOUTH	105,571	10.6	22
CC NORTH	163,209	16.3	33
DRAINAGE RES	166,115	16.6	34
ROAD RES	54,349	5.4	11

Figure 19 - Concept Development Indicative Dwelling Capacity Table.

KEY

- SB# DEVELOPMENT BLOCKS
- COVERAGE CONTROL SOUTH
- COVERAGE CONTROL NORTH
- DRAINAGE RESERVE
- ROAD RESERVE & CARRIAGEWAY

6.0 ILLUSTRATIVE MASTERPLAN

Figure 21 - Illustrative Materplan

Note: This Illustrative Masterplan shows how the Plan Change Area could potentially look once fully developed in accordance to the Proposed Structure Plan and planning controls. This is only one possible outcome of many possible solutions.

7.0 CONCLUSION

This structure plan and plan change proposal will ensure a good urban development that is consistent with best practice urban design and community building. The structure plan will ensure a well-considered urban development is achieved through the delivery of key roads, open spaces, streams and other relevant key elements informed through a urban design lead approach. Each element has been considered in a logical and sensible manner that respects existing land ownership patterns, natural features and other relevant site features and constraints that have been able to be identified at this stage.

This has resulted in the careful consideration of the structure plan, and each super block proposed. Each super block has been designed to enable the delivery of a connected and resilient community, through the careful consideration of their orientation, size and their ability to be sensibly broken up in the future into smaller development parcels. This will be undertaken as part of a separate and subsequent Resource Consent application process.

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