

IN THE MATTER of the Resource Management Act 1991
("RMA" or "the Act")

AND

IN THE MATTER of an application to **AUCKLAND
COUNCIL** for private plan change 51 to
the partly operative Auckland Unitary
Plan by **KARAKA AND DRURY
LIMITED**

**JOINT WITNESS STATEMENT OF EXPERTS IN RELATION TO TRANSPORT
AND PLANNING**

19 AUGUST 2021

Expert Witness Conferencing Topic: Transport and Planning

Reconvened Transport and Planning Conference

Reconvened on: 19 August 2021, commencing at 9am

Venue: 9am online via Teams. (Due to the NZ-wide COVID-19 Level 4 lockdown)

Independent Facilitator: Marlene Oliver

Admin Support: Rebekah Hill

1. ATTENDANCE

1.1 The list of expert attendees is in the signatory schedule to this Statement. Their area of expertise (transport (T) or planning (P)) is also indicated in that schedule.

2. BASIS OF ATTENDANCE AND ENVIRONMENT COURT PRACTICE NOTE 2014

2.1 All participants agree as follows:

- 1) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session.
- 2) They will comply with the relevant provisions of the Environment Court Practice Note 2014.
- 3) They will make themselves available to appear at the hearing in person if required to do so by the Hearing Panel (as directed by the Hearing Panel's directions).
- 4) This report is to be filed with the Hearing Panel.

3. **AGENDA – ISSUES CONSIDERED AT CONFERENCING**

3.1 The issues identified as items from the previous JWS (transport and planning conference dated 10 August 2021) for discussion in the reconvened JWS (19 August 2021) are:

- 1) Items from the previous JWS (dated 10 August 2021):
 - (i) East - West Connections (ref 10 August JWS para 4.1).
 - (ii) Feedback on the Transport Additional Modelling Assumptions and Additional ITA (ref 10 August JWS paras 6.1 - 6.3).
 - (iii) SH22 Intersection Assessment Criteria (ref 10 August JWS para 7.7).
- 2) Wider network effects.
- 3) New policy in relation to the non-complying status put forward for the main road.
- 4) How to bring in the updated ITA into the precinct provisions.

3.2 The following sections of this Joint Witness Statement address each of these issues or questions, noting where agreement has been reached and, in the event of disagreement, the nature of the disagreement and the reasons for that disagreement.

4. **ISSUE ONE: EAST–WEST CONNECTIONS**

4.1 The issue (as raised by Andrew Prosser (AT)) is to future proof east-west connections through the FUZ land, acknowledging that the FUZ land is outside of PC51.

4.2 Mark T and Leo (experts for PC51 Applicant) have addressed this in their evidence including in an updated Precinct Plan. Mark T and Leo to arrange a further discussion with Andrew P and Karyn (for AT) and Geoff Prince and Mat Collins.

5. **ISSUE TWO: TRANSPORT ADDITIONAL MODELLING ASSUMPTIONS AND ADDITIONAL ITA**

5.1 Feedback from the experts included:

From Terry Church and Mat Collins (for Auckland Council as Regulator):

"Regarding paragraph 6.1 of the JWS

While Terry and I question some of the vehicle trip rates and reduction factors used by Commute in the updated ITA, we have checked the sensitivity of these and are comfortable that the updated ITA presents a reasonable scenario for traffic effects based on the assumed yield of PPC51. Further, the proposed provisions allow for an additional check of these assumptions when future consents and road controlling authority approvals are sought for the Main Street/SH22 intersection. Terry and I are comfortable that the update ITA provides sufficient assessment of effects, and that its findings and

recommendations are suitable for informing further refinement of the precinct provisions."

