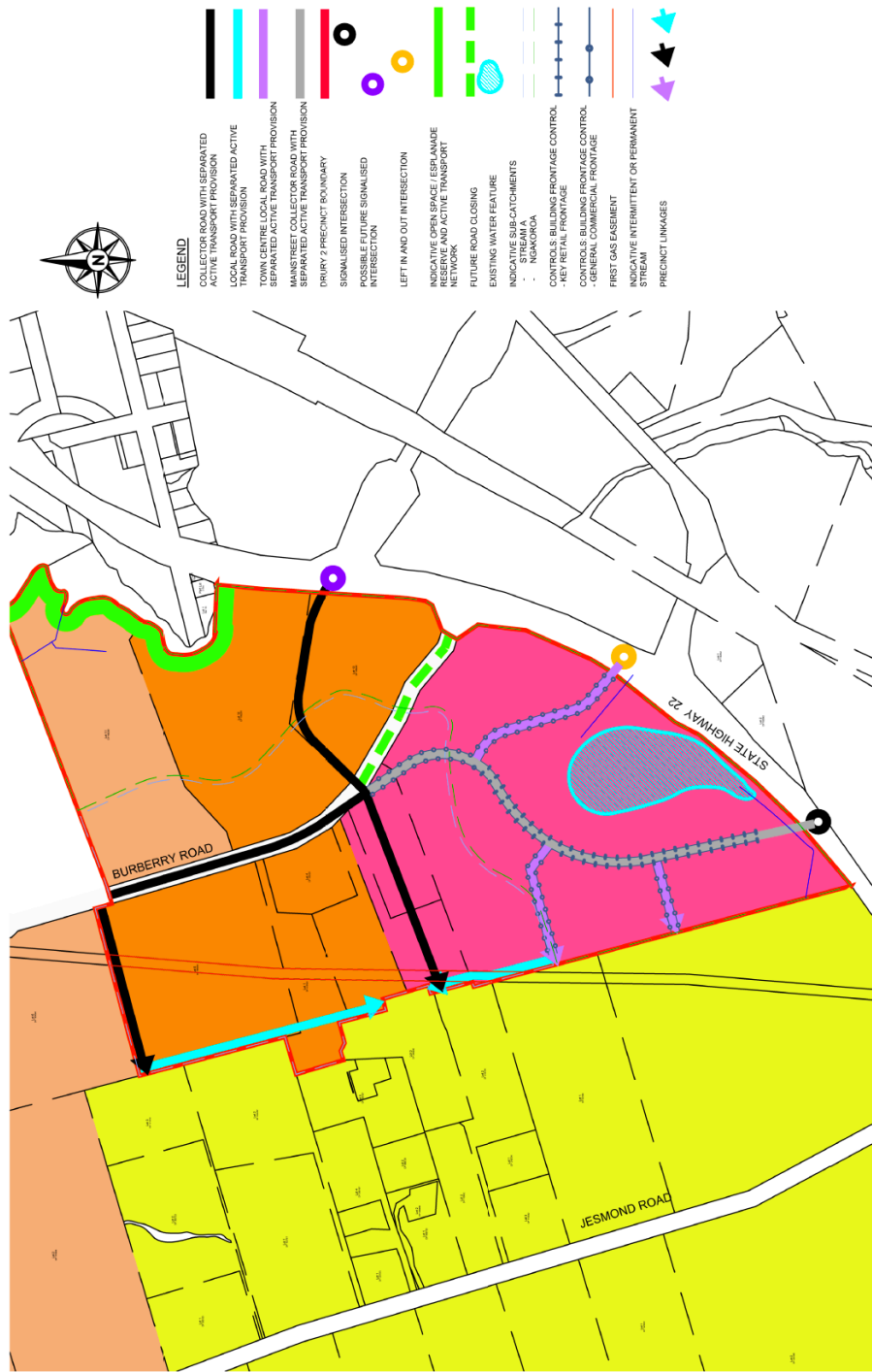


PC 51 - PRECINCT PLAN -



- LEGEND**
- COLLECTOR ROAD WITH SEPARATED ACTIVE TRANSPORT PROVISION
 - LOCAL ROAD WITH SEPARATED ACTIVE TRANSPORT PROVISION
 - TOWN CENTRE LOCAL ROAD WITH SEPARATED ACTIVE TRANSPORT PROVISION
 - MAIN STREET COLLECTOR ROAD WITH SEPARATED ACTIVE TRANSPORT PROVISION
 - DRURY 2 PRECINCT BOUNDARY
 - SIGNALISED INTERSECTION
 - POSSIBLE FUTURE SIGNALISED INTERSECTION
 - LEFT IN AND OUT INTERSECTION
 - INDICATIVE OPEN SPACE (ESPLANADE RESERVE AND ACTIVE TRANSPORT NETWORK)
 - FUTURE ROAD CLOSING
 - EXISTING WATER FEATURE
 - INDICATIVE SUB-CATCHMENTS
 - STREAM A
 - NSMORORA
 - CONTROLS: BUILDING FRONTAGE CONTROL
 - CONTROLS: KEY RETAIL FRONTAGE
 - CONTROLS: BUILDING FRONTAGE CONTROL - GENERAL COMMERCIAL FRONTAGE
 - FIRST GAS EASEMENT
 - INDICATIVE INTERMITTENT OR PERMANENT STREAM
 - PRECINCT LINKAGES

DATE		BY		FOR		APPROVED		DATE		BY		FOR	
M	28/07/19	JDK	110927	JDK	28/07/19	ISSUED							
L	28/07/19	JDK	110927	JDK	28/07/19	ISSUED							
K	28/07/19	JDK	110927	JDK	28/07/19	ISSUED							
J	28/07/19	JDK	110927	JDK	28/07/19	ISSUED							
I	28/07/19	JDK	110927	JDK	28/07/19	ISSUED							
H	28/07/19	JDK	110927	JDK	28/07/19	ISSUED							

2017-2020 12.29.19

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PROJECT: PLAN CHANGE B2 BREMNER ROAD DRURY

TITLE: PRECINCT PLAN

SCALE: 1:4,000 @ A1
1:4,000 @ A3

PROJECT NO: 1923-PC2B

DATE: 28/07/19

DRAWING NO: 003

REV: N

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003

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PLAN CHANGE 51 TEXT

Plan Change 51 Provisions (Note Panel has left this colour coding in so all parties can more easily follow the changes that have been made.

