

I hereby give notice that a hearing by commissioners will be held on:

Date: Thursday, 3 December 2020
Time: 9.30am
Meeting room: Totara Room
Venue: Level 2, West Annex, Manukau Civic Building
31-33 Manukau Station Road, Auckland

PRIVATE PLAN MODIFICATION 46
HEARING REPORT
MAKETU ROAD, QUARRY ROAD AND
FITZGERALD ROAD
DRURY SOUTH LIMITED

COMMISSIONERS

Chairperson	Greg Hill
Commissioners	Mark Farnsworth
	Gavin Lister

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HEARINGS ADVISOR

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WHAT HAPPENS AT A HEARING

At the start of the hearing, the Chairperson will introduce the commissioners and council staff and will briefly outline the procedure. The Chairperson may then call upon the parties present to introduce themselves to the panel. The Chairperson is addressed as Mr Chairman or Madam Chair.

Any party intending to give written or spoken evidence in Māori or speak in sign language should advise the hearings advisor at least five working days before the hearing so that a qualified interpreter can be provided.

Catering is not provided at the hearing. Please note that the hearing may be audio recorded.

Scheduling submitters to be heard

A timetable will be prepared approximately one week before the hearing for all submitters who have returned their hearing appearance form. Please note that during the course of the hearing changing circumstances may mean the proposed timetable is delayed or brought forward. Submitters wishing to be heard are requested to ensure they are available to attend the hearing and present their evidence when required. The hearings advisor will advise submitters of any changes to the timetable at the earliest possible opportunity.

The Hearing Procedure

The usual hearing procedure (as specified in the Resource Management Act) is:

- The applicant will be called upon to present his/her case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented his/her case, members of the hearing panel may ask questions to clarify the information presented.
- Submitters (for and against the application) are then called upon to speak. Submitters may also be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker. The council officer's report will identify any submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
- Should you wish to present written information (evidence) in support of your application or your submission please ensure you provide the number of copies indicated in the notification letter.
- Only members of the hearing panel can ask questions about submissions or evidence. Attendees may suggest questions for the panel to ask but it does not have to ask them. No cross-examination - either by the applicant or by those who have lodged submissions – is permitted at the hearing.
- After the applicant and submitters have presented their cases, the chairperson may call upon council officers to comment on any matters of fact or clarification.
- When those who have lodged submissions and wish to be heard have completed their presentations, the applicant or his/her representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage.
- The chairperson then generally closes the hearing and the applicant, submitters and their representatives leave the room. The hearing panel will then deliberate "in committee" and make its decision by way of formal resolution. You will be informed in writing of the decision and the reasons for it.

A NOTIFIED PLAN MODIFICATION TO THE AUCKLAND UNITARY PLAN BY DRURY SOUTH LIMITED

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Reporting officer, Sanjay Bangs, Planner

Reporting on an proposed private plan modification to rezone land at Maketu Road, Quarry Road and Fitzgerald Road, Drury and amend the provisions and spatial extent of the operative Drury South Industrial Precinct in the Auckland Unitary Plan at Maketu Road, Quarry Road and Fitzgerald Road

APPLICANT: DRURY SOUTH LIMITED

SUBMITTERS:	
Page 178	Lomai Properties Ltd
Page 181	The New Zealand Transport Agency
Page 192	Counties Power Limited
Page 200	Classic Developments NZ Limited

Private Plan Modification 46 – Maketu Road, Quarry Road and Fitzgerald Road, Drury
Thursday, 3 December 2020

Page 203	Auckland Transport
Page 215	Ngāti Te Ata Waiohua
Page 218	Kāinga Ora Homes and Communities

FURTHER SUBMITTERS:

Page 224	Kāinga Ora Homes and Communities
Page 228	Counties Power Limited



Hearing Report for Proposed Plan Change 46 (Private) Drury South to the Auckland Unitary Plan (Operative in part)

Section 42A Hearing Report under the Resource Management Act 1991

Report to: Hearing Commissioners

Hearing Dates: 3rd – 4th December 2020

File No: Hearing Report – Plan Change 46 (PC46)

File Reference U:\CPO\RLP\FC\LUP\UP MODIFICATIONS\PC046 - Drury South(Private)

Report Author Sanjay Bangs, Planner, Central and South Planning, Plans and Places

Report Approver Craig Cairncross, Team Leader Central and South Planning, Plans and Places

Report produced 11 November 2020

Summary of Proposed Plan Change 46 (Private) Drury South: Rezone land within the Drury South Industrial Precinct from Business – Light Industry to Business – Mixed Use, and from Business – Heavy Industry to Business – Light Industry, and amend precinct provisions.

Plan subject to change	Auckland Unitary Plan (Operative in Part)
Number and name of change	Proposed Plan Change 46 (Private) Drury South to the Auckland Unitary Plan (Operative in Part)
Status of Plan	Operative in part
Type of change	Proposed private plan change
Date of approval (or adoption) for notification	2 July 2020

Parts of the Auckland Unitary Plan affected by the proposed plan change	AUP Maps Chapter I Precincts: I410 Drury South Industrial Precinct I410.11.1 Drury South Industrial Appendix
Date draft proposed plan change was sent to iwi for feedback	3 March 2020
Date of notification of the proposed plan change and whether it was publicly notified or limited notified	27 July 2020 Public Notification
Plan development process used – collaborative, streamlined or normal	Normal
Submissions received (excluding withdrawals)	7
Date summary of submissions notified	11 September 2020
Number of further submissions received	2
Legal Effect at Notification	No
Date of site visit	28 January 2020
Main issues or topics emerging from all submissions	Noise and ventilation, and no complaints covenant Internal transport network Mill Road Corridor Maketu Road/Avenue Road intersection Ramarama Road connection Trip generation Cycling network Ngāti Te Ata Waiohua engagement and cultural preferences Landscaping provisions

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Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
'PC46' OR 'Plan Change'	Proposed Plan Change 46
RMA	Resource Management Act 1991
AUP(OP)	Auckland Unitary Plan (Operative in Part)
PAUP	Proposed Auckland Unitary Plan
LIZ	Business – Light Industry Zone
HIZ	Business – Heavy Industry Zone
MUZ	Business – Mixed Use Zone
DSL	Drury South Limited (the applicant)
DSIP	Drury South Industrial Precinct

Plan Change Request	Proposed Private Plan Change prepared by Barker & Associates Limited, dated April 2020
TA	Transport Assessment
AT	Auckland Transport
NZTA	New Zealand Transport Agency

Attachments	
Appendix 1	Proposed amendments to I140 Drury South Industrial Precinct and I140.11.1 Drury South Industrial Appendix
Appendix 2	Proposed Plan Change 46 (Private) Drury South, As Notified
Appendix 3	Summary of Submissions and Further Submissions
Appendix 4	Local Board Views
Appendix 5	Clause 23 Request and Responses
Appendix 6	Specialist Assessments
Appendix 7	Auckland Council Decision to accept PC46 under Clause 25 to First Schedule RMA
Appendix 8	CV and Code of Conduct

1. EXECUTIVE SUMMARY

1. Proposed Plan Change 46 (Private) Drury South ('**PC46**' or '**Plan Change**') to the Auckland Unitary Plan (Operative in Part) ('**AUP(OP)**') seeks to rezone land and amend precinct provisions within the Drury South Industrial Precinct at Maketu Road, Quarry Road and Fitzgerald Road, Drury. Specifically, PC46 seeks to:
 - a) rezone 10ha of land from Business – Light Industry ('**LIZ**') to Business – Mixed Use ('**MUZ**');
 - b) rezone 20ha of land from Business – Heavy Industry ('**HIZ**') to Business – Light Industry; and
 - c) amend the provisions of the Drury South Industrial Precinct, including the extent of the precinct and sub-precinct boundaries.
2. The purpose of PC46 as expressed by the applicant is to provide for a greater range of activities in sub-precinct C reflecting the changing planning and policy context; more

appropriately provide for light industrial activities, and more efficiently and effectively manage the visual effects of development on the surrounding area through amendments to the landscaping and building form precinct provisions.

3. The Drury South Industrial Precinct comprises some 257 hectares at the southern extent of the Drury area contained within the Rural Urban Boundary. The precinct is primarily zoned Business – Light Industry and Business – Heavy Industry, and contains provisions related to landscaping, provision of an internal transport network and stormwater devices.
4. The precinct is divided into five sub-precincts. Of particular relevance to PC46 is Sub-precinct C, which applies to some 20ha of land zoned LIZ. Sub-precinct C enables the development of office activity and limited retail activity. PC46 seeks to reduce the extent of Sub-precinct C to 10ha and rezone this land to MUZ.
5. The private plan change request was made under Clause 21 of Schedule 1 to the Resource Management Act 1991 (**'RMA'**) and was accepted by Auckland Council (**'council'**), under clause 25(2)(b) of Schedule 1 to the RMA on 2 July 2020.
6. Further information was sought from the applicant by the council in accordance with Clause 23 of Schedule 1 to the RMA on 17 February 2020. The applicant provided further information in response to the Clause 23 request related to transport, urban design, economic effects, noise and vibration, and planning considerations. The request was considered satisfied following information provided to council on 17 July 2019.
7. In response to Clause 23 information provided, Drury South Limited agreed to modifications to the request in accordance with Clause 24 to Schedule 1 RMA on 5 June 2020. These modifications related to the internal transport network, urban design considerations including connectivity/integration between development within Sub-precinct C, and the drafting of noise and vibration provisions.
8. PC46 was publicly notified by the council on 27 July 2020 and the closing date for submissions was 27 August 2020. The council received seven submissions on PC46. The council's Summary of Decisions Requested was publicly notified on 11 September 2020 with the period for making further submissions closing on 25 September 2020. No further submissions were received.
9. In preparing for hearings on PC46, this hearing report has been prepared in accordance with section 42A of the RMA.
10. This report addresses the merits of PC46, with reference to an assessment of effects on the environment and the issues raised by submissions. The discussion and recommendations in this report are intended to assist the Hearing Commissioners, and those persons or organisations that lodged submissions on PC46.
11. An assessment of effects has been undertaken by the council in order to determine whether the proposed plan change provisions are appropriate. As part of this assessment, it is considered that the economic effects of PC46 associated with the rezoning of 20ha of land from Business – Heavy Industry Zone to Business – Light Industry Zone have not been adequately assessed. As such, I consider that further evidence is required to conclude whether the economic effects of PC46 will be acceptable. The need for this information arose in the period after the close of submissions, specifically following comments from Mr Tim Heath, the economic specialist for the council.
12. The key remaining areas of difference between council and the applicant and/or submitters are:

- a) The proposed rezoning of 20ha of land from Business – Heavy Industry to Business – Light Industry Zone;
 - b) Noise and ventilation provisions and restrictive no-complaints covenant provisions proposed within Sub-precinct C, which Kāinga Ora Homes and Communities seek to remove;
 - c) Exclusions to public and limited notification proposed by Drury South Limited within the precinct;
 - d) Requirements to vest roads within the precinct; and
 - e) Landscaping provisions sought by Counties Power Limited and agreed by Drury South Limited within Sub-precinct B.
13. The recommendations contained within this report are not the decisions of the Hearing Commissioners.
14. This report also forms part of council’s ongoing obligations under section 32 of the RMA, to consider the appropriateness of the proposed objectives and provisions in PC46, as well as the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised in submissions on PC46.
15. A report in accordance with section 32 of the RMA was prepared by the applicant as part of the PPC request as required by clause 22(1) of Schedule 1 of the RMA. In accordance with an evaluation under section 32, I consider that the provisions are the most appropriate to achieve the objectives of the AUP(OP) and the purpose of the RMA.
16. It is recommended that PC46 be approved subject to the amendments outlined in **Appendix 1**, and provided that further evidence is supplied by the applicant to support the proposed rezoning of land from Business – Heavy Industry Zone to Business – Light Industry Zone

2. BACKGROUND

2.1 Request

17. Proposed Plan Change 46 (Private) Drury South to the Auckland Unitary Plan (Operative in Part) seeks to amend the provisions and underlying zoning of the Drury South Industrial Precinct (‘**DSIP**’) in the AUP(OP).
18. The private plan change request was lodged with the council by Drury South Limited (‘**DSL**’) on 12 December 2019. The purpose of the plan change, as stated by the requestor, is to:

“provide for a greater range of activities in sub-precinct C reflecting the changing planning and policy context; more appropriately provide for light industrial activities, and more efficiently and effectively manage the visual effects of development on the surrounding area through amendments to the landscaping and building form precinct provisions.”¹

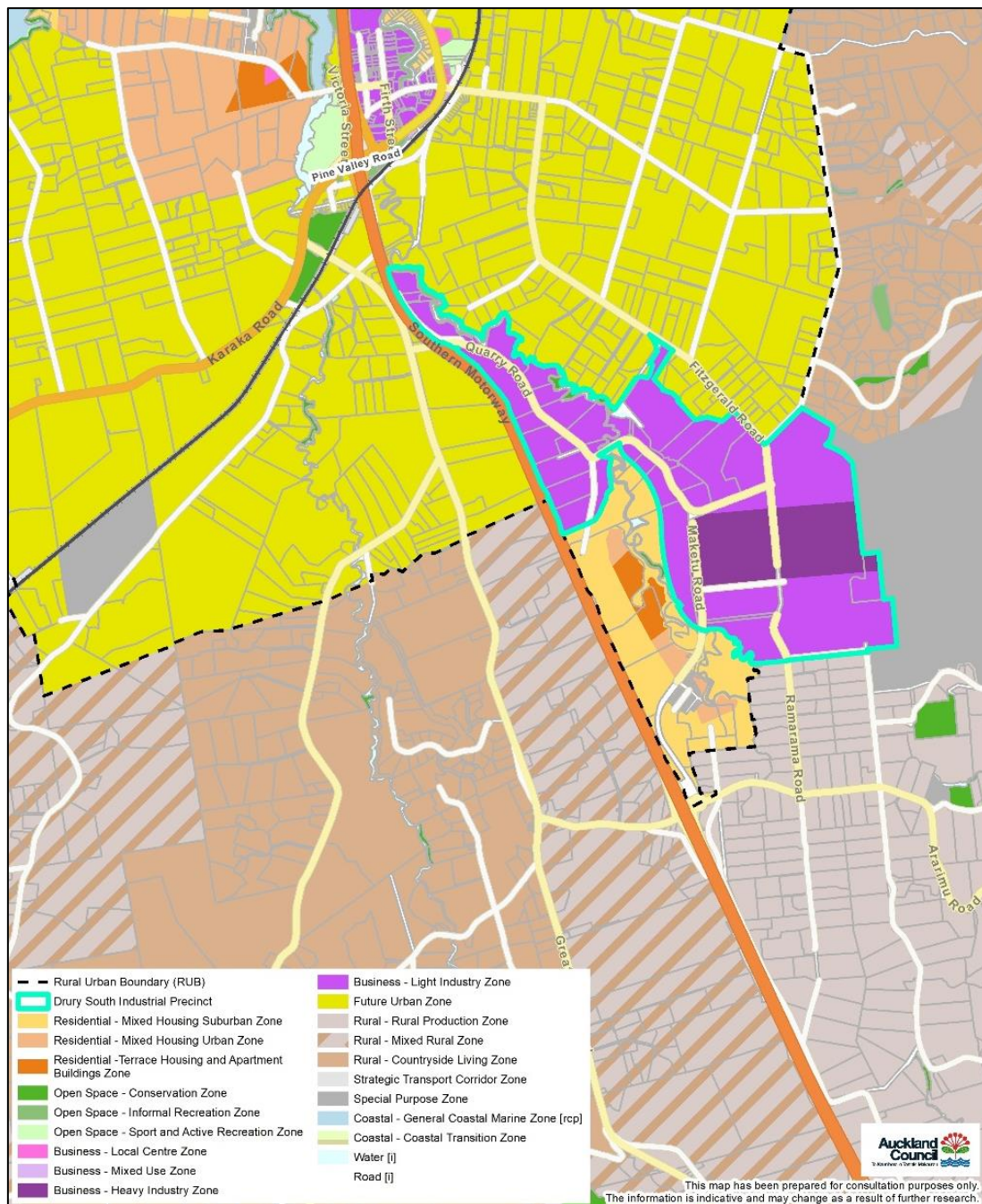
¹ p.41, Private Plan Change Requested prepared by Barker & Associates

2.2 Context

Drury South Industrial Precinct

19. Drury South Limited has provided a description of the PC46 land and surrounds. Having visited the site on 28 January 2020, I concur with the applicant's assessment set out in Section 4.0 of the AEE, and note the following.
20. The proposed plan change relates to land contained within the DSIP in the AUP(OP) (refer to **Figure 1** below). The DSIP in total comprises 257 hectares of land located at the southern extent of the Drury area contained within the Rural Urban Boundary.

Figure 1: PC46 Locality Plan



21. Broadly speaking, the purpose of the precinct is to provide for land extensive industrial activity, employment opportunities and areas of stormwater management, whilst ensuring that critical infrastructure is provided and potential ecological, cultural and landscape effects are managed. The precinct is zoned Business – Light Industry Zone, Business – Heavy Industry Zone and Open Space – Conservation Zone.
22. The DSIP provisions are outlined in detail in Section 3.0 of this report. However, some of the key elements of the Precinct are:
 - a) Provision for some office, retail and commercial services within Sub-Precinct C;
 - b) An indicative transport network, which includes a north/south aligned ‘spine’ road, now being constructed and called Maketu Road, and an Avenue Road adjoining a proposed stormwater management area/open space west of Sub-Precinct C,
 - c) The delivery of a centralised stormwater treatment device integrated to be located in Sub-Precinct D and integrated with public open space;
 - d) Bespoke landscaping standards, including particular standards for the light industry area adjoining the motorway edge (Sub-precinct B), and general standards for front, side and rear yard treatments across the precinct;
23. The precinct was created through a private plan change request to the former Papakura District Plan, Franklin District Plan, Auckland Regional Policy Statement and Auckland Regional Plan². This plan change request was approved in 2013 and carried over into the Auckland Unitary Plan (Operative in Part) 2016.
24. The precinct is currently being developed in accordance with the operative provisions. The applicant advises that a number of resource consents have been granted within the precinct, including for bulk earthworks, streamworks and vegetation removal³, subdivision to create a high-use spine road serving the precinct⁴, subdivision to create 26 industrial lots within Sub-precinct E⁵ and a Network Discharge Consent to divert and discharge stormwater from future development to the stream network⁶. Part of the roading network has been constructed and bulk earthworks are currently being undertaken.
25. The most recent iteration of the subdivision scheme plan⁷ to establish the roading network, industrial lots and vest open space and wetlands in council, amongst other elements, is shown in **Figure 2** below.

² PC12 to the Papakura District Plan, PC38 to the Franklin District Plan and PC19 to the Auckland Regional Policy Statement and PC19 to the Auckland Regional Policy Statement and PC3 to the Auckland Regional Plan: Air, Land and Water.

³ BUN60305778

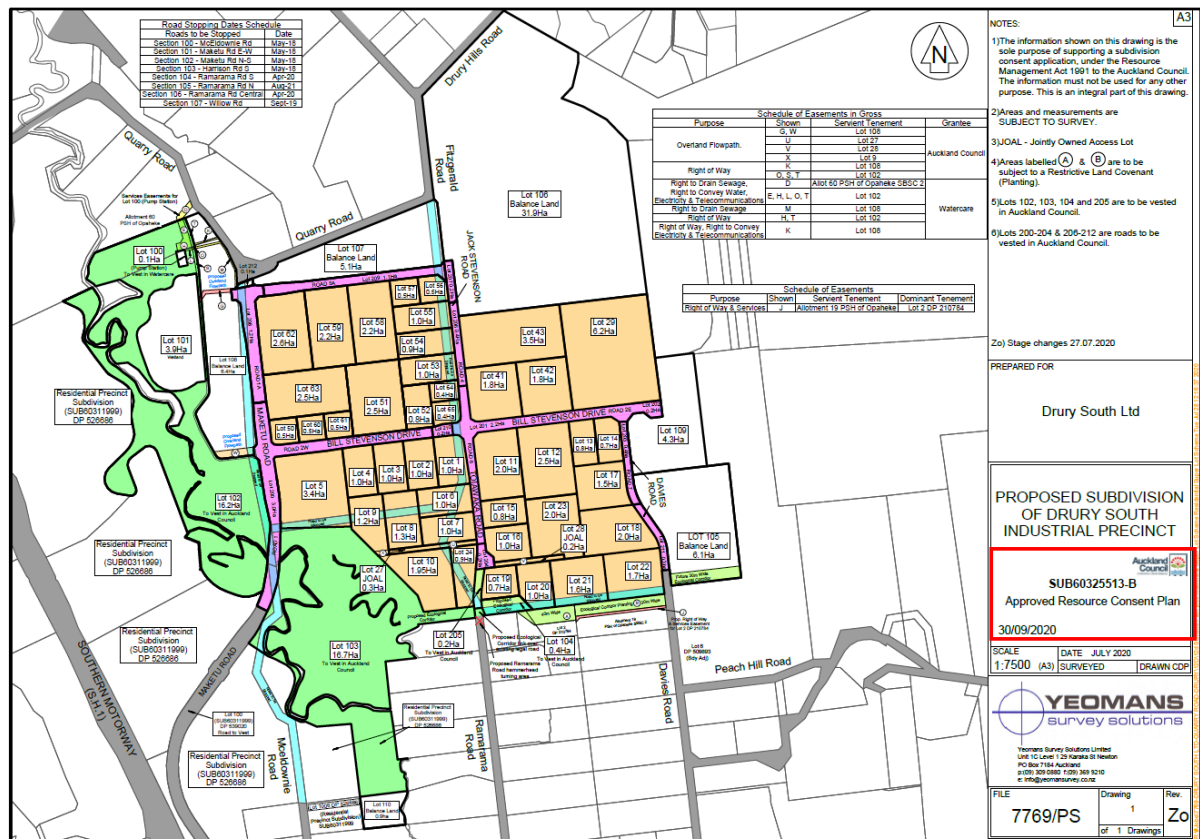
⁴ SUB60311999 and LUC60319074

⁵ SUB60325513

⁶ DIS60313540

⁷ SUB60325513-B

Figure 2: SUB60325513-A scheme plan



Surrounding context

26. The DSIP is positioned east of State Highway 1, close to the State Highway corridor. The precinct area is primarily accessed either via Quarry Road and SH22, or by a recently constructed interchange with Ramarama Road south of the precinct.
27. The Hingaia Stream is located immediately to the west of the DSIP, which is classified as a permanent and intermitted stream across most of its extent⁸. The adjacent Drury South Industrial Precinct encompasses this watercourse, and identifies much of the area around the stream corridor for open space and stormwater management purposes.
28. Adjoining the DSIP to the east is the Drury Quarry, operated by Stevenson Aggregates. Beyond this to the east and north-east are rural-residential areas clustered around Macwhinney Drive. To the south of the precinct lies the Rural Urban Boundary and beyond that rural sites used for rural lifestyle and productive purposes.
29. To the north lies rural land currently held in pasture and horticulture uses but zoned Future Urban. This land is identified as being development ready by between 2028 – 2032 in Auckland Council’s Future Urban Land Supply Strategy 2017.

Drury South Residential Precinct

⁸ Hingaia Stream Catchment Watercourse Assessment Report, Draft, July 2018

30. The Drury South Residential Precinct is located immediately to the west of the DSIP. This land initially formed part of the Drury South Industrial Precinct⁹, before being rezoned for residential activities¹⁰ and allocated a separate precinct through the Housing Accords and Special Housing Areas Act 2013. Sub-precinct C of the Drury South Industrial Precinct adjoins this precinct for much of its length.
31. The applicant advises that this precinct has the capacity to accommodate approximately 750 dwellings. The precinct is zoned Residential – Terrace Housing and Apartment Buildings, Residential – Mixed Housing Urban and Residential – Mixed Housing Suburban.
32. The Hingaia Stream bisects the precinct, and as such the precinct requires Sub-precincts B and C which collectively comprise 56ha of land to provide for open space and stormwater management purposes.
33. The operative DSIP incorrectly includes the residential precinct in its precinct plans and description. This is because the industrial precinct was not updated when the Drury South Residential Precinct was created. PC46 proposes to correct these errors in the DSIP provisions.

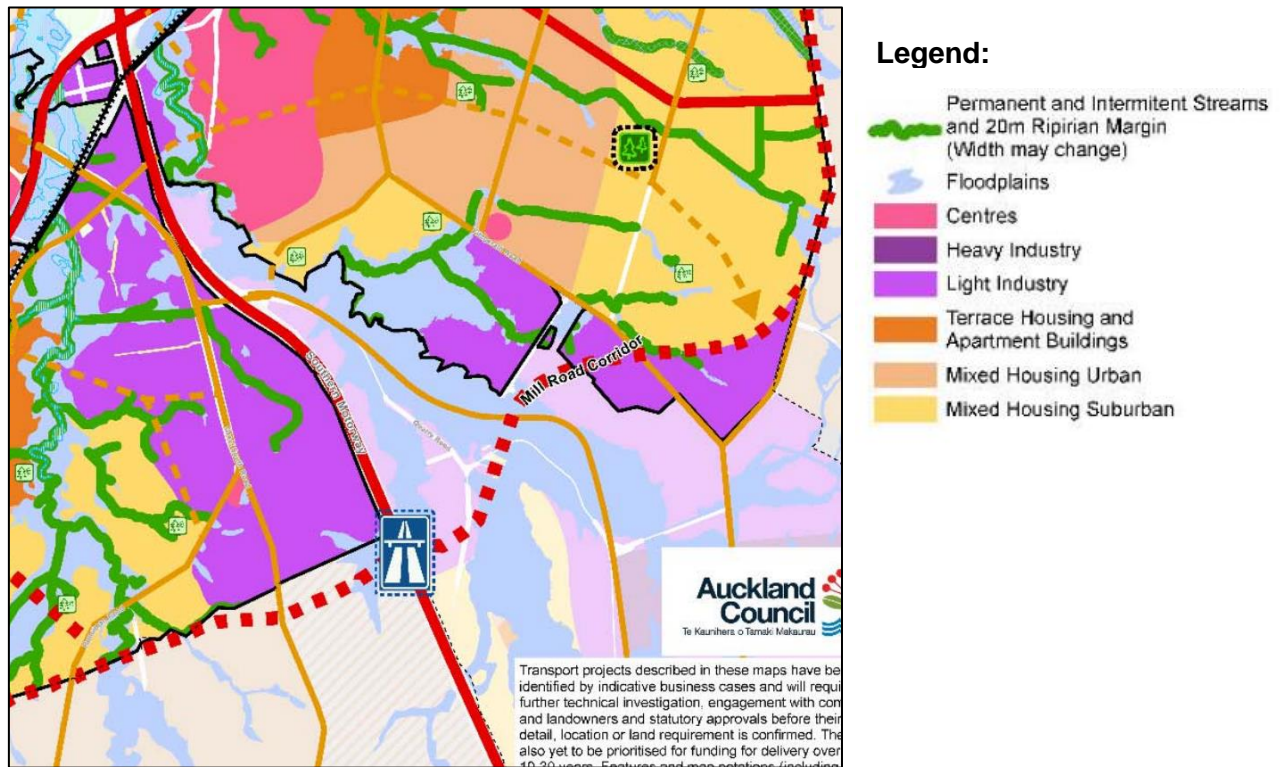
Drury-Opāheke Structure Plan 2019 and Future Urban Land Supply Strategy 2017

34. The areas north and northwest of the Precinct are zoned Future Urban in the AUP(OP), and as such the use and character of these areas is anticipated to change from primarily rural production and lifestyle to urban.
35. The Future Urban Land Supply Strategy 2017 ('**FULSS**') prepared by Auckland Council sets out the sequencing of future urban land for development within Auckland. The FULSS identifies the Drury-Opāheke Future Urban Zone land east of the motorway being urbanised by between 2028 – 2032.
36. In 2019 the council approved the Drury-Opāheke Structure Plan. The structure plan outlines how growth anticipated within this area can be achieved by indicating the location of future land use zonings, infrastructure and constraints within Drury-Opāheke. This includes the location of residential areas, town centres, business areas and critical infrastructure amongst other elements. The land immediately north of the DSIP is identified in the structure plan as being Light Industry, and further north a mix of residential zoned surrounding a proposed large centre (see **Figure 3** below):

⁹ In the aforementioned private plan change to legacy plans, and in the recommendations version of the Auckland Unitary Plan.

¹⁰ Specifically Residential – Mixed Housing Suburban Zone, Residential – Mixed Housing Urban Zone and Residential – Terrace Housing and Apartment Buildings Zone.

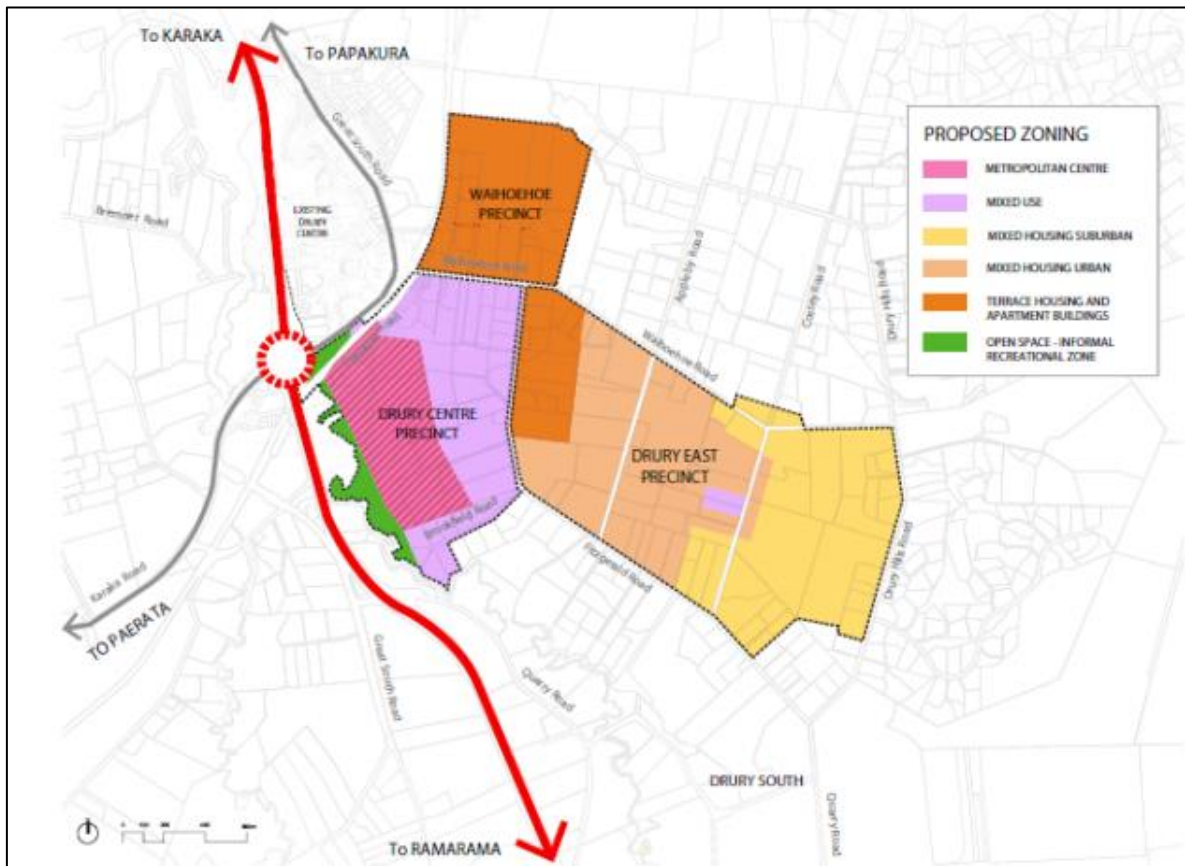
Figure 3: Drury-Opāheke Structure Plan land use map excerpt



Drury-Opāheke private plan change requests

37. At the time of writing this report, the council has received six private plan change requests to urbanise land within the Drury-Opāheke Structure Plan area.
38. Of particular relevance to PC46 are the following three private plan change requests lodged with the council for the development of the Drury-Opāheke Future Urban east of the SH1 corridor and north of the PC46 land.
 - a) PC48 Drury Central, comprising approx. 95 hectares of land, proposed to be zoned Metropolitan Centre, Mixed Use and Open Space, with the Metropolitan Centre adjoining a proposed Drury Central Train Station;
 - b) PC49 Drury East, comprising approx. 184ha of land proposed to be Terrace Housing and Apartment Buildings, Mixed Housing Urban, Mixed Housing Suburban and Mixed Use; and
 - c) PC50 Waihoehoe, comprising approx. 49ha of land proposed to be Terrace Housing and Apartment Buildings.
39. The location and arrangement of these plan change requests is shown in **Figure 4** below.
40. At the time of writing, the three private plan changes have been accepted by council, notified and the period for primary submissions closed on 22 October 2020.

Figure 4: Drury-Opāheke private plan changes PC48 – PC50



Supporting Growth Alliance Preferred Network and Mill Road Corridor

41. As outlined in Section 7.2.2. of the Plan Change Request, Te Tupu Ngātahi Supporting Growth Alliance is a collaboration between Auckland Transport ('AT') and the New Zealand Transport Agency ('NZTA') to plan transport investments in Auckland's Future Urban Zone areas.
42. Part of this preferred transport network is Mill Road Corridor, a planned 21.5km four-lane arterial road extending from Manukau to Drury. The indicative alignment of the corridor intersects the northern extent of the Precinct in an east-west alignment, before connecting to SH1 (refer to **Figure 5** below).
43. The corridor is planned as an alternative route to SH1 to service future growth provided for in the Drury-Opāheke Future Urban growth areas. Funding has been allocated to the construction of this corridor by the New Zealand Transport Agency through the New Zealand Upgrade Programme, and is due to be completed in stages by between 2025/2026 and 2027/2028.

Figure 5: Mill Road indicative alignment¹¹



2.3 Lodgement documents

44. The applicant provided the following reports and documents to support their application for PC46¹²:
- Private Plan Change Request, titled *Drury South Proposed Private Plan Change*, prepared by Barker & Associates Ltd, dated 22 April 2020;
 - Appendix 1 Proposed Plan Change;
 - Appendix 2: AUP Objective and Policies Assessment Table;
 - Appendix 3: Economic Assessment, prepared by Market Economics Consulting Ltd, dated 25 November 2019 (but updated 15 April 2020);

¹¹ As shown on NZTA's website: <https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/auckland-package/mill-road/>

¹² Note that where applicable this includes documents that have been updated by the applicant in response to Clause 23 further information requests.

- Appendix 4: Landscape and Visual Effects Assessment; prepared by Bridget Gilbert Landscape Architecture Ltd, dated 26 July 2019;
- Appendix 5: Transport Assessment, prepared by Beca Ltd, dated 17 July 2019;
- Appendix 6: Urban Design Report, prepared by Barker & Associates Ltd, dated December 2019;
- Appendix 7: Stormwater Memo, prepared by Tonkin & Taylor Limited, dated 12 November 2019;
- Appendix 8: Acoustic Assessment; prepared by Marshall Day Acoustics Limited, dated 25 October 2019;
- Appendix 9: Copies of approved resource consent decisions and plans;

2.4 Clause 23 Requests for Further information, Clause 24 Modifications, and acceptance under Clause 25

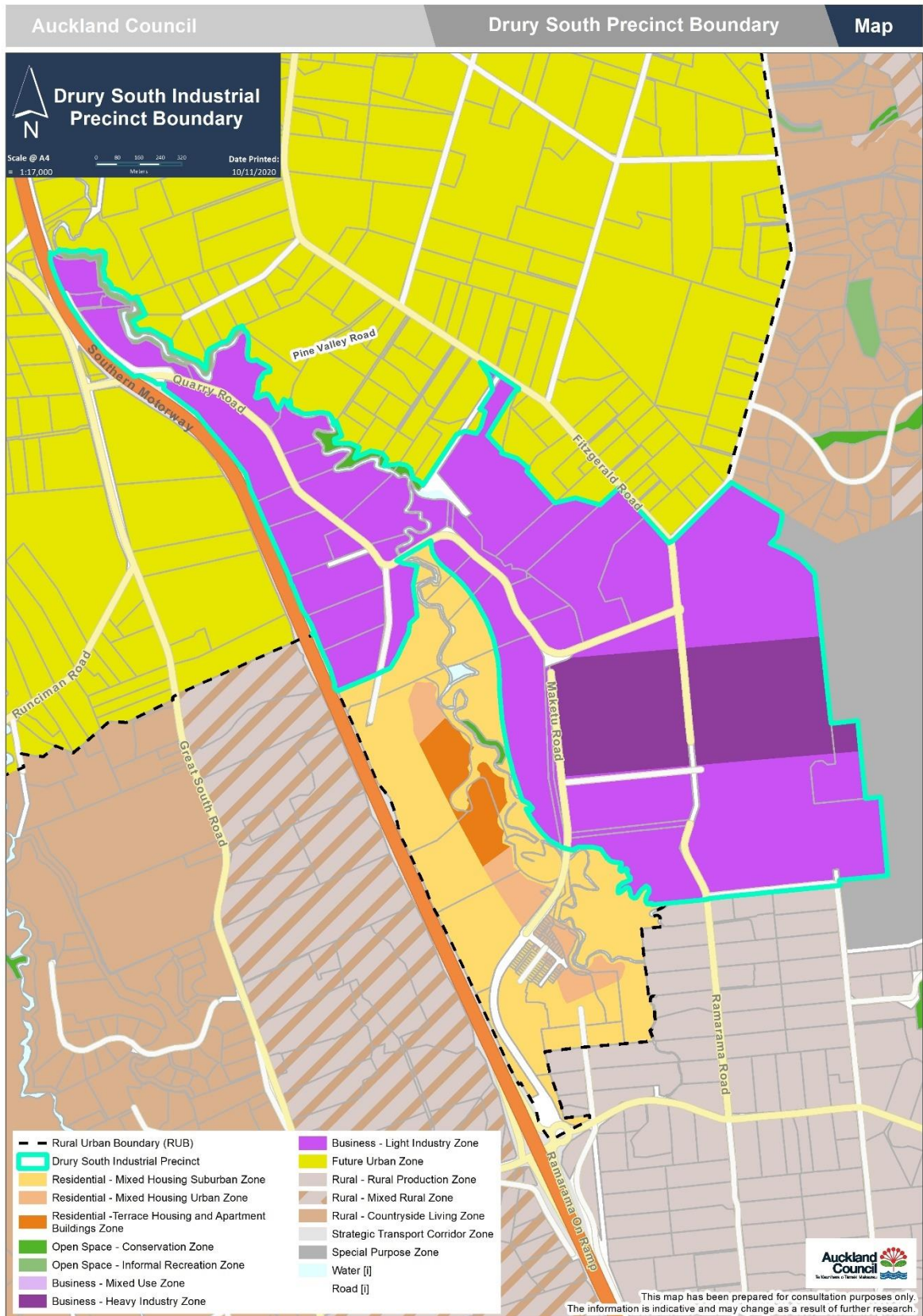
45. On 17 February 2020, prior to accepting PC46, the council requested that the applicant provide further information in accordance with Clause 23 of Schedule 1 to the RMA. This request is attached as **Appendix 4** to this report. The purpose of the further information request was to enable council to better understand the effects of PC46 on the environment and the ways in which adverse effects may be mitigated. The key information sought through the Clause 23 request related to the following matters:
- Consultation with Mana Whenua groups and transport agencies;
 - Economic effects arising from the proposed precinct provisions, including the enablement of trade suppliers across the precinct, the proposed exclusions to public or limited notification processes,
 - Transport and traffic effects, including the effects of trade suppliers, proposed precinct provisions relating to the drafting of GFA thresholds and the exemption to E27.6.1 Trip Generation, walking and cycling connections, traffic distribution and design of cross-sections in Appendix 1.1 of the precinct;
 - Retail impact effects
 - Urban design effects,
 - Stormwater and flooding
 - Noise and vibration;
46. Drury South Limited responded to the Clause 23 request on 23 April 2020. This response is also contained within **Appendix 4** to this report. In response to the Clause 23 request, the applicant provided the following material
- Revised Private Plan Change Request
 - Revised version of the proposed amendments to Drury South Industrial Precinct (I410) and the Drury South Industrial Appendix (I140.11.1)
 - Revised Economic Assessment
 - Responses to the RFI's for transport, economic, acoustic and urban design items

47. In response to the Clause 23 requests, Drury South Limited agreed to modifications to the request in accordance with Clause 24 to Schedule 1 RMA on 5 June 2020. These modifications comprised amendments to the Drury South Industrial Precinct and Appendix (I410 and I410.11.1):
- a) Introducing special information requirement I410.9.3(2) requiring vacant lot subdivision applications and land use applications within Sub-precinct C to be accompanied by an integration plan setting out how proposed development will integrate with the remainder of the sub-precinct;
 - b) Removing aspects of proposed provisions that sought to avoid a concentration of retail activity in one part of sub-precinct C;
 - c) Amending matter of discretion I410.8.1(5)(a) to require trade suppliers in Sub-precincts A and C exceeding GFA caps to consider the operation of the surrounding, rather than adjacent, network;
 - d) Amending assessment criteria I410.8.2(f)(vi) to include the connection of Avenue Road to Maketu Road at both the northern and southern ends of Sub-precinct C as a consideration for subdivision;
 - e) Amending the status of infringements to development standards such that infringements to Standard I410.6.2(9) relating to land modifications within the 1% AEP modified flood plain, would remain a discretionary activity rather than become restricted discretionary as initially proposed in the request; and
 - f) Amending Standard I410.6.4 relating to noise and ventilation within sub-precinct C.
48. Having reviewed the applicant's Clause 23 response and the reports and materials attached, I considered that the further information requests had been satisfied. In making this determination, I relied on the advice of technical experts listed in Section 5 of this report.
49. The Plan Change request was accepted for notification under Clause 25 to Schedule 1 RMA on 2 July 2020.