- 5.2 Andrew Prosser (AT) sought clarification on the amended densities relating to the town centre and THAB. After responses from Leo and Mark T, Andrew advised that he would seek any further clarifications directly from the PC51 Applicant experts.
- 5.3 Geoff Prince and Todd Langwell had no issues to raise about the updated modelling assumptions and ITA.
- 5.4 Waka Kotahi raised a concern regarding table 3/1 in the ITA regarding land use development scenarios. The concern is that it is hard to capture traffic effects on SH22 that go beyond the projected land uses. The town centre zone does not require any assessment of traffic effects and the question is whether it should in light of the fact that it is located on SH22. An amendment was made to provision IX.9(2) and this will be included in the revised version of the PC51 provisions to be circulated by Mark (refer to para 7.1 below)

6. ISSUE THREE: SH22 INTERSECTION ASSESSMENT CRITERIA

- 6.1 Geoff Prince (Waka Kotahi) is concerned that not enough assessment has been done on the left in / left out movements and therefore the design of the intersection requires further assessment in the future with any resource consent applications.
- 6.2 It was agreed that additional explanatory text is required in the precinct description to explain the proposed standard and information requirement. Mark to draft some text and discuss further with Waka Kotahi and the Council as Regulator experts.

7. ISSUE FOUR: LATEST VERSION OF PC51 TRAFFIC PROVISIONS

- 7.1 Mark to incorporate suggested amendments and circulate new working draft version dated 20 August 2021. It was agreed that wherever possible experts will refer to this document in their evidence.
- 7.2 Precinct Plan. Mark Tollemache to make further amendments to include arrows from the 4 roads westward into the FUZ land; arrows between the teal road gap; review the status of the southern most east-west road; amend the legend to read "future road closing"; change the colour of the First Gas Pipeline to red.
- 7.3 Precinct Plan. Christopher Turbott (AC Submitter) advised that in the indicative intermittent or permanent streams, indicative open space esplanade reserve and active transport network satisfy the Council's submission points.

7.4 Christopher Turbott (AC Submitter) advised that the text notations clarifying the application of the key retail frontage and general commercial frontage are appropriate and satisfy the Council's submission points (Rule IX.6.1(2)).

7.5 The experts wish to advise the hearing panel that ongoing discussions between the experts will result in updated versions of the proposed planning provisions.

8. ISSUE FIVE: WIDER EFFECTS ON THE TRANSPORT INFRASTRUCTURE NETWORK

8.1 Andrew Prosser (AT) raises concerns about addressing the wider transport effects beyond the boundaries of PC51. Andrew does not believe the ITA and the subsequent reports have addressed the wider transport effects appropriately. Accordingly, Andrew Prosser's position is that PC51 should be declined, but agrees in principle with the transport upgrades proposed by the applicant.

8.2 Karyn Sinclair and Lydia Smith (AT) and Christopher Turbott (AC as Submitter) support this position.

8.3 From a transport planning perspective, Terry Church and Mat Collins (AC Regulator) and Leo Hills (PC51 Applicant) consider the transport requirements of each plan change can be assessed on its merits. In the case of PC51 they consider that the transport intervention being delivered through NZUP (the Drury West train station) and the transport upgrades captured in the JWS Precinct provisions of PC51 dated 19 August 2021 are suitable and generally aligned with the upgrades set out in the DIF, in addressing the effects associated with the development.

9. PARTIES TO JOINT WITNESS STATEMENT

9.1 The signatories to this Joint Witness Statement confirm that:

- 1) They agree with the outcome of the expert conference as recorded in this statement. As this session was held online and there is an existing evidence exchange timetable, in the interests of efficiency, it was agreed that each expert would verbally confirm their position to the facilitator. This is recorded in the schedule below;
- 2) They have read Appendix 3 of the Environment Court's Practice Note 2014 and agree to comply with it; and
- 3) The matters addressed in this statement are within their area of expertise.