[Stormwater amendments blue track changes](#)

[Transport amendments green track changes](#)

[Parks amendments in purple track changes](#)

[Other submissions and S42A Report response amendments red track changes](#)

[20 August 2021 Version 3 track changes](#)

[30 August 2021 Version 4 track changes](#)

[26 November 2021 Reply Version 5 track changes](#)

[Hearing Panel's revisions post hearing as part of its deliberations](#)

Proposed Private Plan Change (Drury 2 Precinct) to the Auckland Unitary Plan (Operative in Part)

INSERT LIST OF MAP CHANGES TO ZONE, OVERLAYS, CONTROLS

IX Drury 2 Precinct

IX.1. PRECINCT DESCRIPTION

The precinct has an area of 33.65 ha and is bordered by the Drury 1 Precinct to the North, the Ngakoroa Stream to the east, [State Highway 22/Karaka Road \(SH22\)](#) to the south and land fronting Jesmond Road to the west. The site is gently rolling terrain with a number of small tributary streams of the [Ngakoroa Ngakoroa](#) Stream and Drury Creek.

The precinct provides for a town centre within Drury West, [as well as high density residential development Residential - Terrace House and Apartment Buildings Zoning adjoining the Town Centre and Residential- Mixed Housing Urban Zoning](#). This supports the growing resident and worker population of this area.

The realignment of Burberry Road ([and the closing of the existing intersection of Burberry Road and SH22](#)), [along with an intersection of the Mainstreet Collector Road with SH22 of this road, SH22 and McPherson Road](#) provides for an interconnected roading network from the Drury 1 Precinct, through the town centre to SH22. It also provides multi-modal transport links between future public transport opportunities, the Drury South [Industrial Precinct industry-park](#) and the Drury 1 Precinct to the north.

[The precinct provisions ensure the implementation of the roading pattern shown in Precinct Plan 1 and associated infrastructure upgrading is undertaken in a planned and coordinated manner to support development enabled within the precinct. In particular, these provisions include:](#)

- [• The existing intersection of Burberry Road/SH22 is to be closed and subdivision and development must develop alternative access. Increased traffic will exacerbate safety concerns at this intersection. No new or additional vehicle trips are permitted to or from the precinct using the existing intersection of Burberry Road and SH22.](#)
- [• A signalised intersection of the Mainstreet Collector Road with SH22 provides the necessary access to the Precinct, and with the extension of the Mainstreet Collector](#)

Road to Burberry Road provides for the future connections of the Precinct with the Drury 1 Precinct (which because of the limitations with the existing intersection of Burberry Road and SH22 is unable to access Burberry Road until these are resolved).

- The Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is constructed and operational prior to or with the first stage of subdivision and / or development.
- If an alternative roading connection is made outside of the Precinct prior to the Mainstreet Collector Road intersection with SH22 being operational, then that would trigger the requirement for an upgrade to the intersection of SH22 and Jesmond Road because of existing capacity limitation with that intersection.
- Separated active transport provision is to be provided on SH22 to the intersection of SH22 and Jesmond Road to connect to the Drury West rail station.

A Transport Assessment Report (including appropriate forecast transport modelling, and latest Precinct land use assumptions including sensitivity tests of these) and independent Road Safety Audit is to be prepared to support resource consent applications for any new road intersection or upgraded existing road intersection with SH22 to confirm that the location and design of the intersection supports the safe and efficient function of the transport network.

Refer to planning maps for the location and extent of the precinct. The following underlying zones apply to the precinct:

- Residential - Mixed Housing Urban
- Residential - Terrace Housing and Apartment Buildings
- Business - Town Centre

[The main stormwater catchments are identified on Precinct Plan 1, and include:](#)

- [Stream A catchment – which includes land that drains to the north and will drain into land falling in the Drury 1 Precinct.](#)
- [Ngakoroa Stream catchment - which includes land that drains either directly or indirectly to the tidally influenced Ngakoroa Stream.](#)

The relevant overlays, Auckland-wide and zone provisions apply in this precinct unless otherwise specified in this precinct.

IX.2. Objectives

- (1) ~~The~~ Town Centre ~~and high-density residential zones~~ within the Precinct, ~~which:~~
 - (a) Achieve high-quality urban design outcomes, ~~including as the development relates to SH22;~~ and
 - ~~(b)~~ Services the needs of the existing and planned Drury West area.
 - ~~(c)~~ ~~The Town centre is supported by the surrounding and near by~~ high density residential development.
- (2) The Precinct ~~is developed~~ for urban activities in a comprehensive and integrated way, which recognises the importance of the Town Centre as a focal point for Drury West.
- (3) Transport and land use patterns ~~are integrated~~ to achieve a sustainable, liveable community, which provides ~~pedestrian-active transport~~ linkages through and between the Precinct, adjoining Precincts and to future planned public transport facilities.