3. EXISTING PLAN PROVISIONS

50. The PC46 land is subject to the Drury South Industrial Precinct, which is zoned as a combination of Business – Light Industry, Business – Heavy Industry and Open Space – Conservation.
51. The current zoning of the site and surrounds is depicted in **Figure 6** below.

Figure 6: Existing AUP(OP) zoning of PC46 land and surrounds

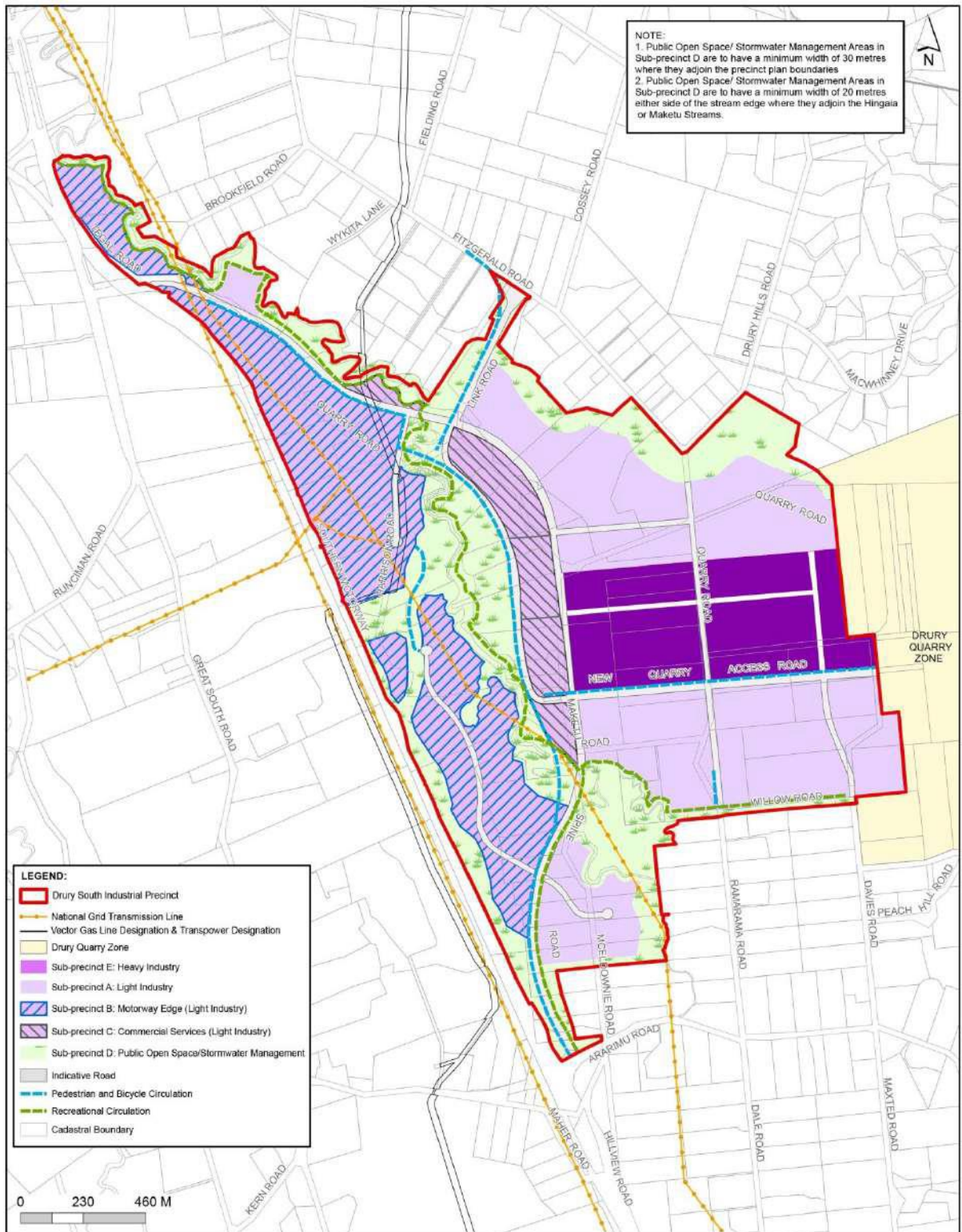


52. The Business – Light Industry Zone ('LIZ') is a zone typically providing for industrial activities such as manufacturing, production, logistics, storage, transport and distribution.

The zone provides for building heights of 20m and anticipates industrial activities that do not generate objectional odour, noise or dust.

53. The Business – Heavy Industry Zone ('HIZ') provides for industrial activities that may produce objectionable odour, dust and noise emissions. The zone seeks to maintain large sites to accommodate such activities, which include heavy manufacturing and production, as well as 'light' industries such as warehousing, storage, transport and distributional.
54. The Drury South Industrial Precinct applies to the PC46 land, and seeks to provide for land extensive industrial activity. The precinct comprises five sub-precincts:
 - a) Sub-precinct A Light Industry, which applies to the majority of the precinct (approximately 115ha). The sub-precinct departs from the underlying Business – Light Industry Zone by prohibiting all retail over 450m², and making limited provision for commercial services, dairies, drive-through restaurants, entertainment facilities and food and beverage (as non-complying activities);
 - b) Sub-precinct B Motorway edge (Light Industry), which provides for the same activities as Sub-precinct A, but sets out additional landscaping and building design requirements to reflect its position adjacent to the State Highway 1 corridor;
 - c) Sub-precinct C Commercial Services, which applies to 21ha of land and enables a greater range of commercial activity than the LIZ, by providing for office activity, and limited supporting activities such as commercial services, food and beverage and childcare and healthcare facilities as permitted activities;
 - d) Sub-precinct D Open Space / Stormwater Management, zoned Light Industry but to be rezoned to an open space zoning once the Public Open Space / Stormwater Management Areas shown on Precinct Plan 1 are developed and vested;
 - e) Sub-precinct E Heavy Industry, which applies to 46ha of land, and enabled buildings of up to 25m in height (compared with 20m in the underlying provisions).
55. The Drury South Industrial Precinct contains precinct-wide provisions, of which the following are notable:
 - a) Bespoke landscaping requirements for industrial sites. These includes front yard landscaping comprising a 3 metre wide continuous planting of Phormium tenax (flax) planted at 1.5m centres in staggered rows on a grid. These also require side and rear boundaries in the LIZ and HIZ to be planted with a row of either Leyland Cypress Casuarina (sheoak) or Macrocarpa at 3 metre centres located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 3.5 metres.
 - b) Requirements for an internal transport network to be constructed and vested to council upon subdivision and development, including roads and pedestrian and bicycle routes). This indicative network is identified on Precinct Plan 1 and 2 within the precinct (refer to **Figure 7** below), and is discussed in greater detail in Section 7.3 of this report in relation to transport effects.
 - c) Requirements for Sub-precinct D to be developed as stormwater management areas upon subdivision and development of the relevant area.
 - d) Standards requiring the construction of wastewater services, by connections to Watercare's existing network, including upgrades to the network if required, and the construction of wastewater treatment plant to service the precinct, to be constructed in accordance with Watercare's design and operational standards.

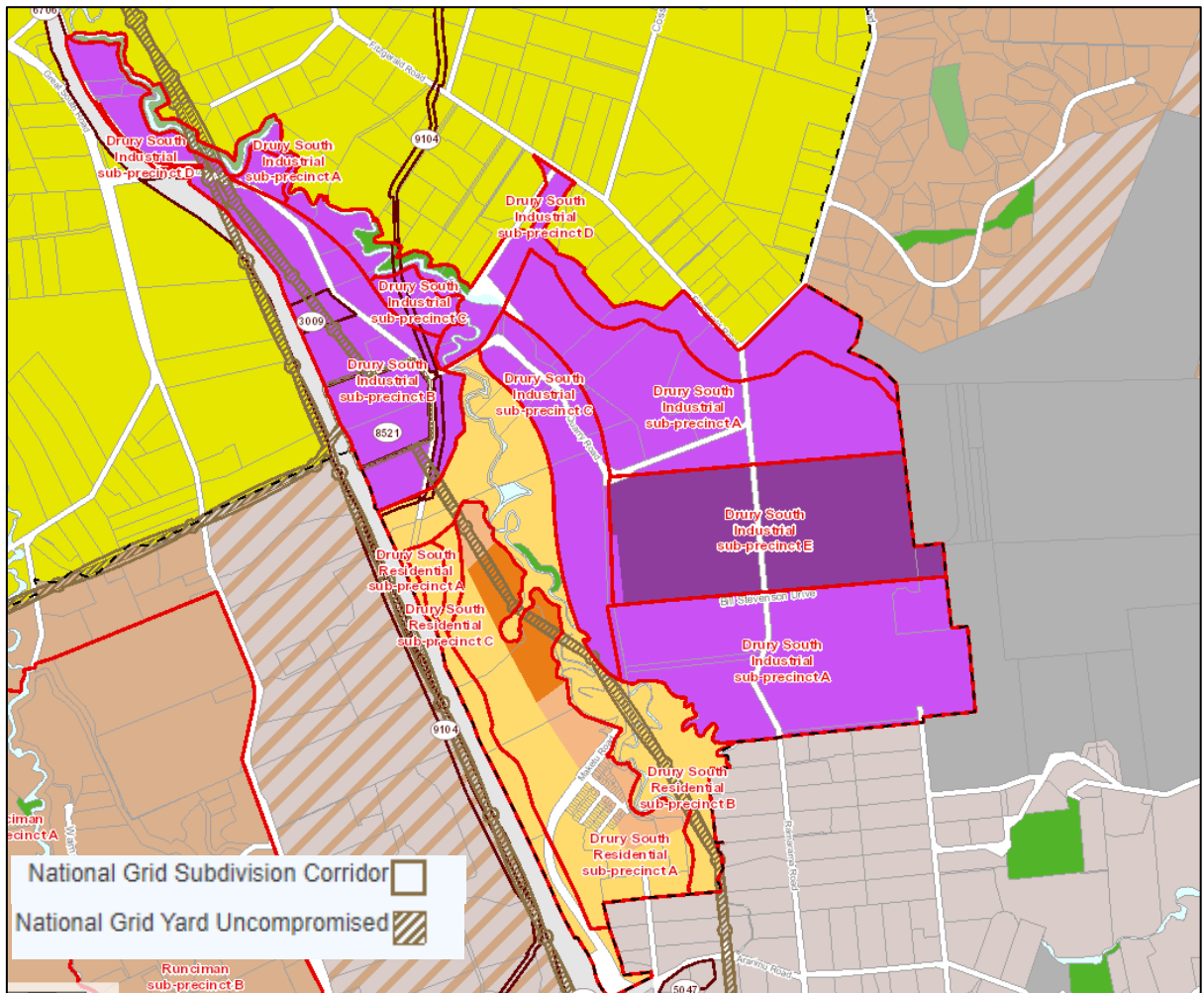
Figure 7: Drury South Industrial Precinct - Precinct Plan 1



56. The precinct is also supported by Appendix I410.11.1, which contains detailed design guidelines and principles related to the road, reserve and access networks, neighbourhood block structure, size and orientation, and landscaping and riparian planting. The DSIP contains assessment criteria requiring subdivision and development to give effect to the matters contain in this appendix.

57. The DSIP land is also subject to the following overlays and controls.
- a) Overlays: Natural Resources: High-Use Aquifer Management Areas Overlay [rp] - Drury Sand Aquifer
 - b) Overlays: Natural Resources: High-Use Aquifer Management Areas Overlay [rp] - Bombay Drury Kaawa Aquifer
 - c) Overlays: Natural Resources: Quality-Sensitive Aquifer Management Areas Overlay [rp] - Drury Sand Aquifer
 - d) Overlays: Infrastructure: National Grid Corridor Overlay - National Grid Yard Uncompromised
 - e) Overlays: Infrastructure: National Grid Corridor Overlay - National Grid Subdivision Corridor
 - f) Controls: Macroinvertebrate Community Index - Exotic
 - g) Controls: Macroinvertebrate Community Index – Rural
58. The High-Use Aquifer Management Areas Overlay applies to highly allocated aquifers that are either currently adversely affected by pumping, or are likely to become highly allocated over the life of the AUP(OP). The overlay applies rules for taking, using damming and diversion of water and the application of biosolids
59. The Quality-Sensitive Aquifer Management Areas Overlay contains aquifers that are susceptible to pollution from surface sources such as excess fertiliser application or discharges of contaminants such as stormwater or sewage. The overlay applies rules for the application of biosolids.
60. The National Grid Corridor Overlay applies to the national electricity transmission corridor owned or operated by Transpower New Zealand, and seeks to protect the operation of transmission lines against reverse sensitivity effects arising from subdivision, use or development occurring underneath or near to the corridor. The overlay bisects Sub-precinct B and a small section of Sub-precinct C within the DSIP.
61. The Macroinvertebrate Community Index are guidelines for the condition of streams and rivers, primarily used as a reference point for discharges, subdivision, use and development that affects freshwater systems.
62. In addition, the DSIP is subject to three designations:
- a) 8521 Drury Substation, an existing facility operated by Transpower New Zealand and located within Sub-precinct B of the DSIP. The designation provides for the “*construction, operation, maintenance, replacement, renewal and upgrading of a substation up to and including 220kV, transmission lines, and ancillary facilities*”
 - b) 3009 Drury South Substation, under the ownership of Counties Power Limited and designated but not yet constructed, and located within Sub-precinct B of the DSIP.
 - c) 9104 Pukekohe to East Tamaki Gas Pipeline, Designations, First Gas Limited, which bisects Sub-precinct B and C of the DSIP.
63. The National Grid Corridor Overlay and designations within the DSIP are shown on **Figure 8** below.

Figure 8: Existing AUP(OP) zoning, precincts and National Grid Corridor Overlay and relevant designations



4. PROPOSED PLAN CHANGE PROVISIONS

64. In summary, Plan Change 46 seeks to:

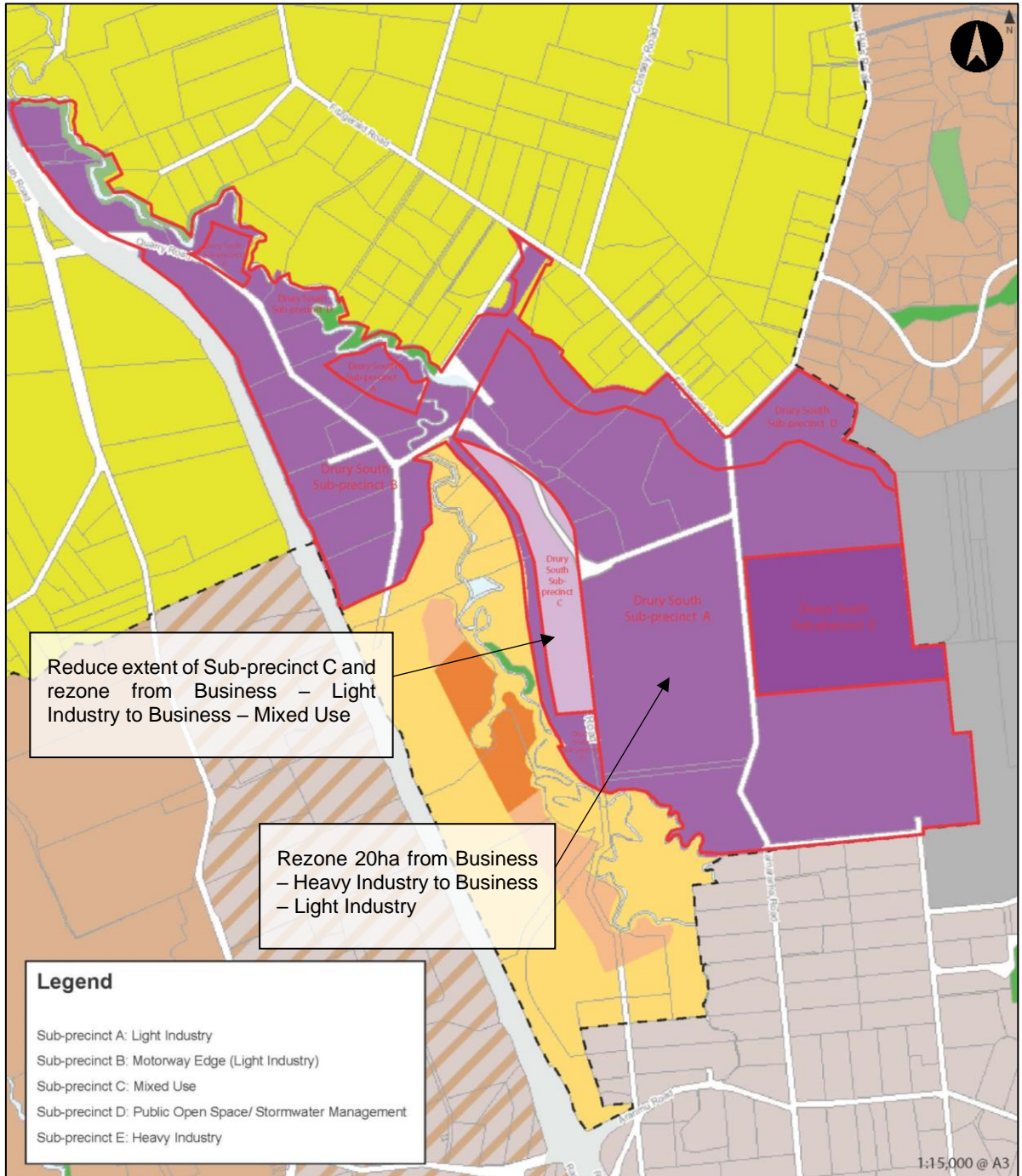
- a) rezone 10ha of land from Business – Light Industry to Business – Mixed Use
- b) rezone 20ha of land from Business – Heavy Industry to Business – Light Industry
- c) amend the provisions of the Drury South Industrial Precinct, including the extent of the precinct and sub-precinct boundaries

65. The objective of the plan change, as stated by the applicant, is to:

provide for a greater range of activities in sub-precinct C reflecting the changing planning and policy context; more appropriately provide for light industrial activities, and more efficiently and effectively manage the visual effects of development on the

surrounding area through amendments to the landscaping and building form precinct provisions.¹³

Figure 9: Proposed AUP(OP) zoning and Drury South Industrial Precinct of PC46 site



66. Specifically, the Plan Change seeks to:

¹³ p.41 Section 32 Assessment (Attachment A)

- a) Reduce the extent of the Drury South Industrial Precinct: Sub-precinct C from 21ha to 10ha, and rezone the land from Business - Light Industry Zone to Business – Mixed Use Zone;
- b) Rezone approximately 20ha of land from Business – Heavy Industry to Business – Light Industry and reallocate this land from Sub-precinct E to Sub-precinct A, to provide an appropriate separation distance between the proposed Business – Mixed Use and the Business – Heavy Industry Zone;
- c) Amend the Drury South Industrial Precinct: Sub-precinct C provisions as follows:
 - i. Introduce objectives and policies that support residential and commercial activities within Sub-precinct C, provided that commercial activities do not compromise the role and amenity of the Business – Metropolitan Centre Zone or Business – Town Centre Zone within the council approved Structure Plan for Drury;
 - ii. Enable a greater scale of retail activity, by enabling retail up to 200m² gross floor area per tenancy ('GFA') as a permitted activity, and retail greater than 200m² GFA per tenancy as a discretionary activity;
 - iii. Enable the establishment of one supermarket greater than 2,000m² GFA as a restricted discretionary activity;
 - iv. Provide for offices up to 500m² GFA per tenancy as a permitted activity, offices between 501m² - 1000m² GFA as a restricted discretionary activity, and offices greater than 1,000m² GFA per tenancy as a discretionary activity;
 - v. Provide for trade suppliers, garden centres, motor vehicle sales and marine retail as a permitted activity;
 - vi. Restrict department stores by providing for these as a non-complying activity;
 - vii. Apply cumulative GFA for retail, trade retail and office activities in sub-precinct C to manage traffic effects and effects on the hierarchy of centres;
 - viii. Provide for a maximum building height of 25m;
 - ix. Introducing noise and ventilation provisions, requiring buildings accommodating noise sensitive activities to provide acoustic insulation and ventilation in order to mitigate traffic noise from Maketu Road;
 - x. Introducing a no-complaints covenant requirement for noise sensitive activities in favour of the operator of the Drury Quarry;
- d) Amend the bespoke landscaping requirements of the DSIP, by:
 - i. Removing the requirement for a 3m front yard planted in flax within Sub-precincts A, D and E, and instead rely on the underlying LIZ front yard standards;
 - ii. Removing the standard requiring side and rear yard for industrial activities within Sub-precincts A, D and E to be planted in shelterbelt tree species;
 - iii. Introducing a standard requiring roofs of any new building to not exceed a reflectivity value of 30 per cent;
- e) Amend the wider DSIP provisions, by:
 - i. Excluding restricted discretionary activities for subdivision or development from being subject to public or limited notification.
 - ii. Removing the requirement for roading network and stormwater devices to construct and vest these precinct elements in council upon subdivision and development;

- iii. Providing greater flexibility for an alternative roading layout to be proposed, provided that an integrated approach between the DSIP and the Drury South Residential Precinct can be achieved; and
 - iv. Introducing assessment criteria seeking the implementation pedestrian and cycling connection between the DSIP and the Drury South Residential Precinct, in an alignment shown on Precinct Plan 1.
- f) Correct errors within the DSIP, by amending the precinct description and Precinct Plan 1 to exclude land that now falls within Drury South Residential Precinct;

5. HEARINGS AND DECISION MAKING CONSIDERATIONS

67. Clause 8B (read together with Clause 29) of Schedule 1 of RMA requires that a local authority shall hold a hearing into submissions on a proposed private plan change.
68. The Regulatory Committee have delegated to the Hearings Commissioners authority to determine council's decisions on submissions on PC46, under section 34 of the RMA. Hearing Commissioners will not be recommending a decision to the council, but will be making the decision directly on PC46.
69. This report summarises and discusses submissions received on PC46. It makes recommendations on whether to accept, in full or in part; or reject, in full or in part; each submission. This report also identifies what amendments to the PC46 provisions are recommended, if any, to address matters raised in submissions. Any conclusions or recommendations in this report are not binding on the Hearing Commissioners.
70. The Hearing Commissioners will consider all the information in submissions together with evidence presented at the hearing.
71. This report relies on the reviews and advice from the following experts on behalf of the council and specialist Auckland Council officers. These assessments are attached in **Appendix 6** to this report.

Matter	Reviewing specialist
Urban Design	Tracy Ogden-Cork, Director, Motu Design Ltd
Landscape and Visual Effects	Rob Pryor, LA4 Landscape Architects Ltd
Transport	Mat Collins, Principal Transport Planner, Flow Transportation Consultants Ltd
Economic effects	Tim Heath, Director, Property Economics Ltd
Noise	Jon Styles, Director, Styles Group Ltd
Stormwater and Flooding	Chloe Trenouth, Healthy Waters Consultant and Mark Iszard, Senior Healthy Waters Specialist, Healthy Waters Department, Auckland Council

6. STATUTORY AND POLICY FRAMEWORK

72. Private plan change requests can be made to the council under Clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as council initiated plan changes, and the private plan change request must contain an evaluation report in accordance with section 32 of the RMA (clause 22(1), Schedule 1, RMA). Clause 29(1) of Schedule 1 provides “except as provided in subclauses (1A) to (9), Part 1, with all necessary modifications, shall apply to any plan or change requested under this Part and accepted under clause 25(2)(b)”.
73. PC46 was a private plan change request made to the council by Drury South Limited in accordance with Clause 21 of Schedule 1 RMA.
74. Further information was sought in accordance with Clause 23 to Schedule 1 RMA, which is summarised in Section 2.4 of this report.
75. PC46 was subsequently accepted by the council under clause 25(2)(b) of Schedule 1 of the RMA by way of delegation to the Unit Manager on 2 July 2020. A record of this decision is attached as **Appendix 6** to this report.
76. PC46 was publicly notified on 30 July 2020, with seven (7) submissions received by the council. The summary of submissions was publicly notified by the council on 11 September 2020 with two further submissions received.

7. STATUTORY AND POLICY ASSESSMENT

7.1 Resource Management Act 1991

77. The key directions of the RMA with regard to consideration of private plan changes is set out in the below paragraphs.

Table 1: Sections of the RMA relevant to private plan change decision making

RMA Section	Matters
Part 2	Purpose and principles of the RMA.
Section 31	Outlines the functions of territorial authorities in giving effect to the Resource Management Act 1991
Section 32	Requirements preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal
Section 67	Contents of regional plans – sets out the requirements for regional plan provisions, including what the regional plan must give effect to, and what it must not be inconsistent with
Section 72	Sets out that the purpose of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.
Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan

RMA Section	Matters
Section 74	Matters to be considered by a territorial authority when preparing a change to its district plan. This includes its functions under section 31, Part 2 of the RMA, national policy statement, other regulations and other matter
Section 75	Contents of district plans – sets out the requirements for district plan provisions, including what the district plan must give effect to, and what it must not be inconsistent with
Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities. It also sets out the process for private plan change applications.

7.2 National policy statements

78. Pursuant to Sections 74(1)(ea) and 75 RMA, the relevant national policy statements ('NPS') must be given effect to in the preparation of the proposed plan change, and in considering submissions.

7.2.1 National Policy Statement on Urban Development 2020 ('NPS:UD')

79. The NPS:UD provides policy direction for urban environments in relation to a range of issues and matters that concern urban growth. Some of the key matters are:

- a) Well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural well-being (Objective 1);
- b) Improving affordable housing by supporting competitive land and development markets (Objective 2)
- c) Enabling more people to live in, and more businesses and community services to be located in or near a centre, in areas well-served by public transport, and in areas of high demand for housing or business land (Objective 3)
- d) Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) (Objective 5)
- e) Supporting reductions in greenhouse gas emissions and resilience to the current and future effects of climate change (Objective 8)

80. The NPS:UD was approved on 20 July 2020, and as such the applicant's Plan Change Request did not assess PC46 against these provisions¹⁴.

81. In my view, PC46 will give effect to the NPS:UD provisions that seek affordable housing, and integration of housing and business areas with a centre zone or other area with employment opportunities (Objectives 2 and 3). Sub-precinct C enables the development of convenience retail and commercial services, which will function as at least a local centre for residential development within Sub-precinct C and in the Drury South Industrial

¹⁴ Although an assessment against the discussion document for the NPS:UD is made in Section 6.1.2 of the Plan Change Request

Precinct. PC46 will likely also enable housing and business near to public transport, once the network is extended following development of the Drury-Opāheke Structure Plan area.

82. Whilst I am concerned that PC46 may not support reductions in greenhouse gas emissions, as the plan change may establish travel patterns heavily reliant on private vehicles. However, I note that the applicant's Transport Assessment concludes that external traffic effects of the proposal will not be discernible from the traffic generated under the current DSIP provisions, a conclusion that Mr Collins on behalf of council agrees with. In addition, the DSIP provisions provide for a pedestrian and cycling network to support walking and cycling modes of transport.

7.2.2 National Policy Statement on Freshwater Management 2020 ('NPS:FM')

83. The NPS:FM has the overarching objective as follows:

(1) The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:

(a) first, the health and well-being of water bodies and freshwater ecosystems

(b) second, the health needs of people (such as drinking water)

(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

84. A number of outcomes are sought within this framework. Of particular relevance to PC46 are the following:

a) Freshwater is managed in a way that gives effect to Te Mana o te Wai (Policy 1)

b) Tangata whenua are actively involved in freshwater management (including decision-making processes), and Māori freshwater values are identified and provided for (Policy 2);

85. In my view, PC46 will give effect to the NPS:FM. As outlined in Section 8.3 of this report, PC46 does not propose to change the way in which stormwater or flooding is managed within the precinct. In addition, no changes are proposed to the requirements for vegetated buffers and native riparian planting for streams within Sub-precinct D.

86. The extent of involvement by Mana Whenua is discussed in section 10.2.11 of this report in relation to Ngāti Te Ata Waiohū's submission. Mana Whenua were actively involved in freshwater managing for the original plan changes to establish the DSIP.

7.2.3 New Zealand Coastal Policy Statement 2010 ('NZCPS')

87. As outlined in Section 6.1.3 of the Plan Change Request, the NZCPS seeks to achieve the purpose of the RMA in relation to the coastal environment of New Zealand. The applicant identifies the relevance of the NZCPS given that the Manukau Harbour is the ultimate receiving environment for the DSIP. I agree with the applicant's assessment that the proposal will not the quality or volume of stormwater diversion within the precinct, or the approach to stormwater or flood management.

7.3 National environmental standards or regulations

88. Under section 44A of the RMA, local authorities must observe national environmental standards in its district / region. No rule or provision may be duplicated or in conflict with a national environmental standard or regulation.

89. No national environmental standards are considered to be relevant to PC46.

7.4 Regional Policy Statement

90. Section 75(3)(c) of the RMA requires that a district plan must give effect to any regional policy statement.

91. Drury South Limited have provided an assessment against the objectives and policies of the AUP(OP) Regional Policy Statement ('RPS') in Section 7.1 of the Private Plan Change Request and Appendix 2, prepared by Barker & Associates Limited, dated April 2020. I have read the applicant's assessment against the relevant RPS objectives and policies.

92. I agree with the following assessment of the RPS undertaken in Appendix 2 to the plan change request:

- a) "The proposed rezoning of Sub-precinct C from LIZ to MUZ will create a quality built environment. Appropriate controls are included in the Mixed Use zone and provisions in the precinct to achieve a quality built environment, and compared with the existing zoning, in our view, there would be improved built form and amenity outcomes."
- b) B2.3 A quality built environment: "The proposal to rezone a portion of Heavy Industry zone to Light Industry zone will protect the health and safety of future residents within Sub-Precinct C through creating separation between heavy industry activities and enabling a quality living environment."
- c) B2.4 Residential growth: The application of the Mixed Use zone within Sub-Precinct C enables the flexibility to provide high density residential for future workers adjacent to the Drury South employment area, in a high amenity location adjoining the significant open space to the west;
- d) B2.7 Open space and recreational facilities: The recreational needs of any future residents will be catered for through the generously proportioned open space corridor which, defines the western and southern edges of Sub-Precinct C.
- e) B3.2 Infrastructure: Development enabled by the proposed rezoning can connect efficiently to existing infrastructure networks, and does not rely on more comprehensive upgrades to the network
- f) B3.3 Transport: The proposed amendments to the Drury South Industrial and Mixed Use Precinct can be satisfactorily accommodated by the proposed internal transport network, including provisions for pedestrians, cyclists and buses. Any effects from the Plan Change on the planned internal transport network will be minor and can be resolved through the form and design of upgrades which will be considered as part of future subdivision consents.
- g) B7.3 Freshwater systems: The impact of the Plan Change on stormwater has been assessed and the change of zoning will not result in any discernible change to the methodology for managing stormwater and flooding within the precinct given that there will be no change in impervious area, and given that the sub-precinct extents that are proposed to be redefined are consistent with the approved resource consents.
- h) B10.2 Natural hazards and climate change: The adverse effects of rezoning the Plan Change area on flooding will be less than minor given that the current industrial zoning provides for 100% impervious cover.

93. In addition, I note that PC46 is not contrary to B2.5.2(6), which seeks to enable commercial activities outside of centres and identified growth corridors, provided that regard is given to certain matters. This is discussed further in Section 8.1 of this report.
94. However, I do not agree with the applicant's findings on B2.5 Commercial and industrial growth in relation to the rezoning of land from HIZ to LIZ. The applicant notes that, *this proposed rezoning is also consistent with the Economic Assessment findings that there is increasing demand for light industry land due to significant rises in storage and logistics associated with the import of products and their distribution across the country.*" As outlined in Section 8.1 of this report, in my view there is not sufficient evidence to support the rezoning of land from HIZ and LIZ. Therefore, it is unclear whether PC46 gives effect to the objectives and policies of B2.5, namely Policy B2.5.2(7) which relates to the supply of land for industrial activities, and in particular land-extensive and heavy industrial activities.

7.5 District Plan

95. Drury South Limited have provided an assessment against the objectives and policies of the AUP(OP) district plan, in Appendix 2 to the Private Plan Change Request. I agree with this assessment, and in particular find that PC46 would not be contrary to the district plan provisions relating to E1 Water Quality and Integrated Management, E36 Natural Hazards and Flooding, E27 Transport and H13 Business – Mixed Use Zone for the reasons set out primarily in Section 8 of this report.

7.6 Auckland Plan 2050

96. Section 74(2)(b)(i) of the RMA requires that, in considering a plan change, a territorial authority must have regard to plans and strategies prepared under other Acts.
97. The Auckland Plan, prepared under section 79 of the Local Government (Auckland Council) Act 2009, is a relevant strategy document that council should have regard to in considering PC46, pursuant to section 74(2)(b) of the RMA.
98. The Auckland Plan contains the following directions and focus areas of particular relevance to PC46:

Develop a quality compact urban form to accommodate Auckland's growth (Direction 1)

Provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living (Direction 4)

Create urban spaces for the future, focusing investment in areas of highest population density and greatest need (Focus area 5)

Create an integrated transport system connecting people, places, goods and services (Direction 1)

Increase genuine travel choices for a healthy, vibrant and equitable Auckland (Direction 2)

Maximise safety and environmental protection (Direction 3)

Make better use of existing transport networks (Focus area 1)

Make walking, cycling and public transport preferred choices for many more Aucklanders (Focus area 4)

Better integrate land-use and transport decisions (Focus area 5)

99. The Plan Change is broadly consistent with the directives of the Auckland Plan. The applicant in Section 6.2.1 of the Plan Change Request notes that the plan change supports a quality compact form sought by the Auckland Plan, as:
- a) The Mixed Use zone will enable the establishment of a focal point for the wider Drury South area which services the local commercial and retail needs, and also provides the flexibility to incorporate residential development;
 - b) The recreational needs of any future residents will be catered for through the generously proportioned open space corridor/stormwater management area west of Sub-precinct C;
 - c) The precinct enables the future implementation of public transport via bus services, and it is anticipated that as the development of the wider Drury Future Urban zone commences, Drury South will be serviced by public transport.
100. I agree, and note that PC46 responds to other directions with the Auckland Plan, as public spaces will be provided to support residential and commercial activity in Sub-precinct C through the open space, wetlands and stormwater management reserve (Direction 4), an integrated transport system is proposed through the indicative roading network required within the DSIP (Direction 1), and that the co-location of residential, retail and employment generating activity within the DSIP and the Drury South Residential Precinct will increase genuine travel choices (Direction 2) and support walking and cycling within this area (Focus area 5).

7.7 Any relevant management plans and strategies prepared under any other Act

101. Other relevant plans and strategies to be considered under Section 74(2)(b)(i) and of relevance to PC46 are summarised below.

7.7.1 Drury-Opāheke Structure Plan

102. The substance of the Drury-Opāheke Structure Plan is outlined in section 2.2 of this report. In my view, the plan change is broadly consistent with the structure plan, which seeks to apply a light industry zone to the land immediately north of the DSIP. There is the potential for Sub-precinct C to develop into a centre with retailing and office activity that detracts from role, function and amenity of centres network identified within the structure plan, as discussed in Section 8.1 of this report. However, this will be managed by the proposed objectives, policies and criteria within PC46 that relate to effects on the hierarchy of centres, including those identified within the Drury-Opāheke Structure Plan.

7.8 Non-statutory plans and strategies

7.8.1 Franklin Local Board Plan 2017

103. The Franklin Local Board Plan identifies five outcomes to make Franklin a better community for all.
104. PC46 will assist in meeting some of the outcomes of the plan. Outcome 1 seeks a well-cared for natural environment, In part by improving connectivity between outdoor areas to help increase their use. The application of the MUZ within Sub-precinct C, adjacent to wetland and open space areas will enable residential and retail activity to address the proposed open space and improve connectivity between the two areas. The construction of Avenue Road as a park edge road will also contribute to this outcome.

105. Outcome 2 seeks to achieve a thriving local economy. The plan change enables a greater range of commercial activities within Sub-precinct C to support employment activities provided for across much of the DSIP.
106. Outcome 4 seeks that growth is dealt with effectively. PC46 supports this as the operative DSIP has been master planned to achieve an integrated transport network, and the location of residential and retail in Sub-precinct C adjacent to proposed open space and wetlands will ensure that residents and employees make the best use of this space.

7.9 Section 32 evaluation

107. Section 74 requires that district plan change must have particular regard to an evaluation report prepared in accordance with Section 32.
108. Section 32 requires an evaluation report examining the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the Act; and whether the provisions are the most appropriate way of achieving the objectives.
109. The applicant has prepared an assessment against Section 32 to demonstrate that the provisions are the most appropriate way to achieve the objectives of the plan change and district plan and achieve the purpose of the RMA. This is contained in Section 9.0 of the Plan Change Request. Some of the key observations are:
 - Option 1 (A do-nothing approach) does not provide for the efficient use of the land; does not limit the extent of office activity and therefore may impact the viability of the planned network of centres within the wider Drury area; does not well-utilise land located close to public transport, employment and social facilities for residential activity, and retains overly onerous landscaping standards, which is resulting in high costs to industrial landowners.
 - Option 2 (Rezoning the plan change area without land use activity controls and residential controls) applies a more appropriate land use pattern, and provides a less complex set of planning provisions, but does not enable reverse sensitivity effects between the MUZ and the HIZ to be managed, retains onerous landscaping provisions and applies a height limit inconsistent with the rest of the DSIP.
 - Option 3 (Local Centre), if applied across the entirety of Sub-precinct C would result in a local centre of a scale and size inconsistent with the intention for this zone, and reducing the scale of Sub-precinct C would not provide flexibility to locate commercial activities in response to future transport connections;
 - Option 4 (Proposed plan change), applies a more appropriate and use pattern, whilst considering the viability of the planned network of centres within the wider Drury area, better utilises land close to public transport, employment and social facilities, applies a less onerous landscape control that still manages the landscape and visual effects. The only cost of this option is identified as being a more complex set of planning provisions which would apply.
110. As outlined in Section 8.1 of this report, I consider that further evidence is required to make a recommendation on the economic effects of the rezoning of land from HIZ to LIZ. The loss of HIZ land has not been reflected in the costs of rezoning the land under Options 2 – 4. Without further evidence to support this rezoning (as set out in Section 8.1 of this report), I cannot conclude that the proposed zoning is the most appropriate way of achieving the objectives of the AUP(OP) and the purpose of the RMA.

8. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

111. Clause 22 of Schedule 1 to the RMA requires private plan changes to include an assessment of environmental effects that are anticipated by the Plan Change, taking into account clauses 6 and 7 of Schedule 4 of the RMA.
112. An assessment of actual and potential effects on the environment is included in the Plan Change request and supporting documents. The submitted Plan Change Request identifies and evaluates the following actual and potential effects:
- Economic effects
 - Transport effects
 - Stormwater management and flooding effects
 - Urban design and land use effects
 - Acoustic effects
 - Landscape and visual effects
113. A review of the assessment of effects and AEE and supporting documents, taking into account further information provided pursuant to Clause 23 to Schedule 1 RMA, is provided below.

8.1 Economic effects

Application

114. PC46 seeks to enable a greater range of commercial activities within Sub-precinct C, by:
- a) Introducing objectives and policies into the DSIP providing for a range of commercial activities that will not compromise the function, role and amenity of higher order centres in the AUP(OP);
 - b) Enabling retail up to 200m² GFA per tenancy as a permitted activity, and retail greater than 200m² GFA per tenancy as a discretionary activity;
 - c) Applying cumulative GFA thresholds for retail, being permitted up to 1,000m² GFA, restricted discretionary between 1,000m² and 4,500m² GFA and discretionary beyond that;
 - d) Providing for one supermarket greater than 2,000m² as a restricted discretionary activity;
 - e) Enabling trade retail, motor vehicle sales, marine retail and garden centres as permitted activities
 - f) Enabling offices as permitted up to 500m² per tenancy, restricted discretionary between 501 – 1,000m² per tenancy and discretionary beyond this, and applying a cumulative GFA threshold of 15,000m²; and
 - g) Introducing supporting matters of discretion and assessment criteria related to effects on the centres hierarchy, the extent to which local convenience needs are met, and coordination with the rate of commercial and residential growth in the wider area.