CONFIRMED ON 19 AUGUST 2021

EXPERT NAME	PARTY	EXPERTS CONFIRMATION REFER PARA 9.1(1)
Mark Tollemache (P)	Karaka and Drury Limited	Yes
Leo Hills (T)	Karaka and Drury Limited	Yes
Christopher Turbott (P)	Auckland Council (as submitter)	Yes
Craig Cairncross (P)	Auckland Council (as regulator)	Yes
Emily Buckingham (P)	Auckland Council (as regulator)	Yes
Mat Collins (T)	Auckland Council (as regulator)	Yes
Terry Church (T)	Auckland Council (as regulator)	Yes
Karyn Sinclair (P) (refer to paragraph 2.3 above)	Auckland Transport	Yes
Lydia Smith (P)	Auckland Transport	Yes
Andrew Prosser (T)	Auckland Transport	Yes
Michael Campbell (P)	Kainga Ora	Yes
Todd Langwell (T)	Kainga Ora	Yes
Sukhi Singh (P)	Waka Kotahi	Yes
Geoff Prince (T)	Waka Kotahi	Yes, subject to an opportunity to review the statement in detail due to needing to leave the conference intermittently to address COVID-19 issues.

Attachment 1 Plan Change 51 Provisions

[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](#)

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, SH22 (Karaka Road) 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 ~~Ngakaroa~~ [Ngakoroa](#) Stream and Drury Creek.

The precinct provides for a town centre within Drury West. This supports the growing resident and worker population of this area.

The realignment of Burberry Road ([and the stopping 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 the 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 \(which because of the limitations with the existing intersection of Burberry Road and SH 22 is unable to access Burberry Road until these are resolved\).](#)
- [The Mainstreet Collector Road, its intersection with SH22, and approach lane \(including alignment with adjacent intersection upgrades\) is to be](#)

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operational prior to any activities be commenced within the Precinct (excluding earthworks and other site preparatory works).

- 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.
- Mark to draft text to cover separated active transport connections to the Drury West rail station. Both sides of SH22.

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No further vehicle trips are possible using the existing intersection of Burberry Road and SH22. This intersection is to be stopped and development within the precinct is reliant on new intersections with SH22, along with roading connections to the Drury 1 Precinct and future connections to Jesmond Road.

[Outcome of expert conferencing 19 August 2021 experts for PC51 Applicant and Waka Kotahi to discuss inserting a paragraph in relation to SH22 intersection and further modelling]

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) Provide a Town Centre within the Precinct, which:
 - (a) Achieves high-quality urban design outcomes;
 - (b) Services the needs of the existing and planned Drury West area; and,
 - (c) Is supported by high-density residential development.
- (2) Develop the Precinct 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) Integrate transport and land use patterns to achieve a sustainable, liveable community, which provides pedestrian-active transport [KO, 43.3] linkages through and between the Precinct, adjoining Precincts and to future planned public transport facilities.

Version 17 August 2021

- (4) Establish the infrastructure necessary to service development within the Precinct in a coordinated and timely way.
- (5) Include [appropriate](#) stormwater management and ecological enhancement measures 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 take](#) feature.

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](#); [MoE 40.1]
 - (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 take 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 contributes 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 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.

Infrastructure

- (5) Require subdivision and development to:
- (a) Be sequenced so as to ~~occur concurrently with (and~~ not precede) required infrastructure provision, including wastewater, water supply and transport upgrades necessary to support development within the precinct; [Fire and Emergency 3.1, Watercare 32.1]
 - (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) 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; and [Watercare 32.1]
 - (e) Promote and develop connections to the future planned public transport facilities and social infrastructure such as open space and schools.
 - (f) (Wording proposed by Sukhi Singh (Waka Kotahi)) The Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) must be constructed and operational prior to or with the first stage of subdivision and / or development.