- (4) Infrastructure necessary to service development within the Precinct **is established** in a coordinated and timely way; **either prior to or at the same time as development**.
- (5) Stormwater management and ecological enhancement measures **are implemented** when developing within the Precinct, to **avoid or** mitigate adverse effects of development on the receiving environments, and enhance the existing stream network **including** and **water lake** feature.
- (6) **Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of SH 22.**

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

IX.3 POLICIES

Development

- (1) Enable and design the Town Centre so that it:
 - (a) Incorporates a range of uses, such as retail, commercial, leisure, cultural, community and civic activities;
 - (b) Connects to a range of transport modes including, existing, planned and future public transport, vehicle, **and active transport pedestrian and cycle** networks;
 - (c) Has well-designed, attractive public streets **and a town square**, that provide the focal point for intensive retail, commercial and civic development, as well as pedestrian activity **including active transport networks around the Precinct's water feature and adjoining the Ngakoroa Stream**; and
 - (d) Contains buildings with high-quality urban design and which are of variable height.
- (2) Incorporate the following elements of the Precinct Plan in the design of any subdivision and development:
 - (a) The pattern, hierarchy and function of roads **(including separated active transport)**, including the town centre's main street and links to the State Highway network, **and** future rail station **and schools**;
 - (b) **Public open spaces and pedestrian and cycle Active transport** linkages;
 - (c) Linkages within the Precinct and to adjacent land including the Drury 1 Precinct **and that to the west of the Precinct**;
 - (d) Key intersections;
 - (e) The amenity feature of the **water feature lake and streams** associated with the Town Centre;
 - (f) Open space areas; and
 - (g) Key retail and commercial frontages.

Built Form

- (3) Control development so its scale and design contribute to the creation of high-quality intensive urban amenity through building heights as shown on the height variation control maps, pedestrian connections and public open space, particularly where it is associated with the Town Centre;
- (4) Require buildings with frontages to key retail and commercial streets to:
 - (a) Avoid blank walls;
 - (b) Provide easily accessible pedestrian entrances;
 - (c) Provide minimum floor heights to maximise building adaptability to a range of uses;
 - (d) Maximise outlook through glazing onto streets and public places;
 - (e) Have frontages of sufficient height to frame the street;
 - (f) Provide weather protection for pedestrians along road frontages;

- (g) Locate vehicle crossings to provide for safe active transport pedestrian, cycle and vehicular movements; ~~and~~
- (h) Be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking; ~~and~~
- (i) Apply these design requirements as appropriate to the building frontages to the town square and water feature.

(5) Require buildings and alterations and additions to buildings in the Residential- Terrace Housing and Apartment Buildings Zone adjacent to SH22 to positively address and engage with SH 22 by their design, layout, landscaping and planting, including by avoiding blank walls, supporting passive surveillance of the road and providing an attractive streetscape.

Infrastructure

- (6) Require subdivision and development to:
 - (a) Be sequenced so as to:
 - ~~(i) occur concurrently with (and not precede)~~ required infrastructure provision, including wastewater, water supply and transport upgrades necessary to support development within the precinct;
 - (ii) require the Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is constructed and operational prior to or with the first stage of subdivision and / or development.
 - (b) Implement the transport network connections and elements as shown on the Precinct Plan; ~~including by providing new roads and upgrades of existing roads and intersections;~~
 - (c) Avoid additional vehicle trips using the existing intersection of Burberry Road and SH22 and develop new and realigned road connections to SH22 and the Drury 1 Precinct as shown on the Precinct Plan, to ensure alternative access;
 - (d) Ensure Be managed so that it does not adversely affect the safe and efficient operation or capacity of the existing and planned transport, water or wastewater networks; gas transmission; and
 - (e) Promote and develop connections to the future planned public transport facilities and social infrastructure such as open space and schools.
 - (f) ensure that any activity, development and/or subdivision provides for the necessary transport infrastructure including separated walking and cycling facilities, and connectivity through the precinct.

Stormwater Management

- (7) Require subdivision and development to achieve stormwater quality treatment consistent with the treatment train approach so as to enhance water quality and protect the health of stream and marine environments including by:
 - (a) Being consistent with any approved network discharge consent and supporting stormwater management plan adopted by Council, under that discharge consent including, and
 - (b) Applying the application of water sensitive design to achieve water quality and hydrology mitigation, and
~~a. ensuring that all impervious services are treated through a treatment train approach to enhance water quality and protect the health of freshwater and marine environments.~~
 - (c) Incorporating biodiversity enhancement planting of riparian margins of streams (including the Ngakoroa Stream), wetlands and the water lake feature.]

Noise

- (8) Require residential buildings in the Residential - Terrace House and Apartment Buildings Zoning zone located in proximity to SH 22 to be designed with acoustic attenuation measures to provide for people's health and residential amenity.

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

IX.4. PRECINCT RULES

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table IX.4.1 Activity table below.

Table IX.4.1 specifies the activity status of land use and subdivision activities in the Drury 2 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

Table IX.4.1 Land use, development and subdivision activities in Drury 2 Precinct

Activity	Activity status	
Subdivision		
(A1)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A2)	Subdivision that does not comply with Standard IX.6.2 Transport infrastructure requirements	NC
(A3)	Subdivision that does not comply with any of the standards listed in IX.6.1, IX.6.2A and IX.6.3-IX.6.4	D
(A4)	Subdivision that does not comply with standard IX.6.5	RD
(A5)	Subdivision or development with a road intersection with SH22	RD
Use and development		
(A6)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	
(A7)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	
(A8)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H10.4.1 in the Business – Town Centre Zone	
(A9)	Activities that do not comply with Standard IX.6.2 Transport infrastructure requirements	NC
(A10)	Activities that do not comply with any of the standards listed in IX.6.1, IX.6.2A and IX.6.3-IX.6.4	D
(A11)	Any activity that does not comply with standard IX.6.5, IX.6.6 and IX.6.7	RD
(A12)	Subdivision or Development with a road intersection with SH22	RD

IX.5. Notification

- (1) Any application for resource consent for an activity listed in Table IX.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) 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

The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table IX.4.1 Activity table in this precinct, in addition to the standards listed in IX.6.1-IX.6.5 below.