115. PC46 also seeks to provide for trade suppliers as a permitted activity within Sub-precinct A (Light Industry) to reflect what the provisions of the underlying LIZ enable. Currently any retail greater than 450m² within Sub-precinct A is a prohibited activity.
116. Economic effects arising from the proposed land use and urban design are addressed in the Plan Change Request prepared by Barker & Associates Ltd and the Economic Assessment prepared by Market Economic Ltd ('MEL') and dated 25 November 2020, provided as Appendix G to the application.
117. MEL's Economic Assessment makes the following findings in relation to retail activities within Sub-precinct C:
- a) Demand will arise both locally, from local residents within the Drury South Residential Precinct and the resident workforce within the DSIP, and from a wider catchment of the southern Future Urban Zone areas. MEL note that this wider catchment has been selected due to the increased connectivity presented by new roading infrastructure, notably the Mill Road Corridor, and because a wider catchment is important to reflect realistic retail distribution patterns;
 - b) As such, six catchments are identified, being Drury South, Drury East, Drury West, Franklin, Pokeno and Papakura. A majority share of supermarket and retail spending is anticipated within the Drury South catchment (applying to both the DSIP and the residential precinct). However demand is also expected to arise from more distant sources including Drury East, Drury West and catchments of Franklin, Papakura and Pokeno
 - c) Based on retail demand, Drury South could potentially support:
 - *Up to 950m² of additional grocery retail space (above the 4,000m² supermarket).*
 - *750m² of other food and liquor.*
 - *2,950m² of convenience retail.*
 - *3,370m² of hospitality – cafes and restaurants, and*
 - *15,300m² of home-based retail space.*
118. As such, Market Economics support the extent of retailing activities provided for within Sub-precinct C, with the exception of retail¹⁵, which MEL support up to 4,500m² GFA cumulatively within the sub-precinct as a permitted activity.
119. In respect to office activity, MEL note that the enablement of offices within Sub-precinct C will have the effects of concentrating office activity within this precinct rather than disperse offices throughout the industrial zones of the DSIP. According to ME, "This change provides a degree of flexibility and allows the Precinct to develop in such a way to support residential development".
120. MEL support a 500m² per tenancy threshold, on the basis that:
- a) A per site threshold would be problematic within Sub-precinct C, being a greenfield environment with very large lot sizes – in this case a single 10ha super-lot.

¹⁵ Other than supermarkets, trade suppliers, marine retail, motor vehicle sales and department stores

- b) The control would enable an office floor plate accommodating 25 workers. The vast majority of Auckland's office business (90%) employ 25 or less workers;
121. MEL's report concludes with brief assessment of the proposed rezoning from HIZ to LIZ. MEL support the rezoning for the following reasons:
- a) It more appropriately aligns the provision of land with expressed demand, as New Zealand's productive capacity has moved away from heavier industrial sectors due to international trends, towards storage, distribution and logistics activities
 - b) It is an appropriate strategy to sleeve HIZ with LIZ land given the nature of emissions in the HIZ and their adverse environmental impacts (noise, dust and fumes), thereby minimising impacts of these emissions on residential and commercial areas;

Peer review

122. Economic effects have been reviewed for council by Mr Tim Heath, Director, Property Economics Limited, attached in **Appendix 6** to this report

Retail activity within Sub-precinct C

123. Mr Heath expresses a number of concerns with MEL's analysis and subsequently the amount of retail that would be enabled within Sub-precinct C. Mr Heath considers that:
- a) The demand for supermarket activity outlined in the MEL report is reliant on demand generated in other more distant high growth areas with multiple convenience centres and supermarkets planned. This refers to the planned Drury Central and Drury West centres identified within the Drury-Opāheke Structure Plan area. Mr Heath notes that "by definition activity and spend is typically very localised", and that applying small percentages from distant high growth areas is not useful to determine convenience retail demand. In addition, Mr Heath considers this to be double counting retail demand that would support closer convenience activity in those locations (i.e. within the Drury Future Urban Zone areas).
 - b) The percentage assumptions in the MEL report for retail spend captured locally are too high in the context of spending patterns in catchment Property Economics have assessed around the country. Property Economics consider these high percentage assumptions, on top of percentages from more distant irrelevant areas to sub-precinct C elevate demand artificially high;
 - c) The proposed Mill Road Corridor, which MEL consider to be relevant factor in determining retail demand, is not due to be completed until 2028 and therefore would not support convenience retail in the interim. With regard to the planned extension of Mill Road west of SH1 (known as the Pukekohe Expressway), Mr Heath does not support relying on growth areas west of SH1 connected by the Pukekohe Expressway to Sub-precinct C;
 - d) Large format retail ('LFR') is provided for by PC46 as a discretionary activity, and therefore is an anticipated outcome of PC46. Mr Heath considers that there is no clear economic basis provided by MEL to support LFR within PC46, and that doing so would change the role and function of Sub-precinct C and "elevate its position in the centre hierarchy of the area from a convenience centre as it would rely heavily on drawing a significant level of shoppers from more distant markets.
124. Mr Heath has similar concerns on the extent of office activity permitted in Sub-precinct C by PC46, and considers that "*there is no compelling economic rationale provided to support 15,000sqm GFA of stand alone commercial office activity in Sub-precinct C,*

particularly when considering the small Drury South Residential Precinct and likely employment levels on the industrial land".

125. Mr Heath is concerned with the effects that the proposed office activity within the DSIP would have on centres identified within the council's Drury-Opāheke Structure Plan, given the recent investment announced within these centres and their alignment with rail and other public transport options.
126. In addition, Mr Heath considers that the cumulative amount of retail and office activity provided for within Sub-precinct C create a commercial hub that would "*rely heavily on attracting people from well beyond its localised market to sustain the development*". This, in Mr Heath's view, would increase market inefficiency, and move the centre away from its convenience and localised market focus.
127. As a result, Mr Heath makes a number of suggestions to the proposed plan change's provisions within Sub-precinct C:
 - a) Reduce the level of retail (excluding supermarket) enabled to be developed within Sub-precinct C to 2,000sqm GFA (instead of the 4,400sqm GFA);
 - b) Have an equivalent level of supporting commercial service provision (2,000sqm GFA), reduced from 3,300sqm GFA;
 - c) Reduce the level of commercial office GFA from 15,000m² to 5,000m² to provide flexibility whilst without triggering effects; and
 - d) Impose lower per tenancy thresholds for offices: permitted up to 200m² GFA, restricted discretionary between 201m² - 500m² and discretionary greater than 500m².
128. Mr Heath does agree with the following aspects of commercial activities enabled by PC46:
 - a) Provision of department stores as a non-complying activity;
 - b) Trade suppliers, garden centres, motor vehicle sales, marine retail, home improvements and building supply stores

Heavy Industry to Light Industry

129. Mr Heath considers that the analysis undertaken by MEL is not sufficient to justify the reduction in heavy industrial land. Mr Heath is particular concerned that:
 - a) There is no heavy or light industrial economic demand / supply assessment provided in MEL economic assessment to justify the proposed rezoning;
 - b) There is no evidence provided to support that additional light industrial land aligns better with the expression of demand;
 - c) The rezoning appears to be a by-product of the proposed plan change itself [in terms of residential activity sought within Sub-precinct C] and not any genesis based on demand and supply; and
 - d) Such a rezoning involves economic costs that need to be identified and carefully considered before forming a view on the economic merits of this aspect of the plan change. This information is missing from the MEL economic assessment.
130. As a result, Mr Heath does not support the proposed rezoning of land from HIZ to LIZ.

Planning assessment

Scope

131. Mr Heath's recommendations are not addressed in the relief sought by any submission on PC46. Submissions 2.14 and 2.17 from NZTA support the activity statuses and cumulative GFA thresholds for retail and office activity within the DSIP. No submissions seek to reduce the extent of retail or office activity within the precinct.
132. There is a submission to decline the plan change from Ngāti Te Ata Waiohua (submission 6). However, this submission does not call into question specifically the extent of commercial or industrial activity or zonings. The Ngāti Te Ata Waiohua submission focuses on lack of consultation, Te Aranga Design Principles, and freshwater system protection.
133. However, I understand that Clause 29(4) to Schedule 1 RMA provides for a local authority, having undertaken a further evaluation in accordance with section 32AA, and having particular regard to that evaluation, may decline, approve, or approve with modifications the plan or change. Section 32AA requires a further evaluation of changes made to, or proposed for, a proposal since the evaluation report for the proposal was completed. My assessment of economic effects is made within the context of council's powers under Clause 29(4).

Retail and office activities within Sub-precinct C

134. As outlined above, Mr Heath has supported a lower extent of retail and office activity permitted within the precinct. There are no submissions seeking to reduce the extent of commercial activity enabled within the precinct. Therefore, I have based my assessment of economic effects on whether:
 - a) the proposed provisions of PC46 would enable the council to sufficiently consider the economic effects arising from commercial activity within Sub-precinct C of the DSIP; and
 - b) the plan change should be approved or declined in relation to economic effects from commercial activity.
135. PC46 seeks to introduce the following objectives and policies into the DSIP to address effects of commercial activities on the hierarchy of centres within the AUP(OP):

I1410.2. Objectives

(15) Activities in sub-precinct C do not compromise the function, role and amenity of the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone (either zoned or identified in the Council approved Structure Plan for Drury).

I1410.3. Policies

(25) Encourage a mix of residential and commercial uses within Sub-precinct C close to potential public transport routes and open space amenity, which provides opportunities to integrate with the Drury South Residential Precinct and the balance of the Drury South Industrial and Mixed Use Precinct.

(26) Provide for a range of commercial activities in Sub-Precinct C that will not compromise the role and amenity of the Business – Metropolitan Centre zone, Business – Town Centre zone (either zoned or identified in the Council approved

Structure Plan for Drury) beyond those effects ordinarily associated with trade effects on trade competitors. In particular:

(a) Discourage the concentration of retail activity in one part of sub-precinct C, having regard to the effects of the scale and type of retail activity proposed;

(b) Appropriately stage the provision of retail (including supermarkets) in Sub-Precinct C over time as development in the surrounding area occurs;

(c) Enable appropriately scaled office activities to establish in sub-precinct C that support surrounding land uses in the Drury South precinct.

(27) Encourage a complementary mix of convenience activities to locate in the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.

136. As outlined in Section 4 of this report, PC46 proposes to introduce rules and standards into the DSIP to control the extent of commercial activity within Sub-precinct C:

- a) Per tenancy thresholds on retail and offices, above which resource consent is required; and
- b) Cumulative GFA thresholds for retail (other than supermarkets, and trade retail and the like) and office activity.

137. This is supported by the following assessment criteria proposed within the DSIP (I140.8.2(4)):

(a) The extent to which the effects of the size, composition, characteristics and concentration of retail or office activities in Sub-precinct C will be complementary to the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;

(b) The extent to which retail that meets local convenience needs is located at the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.

(c) The extent to which the activity is coordinated with the rate of residential and commercial development in the wider area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;

(d) The extent to which the size, composition and characteristics of any office activity would serve a local function and support adjoining businesses in Drury South.

138. In addition, Standard C1.8(1) requires that the council must consider all relevant overlay, zone, Auckland-wide and precinct objectives and policies when assessing resource consents for restricted discretionary, discretionary or non-complying activities. As such, the DSIP objectives and policies put forth by the applicant would be applicable to any restricted discretionary activities in Sub-precinct C.

Retail and commercial services

139. Mr Heath is particularly concerned that the proposed provisions would an extensive amount of retail and commercial activity within Sub-precinct C. As a result, Mr Heath

considers that the extent of retail enabled to be developed within Sub-precinct C should be limited to 2,000m² GFA, rather than 4,500m² GFA proposed by PC46. Mr Heath also supports applying a threshold controlling the extent of commercial services within Sub-precinct C, capped at 2,000m² GFA.

140. I am satisfied that the PC46 provisions appropriately enable a consideration of the economic effects of proposed retail activity within Sub-precinct C for the following reasons.
141. The DSIP provisions, as proposed to be amended by PC46, would if approved enable retail activity as a permitted activity up to a cumulative threshold of 1,000m² GFA within Sub-precinct C¹⁶. Above this threshold, such activities are required to obtain resource consent as a restricted discretionary activity (if less than 4,500m² GFA) or resource consent as a discretionary activity (if greater than 4,500m² GFA cumulatively). In my view, the provisions have been designed to provide for the enablement of retail greater than 1,000m² GFA cumulatively in Sub-precinct C, but only if the specific matters outlined in the objectives, policies and assessment criteria¹⁷ are met.
142. In my view, these matters outlined in the objectives, policies and assessment criteria of the DSIP and underlying MUZ are appropriately focussed on the potential effects of out-of-scale retail within Sub-precinct C, as they address:
 - a) The effects on the hierarchy of centres, including effects on the function, role and amenity of centres;
 - b) The extent to which the activities is coordinated with the rate of residential and commercial development in the wider area, to meet the needs of the local catchment;
143. These matters directly relate to the concerns Mr Heath has raised. The provisions relating to effects on the hierarchy of centres will enable consideration of extensive amounts of retail, or large format retail, on nearby centres, including the planned centres in the Drury-Opāheke Structure Plan area. The provisions relating to coordinating commercial activity with the development of the wider area, will enable Council to assess the extent of retail activity proposed with the extent of the surrounding local convenience catchment at the time at which resource consent is sought. Specifically, this will enable the build out of Sub-precinct C to support the development of industrial activities within the DSIP, and residential activity in the Drury South Residential Precinct.
144. Furthermore, if retail activity was to exceed 4,500m² GFA cumulatively in Sub-precinct C, this would invoke a broader assessment of any unforeseen effects arising from retailing effects by way of the proposed discretionary activity status.
145. In my view, this overall suite of provisions enables council to consider the effects cumulative extents of retail activity within Sub-precinct C, and the provides council with the scope to decline resource consent applications where the effects on the role, function and amenity of centres are not acceptable.

Office activity

¹⁶ Subject to per tenancy rules

¹⁷ For restricted discretionary activities only

146. Mr Heath is concerned with the extent of office activity enabled within the precinct, both on a per tenancy and cumulative basis. Mr Heath is particularly concerned about the effects that an extensive retail and office hub (particularly the office activity component) would have on the surrounding centres network, including the centres identified within the Drury-Opāheke Structure Plan. In response, Mr Heath supports reducing the extent offices are permitted within the precinct from a cumulative total of 15,000m² to 5,000m² GFA, and reducing the per tenancy thresholds to 200m² Permitted, between 201m² - 500m² restricted discretionary, and greater than 500m² as discretionary.
147. The operative DSIP allows offices to be developed within Sub-precinct C with no controls on the extent of GFA per tenancy, or cumulatively across the sub-precinct. In comparison, PC46 would apply GFA standards on both a per tenancy¹⁸ and cumulative basis¹⁹. Therefore, PC46 would, if approved, have the effect of providing for less office activity (although a significant amount of office activity is still enabled) in Sub-precinct C compared to what can be achieved under the operative DSIP provisions.
148. These standards are proposed to be supported by objectives, policies and assessment criteria as discussed in paras 141 - 148 in relation to retail activity. In addition, office activity would be subject to an additional policy (I410.3(25)(c)) and assessment criteria (I140.8.2(4)(d)) which are set out as follows:

I140.3(25)(c): Enable appropriately scaled office activities to establish in sub-precinct C that support surrounding land uses in the Drury South precinct.

I140.8.2(4)(d): The extent to which the size, composition and characteristics of any office activity would serve a local function and support adjoining businesses in Drury South

149. In my view, these provisions express a clear policy intention for office activity to support other land uses within the precinct, rather than allowing for an extensive amount of offices within Sub-precinct C that may adversely affect the function of nearby centres.
150. In response to Mr Heath's concern regarding adverse effects on the planned network of centres within the Drury-Opāheke Structure Plan, I note the following:
- a) As outlined in Section 2.2 of this report, two main centres are identified within the structure plan area and are planned to be integrated with new rail stations. These are the Drury Centre, planned to be adjacent to the existing Drury township and a Drury West Centre, west of SH1 south of the Auranga development;
 - b) These centres are supported by two proposed rail stations identified by Te Tupu Ngātahi Supporting Growth Alliance, and have funding allocated to them by the NZUP programme established by central government. Significant investment is also required by council to deliver the transport network and other infrastructure necessary to support these centres;
 - c) However, these centres are not yet zoned within the AUP(OP), and thus only have status within the Drury-Opāheke Structure Plan, which requires rezoning to give effect to its recommendations. Whilst private plan change requests have been lodged with the council to confirm the zoning and provisions within these centres, these plan

¹⁸ Up to 500m² as a permitted activity, 501 – 1000m² restricted discretionary and greater than 1000m² discretionary

¹⁹ Less than 15,000m² permitted, greater than 15,000m² discretionary

changes do not have any weight prior to being made operative. As such, only limited consideration can be given to effects on these centres.

151. In determining whether the effects related to commercial activity are acceptable, I consider it helpful to consider the provisions in light of the Policy B2.5.2(6) of the Regional Policy Statement, which provides direction on commercial activities located outside of centres and identified growth areas. Policy B2.5.2(6) seeks to “Enable commercial activities, where appropriate, in business zones in locations other than the city centre, metropolitan and town centres and identified growth corridors”, having regard to a range of matters, including:

a) The matters outlined in B2.5.2(5), including:

B2.5.2(5)(a): adverse effects on the function, role and amenity of the city centre, metropolitan and town centres, beyond those effects ordinarily associated with trade effects on trade competitors;

B2.5.2(5)(b): adverse effects on the quality compact urban form including the existing and planned location of activities, facilities, infrastructure and public investment;

B2.5.2(5)(c) effects on community social and economic wellbeing and accessibility; and

B2.5.2(5)(d) the efficient use and integration of land and infrastructure,

b) the overarching strategy of encouraging commercial activities within centres (and retail activities on identified growth corridors) as the primary focus for Auckland’s commercial growth, and supporting the function, role and amenity of centres, ensuring that development meets a number of outcomes sought; and

c) The hierarchy of locations, being the city centre, metropolitan centres, town centres and identified growth corridors.

152. The direction of B2.5.2(6) within the RPS is to enable out-of-centre commercial activities where appropriate and subject to the sub-policies (a) – (c) being had regard to. In my view, the proposed commercial activity provisions for PC46 are not contrary to the overall direction of B2.5.2(6). Specifically, the proposed DSIP objectives, policies and criteria for restricted discretionary activities give effect to the matters outlined in B2.5.2(6) relating to the hierarchy of centres. Where proposed retail or office activities exceed their uppermost GFA thresholds (either per tenancy or in relation to cumulative thresholds), a discretionary activity status enables the council to consider the wider array of matters outlined in B2.5.2(5) and cross-referenced in B2.6.2.

153. Therefore, I consider that PC46 should not be declined in relation to adverse economic effects arising from commercial activities within Sub-precinct C.

Heavy industry rezoning to Light industry

154. I share Mr Heath’s concerns regarding the extent of analysis undertaken by the applicant in relation to the rezoning of land from HIZ to LIZ. The ME analysis has asserted that the rezoning aligns better with the area’s “expressed demand”, which is considered to be moving away from heavy industrial sectors to light industries such as storage and logistics. Based on Mr Heath’s peer review, I consider that the reporting provided in support of the application does not contain sufficient evidence in support of this apparent change in market demand.

155. The Heavy Industry Zone is a finite land resource, as it typically requires flat land with efficient access to transport networks, available infrastructure and separation from activities sensitive to the effects of noise, dust and odour. The original plan change request to establish the DSIP placed considerable emphasis on the shortage of business land suitable for land extensive industrial activities within the Auckland Region. An integral part of the plan change was the suitability of the DSIP land for such activities, owing to factors such as large land parcels, relatively low land costs per square metre, good transport access, and distance from sensitive land uses.
156. At a regional level, the HIZ applies to some 1,861.1ha of land within Auckland. At a sub-regional level, the HIZ applies to 406.2ha of land within the Franklin Local Board area and 131.85ha within the Papakura Local Board area. There is also 39.24ha of land within the Drury-Opāheke Structure Plan area indicated for development as HIZ. This is outlined in **Table 2** below.

Table 2: Extent of Business – Heavy Industry Zone land at a regional and sub-regional level

Location	Area (ha)
Auckland Region	1,868.10
Franklin Local Board	406.22
Papakura Local Board	131.85

157. Of the 406.22ha HIZ land located within the Franklin Local Board boundaries, roughly 370ha of this is within the Glenbrook Steel Mill site, which is distant from urban Auckland and has a narrow purpose of providing for the operation of the steel mill and ancillary activities. Without including the Glenbrook Steel Mill land, there is approximately 176.9ha of HIZ land within the Franklin and Papakura Local Board areas.
158. The loss of 20ha of HIZ represents 11.3% of the available HIZ land²⁰ within this 176.9ha sub-regional catchment. In my view, this is a significant reduction of the available land resource, and may adversely affect the efficient use of industrial land for industrial activities, by providing fewer opportunities for appropriate industrial sites and thus increasing in the value of suitable land as a result of this becoming scarcer.
159. There may well be a reduction in the market demand for heavy industry land as reported by ME. However, there is no evidence to support this conclusion. This does not enable us to understand whether this statement is accurate, and what the nature of the changing demand is.
160. The lack of clarity on the effects arising from the rezoning of HIZ land has wider implications on the appropriateness of the plan change, and in particular the introduction of residential activities within Sub-precinct C by way of the MUZ provisions. The Plan Change Request and the Economic Assessment both identify that the rezoning will appropriately provide a buffer between the proposed MUZ and the HIZ land. In my view,

²⁰ 176.9ha, being the HIZ land within the Franklin and Papakura Local Board areas, but excluding the Glenbrook Steel Mill land and the land identified within the Drury-Opāheke Structure Plan

the rezoning of HIZ to LIZ is critical to allowing for residential activity to locate within Sub-precinct C.

161. The AUP(OP) clearly identifies the need to provide land for heavy industrial activities without encroachment from sensitive activities. B2.5.2(10) of the Regional Policy Statement provides direction on the application of heavy industrial zones:

(8) Enable the supply of industrial land which is relatively flat, has efficient access to freight routes, rail or freight hubs, ports and airports, and can be efficiently served by infrastructure.

(9) Enable the efficient use of industrial land for industrial activities and avoid incompatible activities by all of the following:

(a) limiting the scale and type of non-industrial activities on land zoned for light industry;

(b) preventing non-industrial activities (other than accessory activities) from establishing on land zoned for heavy industry; and

(c) promoting co-location of industrial activities to manage adverse effects and to benefit from agglomeration.

(10) Manage reverse sensitivity effects on the efficient operation, use and development of existing industrial activities, including by preventing inappropriate sensitive activities locating or intensifying in or adjacent to heavy industrial zones.

162. As outlined earlier in this report, the HIZ provides for activities that may produce objectionable odour, dust and noise emissions, and sets lower air quality standards within the zone as compared with other urban zones in the AUP(OP). Primarily, the intent of the zone is to provide for heavy industry without being constrained or restricted by incompatible activities, as expressed in Objectives H16.2(1) and H16.2(2):

(1) Heavy industry operates efficiently and is not unreasonably constrained by other activities

(2) Business – Heavy Industry Zone zoned land, and activities that are required to locate there because of the nature of their operation, are protected from the encroachment of:

(a) activities sensitive to air discharges and activities sensitive to noise; and

163. In most applications of the HIZ across Auckland, the policy direction of the RPS and the HIZ is achieved by a separation distance between the HIZ and zones that allow for residential activity. Usually, HIZ areas are sleeved by LIZ thereby providing a transition from lower amenity environments to higher amenity areas. There is no minimum separation distance specified by the AUP(OP), reflecting historical situations where residential activities have already established close to heavy industrial areas and therefore a minimum separation distance would be impractical.

164. Given the AUP(OP) places a significant policy focus on efficiently providing for heavy industrial activities and protecting heavy industry areas from reverse sensitivity effects, I consider that it would be inappropriate to retain the current extent of the HIZ whilst providing for residential activities within Sub-precinct C by rezoning this land to MUZ.

165. As such, the applicant may wish to provide further evidence to support the application of the LIZ and subsequent loss of HIZ land. An approval of this aspect of the plan change

would be difficult to support without this evidence. Specifically, the following evidence would assist in an assessment of the economic effects of this rezoning:

- a) An economic demand / supply assessment for the rezoning, substantiating the conclusions regarding the change in market demand from HIZ to LIZ; and
- b) An economic cost-benefit assessment for the rezoning of land from HIZ to LIZ, considered within the context of the outcome of demand / supply.

Conclusions

166. In my view, the potential economic effects of PC46 relating to the establishment of retail and office activity within Sub-precinct C can be managed by the proposed provisions.
167. Further evidence is required to substantiate the proposed rezoning of 20ha of land from LIZ to HIZ. Without this evidence, I cannot conclude that the economic effects of the proposed rezoning will be acceptable, or that the provisions, as proposed to be amended by PC46, are the most appropriate way of achieving the objectives of the AUP(OP) and RMA.

8.2 Transport effects

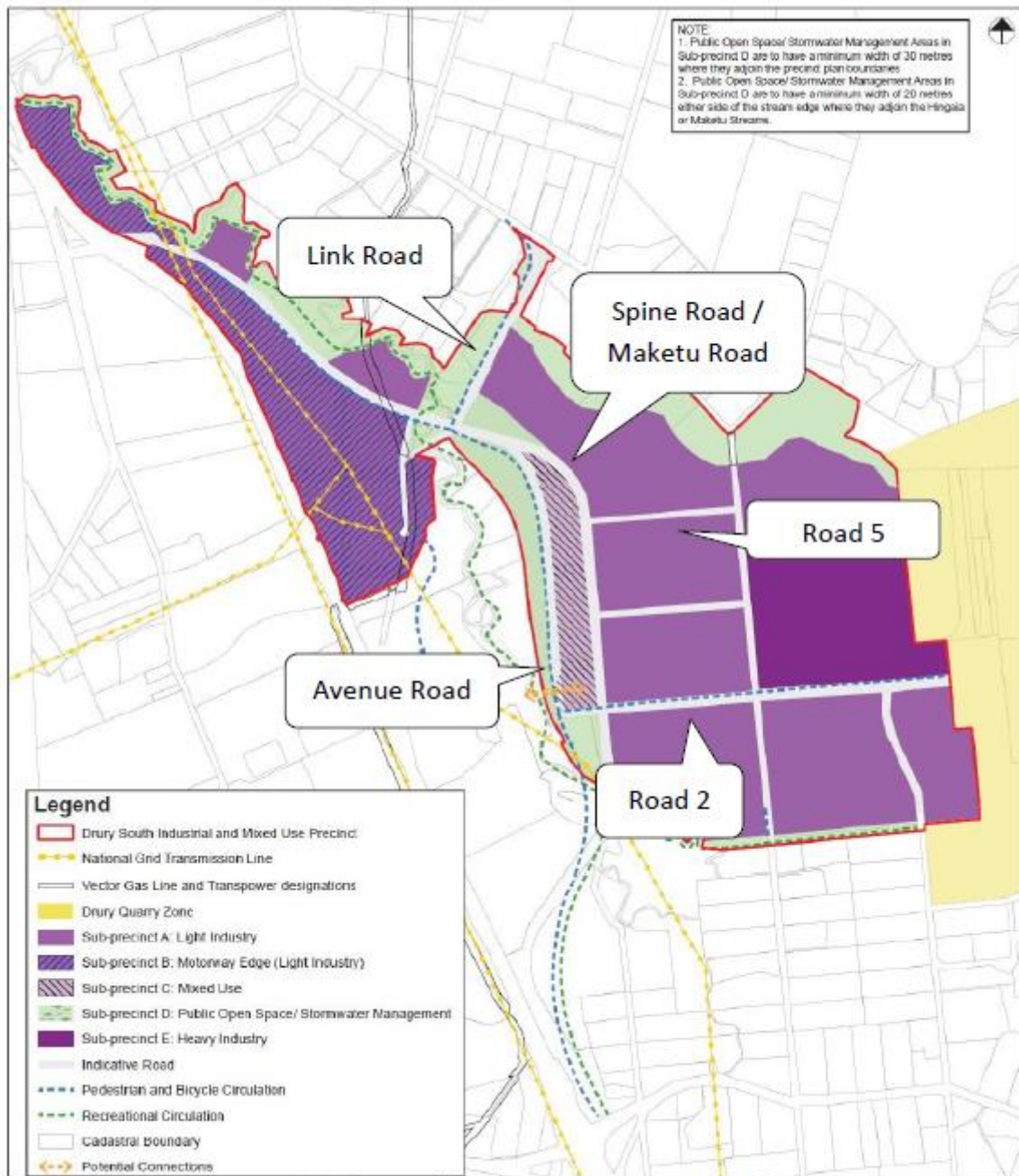
Application

168. PC46 seeks to enable a greater scale of residential, retail and office activity, and subsequently would result in a change in the scale, intensity and character of traffic effects on the transport network, both within the DSIP and on the surrounding area.
169. PC46 proposes the following amendments to the Drury South Industrial Precinct to address these effects:
 - a) Cumulative gross floor area thresholds for retail, trade retail and office activities within Sub-precinct C (Standard I410.6.1.1);
 - b) Excluding Rule E27.6.1 (trip generation) from applying within the precinct (I410.6 preamble), on the basis that the trip generation effects of the activities enabled within the precinct will have been assessed through this plan change;
 - c) Amendments to the alignment of the internal transport network (I410.10.1 Precinct Plan 1 and I410.10.2 Precinct Plan 2);
 - d) Removal of the requirement for the internal roading network to be vested to the council at no cost, instead requiring it to be offered to the council (I410.6.3(1));
 - e) New assessment criteria I410.8.3(1)(c)(ii) and amendments to Precinct Plan 1 relating to a potential pedestrian and cycling connecting between Sub-Precinct C and the Drury South Residential Precinct.
170. Transport and traffic effects are addressed in the Section 9.0 of the Plan Change Request and in the Transport Assessment (TA) prepared by Beca Ltd, dated 12 November 2019, provided as Appendix 5 to the application.
171. The key findings of the TA are:
 - a) The trip generation associated with the rezoning and development of Sub-precinct C would result in a net reduction in vehicle trips at peak hour. Based on what Beca considers a conservatively high assumption for the build out of the precinct, the TA anticipates a reduction of weekday morning peak hour trips from 1,388 to 822 trips

(reduction of 566 trips), and an increase in weekday evening peak hour trips from 1,391 to 1,534 (addition of 143 trips).

- b) The trip generation associated with the rezoning of 20ha from LIZ to HIZ varies depending on the mix of activities that establish, but even in higher levels of build out / GFA, this would represent a relatively low percentage change in the overall Precinct traffic generation.
- c) The anticipated trips can be accommodated on the proposed transport network (outlined in **Figure 10** below) The proposal does not rely on the future Mill Road Corridor. An acceptable level of service will be maintained at the intersections proposed within the precinct.
- d) It is possible to have a future connection between Road 4 (Ramarama Road) and Fitzgerald Road to the north.
- e) It is expected that the public transport network will be extended to the precinct. The Spine Road/Maketu Road is anticipated to support a public transport network in the future, has been designed to enable the provision for bus services and stops. The Spine Road adjoins the land proposed to be rezoned to MUZ, and therefore supports integration between public transport stops and more intensive activities

Figure 10: Proposed DSIP transport network (labelled)



Peer review

172. Traffic effects have been reviewed for council by Mr Mat Collins, Principal Transportation Planner, Flow Transportation Consultants Limited, attached in **Appendix 6** to this report.

173. Mr Collins's peer review arrives at the following conclusions:

- a) In respect of the traffic effects posed by PC46, Mr Collins is satisfied that *“the scope and results of the traffic modelling included in the ITA are acceptable for the assessment of potential traffic effects”*.
- b) Mr Collins supports a cap on bulk / trade retail allowing up to 11,000m² GFA as a permitted activity (as proposed in Standard I410.6.1.1). Despite the applicant's TA assessing the effects of just 5,500m² GFA of trade retail activity, Mr Collins

considers that the difference between 5,500m² and 11,000m² is around 135 vehicle movements at peak hour, which is a modest change relative to the vehicle movements generated by activities within the precinct;

- c) The proposed exemption to Standard E27.6.1 Trip Generation is not supported, on the basis that it does not provide council with the ability to require the mitigation of transport effects if future land use consents are of a scale or intensity that result in greater impacts on the surrounding network. Mr Collins considers that the wording of E27.6.1 is sufficient to exempt activities that are similar in character, intensity and scale to what has been approved through this plan change process from being required to obtain resource consent under the trip generation thresholds;
- d) That a walking and cycling connection to the Drury South Residential Precinct at the southern end of Sub-precinct C should be reflected in Precinct Plan 1, which the applicant has adopted as part of Clause 24 modifications prior to notification;
- e) The proposed relocation of the Avenue Road/Maketu Road intersection may create safety and operational issues arising from the acute angle of this proposed intersection and reduced sightlines for vehicles. Mr Collins considers that an alternative alignment connecting Avenue Road with Road 5 and Maketu Road (refer **Figure 11** within Section 10.2.5 of this report) would address these concerns. This alignment would also ensure some separation with the Mill Road corridor.
- f) The removal of road cross-sections from Appendix I110.1 is supported by Mr Collins, as this was suggested as part of council's Clause 23 request. However, Mr Collins seeks that that minimum corridor widths are specified, and street elements are listed (for example two lane carriageway, on-street parking, cycleway, etc).

Comments

- 174. Subject to the proposed precinct provisions as amended in response to submissions and outlined in **Attachment 1** to this report, I am satisfied that there is no reason to preclude accepting the plan change in relation to traffic effects. There will be a change in the nature of traffic effects arising from a change in land uses provided for within the precinct. However, these effects are unlikely to be discernibly different from the traffic effects generated by activities currently enabled within the DSIP. In addition, the change in the nature of traffic effects is anticipated to be not significant, and the potential effects that may arise from new retail, trade retail, and supermarket activity enabled within Sub-Precinct C can be appropriately managed by the proposed retail and office GFA thresholds.
- 175. The matters of concern outlined by Mr Collins above in regard to the exemption to Standard E27.6.1 Trip Generation, alignment of the Avenue Road/Maketu Road intersection, and removal of cross sections are discussed in Section 10.2 of this report in relation to submissions received on PC46.
- 176. I consider that potential traffic effects of activities enabled by the Plan Change can be appropriately addressed by the AUP(OP) provisions, subject to the amendments set out in **Attachment 1** to this report. Therefore, I am satisfied that the provisions, as proposed to be amended by PC46, are the most appropriate way of achieving the objectives of the AUP(OP) and RMA.

8.3 Stormwater management and flooding effects

- 177. Stormwater discharge and diversion effects are addressed in Section 8.5 of the AEE and in the Stormwater Memo prepared by Tonkin and Taylor Ltd dated 13 December 2018, provided as Appendix K to the application.

178. The application notes the following:

- a) A Drury South Precinct Stormwater Management Plan was prepared by Tonkin & Taylor in March 2018 for the development of the precinct. The SMP identified a centralised treatment wetland as the Best Practicable Option, to be located within Sub-precinct D.
- b) Auckland Council and DSL obtained a Network Discharge Consent '(NDC)' DIS60313540 for development consistent with the precinct outcomes. The NDC included a requirement for the centralised wetland device identified in the SMP, but provided scope for alternative stormwater management approaches to be pursued, provided that the outcomes of the SMP were achieved and the Best Practicable Option was observed.
- c) DSL has obtained Engineering Plan Approvals from council for the first phase of stormwater design to deliver a centralised wetland²¹. For Phase 2 of the stormwater design, DSL seeks to change the stormwater treatment approach from a centralised wetland to a decentralised low impact design approach comprising inert building materials, detention tanks/rain tanks, raingardens, vegetated bioretention swales and a green outfall to the receiving environment. This is not considered by Tonkin & Taylor to be an impediment to the rezoning/amendments sought by PC46.
- d) The current stormwater design for Sub-precincts A, C and E assumes the lots to be fully impervious, which the applicant considers to be a conservative assumption as there is landscaping that is required to be included in the lots. The land use changes in the Plan Change do not invalidate this assumption as the proposed impervious cover will be similar to the current land use
- e) Flood management has been designed and constructed in accordance with precinct rules and resource consents (primarily the earthwork consents BUN60305778) and compliance has been demonstrated to Auckland Council. The proposed flood management is not proposed to change in the Plan Change, nor will it be affected by the change in uses.

Peer review

179. Stormwater discharge and flooding effects have been reviewed for council by Ms Chloe Trenouth, Healthy Waters Consultant, Hill Young Cooper and Mr Mark Iszard, Growth and Development Manager for Healthy Waters, attached in **Appendix 6** to this report.
180. Ms Trenouth and Mr Iszard agree with the applicant's assessment that the stormwater management under PC46 will not require consequential amendments to the Drury South Industrial Precinct or the NDC obtained by the applicant and Auckland Council. This is largely because Sub-precincts A, C and E have been always assumed to be fully impervious, and that the zoning and precinct provisions sought under PC46 will not change this assumption.
181. Ms Trenouth and Mr Iszard also agree that a decentralised stormwater management approach for Phase 2 can be managed through amendments and approvals to the SMP and NDC.

²¹ ENG60329197

182. Similarly, Ms Trenouth and Mr Iszard agree with Tonkin & Taylor in respect of flood management, as the flood management requirements outlined in the precinct have already been designed and constructed in accordance with the precinct rules and resource consents, and will not be affected by the change in land use from PC46.

Comments

183. I agree with the conclusions reached by Ms Trenouth and Mr Iszard. Neither the existing zoned nor those proposed by PC46 apply a maximum impervious area standard. Additionally, both the MUZ and LIZ require front yards to be provided and landscaped. As a result, the change in land uses and associated impervious areas enabled by the plan change will have a little to no effect on the volume of stormwater discharged within the DSIP.
184. In respect of adopting a decentralised at-point stormwater approach, I note that the Drury South Industrial Precinct contains a requirement under Standard I410.6.3(2) to provide stormwater devices in Sub-precinct D. The applicant has not sought to amend this provision to allow for a decentralised stormwater approach. However, given that resource consent and engineering plan approvals have been obtained to construct the wetland stormwater device in Sub-precinct D, and that the discharges have been approved under the NDC, modifying the requirements of Standard I140.6.3(2) to reflect the change to an on-site approach would have little application for future development.
185. I consider that the proposed provisions will be sufficient to avoid, remedy or mitigate potential effects related to stormwater discharge and diversion associated with the Plan Change. Therefore, I am satisfied that the provisions of the AUP(OP), as proposed to be amended by PC46, are the most appropriate way of achieving the objectives of the AUP(OP) and RMA.

8.4 Acoustic effects

Application

186. Effects in relation to noise and acoustics are addressed in Section 8.6 of the Plan Change Request and in the Acoustic Memo prepared by Marshall Day Acoustics and dated 29 October 2018, provided as Appendix 8 to the application.
187. Plan Change 46 proposes to rezone 11ha of land within Sub-precinct C from LIZ to MUZ. The MUZ is the only zone within the PC46 land that enables activities sensitive to noise to establish. This will primarily take the form of dwellings, which are permitted within the MUZ with no controls on the number/intensity of units. PC46 would also allow for a number of other activities within Sub-precinct C as a permitted activity, including visitor accommodation, boarding houses, and integrated residential development.
188. The surrounding environment adjacent to Sub-precinct C has the potential to generate high levels of land transport noise arising from the use of Maketu Road, which is anticipated to carry a high volume of heavy commercial vehicles serving the Drury Quarry and industrial activities, and the Mill Road Corridor, also anticipated to carry high volumes of traffic including freight traffic.
189. In response, the applicant has proposed new provisions within the DSIP to manage internal noise levels for activities sensitive to noise within Sub-precinct C. These were provided as part of the lodged Plan Change, and have been revised through Clause 24 modifications prior to notification. These are:

- a) New Objective I410.2(14) and amended Policy I140.3(32), which sets out that activities sensitive to noise in Sub-precinct C are controlled so that occupants are not exposed to unreasonable levels of transport noise;
- b) New Standard I410.6.4, requiring buildings containing activities in Sub-precinct C sensitive to noise to be located, designed and/or screened to meet internal noise levels, using the transport noise on Maketu Road as a baseline measurement, and requiring mechanical ventilation where the noise levels can only be complied with when doors or windows are closed. This standard also includes a cross-reference to Chapter E25 – Noise and Vibration for the avoidance of doubt;
- c) New Standard I410.6.5, requiring residential activities in Sub-precinct C to be subject to a restricted non-complaint covenant in favour of the operator of Drury Quarry; and
- d) New supporting Matters of Discretion I140.8.1(6) and Assessment Criteria I410.8.2(6) to assess infringements to Standard I410.6.4.

Peer review and planning assessment

190. Noise and acoustic effects have been peer reviewed for council by Mr Jon Styles, Director, Styles Group Ltd, attached in **Appendix 6** to this report. Mr Styles review focuses on the following matters:
- a) The mechanics of how Standard I410.6.4 would integrate with the relevant standards in Chapter E25 – Noise and Vibration;
 - b) The traffic noise exposure from Maketu Road, and whether effective acoustic mitigations can be achieved through Standard I140.6.4
 - c) How traffic noise from Mill Road should be assessed and managed; and
 - d) The effects of exposure of Sub-precinct C to quarry noise, and whether Standard I140.6.5 is required to address these effects;

Mechanics of noise provisions

191. Mr Styles outlines how the proposed Standard I140.6.4 would operate alongside the relevant noise standards in Chapter E25 – Noise and vibration. Mr Styles explains that the follow standards in Chapter E25 would apply in order to manage noise generated by activities within MUZ or any adjacent zone:
- a) E25.6.9 Noise between units controls inter-tenancy noise levels between units within the MUZ
 - b) E25.6.10 Noise levels for noise sensitive spaces applies to bedrooms, sleeping areas and other noise sensitive spaces, and ensures that these are protected from the maximum level of noise exposure permitted within the MUZ;
 - c) E25.6.10(3) requires mechanical ventilation to be provided to noise sensitive spaces;
192. Mr Styles notes that the proposed Standard I140.6.4 within the DSIP would be applied in conjunction with E25.6.10, and would manage noise arising from the use of Maketu Road and Mill Road, as measured at the façade of the proposed building enclosing the noise sensitive space. The key difference is that Standard I410.6.4 relates only to road noise arising from Maketu Road, and is worded to be measured from this noise source.
193. Mr Styles has expressed concerns with how the relevant Chapter E25 provisions are cross-referenced in the precinct. In the preamble to I410.6 Standards, the DSIP outlines

that precinct provisions take precedence over with Auckland-wide or zone provisions where there is a conflict between the provisions. Standard I410.6.4 may be perceived as conflicting with Standards E25.6.9 and E25.6.10, and therefore not read in conjunction with these standards as intended. In response, the applicant agreed to include the following cross-reference to Chapter E25 prior to notification of PC46²² as below:

(4) For the avoidance of doubt, this rule applies in addition to the relevant provisions of Chapter E25 – Noise and Vibration.