Stormwater Management

- (6) Require subdivision and development to:
- (a) Be consistent with any approved network discharge consent and supporting stormwater management plan adopted by council under that discharge consent including:
 - a. the application of water sensitive design to achieve water quality and hydrology mitigation, and
 - b. 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.
 - (b) Incorporate biodiversity enhancement planting of riparian margins of streams (including the Ngakoroa Stream), wetlands and the water lake feature. [Auckland Council 35.7]

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 and subdivision activities in Drury 2 Precinct

Activity	Activity status
Subdivision	
(A1)	Subdivision listed in Chapter E38 Subdivision — Urban
(A1)	Subdivision that does not comply with Standard IX.6.2 Transport infrastructure requirements
(A2)	Subdivision that does not comply with any of the standards listed in IX.6.1 and IX.6.3-IX.6.4
(A3)	Subdivision that does not comply with standard IX.6.5
(A4)	Subdivision or development with a road intersection with SH22
Use and development	
(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
(A5)	Activities that do not comply with Standard IX.6.2 Transport infrastructure requirements
(A6)	Activities that do not comply with any of the standards listed in IX.6.1 and IX.6.3-IX.6.4
(A7)	Any activity that does not comply with standard IX.6.5

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.

IX.6.1 Compliance with the Drury 2 Precinct Plan

- (1) Activities and subdivision must comply with the Drury 2 Precinct Plan. [Auckland Council 35.6]
- (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. [Auckland Council 35]

IX.6.2 Transport Infrastructure Requirements

Purpose:

- ~~As identified on the Drury 2 Precinct Plan, the existing intersection of Burberry Road / SH22 is to be stopped and subdivision and development must develop alternative access. There is no ability to accommodate new or additional vehicle trips 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 SH 22 is unable to access Burberry Road until these are resolved).~~
 - ~~Should a roading connection be made outside of the Precinct prior to the Mainstreet Collector Road intersection with SH22 being operational, then that traffic would trigger the requirement for an upgrade to the intersection of SH22 and Jesmond Road because of existing capacity limitation with that intersection.~~
- (1) Prior to or concurrently with any activities (excluding earthworks and construction but including subdivision or development), the Mainstreet Collector Road (as identified on the Drury 2 Precinct Plan) intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is to be operational.
- (1) (Sukhi suggested wording for para 1) The Mainstreet Collector Road, its intersection with SH22, and approach lanes (including alignment with adjacent intersection upgrades) must be operational prior to any activities (excluding earthworks and site preparatory works) commencing within the Precinct.
- (2) There must be no additional trip generation from subdivision, development and activities using the intersection of Burberry Road and SH 22 (being the intersection in existence as at 27 August 2020).

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~~(3)(2)~~ There must be no development (excluding earthworks and construction 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)(3)~~ Rule IX.6.2(3) does not apply after the Mainstreet Collector Road intersection with SH22 is operational.

~~(5)(4)~~ 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</p> <p>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</p> <p>prior to the occupation of any new dwelling or town centre activity in the Precinct Plan area.</p>

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 run off 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.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
- (2) Non-compliance with Standard IX.6.5.1
 - (a) The matters of discretion listed in E10.8.1(1).
 - (b) Network Discharge Consent and adopted Stormwater Management Plan.
- (3) Non-compliance with Standards IX.6.5.2-3
 - (a) The matters of discretion listed in E9.8.1(1).
 - (b) Network Discharge Consent and adopted Stormwater Management Plan.
- (4) 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) Active transport connections to 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 H10.8.1(2)):

- (a) [Location and design 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.](#)

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) [Whether the design of roads is in accordance with the minimum road widths and key design elements 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.](#)

(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 adopted 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 adopted Stormwater Management Plan.](#)

(4) [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 ~~stopping-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.

(iv)(v) (Sukhi suggested wording) The intersection of Mainstreet Collector Road and SH22 must be designed to achieve at least a level of service of D for overall intersection and should not have a degree of saturation of higher than 95%. (Terry's concern is what forecast year and time period the criteria relates to).

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(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.

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), 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.

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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 IX.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	Local	18m	2 lane	30			Yes		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.