All permitted, controlled and restricted discretionary activities must comply with the following standards:

IX.6.1 Compliance with the Drury 2 Precinct Plan

- (1) Activities and subdivision must comply with the Drury 2 Precinct Plan.
- (2) The Building Frontage Control – Key Retail Frontage and Building Frontage Control – General Commercial Frontage illustrated on the Drury 2 Precinct Plan apply to the corresponding road vested with subdivision and any adjacent land use or development.
- (3) Any activities and/or subdivision must comply with Appendix 1 Road Function and Required Design Elements (except interim upgrades identified in Rule IX.6.2A).

IX.6.2 Transport Infrastructure Requirements

- (1) Prior to or in conjunction with as part of the first stage of development, the Mainstreet Collector Road, its intersection with SH22, and approach lanes (including alignment with adjacent intersection upgrades) must be constructed and operational. This does not apply to earthworks and site preparation works within the Precinct.
- (2) There must be no additional trip generation from subdivision, development and activities using the intersection of Burberry Road and SH22 (being the intersection in existence as at 27 August 2020).
- (3) There must be no development (excluding earthworks and site preparatory works) within the Precinct that connects to a road outside the Precinct and relies on access to Jesmond Road, and which would result in any trip generation prior to the Mainstreet Collector Road intersection with SH22 being operational, unless the SH22 and Jesmond Road intersection upgrade required in accordance with Rule 6.3.1.e. of the Drury 1 Precinct has been completed and is operational.
- (4) Rule IX.6.2(3) does not apply after the Mainstreet Collector Road intersection with SH22 is operational. Rule IX.6.2(3) does not apply to construction activities for Mainstreet Collector Road intersection with SH22.
- (5) All references to SH22 in the Precinct are also to Karaka Road should the state highway gazette no longer exist.
- ~~(1) All subdivision and development (including construction of any new road) must be undertaken concurrently with the following planned and funded infrastructure OR must not precede the upgrades outlined in Table IX.6.2.1.~~

Table IX.6.2.1 Transport Infrastructure Requirements

Transport Upgrade	Trigger
<p>The intersection of SH22 and Jesmond Road must be upgraded with a double lane roundabout with approach lanes, or traffic signals (including approach lanes) where the posted speed limit supports their implementation to provide a safety and capacity solution, unless an interim traffic safety solution has been approved by the New Zealand Transport Agency as the requiring authority for State Highway 22.</p> <p>Note 1: If an interim traffic safety solution has been implemented at the SH22/Jesmond Road intersection under this rule, applicants are advised that they are required to consult with the New Zealand Transport Agency and Auckland Transport to determine whether this interim solution needs to be upgraded to a roundabout or traffic signals to address safety and capacity matters, prior to any further subdivision or development proceeding within the Precinct Plan area.</p>	<p>Any new lot; or prior to the occupation of any new dwelling or town centre activity in the Precinct Plan area.</p>

IX.6.2A CONNECTION WITH DRURY 1 PRECINCT

- (1) When any road (including Burberry Road) is proposed to connect to the Drury 1 Precinct the following interim upgrades must occur:
 - (a) The Burberry Road carriageway is upgraded to a two lane urban standard north of Mainstreet Collector Road.
 - (b) An active transport facility is provided on Burberry Road.
 - (c) Tributary Parade is connected to Burberry Road.

IX.6.3 Riparian Planting

- (1) The riparian margins of any wetland, permanent or intermittent stream, and the Precinct's water feature and the Ngakoroa Stream must be planted to a minimum width of 10m measured from the top of the stream bank, except where road or active transport pedestrian crossings are required over streams.
- (2) The riparian margins of the Ngakoroa Stream must be planted to a minimum width of 15m measured from the top of the stream bank.
- (3) The riparian planting plan (to give effect to compliance with Standard IX.6.3(1-2)) must:
 - (a) Include a plan identifying the location, species, planting bag size and density of the plants;
 - (b) Use eco-sourced native vegetation where available;
 - (c) Be consistent with local biodiversity; and

- (d) Be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.

IX.6.4 Site Access

- (1) Where subdivision or development adjoins a road with a 3m shared footpath or separated ~~protected~~ cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage to the 3m shared footpath, separated cycle lane or the road frontage.

IX.6.5 Stormwater Management

IX.6.5.1 Hydrological Mitigation

- (1) All new or redeveloped impervious surfaces (including roads) which discharge to the "Stream A" Sub-catchment as shown on Precinct Plan 1 must provide:
 - (a) Retention (volume reduction) of at least 5mm runoff depth for the impervious area for which hydrology mitigation is required; and
 - (b) Detention (temporary storage) and a drain down period of 24 hours for the difference between the predevelopment and post-development runoff volumes from the 95th percentile, 24-hour rainfall event minus the 5 mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required
- (2) Clause (1) does not apply where:
 - (a) A suitably qualified person has confirmed that soil infiltration rates are less than 2mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth); and
 - (b) Rainwater reuse is not available because:
 - (i) The quality of the stormwater runoff is not suitable for on-site reuse (i.e., for non-potable water supply, garden/crop irrigation or toilet flushing); or
 - (ii) There are no activities occurring on the site that can re-use the full 5mm retention volume of water.

The retention volume can be taken up by providing detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24-hour rainfall event minus any retention volume that is achieved, over the impervious area for which hydrology mitigation is required.