194. Mr Styles considers that it would provide greater clarity to plan users if this standard identified the need to apply all relevant E25 standards (i.e. E25.6.9 and E25.6.10). Mr Styles notes that this would make it clear to non-acoustic experts that Standard I140.6.4 applies only to mitigate traffic noise from Maketu Road and not other commercial activities in the MUZ.
195. I agree with Mr Styles recommendation for a cross-reference to specific provisions, which is discussed in Section 10.2.2 of this report in relation to Kāinga Ora’s submission.

Traffic noise and mitigations

196. As part of the Clause 23 review, Mr Styles sought additional information on the ‘indicative buffer zone’ referenced by Marshall Day Acoustics in their memo in support of PC46. Mr Styles was concerned about the practicality of applying a buffer or setback within Sub-precinct C given that this is a narrow wedge of land. Mr Styles also noted that if a buffer or setback was required in Sub-precinct C to achieve the intended noise levels in Standard I140.6.4, this requirement should be reflected in the DSIP provisions.
197. In their response, Marshall Day Acoustics recognised that a buffer was one of several possible mitigations for traffic noise from Maketu Road, including building design, location and/or screening. To ensure that internal noise levels could be met, the applicant proposed (by way of Clause 24 to Schedule 1 RMA, prior to notification) to include in I140.6.4 a requirement for the noise level at the façade of noise sensitive spaces:

In addition, the assessed incident noise level to a façade of any building facing Maketu Road that accommodates a noise sensitive space must not exceed 70 dB LAeq(24 hour).

198. Mr Styles supports this provision in principle, but is concerned about the drafting of this provision, as it could be subject to varying interpretations. This is addressed in relation in Section 10.2.2 of this report in relation to submissions from New Zealand Transport Agency.

Mill Road

199. PC46 as notified does not propose to control noise from the Mill Road Corridor. Mill Road is expected to carry high volumes of traffic, including heavy commercial vehicles. The indicative alignment of Mill Road Corridor intersects the northern section of Sub-precinct C, and therefore would contribute transport noise in this area.
200. Mr Styles notes that given that the final alignment of the Mill Road Corridor has not been confirmed, it creates “considerable difficulty in drafting a rule, as the location and level of the noise source is very uncertain”. Mr Styles has considered whether:

²² Under Clause 24 to Schedule 1 RMA

- a) The PC46 should include specific provisions to mitigate potential traffic noise levels from the Mill Road Corridor on activities sensitive to noise; or
 - b) Whether E25.6.10 and proposed I140.6.4 are satisfactory to provide an adequate level of acoustic insulation for activities sensitive to noise;
201. Mr Styles concludes that the acoustic design responses required by E25.6.10 may vary significantly, and would not address traffic noise from Mill Road with any certainty. Therefore, Mr Styles recommends that an acoustic insulation control specific to this noise source is included in the DSIP. This is addressed in Section 10.2.2 in relation to the submission from NZTA.

Quarry and industry noise

202. Mr Styles notes that Special Purpose – Quarry Zone is roughly 1km east of Sub-precinct C. There is no requirement within this zone to comply with noise standards at the boundary with Sub-precinct C. This is because the noise limits of the Special Purpose – Quarry Zone on residential activities apply only to those existing residential activities established on or before 1 January 2001.
203. However, Mr Styles is generally satisfied that activities sensitive to noise in Sub-precinct C are unlikely to be subject to adverse quarry noise, for the following reasons:
- a) Standard E25.6.10(2) provides for activities sensitive to noise to be adequately insulated from “the maximum level of noise permitted by the zone or precinct standards or any adjacent zone of precinct standards”, in addition to noise generated within the MUZ;
 - b) The nearest potential habitable dwellings within Sub-precinct C are located some 1,300m from the quarry. The separation distance, and the requirement for the Quarry to comply with noise limits applying at more proximate residential receivers, means that the level of quarry noise received within Sub-Precinct C is likely to be significantly lower than the noise levels authorised in the HIZ, LIZ and BMUZ;
 - c) The DSIP provisions as proposed will assist in mitigating traffic noise effects arising from quarry vehicles using Maketu Road.
204. In relation to noise arising from the pattern of industry zones proposed by PC46, Mr Styles’ primary concern is whether the lower noise limit at the boundary between the LIZ and HIZ (65dB L_{Aeq} compared with 70dB L_{Aeq} permitted in the HIZ) would unduly restrict the operation of established heavy industrial activities. However, Mr Styles considers that provided no industrial operators have established within the HIZ, the proposed zoning arrangements of PC46 are acceptable.
205. I have reviewed the resource consents lodged within the DSIP, and understand that no land use resource consent applications have been lodged to establish industrial activities within the precinct²³. Should the plan change be approved, any potential industrial operators would be aware of the proposed provisions as part of due diligence. As a result, I am satisfied that PC46 will not unduly restrict any existing or potential industrial operators within the DSIP.
206. I am satisfied that the AUP(OP) provisions, as proposed to be amended by PC46, will adequately address potential acoustic effects, subject to the amendments outlined in

²³ At the time of preparing this report

Attachment 1 to this report. Therefore, I consider that they are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

8.5 Urban design and land use effects

Application

207. Effects in relation to urban design matters are addressed in Section 8.4 of the Plan Change Request and in the Urban Design Report prepared by Barker & Associates Limited and dated 04 November 2019, provided as Appendix 6a and 6b to the application.
208. The application makes the following observations:
- a) A high level of amenity would be available to potential residential use that might establish in Sub-Precinct C, due to the significant amenity benefit of the adjoining Hingaia Stream, access to cycling and pedestrian networks, the extent of discretion afforded to council through a restricted discretionary status for new buildings within the MUZ, the range of services likely available to residents enabled by the MUZ, and the improved Maketu Road streetscape environment arising from the adjoining land being rezoned from HIZ to LIZ;
 - b) Potential adverse visual effects arising from trade retailing activities and the like on the streetscape and adjoining activities in Sub-Precinct C can be managed by restricted discretionary activity criteria for new buildings in the MUZ, and
 - c) The quantum of any additional shading or dominance effects on the open space corridor adjoining Sub-Precinct C from the proposed 5m increase in permitted height in that Sub-Precinct would be very low;
 - d) The Plan Change would result in improved amenity outcomes for the adjoining Drury South Residential Precinct arising from the potentially increased convenience retail offering at the southern end of Sub-Precinct C, accessible to new/future residential activities; and the likely higher quality frontage/boundary between the Drury South Industrial Precinct and Sub-Precinct C

Peer review

209. Urban design effects have been reviewed for council by Ms Tracy Ogden Cork, Motu Design Limited, attached in **Appendix 6** to this report.
210. Ms Ogden-Cork considers that the methodology undertaken by the applicant to assess urban design effects, including the preparation of a detailed site and context analysis and concept design, is reasonably robust. Ms Ogden-Cork does however express some concern with regard to the development scenario adopted by the Urban Design Report, which she considers unrealistic in the short-medium term.
211. Ms Ogden-Cork identifies the following as the key urban design matters for PC46, and concludes that:
- a) Management of the staging and integration of development has been addressed by the proposed Special Information Requirement (I410.9.3) agreed to by DSL through Clause 24 modifications to PC46 prior to notification. However, these provisions would benefit from having its own heading, and with changes in wording to address mana whenua cultural values and relationships;
 - b) The increase in height in Sub-Precinct C from 20m to 25m is supported on the basis that it ensure that multi-storey buildings can be developed efficiently, and will help such buildings by making them more viable. Ms Ogden-Cork however has not

addressed the visual effects of increased height (these are addressed by Mr Rob Pryor as set out in Section 8.6 of this report);

- c) With regard to the Avenue Road adjoining the western extent of Sub-Precinct C, Ms Ogden Cork considers that the “design, continuity and connectivity of this route is important to ensure a safe, active and attractive relationship between the park and the mix of activities enabled via the change a Mixed Use zone and the precinct provision”. Ms Ogden-Cork does not support the Avenue Road becoming a pedestrian and cycle connection for the whole or majority of its length, but supports some level of flexibility in its design/function to support the adjacent land uses and building design. Ms Ogden-Cork notes that passing traffic can support the safety and use of Avenue Road in terms of Crime Prevention Through Environmental Design (**CPTED**) principles;
- d) The MUZ typically takes the form of apartment buildings on brownfield sites. However, the development economics in greenfield areas are different, and within Sub-Precinct C there is likely to be a strong demand for low-intensity (two storey) residential activity, particularly in advance of the Drury-Opāheke Structure Plan areas being developed. Ms Ogden-Cork is concerned with the poor amenity outcomes that may arise for residential activities in Sub-precinct C;

In particular, she notes that in a brownfield context, the proximity to town centres and associated amenities are used as reasons for less on-site amenities for residential activities within the MUZ. In comparison, the mix of activities that may establish in Sub-precinct C to provide amenities for residential uses is highly uncertain. Ms Ogden-Cork considers that the following assessment criteria should be introduced to ensure a level of residential amenity is achieved:

That extent to which accommodation is designed to meet the day to day needs of residents by providing privacy and outlook; access to daylight and sunlight; and the amenities necessary for those residents. To ensure a reasonable standard of residential amenity, appropriate to the proposed typology and its location with the precinct.

Assessment

Staging and integration of development

- 212. Prior to acceptance of PC46 under Clause 25 Schedule 1 RMA and notification of the plan change, the applicant agreed to modifications to the plan change under Clause 25 to address the integration of subdivision/development within Sub-Precinct C:

1410.9.3(2) A subdivision application for vacant lot subdivision or a land use application for a new building or buildings in Sub-precinct C must be accompanied by an indicative ‘integration plan’ showing how the proposed development integrates with potential future development in the remainder of Sub-precinct C, including existing or potential transport connections and activities.

To avoid doubt, this plan is not subject to any approval from the Council and is for information only. Its purpose is to inform how a particular stage of development will positively contribute to the visual quality and interest of streets, public open spaces and pedestrian amenity, movement and safety (Policy H13.3(3)), in an integrated manner across Sub-precinct C.

- 213. The purpose of this information requirement is to assist council in understanding how a form of subdivision and development that reflects a connected, walkable town centre environment will be achieved. Given that Sub-precinct C is a greenfield environment

without an established subdivision pattern, there is a risk that, without this requirement, the resultant subdivision pattern may reflect that of light industry or big box retailing, with independent vehicle access for each site, and little or no pedestrian or cycling connectivity or amenity.

214. In my view this requirement will help to provide council with an understanding of how activities proposed by way of resource consent will integrate with future activities and contribute towards achieving Policy H13.3(3) within the MUZ.
215. I agree that this I410.9.3(2) would benefit from being placed under a separate heading, rather than sitting under the heading “Stormwater management report and plans” as is currently proposed by PC46. As outlined in Attachment 1, a separate heading (I140.9.4) is proposed to better clarify the intention of the requirement. This has not been requested in submissions, and therefore may be considered to be beyond the scope of PC46. However, in my view this is a purely administrative change rather than substantively affecting the precinct provisions, and therefore I do not consider that any natural justice issues will arise from this change.

Increase in height

216. I agree with Ms Ogden-Cork that an additional 5m allowance will contribute towards the viability of multi-storey buildings within the precinct. With respect to the potential adverse visual effects on the streetscape that may arise, I note that the underlying MUZ enables a range of building heights to be achieved within the zone by way of the Height Variation Control. In order to manage adverse visual effects of taller buildings on the streetscape, Standard H13.6.3 sets a maximum height at the road frontage of 27m²⁴, and requires parts of the building above this height to be set back from the front boundary.
217. Therefore, the prospect of 25m high buildings at the road boundary within the MUZ, and the resultant streetscape character that would develop, is already anticipated within mixed use environments in the AUP(OP). In addition, any new buildings within Sub-Precinct would be assessed as a restricted discretionary activity under the MUZ provisions to adverse visual effects on the adjacent streetscape²⁵ amongst other matters.

Avenue Road function

218. I understand that in pre-lodgement meetings for PC46, DSL considered that it may be desirable for parts or all of Avenue Road to be designed as a pedestrian or shared space treatment, rather than for vehicle circulation. This is a source of concern for Ms Ogden-Cork.
219. Through Clause 24 modifications to PC46 prior to notification, the applicant agreed to amend Assessment Criteria I140.8.3(1)(f)(vi) as follows:

whether the 'Avenue' Road and the portion of the ~~Spine~~-Maketu Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and whether the 'Avenue' Road is connected with Maketu Road at the northern and southern ends of Sub-precinct C. An alternative location for vehicle access through a portion of Sub-precinct C (the 'Avenue Road') may be appropriate where it is safe and efficient, and

²⁴ Except where opposite a residential zone, in which case a maximum 18m height at the front boundary applies

²⁵ Specifically H13.8.1(3)(a) and H13.8.2(3)

provided that a continuous and high amenity pedestrian and cycle connection is located along the western edge.

220. I am satisfied that the above amendment will satisfy Ms Ogden Cork's concerns. I note that in relation to submissions from NZTA and AT, agreement has been reached between DSL and the submitters to relocate the Avenue Road/Maketu Road intersection on Precinct Plans 1 and 2 to the south to align with Road 5 (refer to Section 10.2.5 of this report). This will have implications on the function of Avenue Road north of this new intersection location, which may be constructed as a pedestrian and cycle route only, or as a stub road or shared space, given it will no longer be required to carry through traffic.
221. However, I am satisfied that I410.8.3(1)(f)(vi) is worded in a manner that will provide both:
- a) Suitable direction for Avenue Road to provide for vehicle circulation and therefore positively contribute towards CPTED principles; and
 - b) Flexibility as to how the northern section of Avenue Road is designed and constructed.

Residential amenity criteria

222. I understand Ms Ogden-Cork's concerns, and consider that in the short-term Sub-precinct C may see low and medium density residential activities arranged in terraced, zero lot or detached configurations. These are the forms of residential development that can be observed in recent greenfield growth areas such as Drury West (Auranga), Paerata, Milldale. I agree with Ms Ogden-Cork that there is a risk of Sub-precinct C being occupied by residential activities without being supported by on-site amenity expected within a residential area.
223. I note that this change is beyond the scope of submissions received on PC46. In addition, the change is substantive rather than administrative, as the criteria broadens the range of matters that council could assess for a resource consent application for residential development in Sub-precinct C.
224. As part of my overall recommendation on the merits of the plan change, I do consider that the absence of such provisions is significant enough to decline the plan change in relation to urban design effects. However, if there were scope through submissions to do so, I would support introducing new assessment matters and criteria to address residential amenity within Sub-precinct B:

Matters of discretion I410.8.1(7) Dwellings

(a) the extent to which dwellings are designed to provide for residential amenity, including by providing privacy, outlook, and access to daylight and sunlight.

Assessment criteria I410.8.2 (7) Dwellings

(a) the extent to which dwellings are:

(i) designed to meet the day to day needs of residents by providing privacy and outlook, access to daylight and sunlight; and the amenities necessary for those residents.

(ii) appropriate to the proposed typology and its location with the precinct

Assessment

225. Therefore, I am satisfied that the AUP(OP) provisions, as proposed to be amended by PC46 and subject to the amendments outlined in **Attachment 1** to this report, will adequately address potential urban effects.

8.6 Landscape and visual effects

Application

226. Landscape and visual effects are addressed in Section 8.2 of the Plan Change Request and in the Landscape and Visual Effects Memo, prepared by Bridget Gilbert and dated 26 July 2019, provided as Appendix 4 to the application.

227. The plan change seeks to make the following amendments to the DSIP that relate to landscape and visual effects:

- a) Increase the maximum height within Sub-precinct C from 20m to 25 (I410.6.2(1));
- b) Delete the part of Standard I140.6.2(5) which requires the front yard of sites used for an industrial purpose in Sub-Precinct A, D and E to comprise a 3 metre wide planting of multi row Phormium tenax (flax). Instead, PC46 proposes to rely on the underlying LIZ Standard H17.6.4.1 which requires a 2m depth front yard planted with a mixture of trees, shrubs or ground cover plants;
- c) Delete the part of Standard I410.6.2(6) requiring that rear and side boundaries in the industrial zones in Sub-Precinct A, D and E are planted in either Leyland Cypress, Casuarina (sheoak) or Macrocarpa with particular spacing requirements; and
- d) Introduce Standard I410.6.2(7) applying to new buildings, and requiring that the reflectivity of roofs must not exceed 30 per cent.

228. The application supports the proposed changes for the following reasons:

- a) In relation to building height, the proposed change in building height for Sub Precinct C (20m to 25m) will generate adverse landscape and visual effects that are very low;
- b) The adverse landscape and visual effects of a change from a 3m front yard flax planting requirement to a 2m width front yard planting requirement that calls for tree, shrub and groundcover planting is very low. The applicant considers that the amendment will also result in positive effects, by enabling tree plantings in the front yard that can complement streetscape plantings and assist with the integration of large-scale buildings and paved areas typical of industrial areas;
- c) The changes to side and rear yard treatments are acceptable from a landscape perspective, provided that a reflectivity standard for roofs within the LIZ and HIZ is implemented within the DSIP;

Peer review

229. Landscape and visual effects have been reviewed for council by Mr Rob Pryor, LA4 Landscape Architects Ltd, attached in **Appendix 6** to this report

230. Mr Pryor concurs with the assessment and conclusions reached by Ms Gilbert and the applicant, because:

- a) An increase in height to 25m within Sub-precinct C is appropriate, as the sub-precinct is positioned centrally within the DSP, and is buffered from the adjoining residential precinct by extensive landscape restoration proposed, Mr Pryor also notes that the additional nearest rural viewing audiences that have views towards

Sub-precinct C are some 1.5km away, and that from this elevated location additional height will be indiscernible;

- b) The adverse effects associated with the change in front yard landscaping in industrial zones will be very low, and could be considered positive due to the introduction of tree plantings provided for by the LIZ standards;
- c) In relation to the side and rear yard treatments, Mr Pryor notes that the shelterbelt plantings required along these boundaries of industrial lots were “intended to break up the ‘sea of roofs’ in views from the elevated catchment to the east (Macwhinney Drive / Peach Hill Road environs”. In this context, Mr Pryor considers that the reflectivity standard is an appropriate control to manage the landscape and visual effects of roofs from elevated locations.

Comments

- 231. I agree with the views of Mr Pryor, and therefore consider that the landscape and visual effects of the proposal will be appropriately managed by the PC46 provisions.
- 232. I note that Counties Power Limited in their submissions have raised concerns regarding the potential conflict between planting requirements within Sub-precinct B of the DSIP and their assets. This is addressed in Section 10.2.14 of this report.
- 233. I am satisfied that the AUP(OP) provisions, as proposed to be amended by PC46 and subject to the amendments outlined in **Attachment 1** to this report, will adequately address potential landscape and visual effects. Therefore, I consider that they are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

9. CONSULTATION

9.1 Mana Whenua

- 234. The applicant engaged with ten Mana Whenua groups recognised as having authority in this area. The nature of this consultation is discussed in Section 7.2.3 of the Plan Change Request. This included:
 - a) A meeting with Ngāti Tamaoho and Ngāti Te Ata Waiohū on 24 June 2019, given their extensive prior involvement in previous plan change for the Drury South Industrial Precinct.
 - b) Circulation of consultation letters to other iwi groups on 3 March 2020, to which no responses were received.
- 235. Prior to notification of PC46, the applicant provided a further opportunity for Ngāti Tamaoho, Ngāti Te Ata and Te Ākitai Waiohū to advise if they did not agree to the proposed rezoning, and received no objections.

9.2 Local boards

- 236. The Franklin Local Board were advised of the plan change request and invited to provide their views on the plan change at a local board meeting dated 27 October 2020.
- 237. The Franklin Local Board resolved to endorse PC46:

“on the basis that the change supports the delivery of the outcomes of both the Franklin Local Board Plan 2017 and the Draft Franklin Local Board Plan 2020, specifically:

- a) *Franklin Local Board Plan 2017 Outcome 2: A thriving local economy and outcome 4: Growth is dealt with effectively, and*
- b) *Draft Franklin Local Board Plan 2020 Outcome 1: Our strengths generate local opportunity and prosperity.*²⁶

238. The Local Board did however request that:

“in assessing this plan change, staff and the independent commissioners actively consider and address the wider implications of the plan change that may create unanticipated financial and social implications on Auckland Council (the ratepayer) and the community beyond the third party development footprint including:

- a) *the wider roading and footpath network and its function*
- b) *wider stormwater management capabilities i.e. run-off and its implications on existing properties*
- c) *the wider natural environment*
- d) *on local character implications*
- e) *on social infrastructure needs e.g. parks, play provision.*²⁷

239. The Franklin Local Board declined the opportunity to appoint a local board member to speak to the local board views at a hearing on PC46.

Assessment

240. The traffic effects associated with PC46 are assessed in Section 8.2 of this report. I am satisfied that the external traffic effects of PC46 will be appropriately avoided, remedied and mitigated by the precinct provisions and will not require the surrounding transport network to be upgraded at the expense of council. I am of this view because:

- a) The trip generation anticipated under PC46 is similar in volume/character to what could be undertaken currently within the Precinct;
- b) Retail and office gross floor area thresholds and trip generation thresholds are proposed within the Precinct to address situations where a more intensive development scenario evolves, and suitably ensure that the traffic effects of more intensive development are suitable avoided, remedied or mitigated.

241. The proposed stormwater management approach is outlined in Section 8.4 of this report, which outlines that neither the existing nor proposed provisions control the extent of impervious surface, and therefore there is no significant change in the volume of stormwater runoff anticipated.

242. In respect of the impacts on social infrastructure, comment has been sought from council's Community Faculties team. They have advised that as a result of the proposed rezoning to MUZ, council would seek to collect Development Contributions and then seek to

²⁶ Item 16 Local Board views on Plan Change 46 (Private) Drury South, Resolution number FR/2020/97, Franklin Local Board Open Minutes, 27 October 2020

²⁷ Item 16 Local Board views on Plan Change 46 (Private) Drury South, Resolution number FR/2020/97, Franklin Local Board Open Minutes, 27 October 2020

acquire land to provide the required open space to service any residential properties. For clarity, this mechanism is not reliant on plan change provisions for its implementation.

10. NOTIFICATION AND SUBMISSIONS

10.1 Notification details

243. Details of the notification timeframes and number of submissions received is outlined below:

Date of public notification for submissions	27 July 2020
Closing date for submissions	27 August 2020
Number of submissions received	7
Date of public notification for further submissions	11 September 2020
Closing date for further submissions	25 September
Number of further submissions received	2

244. Copies of the submissions are attached as **Appendix 3** to this report.

10.2 Analysis of submissions and further submissions

245. The following sections address the submissions received on PC46. It discusses the relief sought in the submissions and makes recommendations to the Hearing Commissioners, with regard to the parts of PC46 that should be approved, and those parts that should be approved with amendments.

246. Submissions that address the same issues and seek the same relief have been grouped together in this report under the following topic headings:

- Noise and ventilation and no-complaints covenant standards
- Internal transport network
- Mill Road Corridor
- Maketu/Avenue Road intersection alignment
- Ramarama Road connection
- Transport infrastructure costs
- Trip generation thresholds
- Cycling network
- Drafting of transport provisions

- Ngāti Te Ata Waiohū engagement and cultural preferences
- Notification exclusions
- Landscaping provisions
- Retail and office activity

10.2.1 Meetings between applicant and submitters

247. The applicant has met with the following submitters in order to address the relief sought in submissions and narrow the points of difference:

- a) New Zealand Transport Agency
- b) AT
- c) Counties Power Limited
- d) Lomai Properties Limited

248. A consolidated copy of DSIP provisions reflecting amendments arising from these meetings was provided to council on 9 November 2020. This was supported by communication passed on by the applicant from these submitters outlining their position on the proposed amendments:

- a) NZTA have advised²⁸ that they accept the proposed changes;
- b) AT have advised²⁹ that they accept the majority of changes made, with two further items remaining to be resolved:
 - i. The proposed table showing dimension and function of indicative roads; and
 - ii. Reinstatement of road vesting provision.
- c) Counties Power Limited have advised that they support the amendments made proposed by DSL in response to their submission³⁰.
- d) Lomai Properties Limited have since advised that they consider the additional traffic effects of PC46 to be acceptable³¹.

249. The amendments resulting from these meetings is discussed below in relation to each theme/matter, and are identified within **Attachment 1** to this report.

10.2.2 Noise and ventilation and no-complaints covenant standards

Submissions and further submissions

²⁸ In an email from Evan Keating dated 27 October 2020

²⁹ In an email from Josephine Tam dated 6 November 2020

³⁰ In an email from Jo Michalakakis dated 10 November 2020

³¹ In an email from Vijay Lala dated 5 November 2020

Sub. No	Submitter Name	Summary	Further subs
2.6	The New Zealand Transport Agency	Amend Objective I410.2(13) as follows: <i>(13) Activities sensitive to traffic noise adjacent to the are controlled on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are protected from unreasonable levels of transport noise.</i>	-
2.7	The New Zealand Transport Agency	"Amend Objective I410.2(14) as follows: <u>Human health effects are managed for a</u> Activities sensitive to noise in Sub-Precinct C <u>by providing</u> protection are protected from unreasonable levels of land transport noise."	-
2.11	The New Zealand Transport Agency	Amend Policy I410.3(23) as follows: <i>(23) Control <u>Ensure</u> activities sensitive to noise adjacent to on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are provided with reasonable levels of amenity and human health protection. so that occupants are not exposed to unreasonable levels of transport noise.</i>	Kāinga Ora – Oppose
2.19	The New Zealand Transport Agency	Amend proposed Standard I410.6.4(1) as follows and renumber subsequent parts of the rule: <i>(1) Any <u>building containing a</u> noise sensitive space within Sub-Precinct C must be <u>located and/or</u> designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in these rooms do not exceed: (a) 40 dB LAeq(24hours) inside any noise sensitive space; <u>and</u> (b) 70 dB LAeq(24h) In addition, the assessed incident noise level on any to a façade of any building facing Maketu Road or Mill Road that accommodates a noise sensitive space must not exceed 70 dB LAeq(24 hour)</i> <i>(2) <u>Compliance with Standard I410.6.4(1) must be determined</u> For the purpose of this rule, noise from Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of <u>Maketu Road and Mill Road of 75 dB LAeq(24hour)</u>, 83dB Leq(24 hour) at 63 Hz and 79dB Leq(24 hour) at 125 Hz.</i>	Kāinga Ora – Oppose

2.20	The New Zealand Transport Agency	Amend proposed rule I410.6.4(2) as follows: <i>(2) For residential <u>activities dwellings</u>, where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve:</i> <i><u>(a) a system individually controllable across the range of airflows and temperatures by the building occupants; and</u></i> <i><u>(b) a system that generates a noise level of no greater than 35 dB LAeq(30s) when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows; and either:</u></i> <i><u>(ac) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees celsius or;</u></i> <i><u>(bd) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than: ...</u></i>	-
5.2	AT	Amend Precinct Objective I410.2(14) as follows: <i>“(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise, <u>by subdivision and building development features</u>”</i> And any corresponding / consequential amendments to rules to give effect to this revised objective.	-
7.2	Kāinga Ora Homes and Communities	Delete Standards I410.6.4 Sub-Precinct C (Noise and Ventilation)	-
7.3	Kāinga Ora Homes and Communities	Delete Standards I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant)	-
7.4	Kāinga Ora Homes and Communities	Any other alternative or consequential relief to give effect to this submission.	-

Discussion

250. As outlined in Section 8.5 of this report, PC46 would enable activities sensitive to noise, such as dwellings and integrated residential development to establish in Sub-precinct C. This is anticipated to be a noisy environment due to transport noise arising from the use of Maketu Road and Mill Road. Standards I140.6.4 and I140.6.5 have been proposed through PC46 to achieve minimum internal noise and ventilation levels in relation to land

transport noise, and to apply a restrictive no-complaints covenant to activities sensitive to noise in Sub-precinct C. These would apply in addition to standards contained within Chapter E25 – Noise and vibration of the AUP(OP).

Kāinga Ora

251. Kāinga Ora seeks to delete Standards I410.6.4 relating to noise and ventilation and I140.6.5 requiring the application of a restrictive non-complaint covenant. In their submission Kāinga Ora note that:
- a) The existing provisions set out in Chapter E25 of the AUP(OP), in particular Standard E25.6.10, are sufficient to mitigate the cross boundary noise effects of PC46, and additional precinct provisions appear to conflict with these rules;
 - b) The AUP(OP) does not contain provisions that require the mitigation of transport noise by receivers, other than for Auckland Airport which is linked to their designation.
 - c) No section 32 analysis has been undertaken to justify the introduction of noise standards I410.6.4 Sub-Precinct C.
 - d) Restrictive non-complaint covenants are not a consistent planning tool that has been adopted within the AUP(OP).
 - e) There are other mechanisms, such as private covenants to make future owners aware of quarry road noise.
252. The matters raised in Kāinga Ora's submission are discussed in the below paragraphs.

Integration with Chapter E25 – Noise and vibration

253. In relation to the integration and potential conflict with the Auckland-wide noise and vibration provisions, I refer back to Mr Styles' explanation outlined in Section 8.4 of this report. Mr Styles is satisfied that the provisions of Standard I410.6.4 and Chapter E25 will not be in conflict, but does seek amendments to Standard I1410.6.4(1) to clarify the relation between these provisions.
254. I support the following amendments to I140.6.4(1) to better clarify what acoustic provisions should be applied within Sub-precinct C:

(4) For the avoidance of doubt, ~~this rule~~ the noise insulation requirements set out in Standard I140.6.4(1) – (3) applies in addition to any other noise insulation requirements set out in the relevant provisions of Chapter E25 – Noise and Vibration, and in particular Standards E25.6.9 and E25.6.10.

Consistency with AUP(OP) approach to land transport noise

255. The inclusion of standards to mitigate noise from land transport sources is not a widely adopted approach in the AUP(OP). In this regard, I agree with Kāinga Ora. However, in my view a departure from the general plan provisions the AUP(OP) may be appropriate depending on the particular contextual considerations of where they apply.
256. The plan change proposes a comparably small residential area proximate to roads expected to contain high volumes of heavy freight traffic. This is likely to be a particularly noisy environment for future residents. Whilst residential areas abutting industry and high use roads can be observed in parts of urban Auckland, PC46 is somewhat different, given the greenfield nature of the site and the design of the transport network which directs heavy vehicles along Maketu Road. In my view these contextual factors support the

application of bespoke acoustic standards in and above what the Auckland-wide AUP(OP) provisions require.

257. Kāinga Ora in their further submission note that transport noise corridor controls were rejected as an overlay through the Auckland Unitary Plan Independent Hearings Panel ('AUPIHP') process. In my view, it is worth referring to the AUPIHP's report and recommendations on the High Land Transport Noise Overlay. This overlay was applied at the borders of high volume road and rail corridors to manage reverse sensitivity effects on these networks, and to protect activities within the overlay from unreasonable levels of noise. The IHP did not support such provisions, on the basis that it would shift the costs of acoustic mitigation to existing property owners, and that the costs associated with the approach had not been subject to a rigorous cost-benefit assessment³².
258. In my view, the proposed provisions are being applied in a different context to the High Land Transport Noise Overlay considered by the IHP. The land proposed to be subject to Sub-precinct C within the DSIP is not yet developed or occupied, is almost wholly under the ownership of Drury South Limited or Stevensons Group. DSL have indeed proposed the standards through PC46. Therefore, the adverse effects associated with burden of cost on existing landowners, which were the key driver for the AUPIHP's recommendations, are not considered to be significant..

Necessity in giving effect to precinct objectives and policies, and Part 2

259. Kāinga Ora also consider that Standards I410.6.4 and I140.6.5 are not necessary to give effect to:
- a) The identified objectives and policies of the Drury South Industrial Precinct and the MUZ
 - b) The Purpose and Principles of the RMA
260. In my view, Standard I140.6.4(1) in particular is required to give effect to the proposed Objective I410.2(13) and Policy I140.3(23), which seek to control activities sensitive to noise adjacent of the strategic freight network, so that occupants are not exposed to unreasonably levels of transport noise. Without these standards, there would be no direct mechanism to protect future residents against unreasonable noise levels.
261. In respect of the Purpose and Principles of the RMA, I consider the management of land transport noise on sensitive receiving activities to be directly relevant to the maintenance and enhancement of amenity values (s7(c)) and the maintenance and enhancement of the quality of the environment (s7(f)).
262. Taking into account the clarity of the standards, contextual considerations that warrant a departure from the underlying AUP(OP) provisions, and the necessity in giving effect to higher order policies and principles, in my view Standard I140.6.4(1) should be retained, subject to the amendments proposed in relation to NZTA's submission, outlined below.

Ventilation provisions

³² Section 5 High Land Transport Noise Overlay, Topics 043 and 044 – Transport, Independent Hearings Reports and Recommendations

263. Mr Styles has assessed the need for bespoke ventilation provisions within Standard I410.6.4(2)³³, and finds that such requirements are already provided for in E25.6.10(3), which would apply to Sub-precinct C. As such, Mr Styles considers that the majority of Standard I140.6.4(2) should be deleted, and instead a cross-reference to the relevant Auckland-wide provisions should be introduced:

(3) For residential dwellings, where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must adopt the relevant mechanical ventilation and/or cooling requirements of E25.6.10(3)(b) or (c).

264. I support the amendments proposed by Mr Styles, on the basis that there is no benefit in duplicating the Auckland-wide rules when these can instead be cross-referenced for clarity.

Restrictive no-complaints covenant

265. Mr Styles has assessed the exposure of Sub-precinct C to noise arising from the operation of the Drury Quarry, as outlined in Section 8.4 of this report. Mr Styles considers that activities sensitive to noise within Sub-Precinct C are unlikely to be subject to adverse quarry noise effects that would give rise to the potential for reverse sensitivity effects on the quarry operator. Specifically, Mr Styles notes that taking into account the acoustic insulation requirements of Sub-precinct and road noise from vehicles on Maketu Road, the proposed restrictive covenant is not necessary to mitigate noise levels the more distant quarry.

266. I agree with Mr Styles, and consider that provided Standard I140.6.4 is retained, a no-complaints covenant standard is not required to address adverse noise effects from the Drury Quarry.

NZTA and AT revisions – objectives and policies

267. NZTA and AT have sought amendments to the drafting of Objectives I1410.2(13) – (14) and Policy I140.3(25).
268. NZTA seek to amend Objective I410.2(13) and Policy I140.3(23) to ensure that activities sensitive to noise are protected from, rather than not exposed to, transport noise, and require protection from traffic noise arising from Mill Road Corridor. NZTA also seek amendments to Objective I140.2(14) to recognise and manage the effects of transport noise on human health.
269. AT in their submission sought to amend Objective I410.2(14) as follows:

(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise, by subdivision and building development features.

Auckland' Transport's concern is that the objective as proposed in PC46 suggests that noise-sensitive activities need to be protected from land transport noise by the design of the road and attenuation of noise within the road.

³³ Note: reference as per notified DSIP.

270. Following meetings with NZTA and AT, DSL have proposed to revise the objectives and policies to delete Objective I410.2(14) and instead integrate this with (13), as shown in yellow highlight below:

(13) Activities sensitive to traffic noise are controlled on adjacent to the strategic freight network (Spine Maketu Road and New Quarry Access Road) serving the Drury Quarry are protected from unreasonable levels of transport noise.

~~*(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise.*~~

271. DSL and NZTA have also agreed to modify Policy I1410.3(25) to reflect the language and structure of Objective I1410.2(14).

272. I support these amendments, as they better clarify the sources of transport noise anticipated within the precinct and express more clearly the purpose of these provisions compared with the PC46 provisions as notified.

NZTA revisions – Standard I140.6.4

273. NZTA have sought amendments to the drafting of Standards I140.6.4 as follows:

- a) Amend standard I140.6.4(1) to ensure that the elements of this standard are applied robustly. NZTA's concern is that the standard conflates two separate performance standards and one noise source assumption.
- b) Amend standard I140.6.4(2) to apply the standard to all residential activities rather than just dwellings, and to provide a "viable alternative to opening windows any mechanical ventilation system should be controllable by occupants and have limited self-noise".

274. Following meetings between DSL and NZTA, the two parties have agreed to amend Standard I140.6.4(1) and (2) to address NZTA's concerns.

275. Mr Styles has reviewed the provisions agreed between DSL and NZTA, and finds the following:

- a) Mr Styles supports the proposed amendments to Standard I140.6.4(1) agreed by DSL and NZTA, but seeks minor amendments to clarify that I1410.6.4(1)(b) applies to facades that enclose a noise sensitive space.
- b) As outlined above, Mr Styles does not support the proposed ventilation provisions in Standard I140.6.4(2)³⁴, and instead prefers to cross-reference the relevant aspects of E25.6.10(3).

276. I support the amendments to Standard I140.6.4(1)(b), which in my view better clarifies that the façade being considered must be enclosing a noise sensitive space. I do not support the amendments to Standard I140.6.4(3) for the reasons outlined above in relation to Kāinga Ora's submission.

Recommendations on Submissions

³⁴ Note: reference as per the provisions in Attachment 1, rather than PC46 as notified.

277. I recommend that submissions 7.2 and 7.4 from Kāinga Ora be **accepted in part**, to the extent that ventilation standards proposed within Standard I140.6.4(3) are replaced by a cross-reference to Standard E25.6.10(3).

278. I recommend that submission 7.3 from Kāinga Ora be **accepted**.

279. I recommend that submissions 2.6, 2.7, 2.11, 2.19 and 2.20 from NZTA and 5.2 from AT be **accepted in part**.

280. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.3 Internal transport network

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.5	The New Zealand Transport Agency	Retain Objective I140.2(7) as notified.	-
2.18	The New Zealand Transport Agency	Retain Standard I410.6.3(1) Subdivision or development preceding subdivision in Sub-precincts A– E as notified.	-
2.21	The New Zealand Transport Agency	Retain I410.7.2.1(f)(i) Matters of control as notified.	-
2.22	The New Zealand Transport Agency	Retain I410.8.1.2 Matters of discretion as notified.	-
2.24	The New Zealand Transport Agency	Retain I410.8.2.1(f)(vi) Assessment criteria as notified.	-
5.1	Auckland Transport	Approve the re-zoning to Business – Mixed Use and the creation of Sub-Precinct C – Mixed Use, subject to amended precinct provisions to manage transport effects and achieve land use transport integration.	-
5.4	Auckland Transport	Delete the proposed addition to Policy I410.3(140): <u>“adequate”</u> . Add to the end of policy (I410.3(140) on transport and infrastructure: <i>“This shall include the collector roads Maketu Road,</i>	Counties Power – Support

		<u>Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road providing good public transport, walking and cycling connections through the precinct and between the two future rail stations in Drury.</u>	
5.7	Auckland Transport	Re-instate the I410.6.3(1) provision that proposed roads (including pedestrian and cycle routes) identified on Precinct Plan 1 and Precinct Plan 2 must be vested in Council and at no cost to the Council upon subdivision or development.	Counties Power – Support
5.9	Auckland Transport	Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f) by adding (f)(x) as follows: <u>(f)(x) whether the new collector roads are designed to perform their required transport network functions, including public transport route capability, walking and cycling, heavy commercial vehicles where appropriate (freight route), connectivity, streetscape and landscaping, service berms, and any required stormwater management</u> Or alternative wording that achieves sufficient width of roads to perform their required functions	Counties Power – Support
5.10	Auckland Transport	If appropriate assessment criteria are not included in I410.8.2(1)(f), then amend the plan change to include high-level designs of the proposed collector roads.	-

Discussion

Vesting of roads

281. AT seek to reinstate the part of Standard I410.6.3(1) which requires proposed elements of the transport network to be vested in council. PC46 proposes to amend Standard I410.6.3(1) as follows:

Proposed roads (including pedestrian and bicycle routes) identified on the Precinct Plan 1 and Precinct Plan 2, must be constructed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed roads must be located generally in the position indicated on Precinct plan 1 and Precinct Plan 2 ~~but the precise location will be subject to detailed engineering and subdivision design.~~ An alternative roading layout may be proposed provided that an integrated approach to land use and transport can be achieved throughout the Drury South Industrial and Drury South Residential precincts.

282. In their submission AT have expressed concerns that the proposed provisions may allow private roads to be developed, and as a result adjacent development would not be subject to rules/standard that relate to building frontage. Counties Power Limited support AT's submission point, on the basis that vesting of roads will ensure their ability to access their 110kV overhead line, rather than rely on an easement and separate access arrangements.
283. I have reviewed several AUP(OP) precincts that contain indicative or proposed roading/transport networks. The vesting of indicative roads in council is not commonly

required by precincts. However, there are some precincts that do contain subdivision standards requiring roads to be vested, such as the Orewa 2 and Orewa 3 precincts and the Drury 1 Precinct.

284. In my view there is not a significant risk that indicative roads shown on Precinct Plans 1 and 2 are not vested, given that they are primarily collector roads unlikely to be developed as private roads.
285. However, on balance, I consider it would be beneficial to reinstate the part of Standard I140.6.2(1) that requires roads to be vested. A standard would signal the intention for the indicative roading network to be vested, and thus reduce the risk of roads being constructed to a private standard, rather than AT's Traffic Design Manual³⁵.

