Drury structure planning overview

Have your say in shaping Auckland’s future together.

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Te Kaunihera o Tamaki Makaurau
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1 Introduction

The council’s strategic direction for growth in Auckland includes urbanising the Future Urban Zone around Drury.

This report outlines the structure planning process to guide development. It summarises draft findings of structure planning opportunities and constraints for Drury. It also summarises the main structure planning issues and concepts for Drury.

Creating a structure plan for the Future Urban Zone in Drury will provide a draft vision for future urban development. The structure plan will then become the basis for the council-initiated plan changes to achieve operative urban zones.

2 The Drury structure planning area

The process applies to the land enclosed by a black line in the image on the following page, containing about 1907ha.
What is happening now?

The council has commissioned a number of background technical reports to inform structure planning. These reports outline opportunities and constraints in the Drury structure plan area and are summarised in section 5 of this report.

The council wants to know your views on how Drury should be developed in an integrated way.

What can I do?

The first consultation period from 25 September 2017 to 20 October 2017 is for you to consider the information provided. Your feedback will help shape a draft structure plan.

Information on opportunities, constraints and planning issues and concepts will be posted on shapeauckland.co.nz from 25 September 2017, including supporting technical documents. A technical research programme will continue in parallel to consultation and any new information will be posted on the council’s website as it becomes available.

Drop-in sessions will also be held and information will also be available at the Pukekohe and Papakura libraries and service centres.

We would like to receive your response by Friday 20 October 2017.
What will happen later?

Both the feedback from this consultation and the additional research will be considered in formulating a draft structure plan document in early 2018.

A second consultation period on the draft structure plan document will be provided in 2018.

The structure plan will then be completed for approval by the council. This marks the end of the structure plan process.

Land use issues and structure planning themes

There are a variety of matters to consider in determining suitable urban land uses for Drury. This exercise is at an early stage. Maps showing potential land use zoning options have not been developed yet. Some of the key planning issues and themes that will be considered in preparing draft land use maps for a draft Drury structure plan are summarised below. This is not an exclusive list of all relevant structure planning themes. It illustrates some that have the most influence over future urban land uses and zones. Feedback on these is welcomed.

6.1 Transport, movement networks and centres

The starting point for the future Drury transport network is the Auckland Supporting Growth concept illustrated on the following page.
Projects within the programme will be prioritised for delivery over the next 30 years, subject to funding approvals. Projects will require statutory approvals and will be subject to Resource Management Act and Land Transport Management Act public participation processes. Land use is subject to further investigation, as well as resolution of appeals and statutory process arising from the Unitary Plan process.
The proposed transport infrastructure illustrated above may change as a result of further research.

**Key features include:**

- extra rail capacity, electric trains and new railway stations with park n rides
- a high frequency bus corridor
- Mill Road corridor extended to Drury, continuing on to a new expressway to Pukekohe
- further improvements to State Highways 1 and 22.

Networks include walking, cycling, public transport and road travel. The aim is for choice and convenience in travel.

**Key land use and transport network integration includes:**

- local and neighbourhood centres located along the high frequency bus network
- centres and other business zones have appropriate access to the road network
- walking and cycling networks provide a high degree of connectivity
- residential and business intensification provided near rail stations/bus routes.
6.2 Providing for residential and employment growth in Drury

Residential growth in Drury

Auckland Council’s *Future Urban Land Supply Strategy July 2017* indicates that the Future Urban Zone around Drury could be developed to provide about 18,000 new homes. The amount of houses delivered depends on many variables including the amount of land needed for roads and parks, avoiding flood hazards and providing for employment activities. Housing can come in low density, medium density and higher density forms as illustrated below.

**Low density housing** is typically single detached houses on sections of around 400m² – 600m². There could be some more intense housing formats. Low density houses are typically one to three storeys.

**Medium density housing** provides variety of different housing types, including single detached houses, duplexes, terrace houses, and low-rise apartments. Medium density houses are typically two to three storeys.

**High density housing** is typically terraced housing and apartments. Heights can vary but are likely to be three to five storeys.
The Auckland Unitary Plan requires “a mix of residential intensities sufficient to support the vitality of centres and communities and to provide housing and transport choice.” Structure planning for Drury will likely provide for a range of residential zones that, in turn, can provide for a range of housing and transport choices.

One possible scenario might involve:

- higher residential density located in town centres, within a walkable distance to train stations and within a walkable distance to high frequency bus routes
- medium residential density located in general suburban areas
- lower residential density located in places further from the public transport network or areas with environmental constraints.

The following diagram illustrates this concept.
6.3 Business and employment in Drury

Business and employment can occur within various land use zones, such as town centre zones and other business zones such as the Light Industry Zone.

The Future Urban Land Supply Strategy 2017 indicates that more than one town centre may be able to be developed. Additional local or neighbourhood centres may also be required. The number of centres, their locations, relative size and their functions will be examined as part of structure planning.

Preliminary work also indicates that additional light industry zoning could be provided.

6.4 Stormwater and flood hazards

Drury structure planning needs to:

- minimise flood risk to people and property
- maintain or enhance the health of freshwater habitats
- maintain aquifers
- protect the Manukau Harbour.

Flooding in the Hingaia Stream catchment 2017
The following diagram illustrates some of the stormwater issues to be addressed as part of the structure planning for the area.
6.5 Parks and open space

Parks and open space requirements for Drury will be considered in structure planning.

Future park and open space provision will be based on the geographic and natural features of the area, and transport network. Where possible, parks will be formed as nodes along coastal and riverine esplanade reserves, ecological corridors and roads containing integrated walkways/cycleways.

Preliminary research indicates that 40 additional neighbourhood parks and 7 additional suburb parks may be required. Further park requirements will be determined through the structure planning process.
6.6 Coastal values, constraints and opportunities

There is about 3.2 km of coastline within the Drury structure plan area.

The structure planning needs to consider issues such as:

- public access to and along the shore
- the natural character of the coastline
- marine significant ecological areas
- heritage and cultural values
- coastal erosion hazards
- coastal inundation hazards

Overall, these values and opportunities can be considered as a coastal sensitivity area with decreasing sensitivity as the distance from the shore edge increases.

All of these values and constraints need to be integrated in structure planning of the coastal edge of Drury.

The end result is likely to combine coastal esplanade reserves and planning controls to manage effects on values while recognising opportunities.
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