For clauses (a) and (b) of this sub-clause to apply, the information must have been submitted with a subdivision application preceding the development or a land use application.

- (3) If at the time of subdivision, a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

IX.6.5.2 Water Quality

- (1) The activity rules and standards in Chapter E9 apply to development in the precinct with the following amendments:
- (a) Reference to high use roads is replaced with reference to all existing, new and upgraded or redeveloped roads.
 - (b) Development of surface car parking areas and vehicle access that are not defined as high contaminant generating car parking areas is a permitted activity provided water quality treatment of runoff from impervious surfaces is installed in accordance with Rule IX.6.5.2(2).
 - (c) Buildings cannot have exterior materials with exposed surfaces made from zinc, copper and lead.
- (2) Runoff from all impervious parking areas, vehicle access and any roads identified in Rule IX.6.5.2(1)(a) and (b) must provide for quality treatment:
- (a) The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)';
 - (c) And in either case the device or system must be in accordance with an approved Stormwater Management Plan.
- (3) If at the time of subdivision, a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

IX.6.5.3 Operation and Maintenance of devices

- (1) Stormwater device/s on private land must be maintained and operated by the site owner in perpetuity.
- (2) For any communal device and any device required by IX.6.5.2 (2), the stormwater management device must be certified by a chartered professional engineer as meeting the required Standard above, and an operations and maintenance plan must be established and followed to ensure compliance with all permitted activity standards. The operations and maintenance plan must be provided to the Council within three months of practical completion of works.

IX.6.6 Noise Attenuation – Residential- Terrace Housing and Apartment Buildings Zone

1. **Any new buildings or alterations to existing buildings containing an activity sensitive to noise within 75m to the boundary of SH22 must be designed, constructed and maintained to not exceed 40 dB LAeq (24 hour) for all noise sensitive spaces.**
2. **If windows must be closed to achieve the design noise levels in Rule IX.6.6.1, the building must be designed, constructed and maintained with a mechanical ventilation system for noise sensitive spaces, to achieve the following requirements:**

- I. an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees celsius; or

Note

Mechanical cooling must be provided for all habitable rooms (excluding bedrooms) provided that at least one mechanical cooling system must service every level of a dwelling that contains a habitable room (including bedrooms).

- II. a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
 - six air changes per hour (ACH) for rooms with less than 30 per cent of the façade area glazed; or
 - 15 air changes per hour (ACH) for rooms with greater than 30 per cent of the façade area glazed; or
 - three air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.

- III. For all other noise sensitive spaces provide mechanical cooling to achieve an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees celsius; and

- IV. Provide relief for equivalent volumes of spill air; and

- V. Be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system; and

- VI. Have a mechanical ventilation and/or a cooling system that generates a noise level no greater than LAeq 35 dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in Standard 2 (i) and (ii) above.

- 3 A report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with Rule IX.6.6(1) and (2) can be achieved prior to the construction or alteration of any building containing an activity sensitive to noise

IX.6.7 Gross Floor Area Cap on Commerce Activities in the Town Centre Zone

- 1 The total gross floor area of commerce activities (as set out in the Commerce Nesting Table J1.3.1) in the Town Centre Zone must not exceed 29,000 m², to ensure that the vehicle trip generation from development within the precinct remains within anticipated levels

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 restrict its discretion to all 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 overlay, Auckland-wide and zone provisions.

- (1) All activities:
 - (a) Consistency with the objectives and policies of the Drury 2 Precinct
 - (b) Design of roads.
 - (c) Stormwater management devices
 - (d) Construction traffic management planning
- (2) Non-compliance with Standard IX.6.5.1 - Stormwater Management
 - (a) The matters of discretion listed in E10.8.1(1).
 - (b) Network Discharge Consent and Any approved Stormwater Management Plan.
- (3) Non-compliance with Standards IX.6.5.2-3 - Stormwater Management
 - (a) The matters of discretion listed in E9.8.1(1).
 - (b) Network Discharge Consent and Any approved Stormwater Management Plan.
- (4) Non- Compliance with standard IX.6.6 - Noise attenuation:
 - (a) The effects on people's health and residential amenity.
- (5) Subdivision or development with a road intersection with SH22
 - (a) Effect on the transport network.
 - (b) Function and operation of transport network.
 - (c) Active transport priority.
 - (d) Safety.
 - (e) Separated active transport connections to Drury West train station.
- (6) New buildings and alterations and additions to buildings not otherwise provided for in the Business – Town Centre Zone (in addition to Rule H10.8.1(2)):
 - (a) Location and design (including incorporating Te Aranga Design Principles) of open spaces and a town square and active transport access to these, and around the water feature.
 - (b) The design and appearance of buildings adjoining the Precinct's water feature, open spaces and town square.
 - (c) Integration of existing vegetation around the water feature.
 - (d) Integration of stormwater management devices.
- (7) New buildings and alterations and additions to buildings in the Terrace Housing and Apartment Buildings Zone (and their interface with SH22).

(a) In addition to H6 8.1 – Matters of Discretion, - the building and landscape design interface adjoining SH22

(b) Non-compliance with Standard IX6.7 - Gross Floor Area Cap on Commerce Activities in the Town Centre Zone

(a) Function and operation of SH 22.

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 overlay, Auckland-wide and zone provisions.

(1) All activities:

(a) The extent to which the proposal is consistent with the objectives and policies of the Drury 2 Precinct or achieves the equivalent or better outcome.

(b) The design of key design elements for roads provided in Drury 2 Precinct's Appendix 1.

(c) Whether stormwater management devices are appropriately located and designed for the efficient removal of contaminants, and are designed to be efficient to address operating costs.

(d) The extent of cumulative effects of any existing construction traffic management plans and the proposal on the transport network

(2) Non-compliance with Standard IX.6.5.1

(a) The assessment criteria listed in E10.8.2(1).