Road corridor design

286. PC46 as lodged contained details of road cross-sections within Appendix I140.11.1 to the DSIP, under *Plan Change Design Guidelines: Design Element 3 – Roads and Accessways*. Prior to notification of PC46, Mr Collins recommended that these road cross sections be removed from the proposed *Plan Change Design Guidelines* as some no longer met the minimum specifications contained in AT standards and guidance documents. Instead, Mr Collins recommended that minimum corridor widths are specified, and street elements are listed, but that the detailed arrangement was to be confirmed as part of future resource consents and engineering plan approvals.
287. The applicant agreed to modify the plan change under PC46 to remove the road cross sections from *Plan Change Design Guidelines: Design Element 3 – Roads and Accessways* within Appendix I140.11.1. However, road corridor widths and street elements were not retained within the provisions as sought by Mr Collins.
288. AT seek assessment criteria to provide guidance on the design of new collector roads, or as an alternative, high-level designs of the new collector roads within the DSIP. AT prefer that assessment criteria also address "*whether road form and function will be adequately provided where preliminary road design has not already been undertaken*".
289. In his review of submissions, Mr Collins has recommended that amendments are made to *Plan Change Design Guidelines: Design Element 3 – Roads and Accessways* such that minimum corridor widths are specified (as per the existing Guideline), and street elements are listed but without specified widths and arrangements.
290. Since Mr Collins has undertaken his review, AT have advised that they support deletion of the road cross-sections within Appendix I140.11.1, provided that the Design Element 3 section is amended to include a table setting out the four key collector roads in the precinct area, and stating their minimum overall road reserve widths and major functions to be incorporated.
291. I support the reintroduction of specific corridor widths within Design Element 3 of Appendix I140.11.1, on the basis that the guidelines better communicate the expected road design dimensions and streetscape elements expected than assessment criteria. Additionally, being guidelines rather than standards, the design/arrangement of the road reserve required by the precinct is not prescriptive and therefore will not conflict with AT's Traffic Design Manual should the provisions between the two be in conflict.

³⁵ Although I note that Assessment Criteria I140.8.2(1)(a) addresses the consistency of subdivision or development with the relevant codes, codes of practice or engineering standards.

292. At this stage, I support retaining the operative dimensional guidelines within Design Element 3 of Appendix I140.11.1. However, subject to the exact wording and specifications and the expert opinion of Mr Collins, the amendments sought by AT may also be acceptable.

Identification of collector road network, public transport and walking and cycling in Policy I140.3(10)

293. AT seek amendments to Policy I140.3(10) to identify collector roads within the precinct (Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road), as well as good public transport, walking and cycling connections within the precinct and between the future Drury rail stations.

294. Mr Collins on behalf of the council does not support the proposed addition to Policy I140.3(10) as “many of the specific transport projects requested by AT are included in Assessment Criteria I410.8.2.(1)(f)” of the DSIP.

295. Following meetings between DSL and AT, a revised wording recognising collector roads and movement for all roads within and through the precinct has been agreed between DSL and the submitter, as recorded in yellow highlight below:

Provide for adequate transport infrastructure and connections including the spine Maketu rRoad, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road, to support safe and efficient movement for all modes within and through the precinct, and to and from the surrounding transport network.

296. I support the wording of Policy I140.3(10) as agreed by DSL and AT. Whilst these matters are addressed in Assessment Criteria I140.8.2(1) as identified by Mr Collins, in my view, the revised wording provides stronger policy support for key roads within the precinct to be delivered, and for the policy to recognise safe and efficient for all vehicle modes.

Recommendations on Submissions

297. I recommend that submissions 2.5, 2.21, 2.22, 2.24, 5.1 from NZTA and 5.7 from AT be **accepted**.

298. I recommend that submission 2.18 from NZTA and 5.9 and 5.10 from AT and further submission #2 from Counties Power Limited **be accepted in part**.

299. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.4 Mill Road Corridor

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.1	The New Zealand Transport Agency	Include provision for the Mill Road Corridor within PC46. Waka Kotahi will work collaboratively with the applicant and Auckland Council on this outcome.	-
2.2	The New Zealand Transport Agency	Amend I410.10 Precinct Plan 2 so that Avenue Road is to be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor.	-

2.3	The New Zealand Transport Agency	Amend I410.1. Precinct description as follows: <i>[...] Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2 and includes the Mill Road Corridor. The precinct is [...]</i>	-
2.6	The New Zealand Transport Agency	Amend Objective I410.2(13) as follows: <i>(13) Activities sensitive to traffic noise adjacent to the are controlled on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are protected from unreasonable levels of transport noise.</i>	-
2.11	The New Zealand Transport Agency	Amend Policy I410.3(23) as follows: <i>(23) Control Ensure activities sensitive to noise adjacent to on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are provided with reasonable levels of amenity and human health protection so that occupants are not exposed to unreasonable levels of transport noise.</i>	-
2.12	The New Zealand Transport Agency	Introduce new Policy I140.3(28): <i>(28) Subdivision and development in the Precinct provides for and does not preclude the construction and operation of the Mill Road Corridor.</i>	-
2.13	The New Zealand Transport Agency	Introduce new Rule I140.4.1(A5): <i>(A5) Subdivision and development of land including or adjoining to the Mill Road Corridor Activity Status: Restricted Discretionary Activity.</i>	Kāinga Ora – Oppose
2.19	The New Zealand Transport Agency	Amend proposed Standard I410.6.4(1) as follows and renumber subsequent parts of the rule: <i>(1) Any building containing a noise sensitive space within Sub-Precinct C must be located and/or designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in these rooms do not exceed: (a) 40 dB LAeq(24hours) inside any noise sensitive space; and (b) 70 dB LAeq(24h) In addition, the assessed incident noise level on any to a façade of any building facing Maketu Road or Mill Road that accommodates a noise sensitive space must not exceed 70 dB LAeq(24 hour) (2) Compliance with Standard I410.6.4(1) must be</i>	Kāinga Ora – Oppose

		<i>determined For the purpose of this rule, noise from Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road and Mill Road of 75 dB LAeq(24hour), 83dB Leq(24 hour) at 63 Hz and 79dB Leq(24 hour) at 125 Hz.</i>	
5.12	Auckland Transport	Amend Precinct Plan 1 and Precinct Plan 2 to show an acceptable high-level design for the intersection of Avenue Road with Maketu Road	-
5.14	Auckland Transport	Include the Mill Road extension as an indicative road on the precinct plans if the location is confirmed in time, along with its implications for precinct roads and intersection/access design.	-

Discussion

Identifying and reflecting the Mill Road Corridor in the DSIP

300. NZTA and AT both seek that the Mill Road Corridor is identified within the Precinct Plans 1 and 2 in the DSIP. NZTA also seek a new policy and rule applying to subdivision and development including or adjoining the Mill Road Corridor, to ensure that subdivision and development in this area does not preclude the construction and operation of the future corridor.
301. Kāinga Ora have made a further submission in opposition to NZTA's submission point 2.13, on the basis that "the Mill Road corridor will be at least an arterial route and as such any proposed vehicle access from Mill Road would require resource consent under E27.4.1(A5)". In light of these existing AUP(OP) provisions, Kāinga Ora consider the purposes of a further activity status is unclear, and that "*additional consenting require[ments] would frustrate the resource consent process and any potential transport related effects are capture through exiting AUP(OP) provisions*"
302. The Mill Road Corridor, described in Section 2.2 of this report, is a proposed arterial road with an indicative alignment bisecting the northern part of the DSIP.
303. Mr Collins has assessed the above submissions, and considers that given the Mill Road project is yet to go through the Notice of Requirement/designation process, it would be somewhat premature to confirm the route alignment on any plans. Mr Collins concludes that the Mill Road Corridor should not be reflected in Precinct Plan 1 or 2 or the supporting provisions until the alignment of this road/corridor has been confirmed through the designation process.
304. I agree with Mr Collins and consider it would not be appropriate to reflect an indicative alignment of Mill Road until the final location and alignment of the Mill Road Corridor is confirmed through the designation process.

Managing transport noise arising from Mill Road Corridor

305. As outlined in Section 8.4 of this report, Mr Styles considers that Sub-Precinct C is likely to be exposed to high levels of transport noise from the future Mill Road Corridor, and therefore it would be appropriate to include provisions requiring activities sensitive to noise to mitigate noise effects from this source.
306. In response to NZTA's submissions, Mr Styles supports amendments to Policy I1410.3(23) and Standard I140.6.4 to recognise Mill Road Corridor as a noise source, and

requiring activities sensitive to noise to mitigate transport noise from this source. Specifically, Mr Styles supports Standard I140.6.4(1), proposed to apply to Maketu Road, also applying to Mill Road Corridor.

307. I agree with Mr Styles in that an acoustic insulation standard specific to transport noise arising from Mill Road would be appropriate the DSIP. This would achieve consistency within the DSIP provisions with the management of noise from Maketu Road, also anticipated to generate significant levels of road transport noise. However, as the alignment of the Mill Road Corridor has not yet been confirmed, it would be difficult for activities sensitive to noise to design acoustic insulation or other mitigation measures to address noise from this source. Such provisions would create uncertainty for activities and development in Sub-precinct and would therefore be inefficient.
308. On balance, I consider that acoustic standards managing transport noise from Mill Road should not be included within the DSIP.

Recommendations on Submissions

309. I recommend that submission 2.2 from NZTA be **accepted**.
310. I recommend that submissions 2.1, 2.3, 2.12, 2.13 from NZTA and 5.14 from AT be **rejected**.
311. I recommend that submissions 2.6 and 2.11 from NZTA be **rejected** insofar as they relate to referencing the Mill Road Corridor.
312. I recommend that further submission \$#2 from Kāinga Ora be **accepted** as it relates to the Mill Road Corridor.
313. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.5 Maketu Road/Avenue Road intersection alignment

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.2	The New Zealand Transport Agency	Amend I410.10 Precinct Plan 2 so that Avenue Road is to be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor.	-
5.12	Auckland Transport	Amend Precinct Plan 1 and Precinct Plan 2 to show an acceptable high-level design for the intersection of Avenue Road with Maketu Road	-

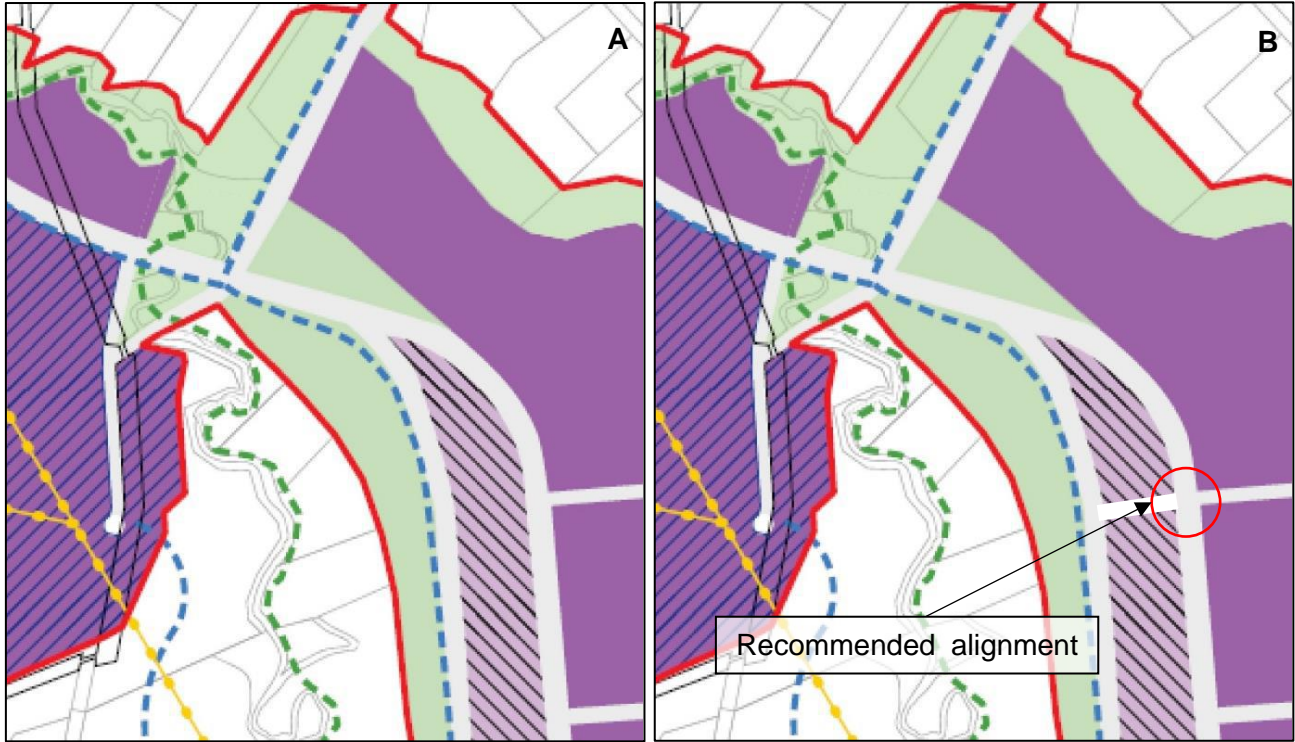
Discussion

314. NZTA and AT both seek the realignment of the proposed intersection between Maketu and Avenue Road as shown on proposed Precinct Plans 1 and 2. NZTA’s primary concern is the location of the intersection relative to the future Mill Road Corridor, and the potential conflict(s) that may arise between this intersection, and those intersections to/from Mill Road. AT is concerned with the acute angle of the intersection, and geometry issues that need to be resolved.

315. Mr Collins supports the relocation of the Avenue Road/Maketu Road intersection south of the proposed alignment, and considers that this intersection should be realigned to achieve a more optimal arrangement. Mr Collins notes that the intersection arrangement between Avenue Road, Maketu Road and Link Road may create safety and operational issues for the Avenue/Maketu intersection. In particular, the proposed angle at which Avenue Road is proposed to join Maketu Road is contrary to the dimensions recommended by the Austroads Guide to Road Design and AT's Transport Design Manual, and therefore would not achieve adequate sight distances.

Mr Collins recommends that Precinct Pan 1 and 2 are amended to show Avenue Road intersecting Maketu Road with proposed Road 5 (refer to **Figure 11** below).

Figure 11: Maketu/Avenue Road intersection alignment proposed through PC46 (A) compared with Mr Collins' recommended alignment (B).



316. DSL, NZTA and AT have discussed the Avenue Road/Maketu Road intersection alignment in their meetings, and have resolved to amend Precinct Plans 1 and 2 to align the intersection with Road 5. This is shown in **Figure 12** below, and is consistent with the Mr Collins's preferred location.

Figure 12: Preferred alignment of Avenue Road/Maketu Road intersection on Precinct Plans 1 and 2



317. I agree with the revised alignment of the Maketu Road/Avenue Road intersection supported by Mr Collins, DSL, NZTA and AT. I note that Precinct Plan 2, as proposed to be amended, confirms the intent for Avenue Road to extend northwards beyond Road 5 but not connect to Maketu Road. Precinct Plan 1 identifies that a shared pedestrian and cycling path will also continue along this northern section of Avenue Road.
318. I support the proposed arrangements, noting that it will continue to provide for pedestrian and cycling connectivity between the northern part of Avenue Road and Maketu Road, whilst addressing the safety and sight distance concerns of the original intersection alignment proposed in PC46.
319. As a consequential amendment, I consider that assessment criteria I140.8.2(1)(f)(vi) should be amended to reflect this updated transport network to avoid any uncertainty in the provisions as follows (as identified in red below)

(vi) whether the 'Avenue' Road and the portion of the Spine Maketu Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and whether the 'Avenue' Road is connected with Maketu Road at the northern and southern ends of Sub-precinct C, and is extended to, but not connected with, the Maketu Road at the northern end of Sub-precinct C. An alternative location for vehicle access through a portion of Sub-precinct C (the 'Avenue Road') may be appropriate where it is safe and efficient, and provided that a continuous and high amenity pedestrian and cycle connection is located along the western edge.

Recommendations on Submissions

320. I recommend that submission 2.2 from NZTA and 5.12 from AT be **accepted**.
321. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.6 Ramarama Road connection

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
5.8	Auckland Transport	Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f)(iv) as follows: “(iv) whether Ramarama Road, at the northern boundary of the precinct <u>remains open for light vehicles, public transport, walking and cycling, or if an alternative link providing for such is achieved to Fitzgerald Road as is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2. has been subdivided or developed;</u>	Counties Power – Support in part
5.13	Auckland Transport	Amend Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road.	Counties Power – Support

Discussion

322. AT seek to amend the policies, assessment criteria and precinct plans of the DSIP to provide for Ramarama Road to connect to Fitzgerald Road at the northern boundary of the precinct, rather than closing this road.
323. AT seek the following amendments to Assessment Criteria I410.8.2(1)(f)(iv):
- (iv) whether Ramarama Road, at the northern boundary of the precinct remains open for light vehicles, public transport, walking and cycling, or if an alternative link providing for such is achieved to Fitzgerald Road as is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2 has been subdivided or developed;*
324. Assessment Criteria I410.8.2(1)(f)(iv) within the operative DSIP provisions seeks the closure of Ramarama Road by the time 58 hectares of developable land within the precinct has been subdivided or developed. The intent of this provisions is to direct heavy vehicles away from local rural roads north of the DSIP, and instead divert these trips to Quarry Road and State Highway 22. These provisions reflect the rural character and zoning of the surrounds at the time the initial plan changes were lodged to establish the DSIP, and sought to mitigate the amenity effects of increased traffic on local rural roads.
325. Since the precinct was established, this land immediately north of the precinct has now been rezoned as Future Urban through the Auckland Unitary Plan Hearings process in 2016, and has been identified in part as Light Industry in the Drury-Opāheke Structure Plan 2019. The land to the north and northwest of Fitzgerald Road is subject to three private plan change requests to urbanise this land for commercial and residential uses.
326. Mr Collins agrees that closing the northern section of the Ramarama Road is no longer required, given the changing land use context of the area north of the precinct. However, Mr Collins is concerned about the wording of Assessment Criteria I410.8.2(1)(f)(iv) sought by AT, as expressed below:

We defer to AT's preference to keep this link open to light vehicles and public transport services, however we question how land owners within the Drury South precinct would prevent heavy vehicles from using this section of Ramarama Road. In our opinion this would require a by-law that restricts heavy vehicle movements, which can only be implemented by the road controlling authority.

Mr Collins considers that should AT seek to maintain vehicle access to the northern section of Ramarama Road, his preference is for Assessment criteria I410.8.2(1)(f)(iv) to be deleted.

327. In relation to the amended Policy I140.3.(1), Mr Collins does not support the additional text proposed, as he considers that *“AT has not provided evidence to show that the additional aspects to I410.8.2.(1)(f) are required to mitigate transport effects of the PPC”*.

328. In meetings with AT, the applicant has agreed to amend Assessment Criteria I410.8.2(1)(f)(iv) and Precinct Plans 1 and 2 to reflect the northern end of Ramarama Road remaining open:

(iv) whether Ramarama Road, at the northern boundary of the precinct remains open ~~is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area as defined on Precinct Plan 2 has been subdivided or developed;~~

329. Mr Collins is supportive of the amendments to the relevant assessment criteria and precinct plans. From a planning perspective, I consider that the revised provisions will be helpful in highlighting the importance of connecting the DSIP transport network to the Future Urban Zone areas and the future Drury Centre. Therefore, I support the proposed amendments to Assessment Criteria I410.8.2(1)(f)(iv) and Precinct Plans 1 and 2.

Recommendations on Submissions

330. I recommend that submission 5.13 from AT be **accepted**.

331. I recommend that submissions 5.8 and 5.13 from AT be **accepted in part**.

332. I recommend that submission 5.4 be **rejected**.

333. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.7 Transport infrastructure costs

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
4.2	Classic Developments NZ Limited	Seeks that the infrastructure costs being apportioned to private developers through both precincts in respect of the 'Spine Road' (also referred to as 'Maketu Road') by way of Development Contributions levied by Auckland Council; should be reviewed to reflect the proposed zoning changes and any consequential effects on the nature, extent and scale of traffic distribution across the Precincts.	-

Discussion

334. The public infrastructure costs required to support new activities and development is addressed by Auckland Council’s Development Contributions Policy 2019 (**‘DCP’**), which has the following purpose:

to recover from those persons undertaking development a fair, equitable, and proportionate portion of the total cost of capital expenditure necessary to service growth over the long term

335. The DCP addresses the demand for public infrastructure, and the resultant capital expenditure necessary to support such infrastructure, generated by new activities and development, and takes account of the varying demands posed by different types of activities. It does this by identifying a standard measure of demand (Household Unit Equivalents), and applying this at different rates depending on the activity type. Charges for specific purposes (i.e. stormwater, transport or parks) are levied at varying rates on depending on each particular activity, to reflect their varying demands on public infrastructure.

336. I have sought input from council’s Development Project Office on whether the infrastructure costs of Maketu Road are being recovered through development contributions or by way of infrastructure funding agreements between the developers and the council. This information is not available at the time of preparing this report, and as such I will report this to the Commissioners at the hearing.

Recommendations on Submissions

337. There are no recommendations on this submission.

10.2.8 Trip generation

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further Subs
2.16	The New Zealand Transport Agency	Oppose the proposed amendment to I410.6 Standards as below: <i>I410.6. Standards The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below. Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.</i>	-
5.6	Auckland Transport	In I410.6. Standards, delete the proposed addition: <i>“Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.”</i>	-

Discussion

Application of E27

338. Rule E27.6.1 relates to trip generating activities, and applies thresholds beyond which an integrated transport assessment is required to be undertaken as part of a resource consent application. Rule E27.6.1(2) outlines that such requirements do not apply in specific circumstances, one of which is where:

(b) development is being undertaken in accordance with a consent or provisions approved on the basis of an Integrated Transport Assessment where the land use and the associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous assessment

339. The intent of Rule E27.6.2(b) is primarily to exempt activities listed within a precinct, where the provisions have been assessed and established by an existing integrated transport assessment.

340. PC46 proposes to introduce a provision exempting Rule E27.6.1 from applying within the precinct. The applicant notes that *“The exemption is proposed to make it clear that rule E27.6.1 does not apply, and in this regard, the proposed change is considered to be administrative rather than substantive”*³⁶.

341. NZTA and AT seeks that this provision be deleted, on the basis that the proposed exemption would apply to proposals more intensive than those assessed by the existing ITA. This would, for example, enable retail or trade retail exceeding the proposed cumulative GFA thresholds in I410.6.1 to establish within the precinct, without being required to assess the additional transport effects by way of a revised ITA.

342. Mr Mat Collins has assessed the provisions, and considers that:

E27.6.1(2) is clear and does not require clarification within the Precinct provisions. Additionally, we consider that repeating standards across different Chapters within the AUP creates the opportunity for confusion and/or contradiction.

Further, we consider that the traffic effects assessed by Beca represent the development intensity targeted by the Applicant. However, more intense development may be possible (should the land be passed to a different owner for example), resulting in traffic effects greater than those assessed as part of the PPC. Should this occur, Council would require E27.6.1 in order to assess and consider the resulting transport effects.

343. Subsequent to Mr Collins assessment, the applicant has met with NZTA and AT, and has prepared a revised wording of the Standard I410.6 as follows, which is supported by NZTA and AT, as highlighted in yellow below.

I410.6. Standards

The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below.

Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.

For the purposes of Rule E27.6.1(2)(b), the following activities have been assessed as part of an Integrated Transport Assessment on which the Drury South Industrial and Mixed Use Precinct provisions for Sub-precinct A and C are based:

³⁶ p.14, Private Plan Change Request

<u>Activity</u>	<u>GFA (m²)</u>
<u>Supermarket</u>	<u>4,500</u>
<u>Retail</u>	<u>4,400</u>
<u>Offices</u>	<u>15,000</u>
<u>Trade suppliers</u>	<u>11,000</u>
<u>Supporting commercial services</u>	<u>3,300</u>
<u>Residential – apartments</u>	<u>12,300</u>
<u>Residential – Retirement Villages</u>	<u>22,000</u>

344. I support the revised standard as agreed by NZTA and AT, on the basis that it provides greater clarity to users of the plan. Whilst E27.6.1(2) is clear in its intent to avoid further transport assessment where the effects have already been assessed, it may not be clear to future plan users, including applicants/landowners, consenting planners and specialists and prospective landowners what extent of GFA has previously been assessed, and therefore what the threshold for a new Integrated Transport Assessment.

Lomai Properties Limited

345. Lomai Properties Limited seek confirmation that the traffic effects of PC46 are appropriately avoided, remedied or mitigated appropriately avoided, remedied or mitigated and the ability to develop the Drury-Opāheke Structure Plan is not hindered.

346. Lomai Properties Limited are particularly concerned with:

- a) The distribution of traffic effects throughout the external network;
- b) The granting of subdivision consents within the precinct regardless of the additional resultant traffic effects on the external network;
- c) The assumption that urbanisation of the Drury-Opāheke Structure Plan area will alleviate traffic congestion by enabling residents to live and work in the area, considering that this may not be the case in the short term
- d) An increase in traffic effects from PC46 has the potential to prevent or hinder the outcomes sought in the Drury-Opāheke Structure Plan from being achieved, by using the existing transport network capacity and reducing the capacity for other developers.

347. Lomai Properties Limited have since advised³⁷ that following a meeting with the applicant and the preparation of two further memos by Beca Limited, the additional traffic effects looks to be acceptable from a traffic effects perspective. This is based on advice received by the submitter from Commute Ltd. However, wish to remain as a submitter and retain the relief sought in the submission.

³⁷ In an email from Vijay Lala to Bevan Donovan dated 5 November 2020.

348. Mr Collins, on behalf of council, considers that the external traffic effects will be appropriately addressed by the PC46 provisions, concluding that:

the proposed I410 Drury South Industrial and Mixed Use Precinct and region-wide chapters of the Auckland Unitary Plan are sufficient to ensure that the potential traffic effects of the PPC are appropriately avoided, remedied or mitigated.

349. PC46 proposes provisions to manage the extent of office, retail and trade retail gross floor area within Sub-precinct C. Further amendments proposed through meetings between DSL, AT and NZTA have resulted in a revised trip generation standard, requiring further assessment of the traffic effects on the external network once particular gross floor area thresholds are met.

350. Given the views of Mr Collins, and the agreement reached by NZTA and AT on the trip generation standards, and their support for the GFA thresholds, I am satisfied that the traffic effects on the surrounding network can be avoided, remedied or mitigated by the PC46 provisions.

Recommendations on Submissions

351. I recommend that submissions 2.16 from NZTA and 5.6 from AT be **accepted in part**.

352. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.9 Cycling network

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.8	The New Zealand Transport Agency	Amend Policy I410.3(9) as follows: <i>(9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian <u>and cycling</u> safety and convenience.</i>	-
2.23	The New Zealand Transport Agency	Amend I410.8.2(5)(a) Assessment criteria as follows: <i>(a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian <u>and cycling</u> movement, particularly at peak traffic times;</i>	-
5.3	Auckland Transport	Amend Precinct Policy I410.3(9) as follows: <i>“(9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian <u>and cycling</u> safety and convenience.”</i>	-
5.11	Auckland Transport	Amend I410.8.2(5)(a) as follows: <i>“(a) the extent to which the activity affects the safe</i>	-

		<i>and efficient operation of the adjacent transport network including pedestrian <u>and cycling</u> movement, particularly at peak traffic times;”.</i>	
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Discussion

353. The submissions from NZTA and AT seek to amend policies and assessment criteria to recognise and provide for cycling movement, safety and convenience.
354. Policy I410.3(9) relates to the interface between buildings in Sub-precinct C and the public realm. NZTA and AT seek the following amendment to this policy:
- (9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian and cycling safety and convenience*
355. Assessment criteria I410.8.2(5)(a) has a different focus, applying to trade suppliers exceeding the cumulative GFA threshold of 11,000m² within Sub-precinct C, and is sought to be amended by NZA and AT as follows:
- (a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times*
356. Mr Collins supports the proposed amendments, and notes that these are consistent with the pedestrian and bicycle circulation routes shown within Sub-Precinct C in Precinct Plan 1.
357. Ms Ogden-Cork has assessed the amendments from an urban design perspective. Ms Ogden-Cork supports the changes as they will “*help to ensure that these critical routes are designed to accommodate multiple transportation options that are important to support the change in potential mix and density of activities enabled by the proposed plan change*”.
358. As a result of meetings between the applicant and NZTA, the two parties have agreed to amend Assessment criteria I410.8.2(5)(a) as sought by the submitters. However, the parties have also agreed that the amendments to Policy I410.3(9) are not appropriate, given that this relates to the design of buildings, rather than the development of the public road reserve to support cycling modes.
359. AT maintain their position that cycling safety and convenience be reflected in Policy I140.3(9).
360. I agree with AT. In my view, cycling safety and convenience is an important factor in the design and location of buildings, particularly within the context of a commercial centre as Sub-precinct C is intended to develop as. The location of the building relative to the street and cycling network, connectivity with adjacent cycling infrastructure and provision of cycling facilities should be relevant considerations for new buildings within Sub-precinct C in order reinforce cycling as a mode of transport to and from, and within, this centre.

Recommendations on Submissions

361. I recommend that submissions 2.8 and 2.23 from NZTA and 5.11 and 5.3 from AT be **accepted**
362. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.10 Drafting of transport provisions

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.4	The New Zealand Transport Agency	Amend Objective I410.2(6) as follows: <i>(6) The timely and co-ordinated provision of robust and sustainable <u>transport road</u>, stormwater, water, wastewater, energy and communications infrastructure networks are provided.</i>	-
2.9	The New Zealand Transport Agency	Amend Policy I410.3(10) as follows: <i>(10) Provide for adequate transport infrastructure and connections including the Maketu <u>R</u>oad to support safe and efficient movement within the precinct and to and from the surrounding transport network.</i>	-
2.10	The New Zealand Transport Agency	Amend Policy I410.3(13) as follows: <i>(13) Co-ordinate <u>transport road</u> network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding <u>transport road</u> network.</i>	-
5.4	Auckland Transport	Delete the proposed addition to Policy I410.3(140): “ <u>adequate</u> ”. Add to the end of policy (I410.3(140) on transport and infrastructure: <i><u>“This shall include the collector roads Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road providing good public transport, walking and cycling connections through the precinct and between the two future rail stations in Drury.</u>”</i>	-

Discussion

Removal of ‘adequate’ from Policy I410.3(10)

363. NZTA and from AT seek that Policy I410.3(10)³⁸ is amended to remove reference to the term ‘adequate’ in relation to the transport network within the precinct. Mr Collins on behalf of council neither supports nor opposes this request as “it will not have a consequential effect on the transport network that is delivered by the Precinct”.

³⁸ Reference as per provisions notified for this proposed plan change, rather than operative reference.

364. In meetings with NZTA and AT, the applicant has supported the removal of the qualifying term 'adequate'. Whilst I agree that the revision will have a minimal impact on the development of the precinct's transport network, I also agree with AT's submission insofar as the word 'adequate' lacks clarity and is subjective. Therefore, in my view, this qualifier should be deleted.

Broadening reference to 'transport' network from Objective I410.2(6) and Policy I410.3(6)

365. Submissions 2.4 and 2.10 from New Zealand Transport Agency seeks to amend Objective I410.2(6) and Policy I410.3(13), which relates to coordination of development within the precinct with road infrastructure (amongst other structural elements), to broaden the provisions to apply to coordination with all transport infrastructure.

(6) The timely and co-ordinated provision of robust and sustainable transport road, stormwater, water, wastewater, energy and communications infrastructure networks are provided.

(13) Co-ordinate transport road network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding transport road network.

366. Mr Collins supports the amendments, on the basis that.

- a) Some transport links the PPC (e.g. pedestrian and bicycle circulation routes) may be located outside of the vested road (e.g. within stormwater drainage areas adjacent to roads);
- b) the requested amendment as it more accurately captures the outcomes sought by Objective I410.2(6), and is consistent with Objective I410.2(7);

367. In meetings with NZTA, the applicant has supported broadening the references from 'road network' to 'transport network'.

368. I support the amended reference, on the basis that the term 'transport' better reflects the requirement to provide a pedestrian and cycling network within the precinct.

Recommendations on Submissions

369. I recommend that submission 2.4, 2.9 and 2.10 from NZTA be **accepted**.

370. I recommend that submission 5.4 from AT be **accepted in part**.

371. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.11 Ngāti Te Ata Waiohū engagement and cultural preferences

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
6.1	Ngāti Te Ata Waiohū	Reject the Application on the basis that there has been a lack of iwi consultation, engagement and consideration of the Submitter's cultural preferences resulting in a failure to give effect to sections 6(e), 6(f), 7(a) and 8 of the RMA.	-

Discussion

372. I understand that DSL and Ngāti Te Ata Waiohūa have met to resolve the concerns of Ngāti Te Ata Waiohūa. Whilst the outcome of this meeting may resolve the submitter's concern, the relief sought in their submission still stands, and is addressed in the below paragraphs, in relation to the following matters:

- a) Consultation and engagement with Mana Whenua
- b) Te Aranga Design Principles
- c) Incorporating Mana Whenua principles into fresh water solutions on the site

Consultation and engagement with Mana Whenua

373. The applicant addresses engagement with Mana Whenua in Section 7.2.3 of the Plan Change Request, which outlines that:

Ngāti Tamaoho and Ngāti Te Ata Waiohūa have been heavily involved in the previous Plan Changes for Drury South, and more recently the resource consenting for development. Both iwi have been contacted regarding this Plan Change and to date no response has been received.

Given that the Ngāti Tamaoho Trust and Ngāti Te Ata Waiohūa have been the Mana whenua group that have historically been most engaged in the Drury South project, a meeting to discuss the proposed plan change was held with the Ngāti [sic] Tamaoho Trust representatives, Lucie Rutherford and Dennis Kirkwood, and Ngāti Te Ata representative Karl Flavell. The meeting was held on 24 June 2019. DSL provided a full outline of the proposed Plan Change. Those present generally indicated they were not concerned with the proposed plan change. No further feedback has been received to date.

In addition, DSL also sent out consultation letters on the proposed plan change following Iwi Groups on 3 March 2020:

- *Ngai Tai Ki Tamaki*
- *Ngāti Maru*
- *Ngāti Tamaoho*
- *Ngāti Te Ata*
- *Ngāti Whanaunga*
- *Te Ahiwaru – Waiohūa*
- *Te Akitai Waiohūa*
- *Waikato – Tainui*

374. In their submission, Ngāti Te Ata Waiohūa explain that examples of how DSL could have successfully engaged with the submitter include initiating a comprehensive engagement process with iwi who wished to engage in the plan change, including establishing a Mana Whenua Working Group Forum and holding hui where Mana Whenua have the ability to work collaboratively with the applicant.

375. I understand that the requirement for private plan change requestors to consult with iwi authorities prior to the lodgement is uncertain. Clause 3(1) to Schedule 1 RMA requires a local authority to consult with “the tanga whenua of the area who may be so affected, through iwi authorities” during the preparation of proposed policy statement or plan. It is unclear whether this requirement is directly applicable to private plan change requests.
376. Nonetheless, it is considered best practice for plan change applicants to engage with Mana Whenua at an early stage of the process, prior to lodgement, in order to meaningfully incorporate their recommendations into the relevant aspects of the plan change request.
377. By way of context, the initial plan change request to establish the DSIP involved ongoing consultation with Te Roopu Kaitiaki O Papakura (Kaitiaki Unit), a collective of five iwi groups (including Ngāti Te Ata Waiohua). The applicant at the time gave the Kaitiaki Unit quarterly updates on the project. In addition, the former Franklin District Council identified that the applicant should consult with the Huakina Development Trust. The applicant sent letters to all identified iwi offering to meet them individually and ultimately met with the Huakina Development Trust, Ngai Tai Umupuia Te Waka Totara Trust and Ngati Tamaoho. When lodged, the private plan change request was supported by a Cultural Heritage Assessment prepared by Te Roopu Kaitiaki O Papakura. In their decision on the plan change, the Commissioners concluded that adequate consultation had been undertaken with iwi.
378. I note that the initial plan change request was directly relevant to matters of importance to iwi authorities at the time. It sought to modify a cultural landscape identified as being important to iwi, and involved effects arising from earthworks, stormwater management, groundwater, air discharges, design principles amongst other matters³⁹.
379. PC46 has a narrower scope, given that it proposes a variation to the DSIP provisions which have already been established and in some cases given effect to. In relation to the areas of interest to iwi authorities at the time the original plan change requests were lodged:
- a) The plan change proposes to increase the extent of Sub-precinct D within the DSIP, identified for open space and stormwater management. PC46 does not propose changes to the provisions supporting the outcomes sought in this area in relation to biodiversity, and the cultural heritage values of the Hingaia and Maketu streams;
 - b) Bulk earthworks have been undertaken across much of the precinct. No changes to the extent of earthworks or the requirements of Chapters E11 or E12 are proposed by PC46;
 - c) The effects of stormwater discharge and diversion are not anticipated to change significantly, as outlined in Section 8.3 of this report. The wetland device for treating stormwater, required to be implemented by the DSIP, has been approved via resource consents and engineering plan approvals;
 - d) The plan change, if approved, would provide for fewer activities that could discharge contaminants, through the reduction of HIZ land by 20ha;

³⁹ Identified by Te Roopu Kaitiaki O Papakura in their Cultural Heritage Assessment

- e) The potential contamination of groundwater is managed by the Auckland-wide provisions⁴⁰, which the plan change does not propose to amend;
- f) The nature of centre within Sub-precinct C is proposed to change through PC46. Iwi were interested in the cultural urban design within this centre, which should draw attention to the visual connections between the cultural resources of the district;

Therefore, the extent of engagement and consultation would not necessarily be required to match that undertaken in support of the original plan changes.

380. As part of the preparation of PC46, DSL consulted with representatives of Ngāti Te Ata Waiohū and Ngāti Tamaoho Trust once at a meeting held 24 June 2019, and provided them with a full outline of the plan change. I understand that a draft copy of the plan change provisions was not available at the time of meeting. In my view, whilst some engagement was undertaken, this could have extended to regular updates from DSL to the Ngāti Te Ata Waiohū and Ngāti Tamaoho Trust, particularly when the draft plan change provisions were available to review.
381. DSL's consultation with the remaining iwi groups occurred after the plan change was lodged⁴¹, and consisted of a consultation letter circulated to iwi. In my view, the engagement process as a whole could have been improved if all iwi with a potential interest in the plan change⁴² were consulted prior to lodgement of the plan change request, and were engaged on an ongoing basis, such that they were able to maintain involvement as the project evolved.
382. However, I do not consider that PC46 should be declined due to a lack of engagement and consultation as outlined in Ngāti Te Ata Waiohū's submission. This is because:
- a) There is no clear legal requirement under Schedule 1 RMA for private plan change requests to be circulated to Mana Whenua groups prior to lodgement;
 - b) The scope of PC46 is narrow, as provisions relating to many areas likely to be of interest to iwi were established through the original plan change requests, and are not proposed to be substantially modified through PC46;
 - c) Ngāti Te Ata Waiohū were engaged prior to lodgement of the plan change request through a meeting with representatives;

Te Aranga Design Principles

383. In their submission, Ngāti Te Ata Waiohū have also referenced incorporating Te Aranga Design Principles and other key design themes and principles into the design and layout of the proposed plan change, as an example of successful engagement between DSL and the submitter.

⁴⁰ Chapter E32 Biosolids

⁴¹ As sought by a further information request under Clause 23 to Schedule 1 RMA.

⁴² Which can be determined using the Council's online facility:
<https://www.aucklandcouncil.govt.nz/building-and-consents/resource-consents/prepare-resource-consent-application/Pages/find-hapu-iwi-contacts-for-your-area.aspx>

384. In her specialist assessment, Ms Ogden-Cork has explored whether the proposed PC46 provisions can address Ngāti Te Ata Waiohua's concerns. Ms Ogden-Cork advised that her thesis was on Tikanga Maori and Urban Design in the context of Tamaki Makaurau.
385. Ms Ogden-Cork outlines the objectives and policies within the DSIP relate to cultural heritage values, and in particular highlights Objective I1410.2(2) and Policy I140.3(3):

Objective I410.2(2) The cultural heritage values of the precinct are maintained and enhanced.

Policy I410.3(3) Reflect the cultural heritage values of the Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas in the development of sub-precinct D

386. Ms Ogden-Cork then identifies that the DSIP is located within the Hingaia Stream catchment, and requires land to be set aside for open space amenity and stormwater management within Sub-precinct D. She also notes that the naming of the planned spine road as Maketu Road reflects the Maketu Stream and/or the significance of the ancestral associations with the stream and this area of land.
387. Ms Ogden-Cork notes that the proposed rezoning of Sub-precinct C to enable residential activities and a cluster of retail and commercial services, along with a supermarket, will support a local community focal point. Taking into consideration this new focus, Ms Ogden-Cork considers that it would be appropriate to amend the policies, assessment criteria and special information requirements for Sub-precinct C to reflect the relationship of this mixed use area to the cultural heritage values present within the precinct.
388. Ms Ogden-Cork considers it would be appropriate for Policy I410.3(3) to include Sub-precinct C, given the importance of the public realm to be created to support the new community which will live and work in this area. Ms Ogden-Cork highlights the importance of these amendments in her assessment:

This change will also provide an opportunity to ensure that the relationship of the neighbourhood focal point, the people, and day to day activities that occur in the Mixed Use Zone are strengthened in their relationship with the Hingaia and Maketu stream and the hill top pa. This supports the values and practices of kaitiakitanga and whanaungatanga, and the mana of Ngāti Te Ata Waiohua in relationship with their ancestors by providing them with the opportunity for cultural expression to support Ahi Kā and potentially Mahi Toi. It also acknowledges the significance of these natural features as tohu which is another of the Te Aranga Design Principles.