(b) Consistency of proposed stormwater management devices with ~~the Network Discharge Consent and any~~ approved Stormwater Management Plan.

(3) Non-compliance with Standards IX.6.5.2-3

(a) The assessment criteria listed in E9.8.2(1).

(b) Consistency of proposed stormwater management devices with ~~the Network Discharge Consent and any~~ approved Stormwater Management Plan.

(4) Infringements of Standard IX.6.6 Noise attenuation.

(a) Whether the building accommodating activity sensitive to noise is designed to achieve protection from adverse health and amenity effects.

(5) Subdivision or development with a road intersection with SH22

(a) The extent to which the proposal:

(i) Addresses the existing and planned widening of SH22;

(ii) Addresses the **closing** of the intersection of Burberry Road and SH22;

(iii) Proposes an intersection design addressing:

- Safety of all users.
 - Function of SH22.
 - Efficiency of operation.
 - Appropriate design standards.
 - Ability for active transport to safely cross SH22.
 - The assessment and recommendations of the special information requirement IX.9(2).
- (iv) Proposes appropriately designed **separated** active transport connections to the intersection of Jesmond Road and SH22 to provide access to the future Drury West train station.

(5) New buildings and alterations and additions to buildings not otherwise provided for in the Business – Town Centre Zone (in addition to Rule H10.8.2(2)):

- (a) Refer to Policies IX.3.(1), IX.3.(2) and IX.3.(4).
- (b) Whether existing well-established vegetation around the water feature, particularly the mixed exotic plants to the east of the water feature, can be retained and integrated into subdivision and development where possible.
- (c) The design of stormwater management devices and their integration with the town centre and its amenity features.

(6) New buildings and alterations and additions to buildings in the Terrace Housing and Apartment Buildings Zone (and their interface with SH22).

- (a) In addition to H6.8.2. Assessment criteria, whether the design of buildings adjoining SH22 positively addresses and engages with SH 22.

(7) Non-compliance with Standard IX6.7

- (a) The extent of effects on the function and safe and efficient operation of SH 22.

IX.9 SPECIAL INFORMATION REQUIREMENTS

- (1) Any works associated with the water lake feature (~~including subdivision which seeks to vest the lake as a public asset~~) shall provide as a minimum the following information relating to the stability of the water feature lake:
- (a) Cross sections through the highest point in the fill embankment.
 - (b) Estimate of the volume of water retained (current and/or proposed if this is to change as a result of the works)
 - (c) Geotechnical comment on the integrity of the structure
- (2) Any new road intersection or upgraded existing road intersection with SH22 shall be supported by a Transport Assessment Report (including appropriate forecast transport modelling and latest Precinct land use assumptions including sensitivity tests of these), prepared by a suitably qualified transport engineer and independent Road Safety Audit confirming that the location and design of the intersection supports the safe and efficient function of the transport network.

IX.10. PRECINCT PLAN

Zone and Overlay Maps

Update to:

1. [Delete the SMAF 1 overlay \(in lieu of the Precinct rule\)](#)

Appendix 1

Table: Road Function and Required Design Elements

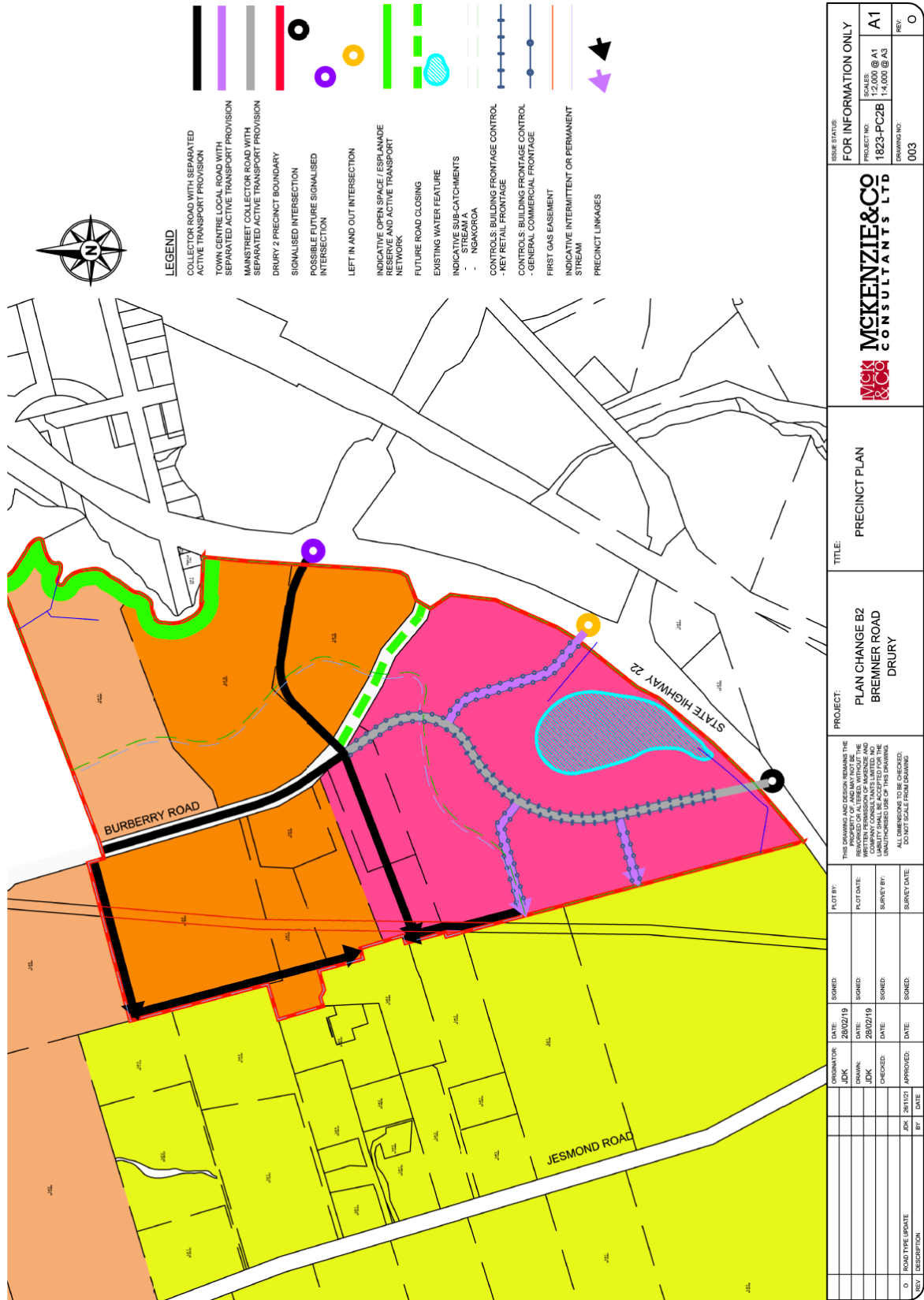
Road Name (refer to Drury 2 Precinct Plan)	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve ¹	Total number of lanes	Speed Limit (Design)	Access Restrictions (refer rule X.6.3)	Bus Provision ³	On Street Parking	Cycle provision ²	Pedestrian provision
Mainstreet Collector Road with separated active transport provision	Collector	22m	2 lane	30	Yes	Yes	Yes	Yes, separated on both sides	Both Sides
Town centre Local Road with separated active transport provision	Local	21m	2 lane	30	Active transport priority over vehicle crossings		Yes	Yes, separated on both sides	Both Sides
Collector Road with separated active transport provisions (includes Burberry Road)	Collector	22m	2 lane	40	Yes	Yes	Yes	Yes, separated on both sides	Both Sides
Local Road with separated active transport provision	Local	21m	2 lane	40	Yes		Yes	Yes, separated on both sides	Both Sides

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.

Note 2: Type of Cycle Provision i.e. separated path, to be confirmed at the Engineering Plan Approval stage, based on nature and character of the Road.

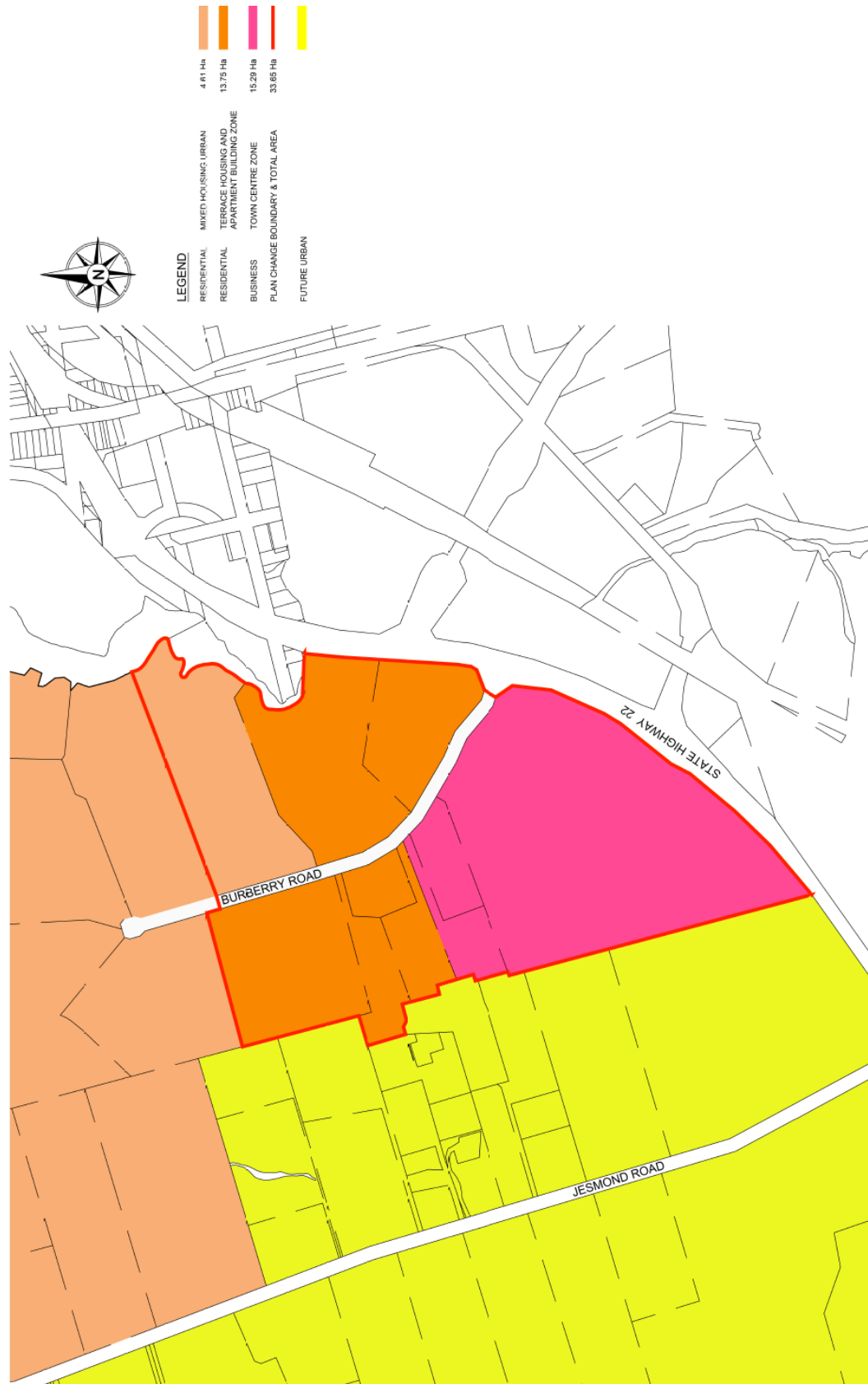
Note 3: Carriageway and intersection geometry capable of accommodating buses.