389. Ms Ogden-Cork supports the introduction of assessment criteria to acknowledge the requirements of the Treaty of Waitangi and the RMA, as well as the Te Aranga Design Principles, to apply to both subdivision and new buildings within Sub-precinct C:

the extent to which the design process and development integrates mātauranga and tikanga into the design of new buildings and public open spaces.

These criteria would address similar matters to the City Centre Zone (H8.8.2(1)(a)) and the proposed provisions of Plan Change 44 – George Street Precinct, which both reference mātauranga and tikanga. Ms Ogden-Cork defines these terms as below:

Mātauranga can be translated as 'Māori / mana whenua knowledge and understanding'. Tikanga is the 'correct procedure, custom, habit, lore, method, manner, rule, way, code, meaning, plan, practice, convention, protocol - the customary system of values and practices that have developed over time and are deeply embedded in the social context.

Ms Ogden-Cork and recommends referencing these principles rather than Te Aranga Design Principles directly, as so that Mana Whenua are not limited in scope to these design principles

390. Ms Ogden-Cork notes that an alternative approach to address Ngāti Te Ata Waiohua's concerns would be to introduce detailed precinct specific provisions to identify how specific cultural and heritage values will be retained or enhanced. However, Ms Ogden-Cork considers that these would be more appropriate for a whole new precinct or structure plan area, rather than a variation plan change to existing provisions.
391. Ms Ogden-Cork also supports changes to the proposed Special Information Requirements (I410.9.3 as referenced in PC46) order to give effects to the provisions discussed above. In her view, these requirements would "support a holistic and integrated approach to the design of the precinct to ensure Mana Whenua input is effective and well placed", and would help to ensure that the cultural values can be incorporated and reflected at a time in the process to have "best effect and not create delays or frustrations".

I410.9.4 Integration and Relationship Management Plan

A subdivision application for vacant lot subdivision or a land use application for a new building or buildings in Sub-precinct C must be accompanied by an indicative 'integration plan' showing how the proposed development integrates with potential future development in the remainder of Sub- precinct C and D including existing or potential transport connections, and activities, landscaping and expression of cultural values and narratives.

To avoid doubt, this plan is not subject to any approval from the Council and is for information only. Its purpose is to inform how a particular stage of development will positively contribute to the visual quality and interest of streets, public open spaces and pedestrian amenity, movement and safety (Policy H13.3(3)), and the expression of Mana Whenua values (Objective I410.2.(2) and Policy I410.3.(3)) in an integrated manner that supports positive relationships between the proposed places and activities across Sub-precinct C.

392. I support the amendments to the policies, assessment criteria and special information requirements proposed by Ms Ogden-Cork, as they address the potential effects on cultural heritage values associated with the rezoning of land within Sub-precinct C.

Mana Whenua principles for fresh water solutions

393. Ngāti Te Ata Waiohua suggest incorporating freshwater principles on the site, including riparian reserves and public access to open space in stormwater management areas, as an example of successful engagement between DSL and the submitter.
394. I note that the DSIP provisions provide for the management of freshwater, including by requiring riparian reserves and open space to be provided within Sub-precinct D, and constructing a centralised wetland device in Sub-precinct D to both treat stormwater and provide ecological benefits.
395. The effects of the changes to these provisions proposed by PC46 in relation to stormwater management are outlined in Section 8.3 of this report. Taking into account advice received by Ms Trenouth and Mr Iszard, the effects on freshwater in this regard are anticipated to be acceptable, given that no additional impervious area is being sought through PC46, and that the centralised wetland device is already in the process of being constructed.

Recommendations on Submissions

396. I recommend that submission 6.1 from Ngāti Te Ata Waiohua be **accepted in part**, to the extent that mātauranga and tikanga are reflected in the provisions for Sub-precinct C.

397. The amendments associated with these recommendations are set out in **Attachment 1**.

10.2.12 Notification exclusions

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.15	The New Zealand Transport Agency	Oppose the proposed amendment to I410.5.2 Notification as below: (2) The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.	-
5.5	Auckland Transport	Amend I410.5(2) as follows: “(2) Any application for resource consent for an activity listed in Tables I410.4.1 - I410.4.6 and which is not listed in I410.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification. ”	Kāinga Ora – Oppose

Discussion

398. As outlined in Section 4.0 of this report, PC46 seeks to preclude restricted discretionary activities for the subdivision or development of land from being subject to public or limited notification.

399. The applicant in their Plan Change Request supports the proposed notification exclusions for the following reasons:

The public will be able to comment on the appropriateness of restricted discretionary activities through this Plan Change application. Furthermore, the applicant is the majority landowner within Drury South. For these reasons we consider that this approach to notification provides an appropriate balance in terms of reducing risks to applicants (time and costs associated with uncertainty around notification) and providing for appropriate opportunities for public participation on applications for restricted discretionary activities.

400. I understand that DSL is the majority landholder at this present time, and that consequently there are few other owners/occupiers within the precinct. However, as the precinct land is further subdivided in accordance with the proposed provisions, new lots will likely be on-sold to third party developers/operators. The proposed notification

exclusions would enable resource consents for restricted discretionary activities to be considered without the need for public or limited notification:

- a) A single supermarket greater than 2000m² gross floor area within Sub-precinct C;
 - b) Offices between 501m² – 1000m² per tenancy within Sub-precinct C;
 - c) Service stations within the Mixed Use Zone;
 - d) New buildings, and significant additions or alterations, within the Mixed Use Zone;
 - e) Development that does not comply with the standards of Sub-precinct C or the MUZ; and
 - f) Development that does not comply with Auckland-wide standards, such as those within Chapter E27 Transport, Chapter E38 Subdivision – Urban.
401. Such activities could result in adverse effects relating to the detailed design of sites and buildings, including effects related to vehicle access, road safety, visual dominance, privacy and outlook, and connectivity/integration with surrounding activities. These adverse effects may be of a scale and intensity that would otherwise require limited or public notification.
402. The detailed design of buildings and sites within the precinct, and the potential adverse effects that may arise on surrounding landowners has not been assessed through this plan change. This is particularly concerning within Sub-precinct C, which could see single house residential activity coexisting with lower amenity commercial activity including motor vehicle sales, trade suppliers and marine retail, or intensive office or apartment uses. An assessment of the detailed design of sites and buildings at these interfaces are in my necessary in understanding whether adverse effects will be of a scale that requires limited or public notification. In my view there is not sufficient justification within the plan change request for a departure to the normal tests of notification under the RMA.
403. As part of meetings with NZTA and AT, DSL have proposed to narrow the scope of notification exclusions, such that they only apply to restricted discretionary activities listed within the activity table (within chapter I1410 or the underlying zoning), rather than infringements to development standards. AT and NZTA support the amended notification provision. I continue to support requiring restricted discretionary activities within the activity tables to be subject to the normal tests of notification within the RMA. This will enable council to assess the detail design/arrangement of activities development provided within the precinct or zone activity tables.

Recommendations on Submissions

404. I recommend that submissions 2.15 from NZTA and 5.5 from AT be **accepted**.
405. I recommend that further submission #2 from Kāinga Ora be **rejected**.
406. There are no amendments associated with this recommendation.

10.2.13 Landscaping provisions

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
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3.1	Counties Power Limited	Support Objective I410.2(9) as notified provided that the standards I410.6.2 (6) for tree planting are amended as suggested elsewhere in submission.	-
3.2	Counties Power Limited	Support Standard I410.6.2(5) as notified.	-
3.3	Counties Power Limited	Amend Standard I410.6.2. Sub-precincts A-E (6) to consider the following: - recognition of the rights that the Electricity Act 1992, New Zealand Electrical Code of Practice for Electrical Safe Distances, NZECP 34:2001 and the Electricity (Hazards from Trees) Regulations 2003 offer in order to protect the lines from encroachment from vegetation/ trees - consultation with Counties Power regarding the species of trees/shrubs proposed required by any standard in the vicinity of overhead lines in all Sub-precincts (i.e. around 8m from overhead lines) to ensure that due consideration is given to the height and spread of the tree and any potential hazards to the electricity network associated with the species of the tree.	-

Discussion

407. Counties Power Limited have met with DSL in order to resolve the concerns canvassed in their submission. As a result, the applicant has proposed the following amendments to the DSIP:

- a) Deletion of the part of Standard I140.6.2(6) specifying side and rear yard treatments that abut State Highway 1 within Sub-Precinct B;
- b) Replacing the deleted provisions with assessment criteria I140.7.2(1)(b)(iii), applicable to new buildings within Sub-precinct B as below:

(iii) the extent to which planting is provided in side and rear boundaries adjoining State Highway 1 to provide a visually attractive frontage and maintain safe access to the National Grid for maintenance purposes. Appropriate species include: Pittosporum crassifolium (Karo), Pittosporum tenuifolium (Black Matipo), Phormium tenax (Harakeke), Phormium cookianum (Wharariki), Hebe stricta (Koromiko) and Carex.

408. Mr Pryor has assessed the submission from Counties Power Limited and the proposed provisions agreed by DSL and Counties Power Limited. Mr Pryor supports these provisions on the basis that “*that trees and branches in close proximity to transmission lines are problematic and consider that their suggested assessment criteria is appropriate from a landscape and visual perspective*”.

409. I am supportive of the additional criteria introduced for new buildings within Sub-precinct C, given the additional flexibility in species selection in order to ensure that future landscaping does not conflict with the transmission network operated by Counties Power Limited.

410. However, I am concerned about the removal of the part of Standard I140.6.2(6) requiring landscaping to be implemented at side or rear boundaries that abut State Highway 1. Without this standard, there are would be no such rules or standards within the DSIP or the underlying LIZ to require landscaping to screen development within Sub-precinct B from State Highway 1. As a controlled activity, council could not refuse a resource consent for new buildings within Sub-precinct B, although conditions could be imposed in relation to the proposed assessment criteria.

411. I am concerned that by relying on assessment criteria for a controlled activity to provide for landscape and visual amenity within Sub-precinct B, the provisions of PC46 would not be the most appropriate way of achieving Objective 140.2(3) and Policy I140.3(4), which read as follows:

(3) Landscape and visual amenity values within the precinct are maintained and enhanced (particularly when viewed from State Highway 1).

(4) Maintain a sense of openness and naturalness on land adjacent to State Highway 1.

412. As such, I do not support the proposed amendments arising from Counties Power Limited's submission.

Scope

413. I am concerned that the amendments proposed to address the submission fall outside the scope of PC46.

414. I understand that the legal principles relevant to determining whether a submission is 'on' a plan change have been established by the High Court in *Palmerston North City Council v Motor Machinists Limited*⁴³. In this case the High Court established a two-part test:

- a) The submission must address the proposed plan change itself, that is, it must address the extent of the alteration to the status quo which the change entails; and
- b) The council must consider whether there is a real risk that any person who may be directly affected by the decision sought in the submission has been denied an effective opportunity to respond to what the submission seeks.

415. Whilst PC46 seeks to change the landscaping requirements in I140.6.2 of the DSIP, the amendments proposed do not relate to Sub-precinct B. PC46 does not otherwise proposed changes to Sub-precinct B, other than amending the activity status of infringements to standards across the precinct.

416. I note that a recommendation on whether submissions are within the scope of the plan is beyond the scope of my expertise. Therefore, I raise this as a potential issue only, rather than making a recommendation on this matter.

Recommendations on Submissions

417. I recommend that submission 3.1 – 3.3 from Counties Power Limited be **rejected**.

418. There are no amendments associated with this recommendation.

⁴³ *Palmerston North City Council v Motor Machinists Limited* [2013] NZHC1290 at [80]-[82].

10.2.14 Retail and office activity

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.14	The New Zealand Transport Agency	Retain Rules I410.4.4 Activity Table: (A27) and (A28) Retail (A29), (A30) and (A31) Office as notified.	-
2.17	The New Zealand Transport Agency	Retain Standard I410.6.1.1 Retail and Office Gross Floor Area as notified.	-

Discussion

419. NZTA has submitted in support of the activity statuses and GFA thresholds proposed to apply to retail and office activity. As outlined in Sections 7.1 and 7.3 of this report, Mr Collins is in support of these thresholds as a means to manage effects on the safe and efficient operation of the transport network.

Recommendations on Submissions

420. I recommend that submissions 2.14 and 2.17 from NZTA be **accepted**.

421. There are no amendments associated with this recommendation.



11. CONCLUSION

422. PC46 seeks to rezone land within the Drury South Industrial Precinct from Business – Light Industry Zone to Business – Mixed Use Zone, and from Business – Heavy Industry Zone to Business – Light Industry Zone, and amend precinct provisions.
423. An assessment of effects has been undertaken, supported by a peer review from relevant specialists. This assessment finds that the effects of PC46 in relation to transport, urban design, stormwater and flooding, acoustics, and landscape and visual effects can be suitably addressed by the AUP(OP) provisions, as proposed to be amended through PC46. However, further evidence is required in relation to the rezoning of land from Business – Heavy Industry Zone to Business – Light Industry Zone in order to conclude that the economic effects of the plan change are acceptable.
424. Submissions have been received on a range of matters, notably the design of the internal transport network, the extent of engagement with Ngāti Te Ata Waiohua, noise and ventilation provisions, landscaping requirements and the notification exclusions.
425. In terms of the statutory and policy context, PC46:
- will assist the council in achieving the overall purpose of the Resource Management Act 1991
 - will give effect to the relevant National Policy Statements and the AUP(OP) Regional Policy Statement; and
 - is consistent with the Auckland Plan.
426. Having considered all of the submissions and reviewed all relevant statutory and non-statutory documents, having had regard to all statutory obligations including those under sections 32 and 32AA of the Resource Management Act 1991, I recommend that Plan Change 46 (Private) Drury South should be approved, provided that:
- a) Further evidence is supplied by the applicant to support the rezoning of land from Business – Heavy Industry Zone to Business – Light Industry Zone;
 - b) The evidence is sufficient to demonstrate the economic effects of this rezoning will be acceptable.

12. RECOMMENDATIONS

427. I recommend that, the Hearing Commissioners accept or reject submissions as outlined in this report.
428. I recommend that PC46 to the Auckland Unitary Plan be approved subject to:
- a) Modifications as outlined in Attachment 1; and
 - b) Further evidence being provided by the applicant to support the rezoning of 20ha of land from Business – Heavy Industry Zone to Business – Light Industry Zone.

13. SIGNATORIES

Name and title of signatories	
Author	 Sanjay Bangs, Planner, Central and South Planning
Reviewer	 Craig Cairncross, Team Leader, Central and South Planning

APPENDIX ONE

Proposed Amendments to I140 Drury South Industrial Precinct and I140.11.1 Drury South Industrial Appendix

Guidance on track changes

Amendments proposed by Plan Change 46 as notified are recorded in underlined and ~~strikethrough~~

Additional changes proposed following meetings between DSL and applicants after the close of primary submissions and supported by the reporting planner for council are recorded in underlined and ~~strikethrough~~

Further amendments supported by the reporting planner for council are recorded in red underlined and ~~strikethrough~~.

I410. Drury South Industrial and Mixed Use Precinct

I410.1. Precinct description

The Drury South Industrial and Mixed Use Precinct applies to approximately ~~364~~ 257ha of land, bounded by State Highway 1 in the west, the Drury Quarry and the Hunua foothills in the east, the rural areas of Fitzgerald Road in the north and Ararimu Road in the south, as shown on Precinct Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2. The precinct is characterised by a flat to subdued contour and is traversed by the Hingaia Stream and its tributaries including the Maketu Streams. Land which surrounds and defines the precinct has more pronounced topographical contours. The precinct lies between the Drury and Ramarama interchanges on State Highway 1 and local traffic patterns are dominated by truck traffic accessing the Drury Quarry.

The zones within the precinct are Business – Light Industry Zone, Business – Heavy Industry Zone, Business – Mixed Use, and Open Space – Conservation Zone. The purpose of the precinct is to provide for land extensive industrial activity ~~and~~ employment opportunities, and a mix of residential and supporting commercial in identified areas, as well as provide for areas of stormwater management, existing and proposed network utility infrastructure, public open space and proposed roads, while recognising the ecological, cultural, landscape and other environmental constraints of the locality.

The precinct is divided into the following sub-precincts:

- Sub-precinct A Light Industry (approximately ~~445~~ 130 ha)
- Sub-precinct B Motorway Edge (Light Industry) (approximately ~~80~~ 45ha)
- Sub-precinct C ~~Commercial Services~~ Mixed Use (Light Industry) (approximately ~~24-10~~ 10 ha)
- Sub-precinct D Open Space / Stormwater Management (approximately ~~104~~ 41 ha)
- Sub-precinct E: Heavy Industry (approximately ~~46~~ 24 ha).

Sub-precinct A is zoned Business – Light Industry Zone. Activities within the sub-

precinct are subject to additional standards.

Sub-precinct B is zoned Business – Light Industry Zone. The Transpower switchyard is located within this sub-precinct. Activities in the sub-precinct are subject to additional landscaping and building layout design standards.

Sub-precinct C is zoned Business - Mixed Use. Activities within this sub-precinct are subject to additional standards. The sub-precinct also provides for certain commercial activities to enable a mix of residential and supporting commercial uses. ~~Business – Light Industry Zone. The sub-precinct provides for offices, commercial services and small scale retail activities (such as food) and activities to support the industrial activities in the majority of the precinct.~~

Sub-precinct D is zoned Business – Light Industry Zone but provides for recreational uses and will be rezoned to an appropriate zone (e.g. Open Space - Informal Recreation Zone) once the Public Open Space / Stormwater Management Areas shown on Precinct Plan 1 are developed and vested.

Sub-precinct E has an underlying zoning of Business – Heavy Industry Zone. Activities within the sub-precinct are subject to additional standards.

I410.2. Objectives [rp/dp]

The objectives of the underlying Business – Light Industry Zone apply in sub-precincts A-~~CB~~, the objectives of the underlying Mixed Use zone apply in sub-Precinct C, the objectives of the Open Space – Informal Recreation Zone apply in sub-precinct D, the objectives of the underlying Business – Heavy Industry Zone apply in sub-precinct E and the Auckland-wide objectives as well as the precinct objectives below apply throughout in this the precinct, unless there is a conflict between the precinct objectives and the Auckland-wide objectives or underlying zone objectives, in which case the precinct objectives prevail.

- (1) Development maintains and enhances the stream ecology and the natural vegetation and habitat values of the Hingaia and Maketu streams.
- (2) The cultural heritage values of the precinct are maintained and enhanced.
- (3) Landscape and visual amenity values within the precinct are maintained and enhanced (particularly when viewed from State Highway 1).
- (4) The air quality, acoustic and other amenity values of surrounding areas are protected.
- (5) The establishment of a convenient and well-designed industrial area with good quality streetscapes and a ~~commercial service~~ mixed use precinct is facilitated.
- (6) The timely and co-ordinated provision of robust and sustainable transport road, stormwater, water, wastewater, energy and communications infrastructure networks are provided.

Commented [SB1]: NZTA – 2.4

- (7) A transport network to facilitate the safe and efficient movement of people, goods and services and manage effects on the safe and efficient operation of the surrounding transport network.
- (8) ~~Development and subsequent land use within the precinct avoids reverse-sensitivity effects on the operations of~~ The Drury Quarry, activities within the Business – Heavy Industry Zone or the adjoining rural area operate efficiently and are not unreasonably constrained by other activities.
- (9) Development and land use within the precinct avoids or minimises adverse effects on significant existing high voltage electricity, natural gas and communications infrastructure.
- (10) Subdivision and development in the precinct area avoids or mitigates the adverse effects of stormwater runoff on surface and groundwater quality and avoids increased flood risks to habitable buildings upstream and downstream of the precinct.
- (11) Visual and physical links to the surrounding area are protected.
- (12) Landscaping themes are complementary, consistent and coherent throughout the precinct.
- (13) Activities sensitive to traffic noise are controlled on adjacent to the strategic freight network (Spine Maketu Road and New Quarry Access Road) serving the Drury Quarry are protected from unreasonable levels of transport noise.
- (14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise.
- ~~(14)~~(15) Activities in sub-precinct C do not compromise the function, role and amenity of the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone (either zoned or identified in the Council approved Structure Plan for Drury).

Commented [SB2]: NZTA – 2.6

Commented [SB3]: NZTA – 2.7 and AT – 5.2

I410.3. Policies [rp/dp]

The policies of the underlying Light Industry zone apply in sub-precincts A-B, ~~the policies of the underlying Mixed Use zone apply in sub-Precinct C~~, the policies of the Open Space – Informal Recreation Zone apply in Sub-precinct D, the policies of the Business – Heavy Industry Zone apply in sub-precinct E and the Auckland-wide policies as well as the precinct policies below apply throughout the precinct unless there is a conflict between the precinct policies or underlying zone policies and the Auckland- wide policies, in which case the precinct policies prevail.

- (1) Protect and enhance the significant streams and vegetation within Sub-precinct D.
- (2) Enhance the biodiversity of ecological resources and linkages and restore degraded ecosystems while reducing stream bank erosion through riparian

planting along retained watercourses in sub-precincts B and D.

- (3) Reflect the cultural heritage values of the Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas in the development of sub-precincts C and D.
- (4) Maintain a sense of openness and naturalness on land adjacent to State Highway 1.
- (5) Maintain visual and physical links to the surrounding area within the precinct.
- (6) Utilise complementary, consistent and coherent landscaping themes throughout the precinct.
- (7) Design and construct attractive wetland areas for stormwater treatment and detention that also provide reserve and visual amenity opportunities.
- (8) Provide public open space buffer areas between the land to be developed for business activities and surrounding rural land.
- (9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian safety and convenience.
- ~~(10) Locate higher employee-generating activities in Sub-precinct C close to potential public transport routes.~~
- (140) Provide for adequate transport infrastructure and connections including the spine Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road, to support safe and efficient movement for all modes within and through the precinct, and to and from the surrounding transport network.
- (121) Provide high quality public open spaces in Sub-precinct D that result in opportunities for passive surveillance.
- (132) Provide adequate stormwater, water, wastewater, communications and energy networks in a timely and co-ordinated manner to service industrial activity development within the precinct.
- (143) Co-ordinate road-transport network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding road-transport network.
- (154) Make adequate provision within Sub-precinct D to detain the 100 year Average Recurrence Interval (ARI) event without adverse effects on the extent of flooding of upstream and downstream areas.

Commented [SB4]: Ngāti Te At Waiohū – 6.1

Commented [SB5]: NZTA – 2.7 and AT – 5.2

Commented [SB6]: NZTA – 2.10

- (165) Provide sufficient floodplain storage within Sub-precinct D to avoid increasing flood risk upstream and downstream, and manage increased flood risk within the precinct, to habitable rooms for all flood events from the 50% and up to the 1% AEP.
- (176) Undertake earthworks to form the modified floodplain in a manner which ensures flood effects on downstream or upstream areas are not exacerbated.
- (187) Avoid locating buildings within the 100 year ARI modified floodplain.
- (198) Avoid locating infrastructure within the 100 year modified ARI floodplain unless it can be designed to be resilient to flood related damage and does not exacerbate flood risks for upstream or downstream activities.
- (2019) Identify overland flowpaths in a stormwater management plan or discharge consent and ensure that they remain unobstructed and able to convey surface water runoff safely into the reticulated stormwater network.
- (240) Avoid or mitigate adverse effects on surface or groundwater quality from stormwater runoff within the precinct through on-site stormwater management and containment and the provision of catchment based stormwater treatment ponds.
- (221) Mitigate any diversion or piping of existing degraded or modified watercourses by the ecological enhancement and landscape planting of existing natural and diverted watercourses within and immediately adjacent to the precinct.
- (232) ~~In Sub-precinct A, B, D and E, A~~ avoid the establishment of sensitive residential land uses ~~within the precinct.~~
- ~~(24) Avoid locating potentially sensitive commercial services within 500 metres of the Quarry zone boundary or within 100 metres of the Business Heavy-Industry Zone or any rural zone boundary.~~
- (253) Control activities potentially sensitive to traffic noise adjacent to or the strategic freight network (~~Spine Maketu~~ Road and New Quarry Access Road) serving the Drury Quarry so that occupants are not exposed to unreasonable levels of transport noise.
- (264) Manage development and subsequent land use to minimise adverse effects on the efficient and safe operation of existing high voltage electrical transmission and distribution lines, fibre optic cables and the Vector natural gas pipeline.
- (25) Encourage a mix of residential and commercial uses within Sub-precinct C close to potential public transport routes and open space amenity, which provides opportunities to integrate with the Drury South Residential Precinct

Commented [SB7]: NZTA – 2.11

and the balance of the Drury South Industrial and Mixed Use Precinct.

(26) Provide for a range of commercial activities in Sub-Precinct C that will not compromise the role and amenity of the Business – Metropolitan Centre zone, Business – Town Centre zone (either zoned or identified in the Council approved Structure Plan for Drury) beyond those effects ordinarily associated with trade effects on trade competitors. In particular:

- (a) Discourage the concentration of retail activity in one part of sub-precinct C, having regard to the effects of the scale and type of retail activity proposed;
- (b) Appropriately stage the provision of retail (including supermarkets) in Sub-Precinct C over time as development in the surrounding area occurs;
- (c) Enable appropriately scaled office activities to establish in sub-precinct C that support surrounding land uses in the Drury South precinct.

(27) Encourage a complementary mix of convenience activities to locate in the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.

I410.4. Activity table

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

In the event of a conflict between the zone or Auckland-wide rules and the precinct rules, the precinct rules prevail.

Table I410.4.1 specifies the activity status of development and subdivision activities in the sub-precincts A-C and E pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I410.4.1 Activity table 1 – Sub-precincts A to E

Activity		Activity status
Development		
(A1)	Subdivision, or any development of land which precedes a subdivision, being undertaken which complies with Standard I410.6.3 below. (Note that for the purposes of this rule "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building)	RD

(A2)	Subdivision, or any development of land which precedes a subdivision, being undertaken which does not comply with Standard I410.6.3 below, or results in increased flood risk to habitable rooms for all flood events from the 50% and up to 1% AEP flood event downstream and upstream of the Structure Plan area.	NC
(A3)	The creation of vehicle access to any site with frontage to or from the Spine-Maketu Road shown on Precinct Plan 2 which also has frontage to another road shown on that Plan	RD
(A4)	<u>Residential activities in sub-precinct C which do not comply with Standard I410.6.5 (no-complaints covenant)</u>	NC

Table I410.4.2 specifies the activity status of land use activities in Sub-precinct A pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.2 Activity table 2 – Sub-precinct A (Light Industry)

Activity		Activity status
Use		
Commerce		
(A45)	Commercial services	NC
(A56)	Dairies	NC
(A67)	Drive-through restaurants	NC
(A78)	Entertainment facilities	NC
(A89)	Food and beverage	NC
(A910)	Retail over 450m ² <u>except for Trade Suppliers</u>	Pr
A11)	<u>Trade Suppliers</u>	<u>P</u>
(A10)	Activities that do not comply with standards in I410.6.2(9)	D

Table I410.4.3 specifies the activity status of land use and development activities in Sub-precinct B pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.3 Activity table 3 – Sub-precinct B (Light Industry - Motorway Edge)

Activity		Activity status
Use		
Commerce		
(A142)	Commercial services	NC
(A123)	Dairies	NC
(A134)	Drive-through restaurants	NC
(A145)	Entertainment facilities	NC
(A156)	Food and beverage	NC
(A167)	Retail over 450m ²	Pr
Development		
(A178)	New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities	C
(A189)	Additions to buildings that are less than: <ul style="list-style-type: none"> • 10 per cent of the existing gross floor area of the building; or • 250m² whichever is the lesser	P
(A19-20)	Internal alterations to buildings	P
(A20)	Activities that do not comply with the standards in I410.6.2(9)	D

Table I410.4.4 specifies the activity status of land use and development activities in Sub-precinct C pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.4 Activity table 4 – Sub-precinct C (~~Light Industry – Commercial Services Business - Mixed Use~~)

Activity	Activity status
<u>Use</u>	
<u>Commerce</u>	

(A21)	Trade Suppliers	P
(A22)	Garden Centres	P
(A23)	Motor Vehicle Sales	P
(A24)	Marine Retail	P
(A25)	Department Stores	NC
(A26)	A single supermarket greater than 2000m ² gross floor area	RD
(A27)	Retail not otherwise permitted up to 200m ² gross floor area per tenancy	P
(A28)	Retail not otherwise permitted greater than 200m ² gross floor area per tenancy	D
(A29)	Offices up to 500m ² per tenancy	P
(A30)	Offices between 501m ² – 1000m ² per tenancy	RD
(A31)	Offices greater than 1000m ² per tenancy	D
(A32)	Activities that do not comply with the standards in I410.6.2(9)	D

Activity	Activity status	
Use		
Commerce		
(A21)	Commercial services	P
(A22)	Dairies up to 200m ² gross floor area	P
(A23)	Drive-through restaurants	P
(A24)	Retail over 450m ²	P
(A25)	Offices	P
Community		
(A26)	Childcare centres	P
(A27)	Tertiary Education facilities for industrial training purposes only	P
(A28)	Healthcare facilities	P

Development		
(A29)	New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities	G
(A30)	Additions to buildings that are less than: <ul style="list-style-type: none"> • 10 per cent of the existing GFA of the building; or • 250m² whichever is the lesser	P
(A31)	Internal alterations to buildings	P
(A32)	Activities that do not comply with Standards I410.6.1.1 – I410.6.1.4	NC
(A33)	Activities that do not comply with the standards in I410.6.2	D

Table I410.4.5 specifies the activity status of land use activities in Sub-precinct D pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.5 Activity table 5 – Sub-Precinct D (Open Space – Informal Recreation Zone / Stormwater Management)

Activity	Activity status
Use	
Community	
(A342) Any activity listed as a permitted activity in the Open Space – Informal Recreation Zone	P
(A353) Stormwater management devices	P
(A364) Activities that do not comply with the standards in I410.6.2	D

Table I410.4.6 specifies the activity status of land use activities in Sub-precinct E pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.6 Activity table 6 – Sub-precinct E (Heavy Industry)

Activity	Activity status
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Use		
Commerce		
(A375)	Dairies	NC
(A386)	Food and beverage	NC
(A397)	Activities that do not comply with the standards in I410.6.2	D

I410.5. Notification

- (1) An application for resource consent for a controlled activity listed in Tables I410.4.1 - I410.4.6 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.
- (2) ~~Any application for resource consent for an activity listed in Tables I410.4.1 - I410.4.6 and which is not listed in I410.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.~~
- (3) 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).

Commented [SB8]: NZTA – 2.15 and AT – 5.5

I410.6. Standards

The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below.

~~Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.~~

For the purposes of Rule E27.6.1(2)(b), the following activities have been assessed as part of an Integrated Transport Assessment on which the Drury South Industrial and Mixed Use Precinct provisions for Sub-precinct A and C are based:

Activity	GFA (m ²)
Supermarket	4,500
Retail	4,400
Offices	15,000

Commented [SB9]: NZTA – 2.16 and Auckland Transport – 5.6

Activity	GFA (m²)
Trade suppliers	11,000
Supporting commercial services	3,300
Residential – apartments	12,300
Residential – Retirement Villages	22,000

I410.6.1. Sub-precinct C

All activities listed as permitted in Table I410.4.4 must comply with the following standards

I410.6.1.1 Retail and Office Gross Floor Area

- (1) Retail must not exceed a total of 1000m² gross floor area in Sub-Precinct C. This excludes one supermarket greater than 2000m², service stations, trade suppliers, garden centres, motor vehicle sales, marine retail and food and beverage.
- (2) Retail activities specified in (1) above, greater than 1000m² and up to and including 4,500m² in Sub-Precinct C will be assessed as a restricted discretionary activity on a non-notified basis.
- (3) Retail activities specified in (1) above, greater than 4,500m² in Sub-Precinct C will be assessed as a discretionary activity.
- (4) Offices must not exceed 15,000m² in total in Sub-Precinct C. Offices greater than 15,000m² will be assessed as a discretionary activity.
- (5) Trade suppliers within Sub-Precincts A and C must not exceed a total of 11,000m² gross floor area. Trade suppliers that are greater than 11,000m² gross floor area will be assessed as a restricted discretionary activity on a non-notified basis.

I410.6.1.1. Dairies

- ~~(4) Dairies must not exceed 200m² gross floor area.~~
- ~~(5) Dairies must be located more than 100 metres from the nearest rural zone boundary.~~

I410.6.1.2. Food and beverage

- ~~(1) Food and beverage must not exceed 200m² gross floor area.~~
- ~~(2) Food and beverage must be located more than 100 metres from the nearest rural zone boundary.~~

1410.6.1.3. Childcare centres

- (1) Childcare centres must be located more than 500 metres from the nearest ~~Business – Heavy Industry Zone~~ boundary.
- (2) Childcare centres must be located more than 100 metres from the nearest rural zone boundary.

1410.6.1.4. Healthcare facilities

- (1) Healthcare facilities must be located more than 500 metres from the nearest ~~Business – Heavy Industry Zone~~ boundary.
- (2) Healthcare facilities must be located more than 100 metres from the nearest rural zone boundary.

1410.6.2. Sub-precincts A-E

The standards are those listed in the Auckland-wide rules (in respect of sub-precincts A-E), Business – Light Industry Zone (in respect of sub-precincts A-B), Business – Mixed Use Zone (in respect of sub-precinct C), the Open Space – Informal Recreation Zone (in respect of sub-precinct D) and the Business – Heavy Industry Zone (in respect of Sub-precinct E) except as follows:

- (1) ~~A minimum parking rate of 1 space per 40m² gross floor area applies to commercial services in Sub-precinct C.~~
- (2) Buildings must not exceed 25m in height in Sub-precinct E and Sub-Precinct C.
- (3) Within the Drury South Industrial and Mixed Use Precinct the industrial zone height in relation to boundary control will not apply, and instead, buildings must not project beyond a 45 degree recession plane measured from a point 2 metres vertically above ground level along the residential or public open space boundary.
- (4) All new roads must be designed and constructed to comply with the provisions of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads".
- (5) The upward waste light ratio from any luminaire must not be more than 3 per cent. The upward waste light ratio is defined as: "The ratio of the light flux emitted above the horizontal by a luminaire to the total light flux emitted, expressed as a percentage, evaluated for the upcast angle".
- (6) ~~The front yard landscaping of sites used for an industrial purpose must comprise a 3 metre wide continuous (except for those areas used for vehicle and pedestrian access) planting of multi-row Phormium tenax (flax) planted at 1.5 metre centres in staggered rows on a grid. This planting requirement must not apply to sites within sub-precincts B or C. Any required security fence must be setback a minimum of 3 metres from the front boundary and such fencing (whether in front yards or on rear or~~

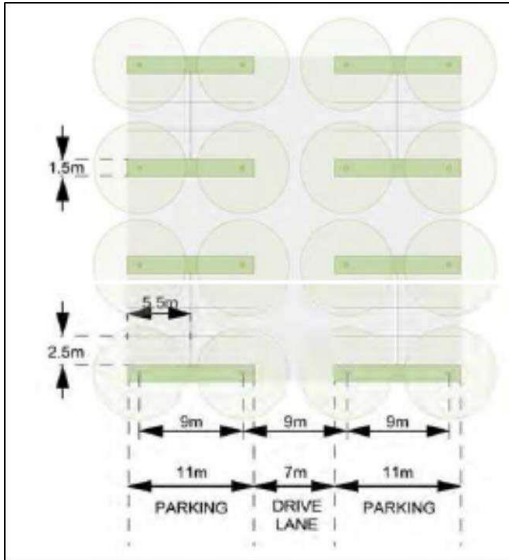
side boundaries) must be 2 metre maximum height and must not incorporate barbed or razor wire or an angled top. Fence posts and wire mesh are to be black coloured.

~~(76) All side boundaries of sites in the Business – Light Industry Zone and all side and rear boundaries of sites in the Business – Heavy Industry Zone must be planted with a row of either Leyland Cypress, Casuarina (sheoak) or Macrocarpa at 3 metre centres located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 3.5 metres. This requirement must not apply to sites within sub-precincts B, C or D. Where sites with side or rear boundaries abut State Highway 1 within Sub-precinct B, all such boundaries must be planted with a double row of Leyland Cypress with 2 metres between rows and trees within each row planted at 3 metre centres. Tree rows are to be staggered and the first row is to be located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 5.5 metres accordingly. Any noise attenuation wall or fence designed to deflect noise arising from State Highway 1 must be fully screened by planting in views from the motorway.~~

(7) Where any new building is proposed, the reflectivity value of the roof or roofs must not exceed 30 per cent.

(8) Within Sub-precinct B no less than 30 per cent of the net site area of each site is to be in permeable landscape area (including any on site stormwater treatment). Where on site car parking adopts a layout fully conforming with the fully planted permeable carpark design layout detailed in Figure I410.6.2.1 below, the permeable landscape area may be reduced to no less than 20 per cent of the site area.

Figure I410.6.2.1 Carpark design



(9) Within the Sub-precinct C the ground floor of all buildings must have a minimum floor to ceiling height of 4.5 metres to allow long term adaptive reuse of light industrial buildings for commercial services activities.

(409) Any land modification to form the 1% AEP modified flood plain must:

- (a) not reduce flood storage capacity in the precinct; and
- (b) not change the flood characteristics upstream or downstream of the precinct for all flood events from the 50% and up to the 1% AEP flood event in ways that result in an increase in peak flood levels.

I410.6.3. Subdivision or development preceding subdivision in Sub-precincts A– E

(1) Proposed roads (including pedestrian and bicycle routes) identified on the Precinct Plan 1 and Precinct Plan 2, must be constructed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed roads, and must be located generally in the position indicated on Precinct plan 1 and Precinct Plan 2, ~~but the precise location will be subject to detailed engineering and subdivision design. An alternative roading layout may be proposed provided that an integrated approach to land use and transport can be achieved throughout the Drury South Industrial and Drury South Residential precincts.~~

Commented [SB10]: Auckland Transport – 5.7

- (2) The land identified as part of Sub-precinct D on ~~the Precinct plan 1 and Precinct Plan 2~~ must be developed and vested in council upon subdivision or development of the relevant area ~~at no cost to the council~~. Proposed reserves and stormwater management areas must be located generally in the position indicated on Precinct Plan 1, and must be offered to the Council, the structure plan but precise location will be subject to detailed engineering and subdivision design. Vegetated buffers not less than 40 metres in total width are to be provided along stream corridors within stormwater management areas and must include a minimum of 10 metres of native riparian planting either side of the stream edge. Off-site stormwater management services including wetlands and the primary and secondary stormwater conveyance system is to be vested at no cost to the council in accordance with a network discharge consent or other relevant discharge consent or a stormwater management plan approved by the Council. All stormwater management areas and wetlands must be designed to serve a dual function to treat stormwater and provide ecological benefits.
- (3) Reticulated water services must be supplied to the precinct and all new water infrastructure must be fully funded (including consenting costs) by the developer(s) of the land within the precinct. Such services must be provided to the relevant part of the precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have been granted.
- (4) Wastewater services are to be provided to the precinct either by (in no particular order):
- (a) the construction of a connection to Watercare's existing wastewater network and any necessary upgrading of that network that is required to service the Precinct; and/or
 - (b) the construction of a Wastewater Treatment Plant to service the Precinct, or a larger catchment if required.

In either case wastewater services are to be provided in a manner approved by Watercare and constructed to Watercare's design and operational standards. The developer(s) must fully fund (including consenting costs) all new wastewater infrastructure required to service the Precinct. Wastewater services must be provided to the relevant part of the Precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have been granted. In the event that a new regional wastewater treatment plant becomes available to service the precinct, and subject to approval from Watercare, the precinct could be connected to that plant.

Note: that for the purposes of the Standards I410.6.3(1)-(4) above, references

to "Watercare" means Watercare Services Limited and references to "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building.

1410.6.4 Sub-Precinct C (Noise and Ventilation)

- (1) Any building containing a noise sensitive space within Sub-Precinct C must be located and/or designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in those rooms do not exceed:
 - (a) 40 dB $L_{Aeq(24 \text{ hours})}$ inside any noise sensitive space; and
 - (b) 70 dB $L_{Aeq(24 \text{ hour})}$ - In addition, the assessed incident noise level on any to a facade of any building facing Maketu Road that encloses a noise sensitive space that accommodates a noise sensitive space must not exceed 70 dB $L_{Aeq(24 \text{ hour})}$.
- (2) Compliance with Standard 1410.6.4(1) must be determined For the purpose of this rule, based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of 75 dB $L_{Aeq(24 \text{ hour})}$, 83 dB $L_{eq(24 \text{ hour})}$ at 63 Hz and 79 dB $L_{eq(24 \text{ hour})}$ at 125 Hz.
- (3) For residential dwellings, where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve: adopt the relevant mechanical ventilation and/or cooling requirements of E25.6.10(3)(b) or (c).
 - (a) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees celsius or;
 - (b) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
 - (i) six air changes per hour (ACH) for rooms with less than 30 percent of the facade area glazed; or
 - (ii) fifteen air changes per hour (ACH) for rooms with greater than 30 percent of the facade area glazed; or
 - (iii) three air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the facade is not subject to any direct sunlight
- (3)(4) For all other noise sensitive spaces, where the internal noise levels in Standard 1451.6.4.1 above can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated.

~~and/or cooled to achieve an internal temperature of no greater than 25 degrees celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees Celsius; and~~

- ~~(a) provide relief for equivalent volumes of spill air; and~~
- ~~(b) be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system; and~~
- ~~(c) have a mechanical ventilation and/or cooling system that generates a noise level of no greater than L_{Aeq} 35dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows.~~

~~(4)(5) For the avoidance of doubt, this rule the noise insulation requirements set out in Standard I140.6.4(1) – (3) applies in addition to any other noise insulation requirements set out in the relevant provisions of Chapter E25 – Noise and Vibration.~~

Commented [SB11]: NZTA – 2.19

Commented [SB12]: Kāinga Ora – 7.2

I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant)

~~(1) Residential activities in Sub-precinct C shall be subject to a restrictive non-complaint covenant* in favour of the operator of Drury Quarry.~~

~~*For the purposes of the Drury South Industrial and Mixed Use precinct and of this rule a 'restrictive non-complaint covenant' is defined as a restrictive covenant registered on the Title to the property or a binding agreement to covenant, in favour of the operator of Drury Quarry, by the landowner (and binding any successors in title) not to complain as to effects generated by the lawful operation of the quarry, including heavy vehicle movement noise. The restrictive non-complaint covenant is limited to the effects that could be lawfully generated by the quarry activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to quarry activities (although an individual restrictive non-complaint covenant may do so.) Details of the existence of covenant documents may be obtained from the Quarry Operator, its solicitors, or in the case of registered covenants by searching the Title to the property.~~

Commented [SB13]: Kāinga Ora – 7.3

I410.7. Assessment – controlled activities

I410.7.1. Matters of control

The Council will reserve its control to all of the following matters when assessing a controlled activity resource consent application:

- (1) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct B:
 - (a) retention of existing vegetation;

- (b) planting;
 - (c) building design and appearance;
 - (d) parking area design;
 - (e) storage and waste management location and design; and
 - (f) vehicular access;
- ~~(2) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:~~
- ~~(a) building design;~~
 - ~~(b) parking area design;~~
 - ~~(c) signs;~~
 - ~~(d) service area location;~~
 - ~~(e) vehicular access; and~~
 - ~~(f) mitigation of traffic noise.~~

I410.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct B:
 - (a) retention of existing vegetation:
 - (i) the extent to which layouts retain and protect existing mature trees, particularly those of indigenous species, where these contribute to the site character and amenity.
 - (b) planting:
 - (i) the extent to which planting is designed to have a large scale landscape effect and combine native as well as appropriate exotic species to provide seasonal change and quality amenity; or
 - (ii) where public open space land adjoins the motorway, the extent to which boundary planting that creates a continuous visual barrier to eastward views from the State Highway 1 corridor is avoided and whether landscape design emphasises the current sequence of intermittent views to the Hunua Ranges from the State Highway 1 corridor and the pattern of variable depth of such views;

(c) building design and appearance:

- (i) the extent to which buildings are located with design consideration for their visibility and reduced visual impact as viewed from the State Highway 1 corridor and the desirability of maintaining a sense of openness as seen from the motorway; or
- (ii) the extent to which the visual mass of larger buildings is minimised by employing the following methods:
 - utilising subdued, recessive colours;
 - providing variation in materials and finish for facades viewed from the motorway;
 - creating variation of roof profiles with consideration given to the overall roofscape viewed from the motorway;
 - all rooftop servicing and plant should be designed as an integral part of the roofscape with particular consideration given to the view from the motorway;

(d) parking area design:

- (i) the extent to which parking areas are designed to incorporate trees to break up the scale of hard surface areas; or
- (ii) the extent to which the fully planted permeable carpark design layout (refer Figure I410.6.2.1 above) style of parking is adopted within Sub-precinct B;

(e) storage and waste management location and design:

- (i) the extent to which storage and waste management activities are located and/or designed to be screened from view of State Highway 1;

(f) vehicular access:

- (i) the extent to which proposed vehicle access to sites adjoining the ~~Spine~~ Maketu Road and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;

~~(2) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:~~

~~(a) building design:~~

- ~~(i) the extent to which buildings on corner lots are designed to provide for a quality architectural response to the corner. Appropriate design responses would be provision of additional height at the corner,~~

~~windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner; or~~

- ~~(ii) the extent to which built development fronts the street with a quality recognisable pedestrian entry to the street;~~

~~(b) parking area design:~~

- ~~(i) the extent to which parking is provided on the road network adjacent to sub-precinct C areas and on-site parking layouts are designed in accordance with the typical layout identified in Appendix I410.11.1.~~

~~(c) signs:~~

- ~~(i) the extent to which signs for each sub-precinct C development are co-ordinated including the physical location of signs, their type-face, style and content;~~

~~(d) service area location:~~

- ~~(i) the extent to which service areas are located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas;~~

~~(e) vehicular access:~~

- ~~(i) the extent to which proposed vehicle access to sites adjoining the Spine Road and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;~~

~~(f) mitigation of traffic noise:~~

- ~~(i) the extent to which premises offering food and beverages, health-professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) are designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.~~

I410.8. Assessment – restricted discretionary activities

I410.8.1. Matters of discretion

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 or zone provisions:

- (1) subdivision or any development of land which precedes a subdivision being undertaken which complies with Standard I410.6.3:

- (a) the relevant council and Auckland Transport development code or codes of practice;
 - (b) geotechnical and seismic;
 - (c) servicing and development sequencing;
 - (d) design and layout;
 - (e) earthworks;
 - (f) transportation network development requirements;
 - (g) ecology;
 - (h) Counties Power 110 Kv sub-transmission lines; and
 - (i) stormwater management;
 - (j) [cultural identity](#);
- (2) the creation of vehicle access to any site with frontage to or from the ~~Spine~~ Maketu Road shown on Precinct Plan 2 which also has frontage to another road shown on that plan:
- (a) effect of the location and design of the access on the safe and efficient operation of the adjacent transport network; and
 - (b) adequacy of access arrangements.
- (3) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:
- (a) building design;
 - (b) parking area design;
 - (c) signs;
 - (d) service area location;
 - (e) vehicular access; and
 - (f) mitigation of traffic noise;
 - (g) [cultural identity](#);
- (4) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C
- (a) the compatibility of the effects of intensity and scale of the development

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arising from the numbers of people and/or vehicles using the site, with the existing and expected future amenity values of the surrounding area and any practicable mitigation measures that would be appropriate to manage those effects;

- (b) the effects of the design and location of parking areas and vehicle access and servicing arrangements on visual amenity of the streetscape and on pedestrian safety;
- (c) the effects of the size, composition, characteristics, and concentration of retail or office activities proposed in Sub-precinct C on the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan for Drury, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;
- (d) In determining (c) above, whether the activity is coordinated with the rate of residential and commercial development in the local area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;
- (e) whether the retail or office proposal, individually, or in combination with other consented or permitted activities, meets the needs of the local residential and employment catchment;
- (f) the assessment of the above matters having regard to the need to provide for the functional requirements of the activity.

(5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area

(a) Effects of the activity on the safe and efficient operation of the surrounding transport network.

(6) Infringement I410.6.4 – Sub-Precinct C (Noise and Ventilation)

- (a) the effects of land transport noise of the noise sensitive activity;
- (b) the potential reverse sensitivity effects of the infringement.

I410.8.2. Assessment criteria

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) subdivision, or any development of land which precedes a subdivision being undertaken, which complies with Standard I410.6.3:

- (a) the extent to which the subdivision or development is in accordance with the relevant codes or codes of practice or engineering standards.
- (b) the extent to which the subdivided lots or the land on which the development is to be undertaken are geotechnically suitable for the development of a permitted activity or an activity for which resource consent has been obtained. This may include an assessment of the following:
 - (i) any proposed fill materials;
 - (ii) stability in areas of deep cut particularly adjacent to the boundaries of the Precinct;
 - (iii) settlement and stability issues associated with the Hingaia and Maketu streams;
 - (iv) time dependent settlement;
 - (v) ground seismicity and buffer zone; or
 - (vi) liquefaction;
- (c) the extent to which subdivision and development occurs in a logical and sequential manner in relation to:
 - (i) the implementation of improvements and/or upgrades to the roading network;
 - (ii) the implementation of a potential pedestrian and cycling connection shown on Precinct Plan 1 between the Drury South Residential Precinct and Sub-Precinct C and the integration of this with proposed built development in Sub-Precinct C;
 - (iii) the establishment of the stormwater management areas within sub-precinct D identified on Precinct Plan 1 and catchment wide stormwater management devices as identified in the relevant discharge consent and/or stormwater management plan required by the special information requirements below;
 - (iv) the provision for overland flowpaths identified in an approved discharge consent and/or stormwater management plan required by the special information requirements below; or
 - (v) the provision of wastewater facilities, water supply, electricity, gas and telecommunications, including the protection and /or relocation of any existing local electricity, gas and communications assets;
- (d) the extent to which subdivision design and layout gives effect to the objectives and policies identified for the Drury South Industrial and

Mixed Use Precinct and the subdivision design assessment criteria set out in Appendix I410.11.1.

- (e) the extent to which the earthworks required by the subdivision or development:
- (i) avoid or mitigate adverse effects on land stability, existing underground infrastructure facilities (such as the Vector gas pipeline and Telecom telecommunications cables), and groundwater quantity and quality;
 - (ii) avoid or mitigate adverse effects on the visual quality of the landscape or natural landforms, watercourses, habitats or vegetation;
 - (iii) avoid or mitigate adverse effects on traffic management within the area or create damage, danger, or nuisance to surrounding residents or the Ramarama School;
 - (iv) consider opportunities to recharge the aquifer using treated stormwater where permeable soils are available;
 - (v) ensure that the creation of level development platforms are contoured to integrate with the surrounding street environment and open space corridors;
 - (vi) screen retaining walls from public view;
 - (vii) provide and maintain continuity of overland flow paths both within the site, as well as upstream and downstream; and where overland flow paths are diverted and/or altered show how:
 - potential effects on other properties from the diversion or alteration is avoided or mitigated;
 - effects from scouring and erosion are mitigated;
 - further changes to the overland flow path will be limited, when appropriate through an easement in favour of Council;
 - (viii) if located in the 1% AEP modified flood plain, including earthworks for the formation of stormwater management devices such as wetlands and/or for necessary infrastructure (including associated landscaping and accessways), whether:
 - the design of the device, including associated earthworks, landscaping and accessways avoids impeding flood flows or otherwise exacerbating flood risk upstream or downstream of the site and how such effects can be avoided;
 - the design of the device or mitigation works is resilient to

damage from the full range of flood events;

- access to the device for maintenance is provided and maintenance plans address potential effects that may result from the proposed access route;

(f) the extent to which the following transportation network requirements are met:

- (i) whether subdivision or development will result in the central '~~Spine Maketu Road~~' being progressively constructed on an alignment consistent with that indicated in Precinct plan 2;
- (ii) whether the following road projects indicatively shown on Precinct plan 2 will be completed before any buildings within the precinct are occupied:
- the realignment of existing Quarry Road onto the alignment of the '~~Spine Maketu Road~~' from the State Highway 1 over-bridge to the southern extent of the first stage of subdivision;
 - the upgrading of the existing Quarry Road/Great South Road intersection;
 - the provision of traffic signals or an alternative upgrade which achieves equivalent transport performance at the existing Great South Road/State Highway 22 (Karaka Road) intersection;
 - under the scenario where development of the Precinct proceeds in advance of the Mill Road Corridor Project, the upgrading of the right turn bay on Waihoehoe Road at the Waihoehoe Road/Fitzgerald Road intersection;
- (iii) whether a new dedicated pedestrian path and cycleway has been constructed between the existing Drury township and the precinct before development and occupation of more than 25 hectares of Industrial zoned land within the precinct occurs;
- (iv) whether Ramarama Road, at the northern boundary of the precinct ~~remains open is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area as defined on Precinct Plan 2 has been subdivided or developed;~~
- (v) whether the Link Road from the ~~Spine Maketu Road~~ to Fitzgerald Road shown on Precinct Plan 2 is provided and shoulder widening, intersection treatments and localised widening works within the existing road reserve on Fitzgerald Road between the Link Road and Waihoehoe Road is undertaken before Ramarama Road is closed at

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the northern boundary of the Precinct;

- (vi) whether the 'Avenue' Road and the portion of the ~~Spine-Maketu~~ Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and whether the 'Avenue' Road is connected with Maketu Road at the northern and southern ends of Sub-precinct C, and is extended to, but not connected with, Maketu Road at the northern end of Sub-precinct C. An alternative location for vehicle access through a portion of Sub-precinct C (the 'Avenue Road') may be appropriate where it is safe and efficient, and provided that a continuous and high amenity pedestrian and cycle connection is located along the western edge.

Commented [SB17]: NZTA – 2.2 and AT – 5.12
Consequential amendment to realignment of Maketu Road/Avenue Road intersection

- (vii) whether Ramarama Road, at the southern boundary of the precinct is closed to all vehicular traffic by the time 89 hectares of Industrial zoned land within the precinct has been subdivided or developed;

- (viii) whether the southern portion of the ~~Spine-Maketu~~ Road that connects to Ararimu Road is constructed before:

- Ramarama Road is closed at the southern boundary of the Precinct; or
- any development of the precinct south of the New Quarry Access Road shown on Precinct Plan 2 occurs;

- (ix) whether State Highway 1 Ramarama Interchange is capable of accommodating the traffic from the subdivided and developed portion of the precinct including the predicted traffic from the land which is the subject of the application. To enable assessment of this criterion, applications for subdivision or development must include a traffic assessment of the effects of the subdivision or development on the interchange prepared by a qualified and experienced traffic engineer.

Note: This criterion will be considered to be met where such an assessment includes a review undertaken by or on behalf of NZTA which confirms that there is sufficient capacity or planned capacity at this interchange to accommodate the predicted increase in traffic;

- (g) in respect of those new areas of planting in stormwater management and wetland areas in Sub-precinct D the extent to which:

- (i) plants should be eco-sourced as close as possible to the developed area;
- (ii) the mechanisms proposed ensure the weed and pest management programme and the herpetofaunal mitigation/rehabilitation plan are implemented;

- (iii) The public open space area that adjoins the southern boundary of the Precinct will provide the basis of an ecological corridor linkage of 30 metres in width between the southern buffer in the Precinct and bush areas in the Special Purpose – Quarry Zone when planted with suitable tree species at the time of subdivision of the adjoining industrial zoned land;
- (h) whether the existing 110kV Counties Power electricity lines are provided for in the existing positions in any subdivision or whether the existing lines can be relocated in agreement with Counties Power;
- (i) whether the stormwater management plan and works proposed as part of the subdivision or development:
 - (i) comply with any approved discharge consent;
 - (ii) are effective in avoiding, remedying or mitigating the potential adverse effects of stormwater discharge on water quality and flood hazards. In the case of stormwater management facilities within private land this assessment will include how the operation and maintenance of such facilities is to be secured by way of appropriate covenants or consent notices;
 - (iii) can effectively contain all the natural and diverted streams and their margins, wetlands, and other off-site stormwater management devices;
 - (iv) provide for overland flowpaths;
 - (v) require a bond or other security to be provided to ensure that the stormwater management works will be completed, with such bond to be released when the works are completed and the stormwater management areas and their devices are vested in council;
 - (vi) ensure that subdivision and development does not result in increased flood risk to habitable rooms for all flood events from the 50% and up to 1% AEP flood event downstream and upstream of the precinct;
- (j) Cultural identity
 - (i) the extent to which the design process and development integrates mātauranga and tikanga into the design of new buildings and public open spaces.
- (2) the creation of vehicle access to any site with frontage to or from the ~~Spine~~ Maketu Road shown on Precinct plan 2 which also has frontage to another road shown on that plan:
 - (a) any adverse effect from the location and design of the access on the safe and efficient operation of the adjacent transport network, including public

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transport, cyclists and general traffic, having regard to:

- (i) the number of other access points to or from the Spine-Maketu Road in the vicinity of the proposed access;
 - (ii) whether conflicts will be reduced by the presence of a raised central median which prevents right turning in the vicinity of the site;
 - (iii) visibility and safe sight distances particularly the extent to which vehicles entering/exiting the site can see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway;
 - (iv) existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring in all weathers;
 - (v) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the this Plan; and
 - (vi) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.
- (b) whether the access arrangements are practicable and adequate having regard to site limitations and layout, and arrangement of buildings and activities, users and operational requirements, and having regard to whether the site can reasonably be served by shared or amalgamated access with another site or sites on the Spine-Maketu Road where the sites in question are held in the same ownership.
- (3) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:
- (a) building design:
 - (i) the extent to which buildings on corner lots are designed to provide for a quality architectural response to the corner. Appropriate design responses include the provision of additional height at the corner, windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner;
 - (ii) the extent to which built development fronts the street and open space with a quality recognisable pedestrian entry or entries to the street.
 - (iii) Where buildings are required to be setback from Maketu Road for acoustic amenity reasons, a safe and attractive edge to Maketu Road should be provided. Methods to achieve this include providing landscaping at the street edge and providing a good

degree of glazing on the building facade overlooking Maketu Road:

- (iv) the extent to which developments for trade suppliers, garden centres, marine retail, motor vehicle sales or supermarkets provide a quality frontage to the street and provide appropriate treatments to side and rear boundaries, including quality fencing and landscaping, to recognise the broader range of activities enabled in sub-precinct C and the higher standard of amenity expected in the Mixed Use zone, while also taking into account the functional requirements of the activity.

(b) parking area design:

- (i) the extent to which parking is provided on the road network adjacent to sub-precinct C areas and on-site parking layouts are designed in accordance with the typical layout identified in Appendix I410.11.1.

(c) signs:

- (i) the extent to which signs for each sub-precinct C development are coordinated including the physical location of signs, their type-face, style and content;

(d) service area location:

- (i) the extent to which service areas are located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas;

(e) vehicular access:

- (i) the extent to which proposed vehicle access to sites adjoining the Maketu Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;

(f) mitigation of traffic noise:

- (i) the extent to which premises offering food and beverages, health professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) are designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.

(g) Drury South Industrial and Mixed Use precinct Appendix

- (i) The extent to which buildings and development in Sub-Precinct C are consistent with the criteria in Appendix I410.11.2.

(h) Cultural identity

- (i) the extent to which the design process and development integrates mātauranga and tikanga into the design of new buildings and public open spaces.

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(4) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C

- (a) The extent to which the effects of the size, composition, characteristics and concentration of retail or office activities in Sub-precinct C will be complementary to the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;
- (b) The extent to which retail that meets local convenience needs is located at the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.
- (c) The extent to which the activity is coordinated with the rate of residential and commercial development in the wider area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;
- (d) The extent to which the size, composition and characteristics of any office activity would serve a local function and support adjoining businesses in Drury South.

(5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area

- (a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;
- (b) the extent to which the proposal incorporates mitigation measures to address adverse effects.

Commented [SB20]: NZTA - 2.23 and AT – 5.11

(6) Infringement I410.6.4 – Sub-Precinct C (Noise and Ventilation)

- (a) the extent to which the type of activity proposed is likely to be adversely affected by the expected levels of transport noise;
- (b) the extent to which any characteristics of the proposed use or area make

compliance with of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads" unnecessary;

- (c) whether the building and any outdoor living areas are appropriately located, and/or setback an appropriate distance from the Spine Road and/or State Highway 1 to minimise the potential for adverse effects from land transport noise.

I410.9. Special information requirements

I410.9.1. Earthworks plans

- (1) Any application for subdivision or development must be accompanied by detailed earthworks plans. Such plans must:
- (a) describe the nature and scale of the proposed earthworks, such as the extent of cut and/or fill, sources of fill and how the cut and fill is to be transported;
 - (b) describe the construction management and communication methods to be followed to minimise nuisances and disruption to surrounding residents and Ramarama School (in particular, dust, traffic and noise impacts) during the construction period; and
 - (c) provide detailed design of the modified flood plain.

I410.9.2. Ecological management plans

- (1) In respect of any new areas of planting in Sub-precinct D the following must be provided:
- (a) a weed and pest management programme for any new areas of planting within the stormwater management areas and wetland areas and remaining indigenous forest fragments in Sub-precinct D; and
 - (b) a herpetofaunal mitigation/rehabilitation plan which targets only potentially suitable lizard habitat for relocation searches.

I410.9.3. Stormwater management report and plans

- (1) Any application for subdivision or development preceding subdivision must be accompanied by detailed stormwater management report and plans. Such report and plans must:
- (a) describe how the plans comply with the conditions of any relevant discharge consent;
 - (b) identify overland flow paths;
 - (c) describe the nature and extent of any off-site stormwater management devices and how these devices are to be delivered if they are on land

outside the application site;

- (d) if stormwater management devices are to be located within the modified 1% AEP floodplain, describe how these devices are to be designed to be resilient to flood-related damage while not exacerbating flood risks for upstream or downstream activities;
- (e) where streams are to be diverted and/or recreated as identified on the precinct plan, describe how this is to be achieved in a way that ensures that they function in a manner similar to natural stream systems. Detailed landscape treatment plans will be required to demonstrate:
 - (i) the proposed long section and cross sections;
 - (ii) how the new stream banks are to be stabilised;
 - (iii) how pool – riffles - run sequences are to be formed; and
 - (iv) how stormwater outlets are controlled.

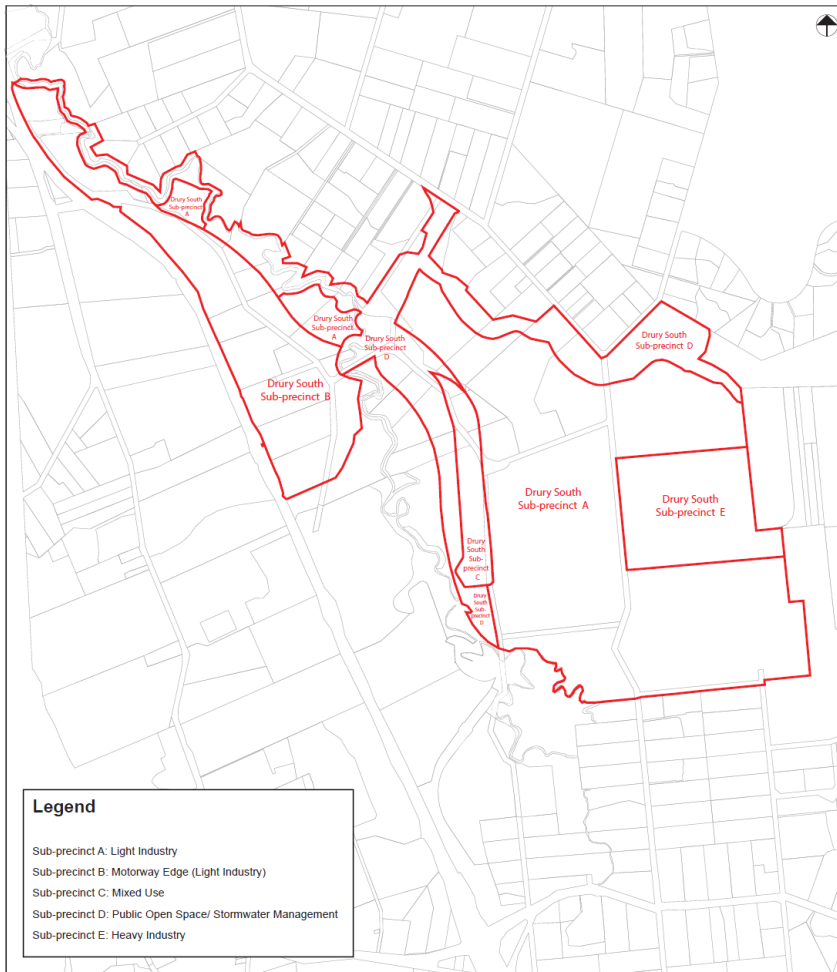
I410.9.4 Integration and Relationship Management Plan

~~(2)~~ (1) A subdivision application for vacant lot subdivision or a land use application for a new building or buildings in Sub-precinct C must be accompanied by an indicative 'integration plan' showing how the proposed development integrates with potential future development in the remainder of Sub-precinct C and D, including existing or potential transport connections and activities, landscaping and expression of cultural values and narratives.

To avoid doubt, this plan is not subject to any approval from the Council and is for information only. Its purpose is to inform how a particular stage of development will positively contribute to the visual quality and interest of streets, public open spaces and pedestrian amenity, movement and safety (Policy H13.3(3)), and the expression of Mana Whenua values (Objective I410.2.(2) and Policy I410.3.(3)) that supports positive relationships between the proposed places and activities in an integrated manner across Sub-precinct C.

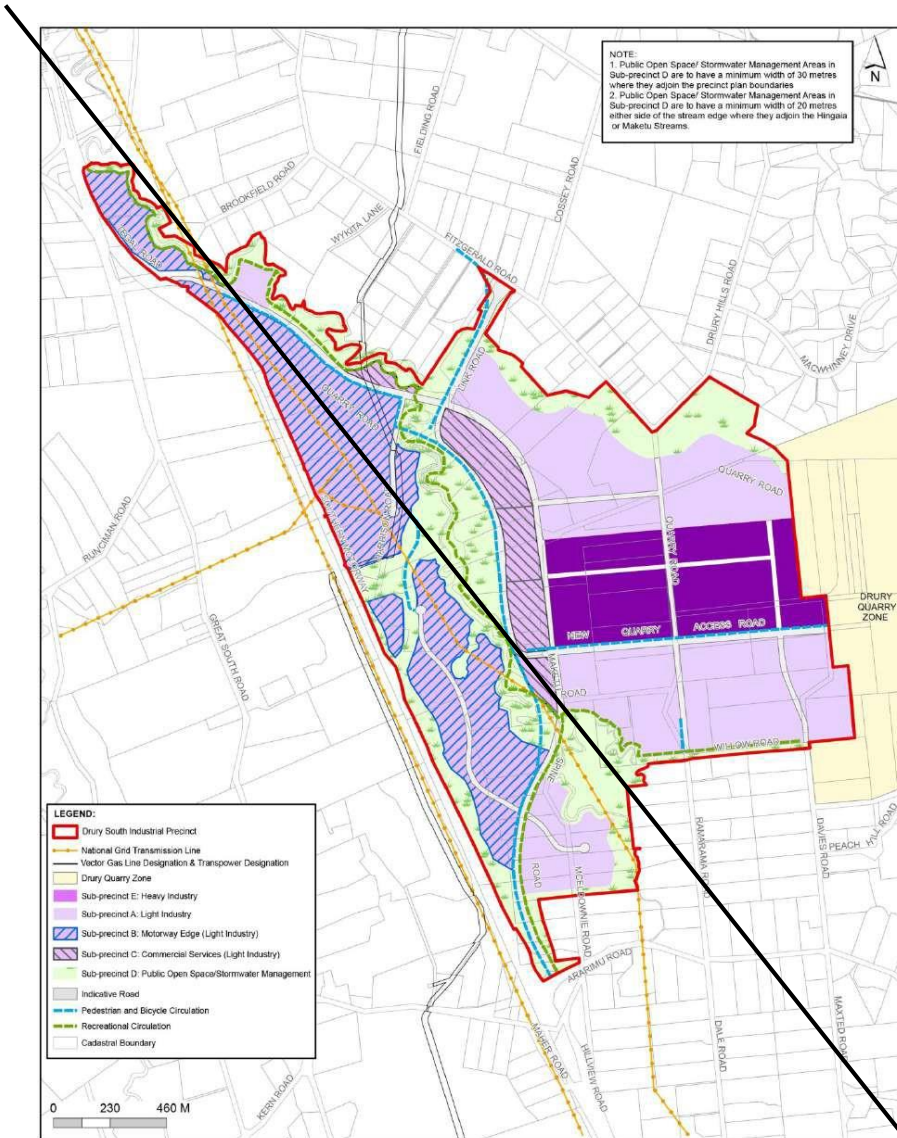
Commented [SB21]: Ngāti Te Ata Waiohua – 6.1

Amend the sub-precinct boundaries and naming in the GIS Viewer as follows:



I410.10. Precinct plans

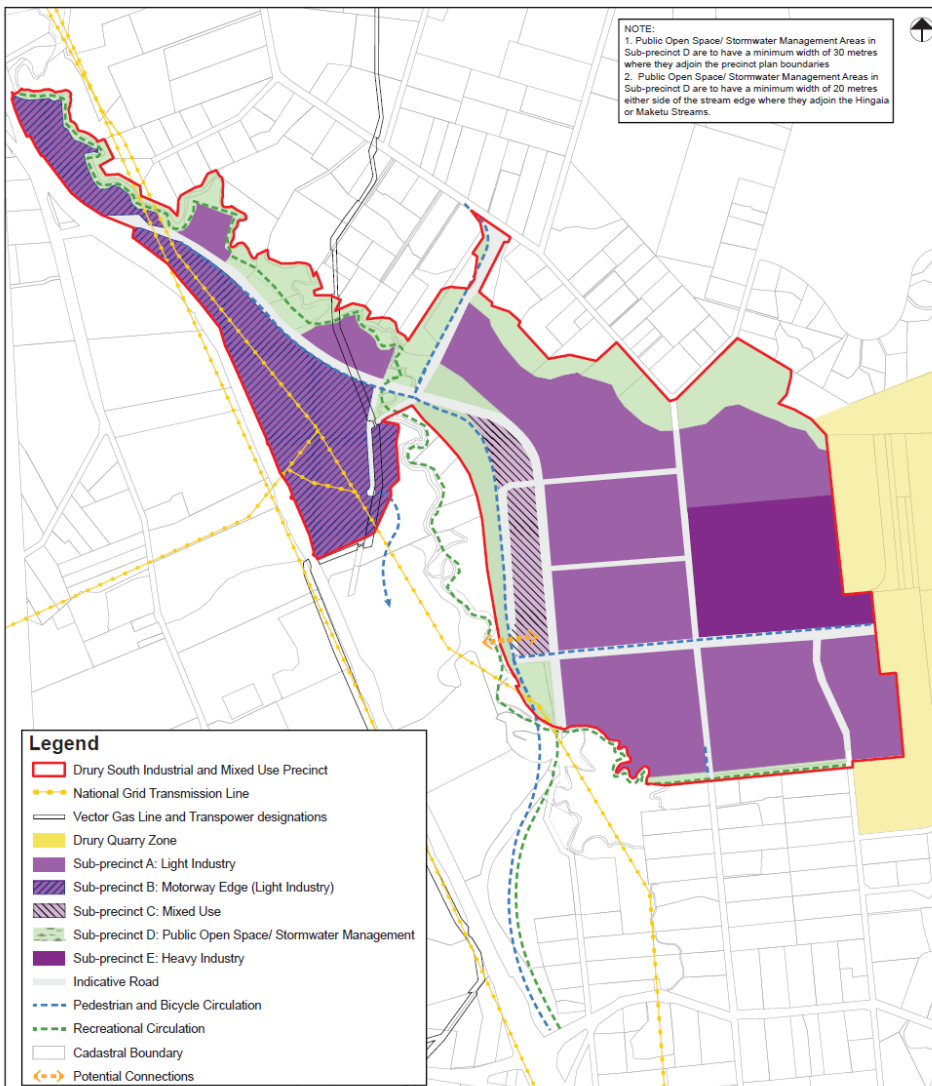
I410.10.1 Drury South Industrial and Mixed Use: Precinct plan 1



Insert new Precinct Plan 1 as follows:

I410.10. Precinct Plans

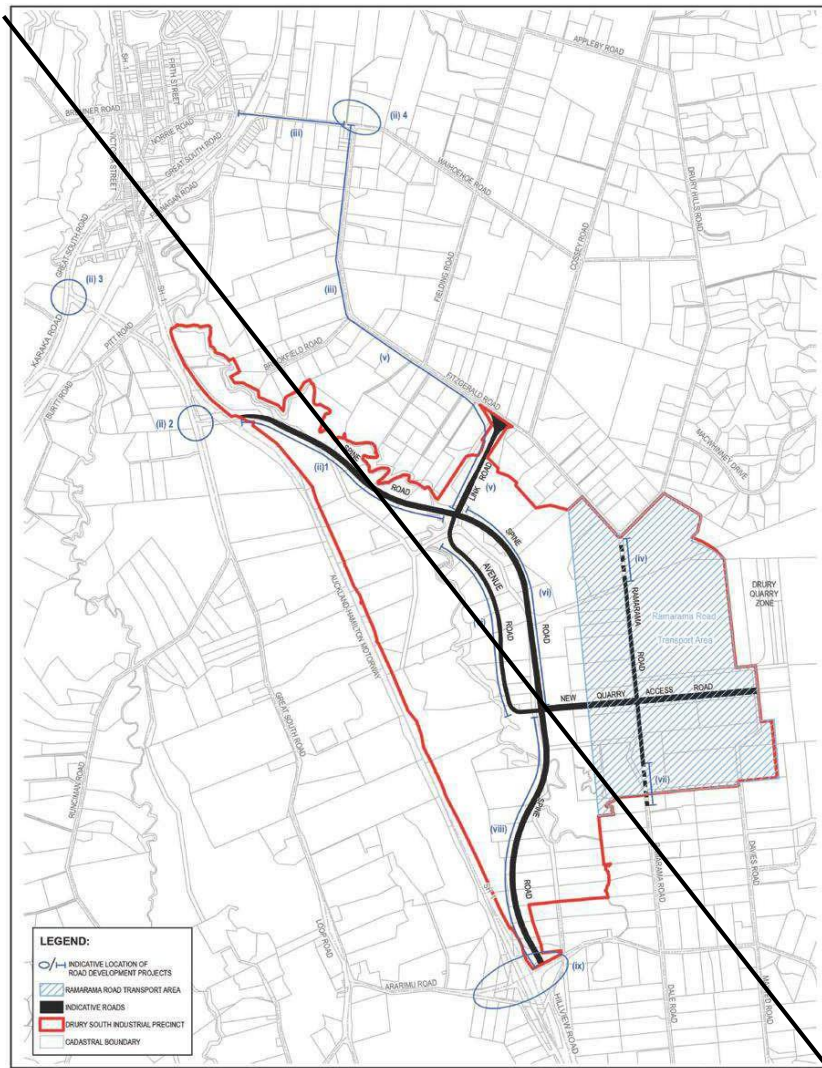
I410.10.2 Dury South Industrial and Mixed Use: Precinct Plan 1



Commented [SB22]: Amended following close of submissions to reflect:

- Realignment of Maketu Road/Avenue Road intersection: NZTA – 2.2 and AT – 5.12
- Ramarama Road remaining open to Fitzgerald Road: AT – 5.13

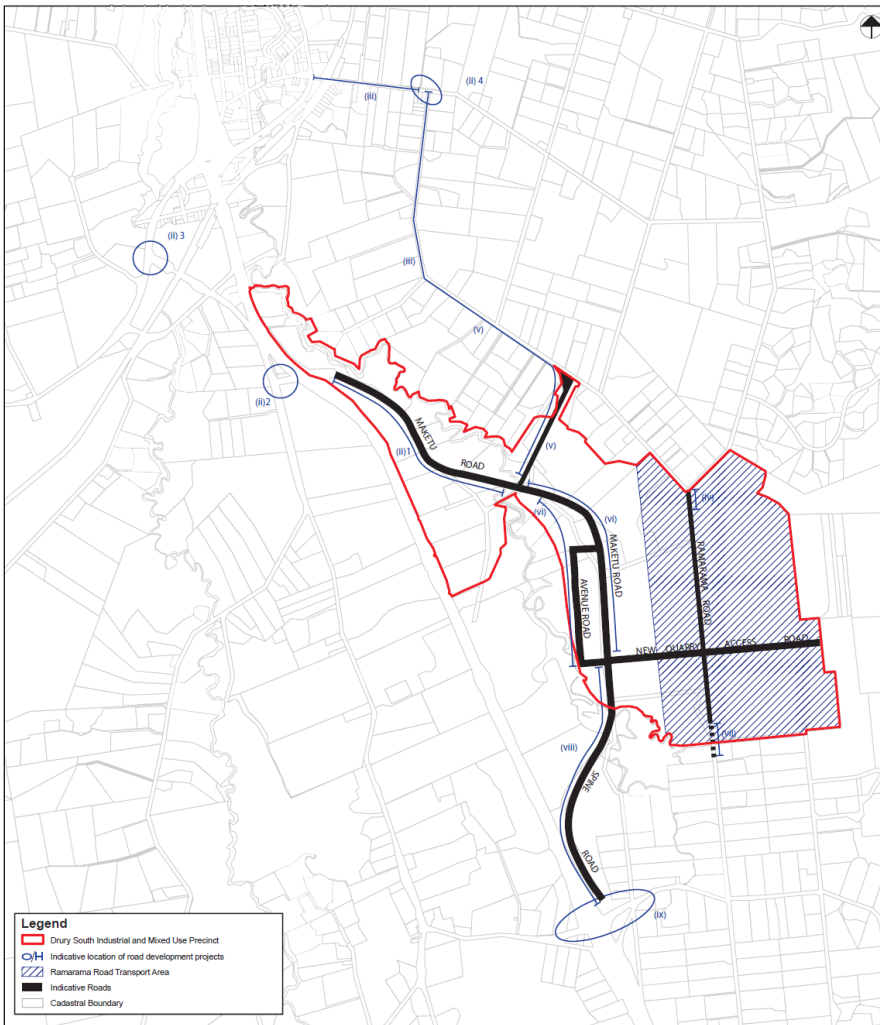
I410.10.2 Drury South Industrial and Mixed Use: Precinct plan 2



Insert new Precinct Plan 2 as follows:

I410.10. Precinct plans

I410.10.2 Drury South Industrial and Mixed Use: Precinct plan 2

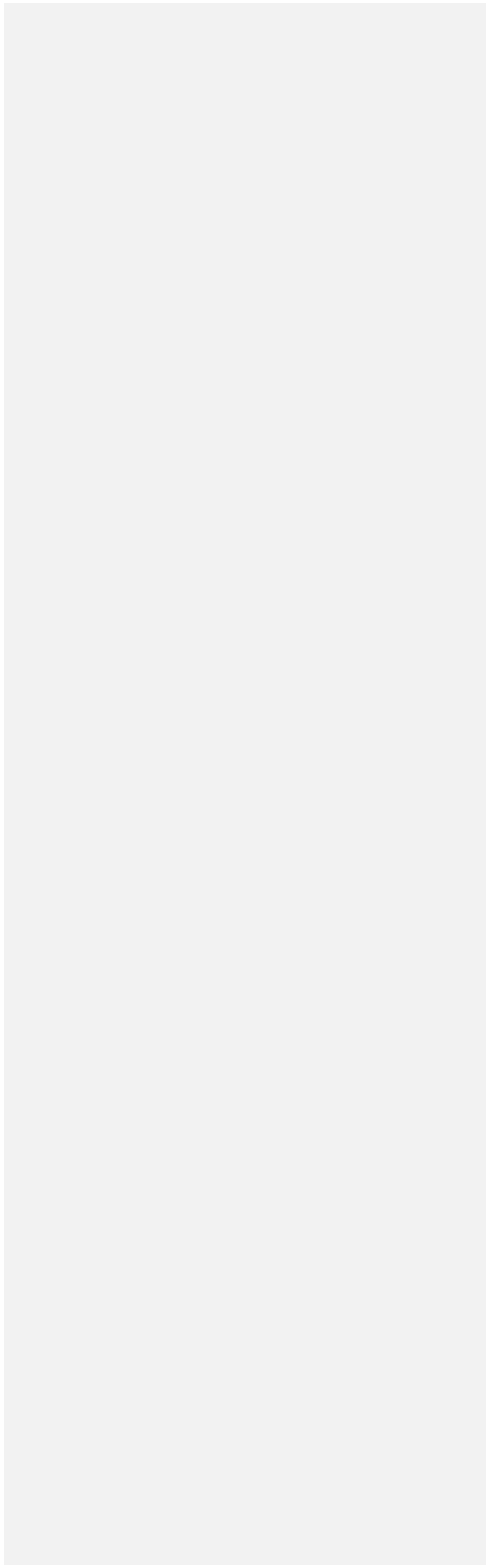


Commented [SB23]: Amended following close of submissions to reflect:

- Realignment of Maketu Road/Avenue Road intersection: NZTA – 2.2 and AT – 5.12
- Ramarama Road remaining open to Fitzgerald Road: AT – 5.13

I410.11. Appendices

Drury South Industrial Appendix 1



APPENDIX 5B.4.A: DRURY SOUTH INDUSTRIAL PRECINCT STRUCTURE PLAN AREA – SUBDIVISION DESIGN ASSESSMENT CRITERIA

PURPOSE OF APPENDIX ~~I410.11.15B.4.A~~

Within the Drury South ~~Structure Plan area~~ Industrial Precinct, applications for restricted discretionary activity subdivision consent will be assessed in terms of a series of matters to which the Council will restrict the exercise of its discretion. One of the matters which the Council will have regard to as set out in ~~standard Rule I410.8.2(1)(d)6.15.2.5~~ is:

~~The extent to which the subdivision design and layout complies with and gives effect to the objectives and policies identified for on the Drury South Industrial Precinct Structure Plan in Part 5B.4 Section 1 of the District Plan and the subdivision design assessment criteria set out in Appendix I410.11.15B.4.A~~

In addition, the criteria will also be used in the consideration of discretionary applications for subdivision, as appropriate.

This appendix sets out assessment criteria under a number of “Design Elements”. Accompanying illustrations are intended to support the text and represent good design solutions, but are not intended to represent the only design solution. All illustrations are indicative only.

Each Design Element includes an explanation, which summarises the rationale for the particular Design Element and expands on the individual criteria. The explanation may be used as further guidance in interpreting the intention of the criteria and assessing the extent to which the proposal accords with them.

INFORMATION REQUIREMENTS

The applicant shall provide a written assessment describing how the criteria for each Design Element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

It is recognised that certain proposals will not achieve absolute accord with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular Design Element:

- Whether site constraints inhibit the ability to address the criterion, and/or;
- How the intention of the criterion is met by the proposal, and/or;
- Whether the proposal represents a better design solution than that suggested by the criterion.

Planting plans and maintenance plans for recreation and esplanade reserves and stormwater management areas will need to be submitted with applications for subdivision consent and approved by the Council.