ATTACHMENT 3 – ZONE, OVERLAY AND PRECINCT PLAN (VERSION O) dated 26 November 2021



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Zone Map

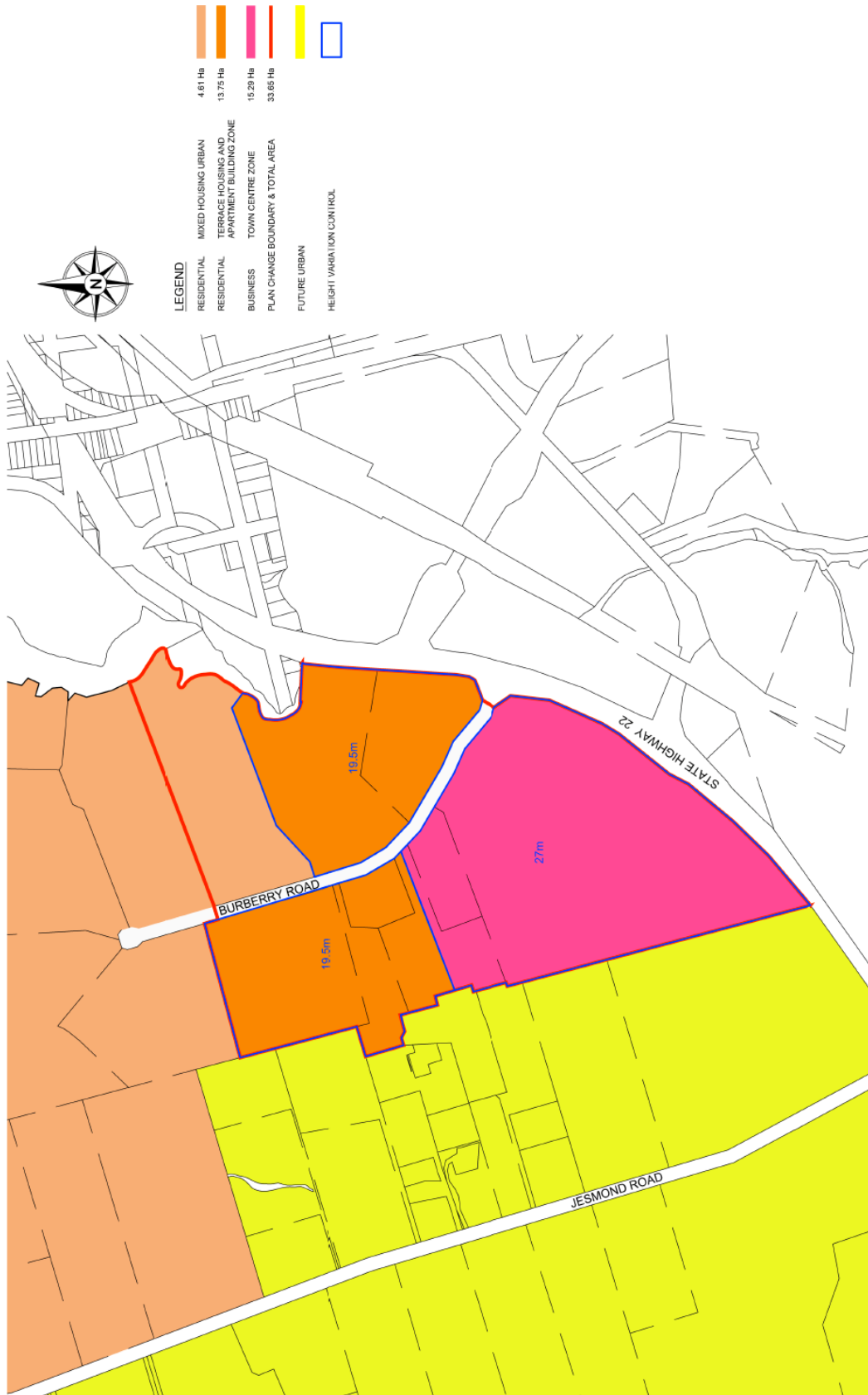


ORIGINATOR JKA DATE: 28/03/19 SIGNED:		FLAT BY: MCKENZIE & CO DATE: 28/03/19 SIGNED:		ISSUE STATUS: FOR INFORMATION ONLY	
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CHECKED MUG DATE: 28/03/19 SIGNED:		TITLE: ZONE MAP		SCALES: 1:2,500 @ A1 1:5,000 @ A3	
APPROVED MUG DATE: 28/03/19 SIGNED:		REVISIONS:		DRAWING NO.: 001	
BY MUG		DATE 28/03/19		REV.: B	

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Height Variation Control map



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DRAWING NO.:	004
REV:	D

MCKENZIE & CO CONSULTANTS LTD	TITLE: CONTROLS HEIGHT VARIATION CONTROL DRURY WEST
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C	REVISED				
D	THIRD ISSUE				

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APPROVED BY: MJG	28/03/19	SIGNED

PLANNING	DATE	SIGNED
PLANNING DATE:	28/03/19	SIGNED
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APPROVED DATE:	28/03/19	SIGNED

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