Design Element 1 – Road, Reserve and Access Networks:

1. Earthworks should be undertaken principally at the initial subdivision stage, and where appropriate the creation of reasonably flat sites should occur at the bulk earthworks stage (in order to avoid creating retaining walls at site development stage).
2. Road patterns should maximise convenient / direct access to the ~~spine road~~ Maketu Road and limit connection to existing rural roads (such as Ararimu Road) except where this relates to the wider essential network.
3. The road pattern should facilitate access to and accessibility within Sub-precinct C Mixed Use commercial service precincts.
4. Road patterns should be logical and contribute to the legibility of and ease of wayfinding within the area (refer Diagrams 1 and 2 for generic legibility and proposed street hierarchy).
5. Subdivision layout design should achieve protection and enhancement of all significant streams / tributaries to be retained and their riparian corridors (20m minimum either side from edge of stream) and concentrate open space as part of the riparian network (refer Diagram 3).
6. Subdivision layout design should achieve an interconnected open space and movement network.
7. Safe pedestrian and cycle routes through the structure plan area should be integrated with the riparian, reserve and road design.
8. Equestrian bridle trails should be integrated with riparian reserve development and provide access to the large centrally located public open space / stormwater management area.
9. Layouts should retain mature trees within the riparian corridors, particularly those of indigenous species.
10. In Motorway Edge Sub-precinct areas layouts should seek to retain as many existing established trees, particularly those of indigenous species, as possible.
11. In Motorway Edge Sub-precinct areas access to sites off the ~~spine road~~ Maketu Road should be combined wherever practicable.

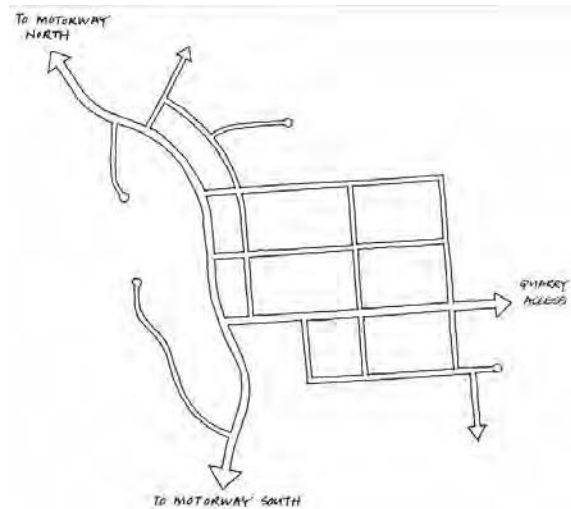


Diagram 1: Legible road hierarchy to assist wayfinding

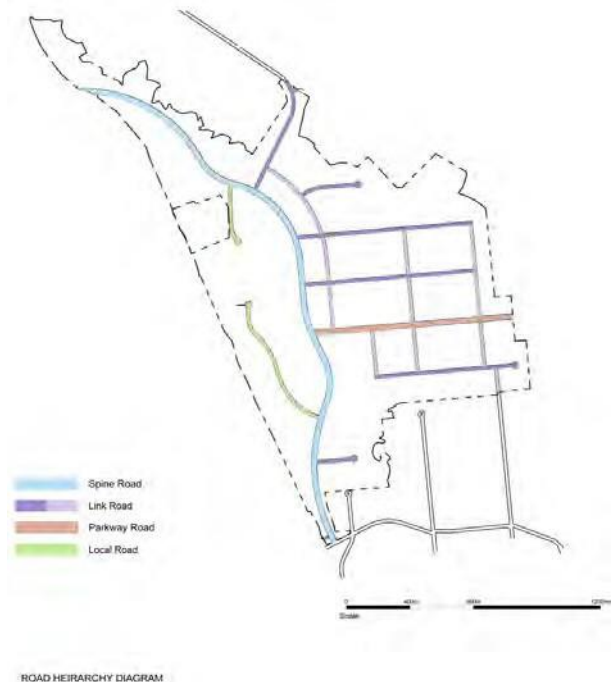


Diagram 2: Road hierarchy

Explanation:

Design Element 1 pertains to the overall site topography and the general layout of the networks of roads, reserves and other access linkages that make up the public space of the Drury South Industrial Precinct industrial business zone. These should be considered in an integrated fashion together with the development blocks that they create.

The existing site topography within the proposed zone area is relatively flat although bulk earthworks including cut and fill will be required to establish levels for future development above the flood plain and appropriate falls across the land

The riparian corridors of the Hingaia and Maketu Streams and their significant tributaries will remain an important feature of the site topography once the zone is established. Vegetation associated with these corridors is also important to the structuring, screening and ecology of the area and its proposed activities.

The riparian corridors also provide a focus for future recreation and open space development and form part of the enhancement framework for the zone.



Diagram 3: Open space concentrated along Hingaia Maketu, Roslyn and Northern Diversion Stream corridors

The road network and hierarchy (refer Diagrams 1 and 2), as illustrated in the Drury South Structure Plan has been designed to efficiently direct traffic into and out of the Precinct zone connecting to the Southern Motorway (SH1) at both the Ramarama (south) and Drury (north) interchanges. The Ramarama interchange and Quarry Road / Great South Road through to the Drury Interchange will be upgraded to improve vehicle access and safety. The proposed Spine Road link is important to the legibility and traffic efficiency of the proposed zone area Precinct; this route will provide the primary connection into and out of the Precinct zone with other streets connected to the spine road Maketu Road through corridor.

The proposed street network has also been designed to limit the impact of vehicles destined for the Precinct new zoned area on existing rural residential and community roads such as the road accessing and adjacent to the Ramarama School. Implementation of the street network to achieve the beneficial improvements to heavy vehicle (including quarry trucks) and other Precinct zone related traffic movement is imperative as a part of delivery of the zone.

By ~~their~~ its nature the Commercial Services Sub-precinct C Mixed Use Precinct areas will require a finer grain street network with smaller street blocks, greater walkability, good service access and parking.

A legible road pattern (refer Diagram 1) is one that is easily understandable for the people that use it and that provides cues for first time users as well as those habitual users. Consistent road design and landscape themes can further emphasise the position of each street in the road hierarchy and in the pattern of streets in the wider area. Road patterns that are logical and easy to comprehend and navigate make an area feel more comfortable and help to provide a sense of identity.

Design Element 2 – Block Size, Lot Type and Orientation:

1. Blocks should be of a scale and shape to achieve a permeable street layout suited to the industrial functional requirements of the proposed land use.
2. All lots should front onto and be accessed directly from a legal road. Rear lots are to be avoided (*refer Diagram 4*).
3. Through lots (with dual road frontage) are permissible (*refer Diagram 4*).

Explanation:

Design Element 2 describes the principles for consideration in the layout of blocks and lots within the proposed business zone area Precinct.

Blocks within an industrial area ~~can~~ are typically be larger than those within finer grain residential or Commercial Services or Mixed Use areas. A good permeable and well-connected street network is however still required in Light and Heavy Industry Sub-precincts A, B and E to facilitate access, provide an appropriate street address and reduce traffic volumes on side streets. Within the Sub-precinct C Mixed Use area (Sub-Precinct C) Design Element 1 also provides opportunities for views through to the open space corridor to the west of the Sub-precinct from Maketu Road.

Lots need to be of a size and shape to accommodate large scale, land extensive land uses and flexible to enable reasonable long term growth. At the same time rear lots are considered undesirable with a preference for development to address the street.

Design Element 3 – Roads and Accessways:

1. In addition to transport engineering and Council's Code of Practice requirements, road cross sections should be appropriate to the nature of the function that they provide and also reflect urban design legibility considerations ~~— i.e. wayfinding. Refer typical cross sections (Appendix 1) for road hierarchy comprising: Arterial (e.g. Spine Road extension); Link Road, New Quarry Access Road (Parkway Road) (refer also Diagram 2 for street hierarchy).~~
2. Cyclists should be accommodated on the street carriageway or on a shared footpath/cycle route with wider dimension to accommodate both functions.
3. A consistent palette of traffic management tools should be used across the Drury South business zone land Precinct. Traffic management devices such as chicanes, speed humps and other such restrictive management devices are not expected, however the use of thematic planting and measures such as localised narrowing to create thresholds or define changes in the street environment could be used.
4. All streets are required to accommodate strong avenue specimen tree planting. Refer Cross Sections Appendix 1. This planting is required to achieve the breaking up of the overall scale of the development particularly as seen from elevated locations, as well as to establish the expected enhanced amenity and character of the zone Precinct.
5. In addition to the street avenue planting a planted central median is (with and without specimen



Diagram 4: All lots should front onto a legal road; through lots are permissible

trees) also required on the roads identified as 'Arterial' (Spine and Link Roads) and 'Parkway' refer Appendix 1 Cross Sections.

Explanation:

Design Element 3 pertains to principles for the design of roads and other access routes within the ~~zone~~ Precinct. Road design should be appropriate to function and provide practical widths for vehicular access, including for emergency vehicles, parking, planting and services. Useful minimum dimensions are:

• <u>Four traffic lanes on arterial road</u>	<u>15.2m</u>
• <u>Two traffic lanes on local road</u>	<u>8.2m</u>
• <u>Cycle lane</u>	<u>1.5m</u>
• <u>Parallel parking lane</u>	<u>2.5m</u>
• <u>Service/utilities strip</u>	<u>3.0m</u>
• <u>Footpath</u>	<u>1.5m to 3.0m</u>

Auckland Transport - 5.9

~~The use of parallel kerbside parking is efficient in using the road as circulation area and reducing the need for onsite visitor parking. Kerbside parking lanes may be defined and delineated with planting bays if desired as illustrated in the road Cross Sections Attachment 1.~~

Pedestrian and cycle paths should generally be integrated with road and reserve design. Paths which are separated from vehicle routes should be designed for safety.

Design Element 4 – Reserves, Stormwater Management Areas and Riparian Planting:

1. Stormwater detention and treatment reserves should be located in general accordance with the locations shown in the Drury South Structure Plan and in accordance with the adopted Catchment Management Plan, the Council's code of practice and relevant regional technical publications. The Cross Sections (Attachment 2) illustrate the Typical Wetland Stormwater Pond and Typical Stream Corridor Cross Sections.
2. Stormwater ponds should be designed to fit in with the surrounding landscape and appear as an integrally designed infrastructural component of the overall setting.
3. Vegetated buffers, not less than 40m in total width for any retained ~~permanent~~ permanent or diverted stream, should be provided on the margins of streams, ponds and wetlands and should:
 - Include native species as identified in Attachment 3
 - Include native trees on the lower and upper banks of ponds predominantly to the north and west to provide shade.
 - Provide a minimum of 10m of native planting either side of the stream corridor including shallow water rushes and sedges.
 - Avoid vegetation that will exacerbate flooding and the blockage of water flood flows along the immediate riparian corridor.

~~The only exception to these requirements is the retained permanent stream in the northwest of the structure plan area~~ Precinct (adjacent to the Transpower site) which will be subject to a minimum requirement of 10m of native planting either side of the stream corridor only.

Note: Attachment 5 sets out 'Stream and Wetland Rehabilitation Guidelines (June 2013) for the DSSP area.

4. Walkways / cycleways along riparian corridors and through buffer planting should be designed to minimise any impacts on ecological function and give due consideration to personal safety and CPTED principles (refer Attachment 2).
5. Edge buffer reserves should be located in accordance with the Drury South Structure Plan, be a minimum of 30m in width and be planted in generally accordance with Diagram 5 below.



Diagram 5: Typical landscape buffer cross section

6. Suitable mechanisms to ensure the establishment and ongoing maintenance of landscaping of reserves and stormwater management areas until those areas are vested in the Council will be required to ensure the long term success of any landscaping.

Explanation:

Design Element 4 pertains to matters for consideration for locating, sizing and designing reserves stormwater management areas and riparian planting. These areas will be generally located in accordance with the locations shown in the Drury South Structure Plan; regard should also be given to Design Element 5 when designing reserves within the zone area.

The principal reserve network within the zonePrecinct, as illustrated in the Drury South Structure Plan, is structured around riparian protection and enhancement as well as stormwater management including detention and treatment. The reserve network is however designed for multiple functions and values including passive and active recreation, pedestrian / cycle commuter access, ecological values, visual screening / separation and aesthetic amenity.

The zonePrecinct also includes buffer reserves, adjoining the Light Industry zoned Sub-precincts A and B. The main purpose of these reserves which is to physically and visually screen and separate adjacent existing land uses and residents from these areas zone. These reserves are planted to maintain a robust rural character with a woodlot/ shelter belt form of land management. Whilst providing multiple functions including walking / cycling, biodiversity and aesthetic values, their primary function will remain as that of a buffer to land uses outside of the Precinctzone.

Design Element 5 – Reserve Interface Design:

1. Reserves intended for public recreation and use should be designed to be bounded by public roads as much as possible given topographical and natural feature constraints. (Note proposed buffer reserves are not intended to be bounded by public roads).
2. Where reserves or riparian buffer areas adjoin lots, the boundary should be securely delineated and fenced to avoid encroachment (refer Diagram 5).

Explanation:

Reserves intended for public use that are well fronted by public roads are more secure because of the informal surveillance from the road and activities that interface with the road across the carriageway. Ideally not less than half the total length of legal boundary of any reserve should adjoin a legal road.

Design Element 5a – Earthworks and Retaining Walls

1. Changes of level adjoining streets and open space corridors should be achieved by gently battering and contouring land.
2. Where retaining walls are required, they should be screened from public view. This may be achieved by planting and breaking up the vertical extent of walls through physical stepping.

Additional Overlay Precinct Criteria

In the case of subdivision within ~~the~~ Sub-precinct B Motorway Edge Precincts and Sub-precinct C Mixed Use~~the Commercial Service Precincts~~ the following criteria shall also apply and take precedence over the general assessment criteria for subdivision stated above, where this is inconsistency or conflict.

Additional Design Element 6: Subdivision within Sub-precinct B Motorway Edge Precinct

1. Earthworks should be designed to retain a more natural, undulating topography and character outside of building platforms and other areas required through function to retain a flat topography.
2. Intersections between public roads serving the Sub-precinct and the north south primary road (~~spine road~~ Maketu Road corridor) should be minimised.

Additional Design Element 7: Subdivision within ~~Commercial Services~~ Sub-precinct C Mixed Use Precinct

1. Where through lots with dual street frontage are created, these should provide frontages to both street edges (i.e. no rear elevations to the street). ~~The primary frontage should be to the spine road.~~ However, where buildings are required to be setback from Maketu Road for acoustic amenity reasons, a safe and attractive edge to Maketu Road should be provided. Methods to achieve this include providing landscaping at the street edge and providing a good degree of glazing on the building facade overlooking Maketu Road.

APPENDIX 5B.4B 10.11.2: DRURY SOUTH STRUCTURE PLAN AREA INDUSTRIAL PRECINCT – SUB-PRECINCT B MOTORWAY EDGE PRECINCT AND SUB-PRECINCT C COMMERCIAL SERVICES MIXED USE PRECINCT ASSESSMENT CRITERIA

PURPOSE OF APPENDIX 10.11.2 5B.4.B

In the Sub-precinct B Motorway Edge Precinct and Commercial Services Precinct within the Drury South Structure Plan area building design and appearance, landscape design and internal site layout are listed as New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities are controlled activities and in Sub-precinct C Mixed Use, 'New buildings' and 'Additions and alterations not otherwise provided for' are restricted discretionary activities if they also comply with the standards and terms specified in 6.11.7.2.

Rule 6.15.1 sets out controlled activity assessment criteria for all ~~controlled~~ restricted discretionary activities in the industrial zones and contains the following clause:

“In the case of the Motorway Edge Precinct and the Commercial Service Precinct within the Drury South Structure Plan Area (Part 5B.4 in Section One of the District Plan) the Council will, in addition to the criteria set out in (a) to (f) above, assess the application against the criteria set out for those precincts in Appendix 5B.4.B in Section One of the District Plan.”

~~In addition, these criteria will also be used as appropriate in the consideration of restricted discretionary and discretionary activity applications involving the construction or alteration of buildings.~~

This Appendix sets out assessment criteria under a number of “Design Elements” for both the Sub-precinct B Motorway Edge Precinct and the Commercial Services Sub-precinct C Mixed Use Precinct.

The criteria listed under each Design Element are intended to give flexibility, enabling site responsive designs, while ensuring that development provides a positive contribution to the amenity of the Drury South Structure Plan Area Precinct.

The criteria are intended to guide development rather than prescribe exact design and layout. Most criteria are illustrated. The illustrations are intended to support the text and are representative of good design solutions, but are not necessarily intended to represent the only design solution.

Each Design Element includes an explanation, which summarises the rationale for the particular Design Element and expands on the individual criteria. The explanation may be used as further guidance in interpreting the intention of the criteria and assessing the extent to which the proposal accords with them.

INFORMATION REQUIREMENTS

The applicant shall provide a written assessment describing how the criteria for each Design Element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged. It is recognised that certain proposals will not achieve absolute accord with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular Design Element:

- whether site constraints inhibit the ability to address the criterion, and/or;
- how the intention of the criterion is met by the proposal, and/or;
- whether the proposal represents a better design solution than that suggested by the criterion.

Applicants will also be required to provide a Landscape Concept Plan with sufficient detail to ensure that the relevant assessment criteria are able to be considered, identifying hard and soft landscaping treatment, large grade specimen trees (species and planting size), groupings of ground covers and shrubs with species schedule.

SUB-PRECINCT B MOTORWAY EDGE PRECINCT DESIGN ASSESSMENT CRITERIA

The following criteria shall apply to 'New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities' ~~building design and appearance, landscape design and internal site layout~~ within Sub-precinct B the Motorway Edge Precinct ~~where activities are listed as controlled activities.~~

Design Element – Internal Private Access Roads:

1. Specimen tree planting should be provided on all public and internal private access roads within the Sub-precinct B Motorway Edge Precinct.

Design Element – Existing Vegetation:

1. Where ever possible layouts should retain and protect existing mature trees, particularly those of indigenous species, where these contribute to the site character and amenity.

Design Element – Planting:

1. Planting should be designed to have a large scale landscape effect and combine native as well as appropriate exotic species to provide seasonal change and quality amenity.
2. Where reserve land adjoins the motorway, boundary planting that creates a continuous visual barrier to eastward views from the SH1 (Southern Motorway) corridor should be avoided, however landscape design should emphasise the current sequence of intermittent views to the Hunua Ranges from the SH1 corridor and the pattern of variable depth of such views.
3. Where industrial sites adjoin the motorway boundary, a detailed rule applies requiring a double row of Leyland Cypress to create the appearance of a rural shelterbelt providing a continuous visual barrier defining the curve in the motorway alignment.

Design Element – Buildings:

1. Buildings should be located with design consideration for their visibility and reduced visual impact as viewed from the SH1, (Southern Motorway) corridor and the desirability of maintaining a sense of openness as seen from the motorway.
2. The visual mass of larger buildings should be minimised by employing the following methods:
 - Utilising subdued, recessive colours;
 - Providing variation in materials and finish for facades viewed from the motorway;
 - Creating variation of roof profiles with consideration given to the overall roofscape viewed from the motorway;
 - All rooftop servicing and plant should be designed as an integral part of the roofscape with particular consideration given to the view from the motorway.

Design Element – Parking Areas:

1. Parking areas should be designed to incorporate trees to break up the scale of hard surface areas.
2. Adoption of the Fully Planted Permeable Carpark Design Layout (refer Diagram 6) style of parking is advocated within the Sub-precinct B Motorway Edge Precinct.

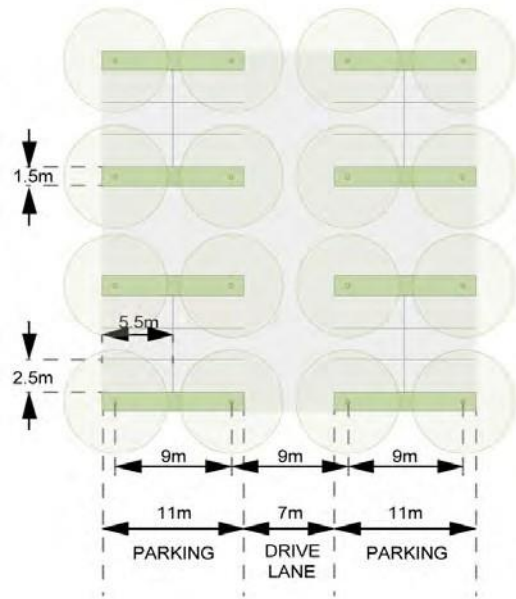


Diagram 6: Fully planted permeable carpark design layout - detail

Design Element – Internal Site layout:

1. Storage and waste management activities should be located and / or designed to be screened from view of the State Highway.

COMMERCIAL SERVICES SUB-PRECINCT C MIXED USE PRECINCT DESIGN ASSESSMENT CRITERIA

The following criteria shall apply to 'New buildings' and 'Additions and alterations not otherwise provided for' building design and appearance, landscape design and internal site layout within Sub-precinct C the Commercial Services Mixed Use Precinct where activities are listed as controlled-restricted discretionary activities.

Design Element – Block Size, Lot Type and Orientation:

1. Buildings on corner lots should be designed to provide for a quality architectural response to the corner. Appropriate design responses ~~would include~~ be provision of additional height at the corner and windows and activities addressing both street frontages (avoidance of blank walls to one or both sides of the corner). Service activities such as loading docks or storage yards should not be located on corners or any site frontage, however, where this is required to support the functional and operational requirements of the activity, the service area visible from the street should be minimised as much as practicable and attractively screened from public view with landscaping.

Design Element – Street Interface Design:

1. Built development should front the street with a quality, recognisable pedestrian entry to the street.
2. ~~Parking should be provided on the road network adjacent to Commercial Service Precinct areas with on-~~ At-grade parking should be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian amenity and the streetscape. This includes through positioning carparking away from street frontages, to the sides or rear of buildings and the use of extensive landscaping within the carpark, including tree planting. Refer to Attachment 4 for an example of a layout and design consistent with this guideline. ~~site parking layouts designed in accordance with the typical layout identified (refer Attachment 4).~~

Design Element – Signage:

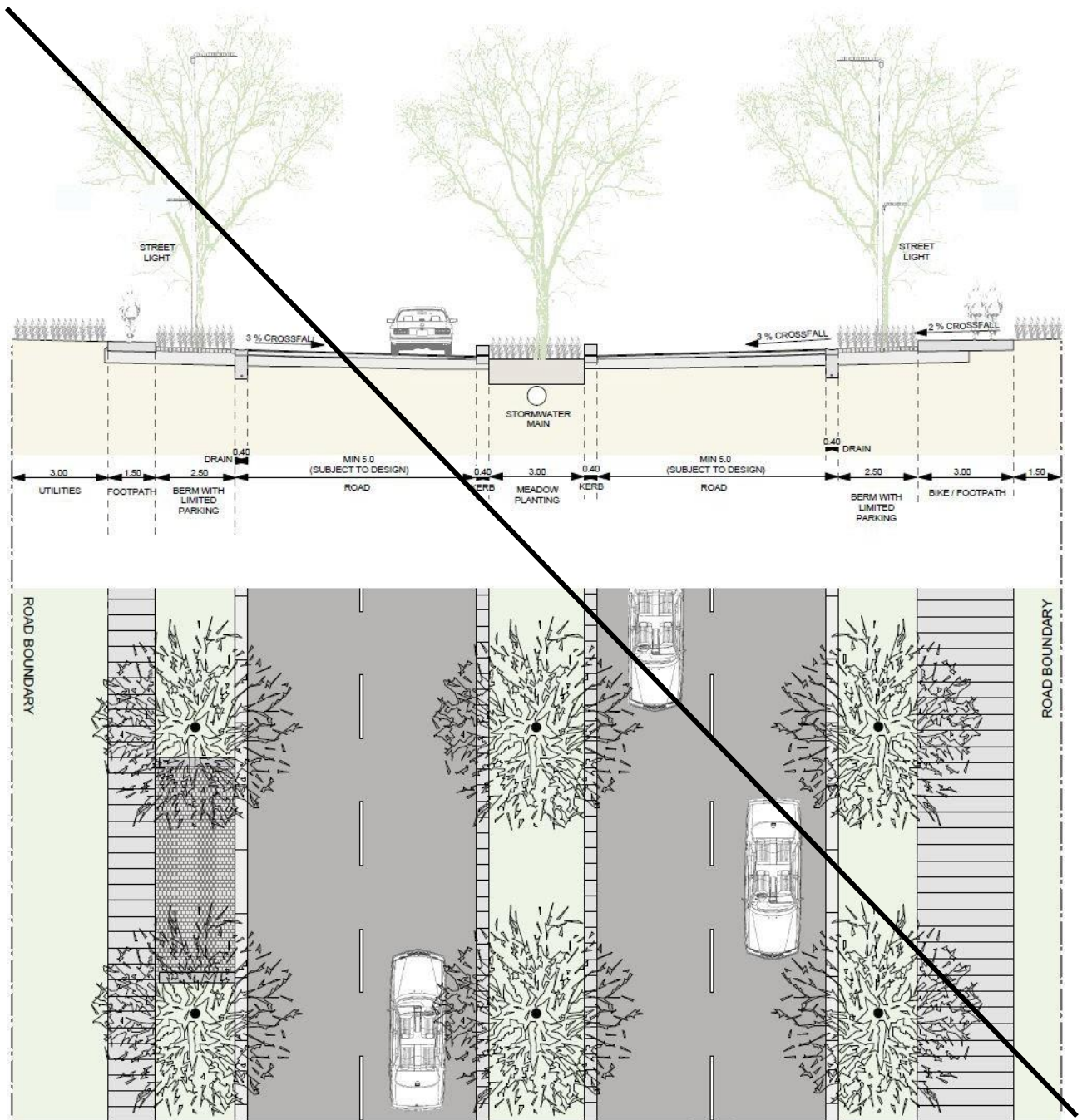
1. Signage for each ~~Commercial Services Sub-precinct C Mixed Use Precinct~~ development

should be coordinated including the physical location of signs, their type face, style and content with a maximum of two signs per business, one located to address the street frontage and one to identify the building entry (a third sign is permissible where the service access is separate from building entry or there are multiple entries).

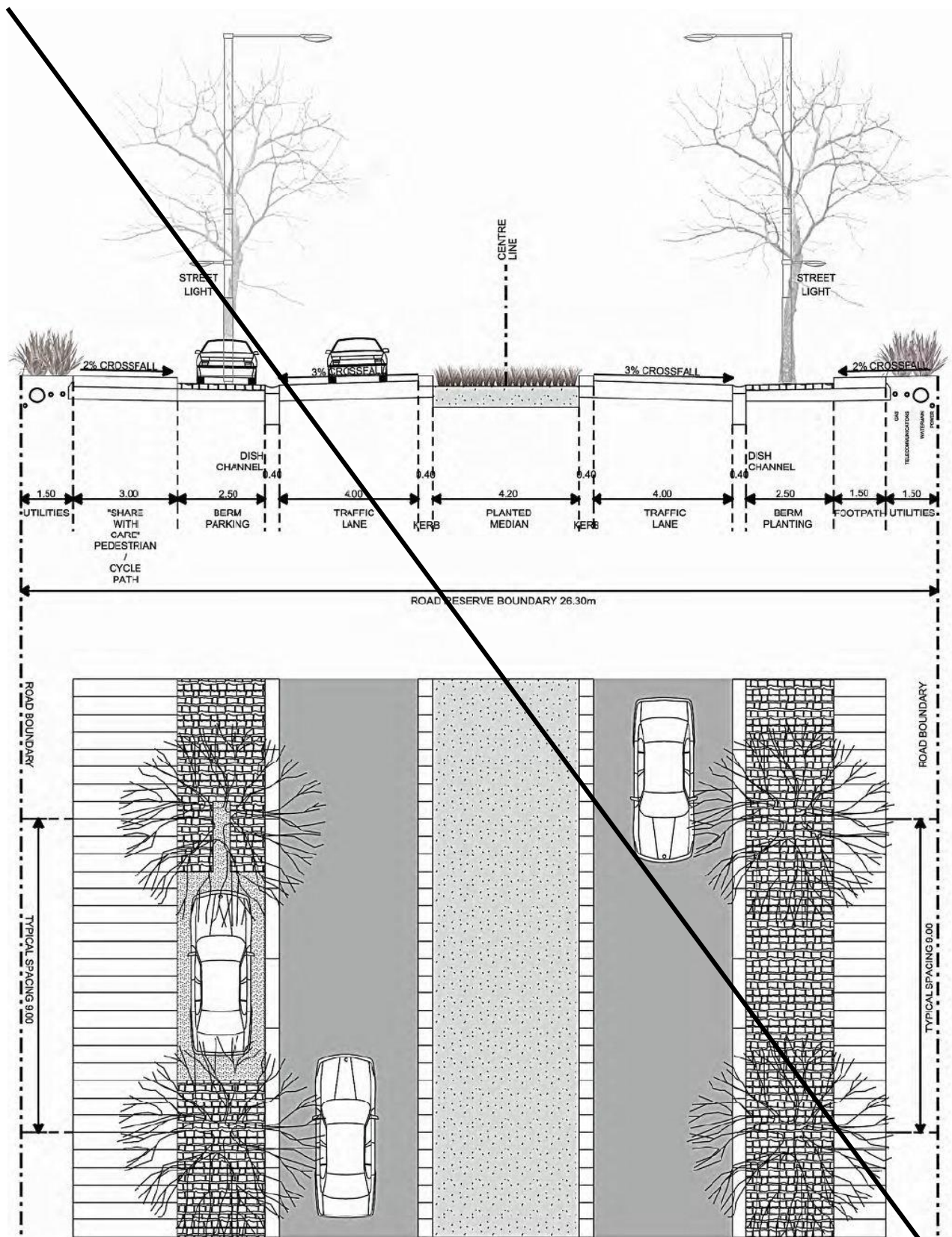
Design Element – Service Areas:

1. Service areas should be located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service / storage and dock areas. However, where this is required to support the functional and operational requirements of the activity, the service area visible from the street should be minimised as much as practicable and attractively screened from public view with landscaping.

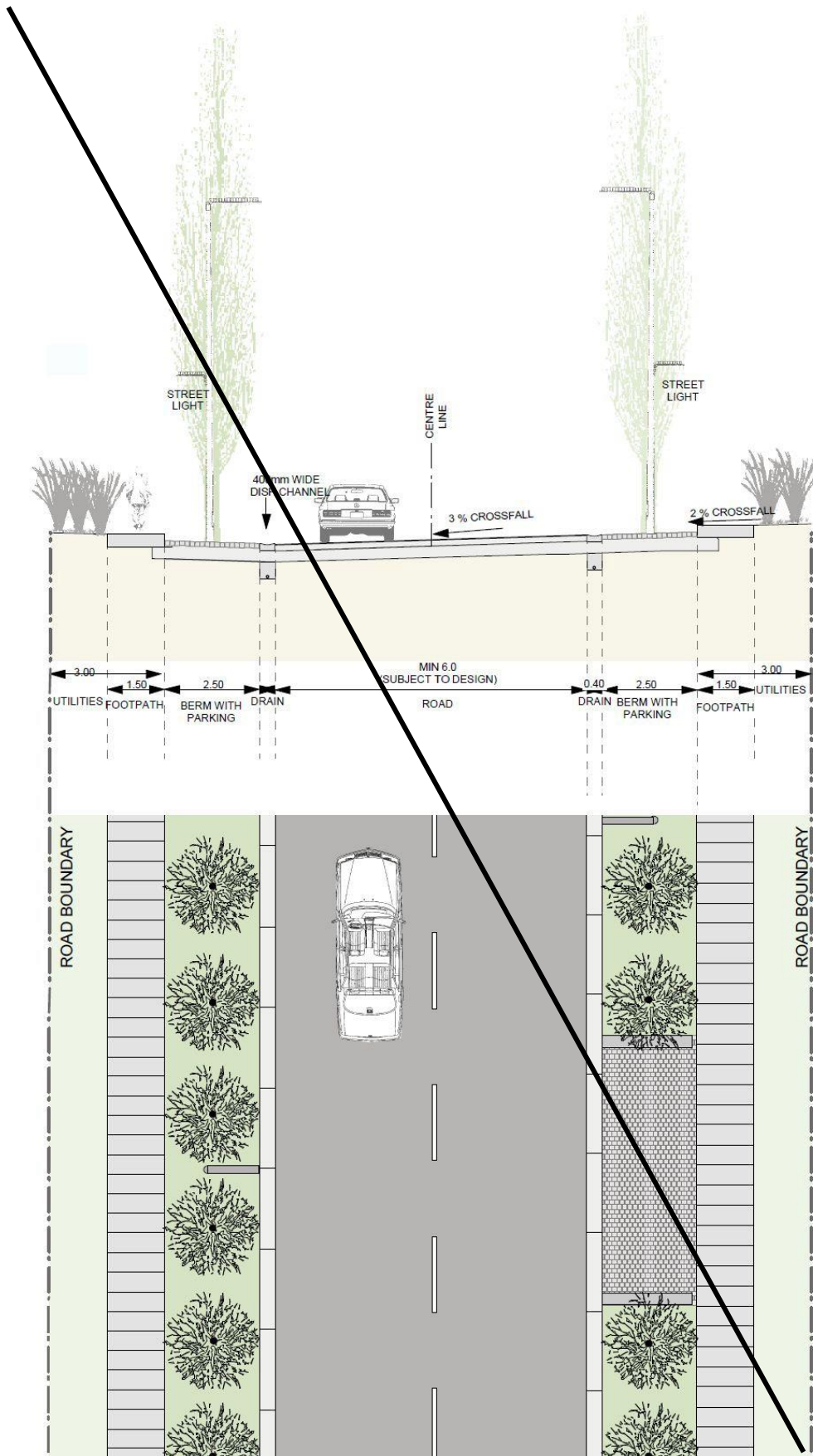
Attachment 1
Typical Road Cross Sections



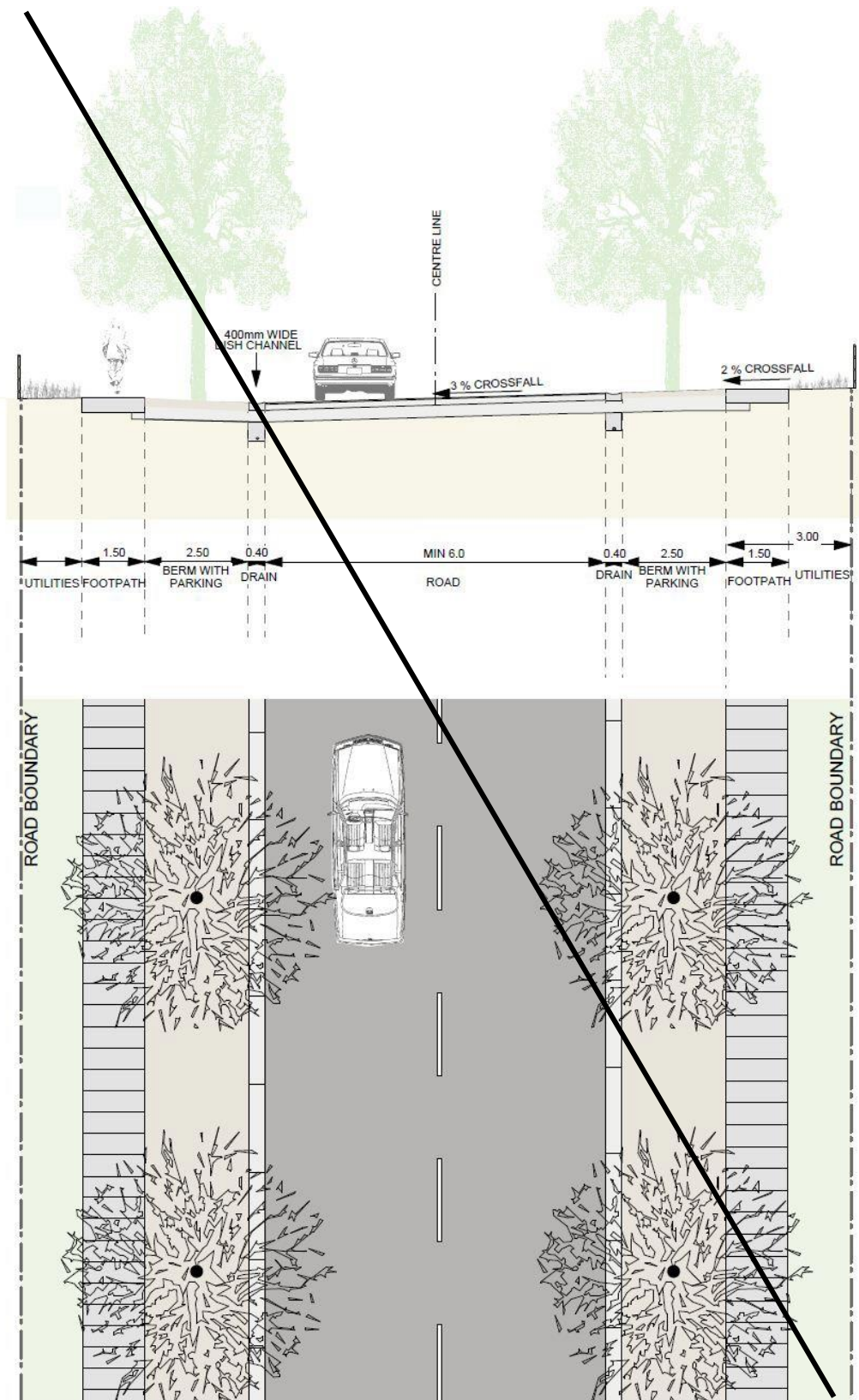
INDICATIVE ARTERIAL CROSS SECTION
(Spine Road)



INDICATIVE PARKWAY CROSS SECTION
(New Quarry Access Road)



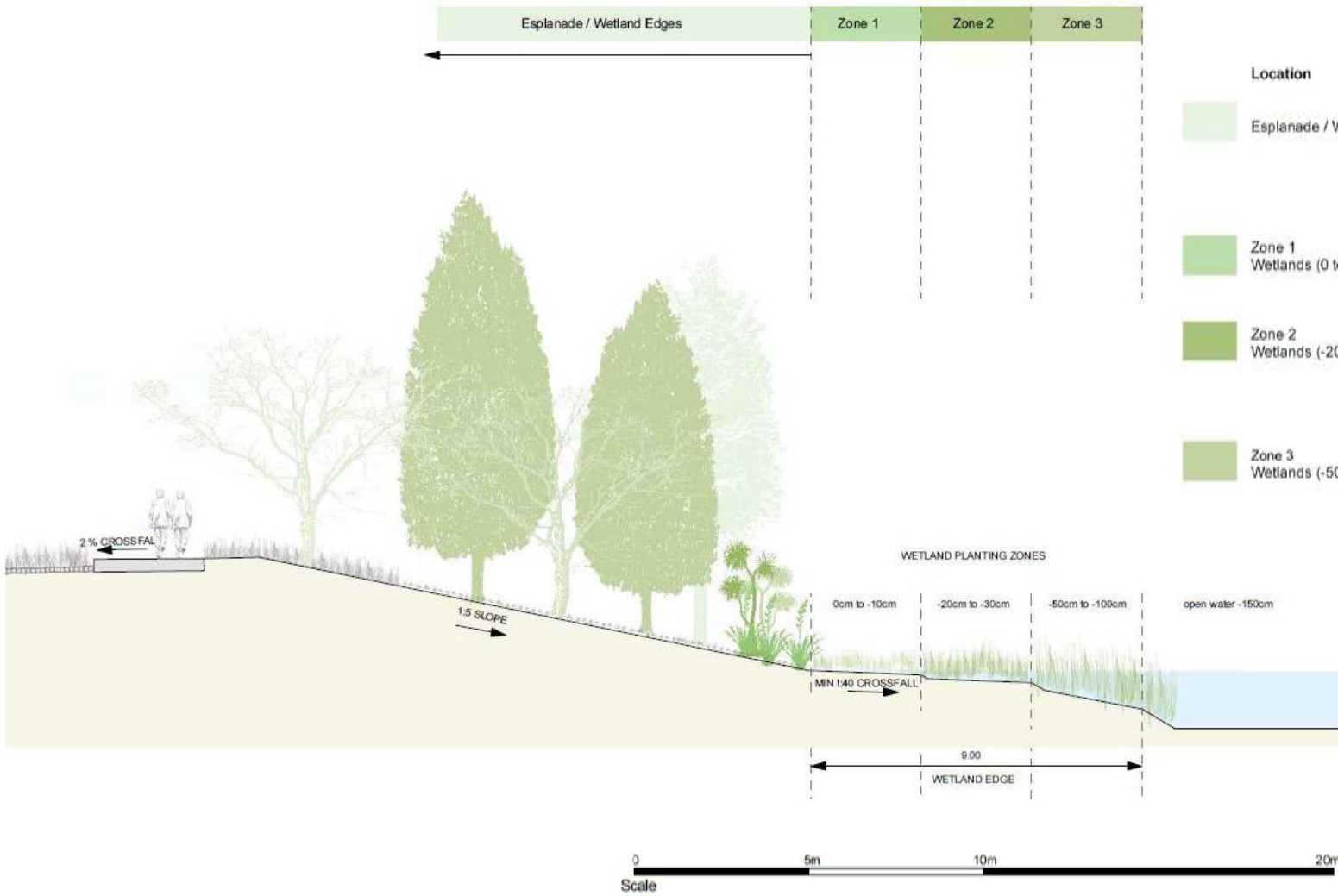
INDICATIVE ROAD CROSS SECTION



INDICATIVE MOTORWAY EDGE PRECINCT ROAD CROSS SECTION

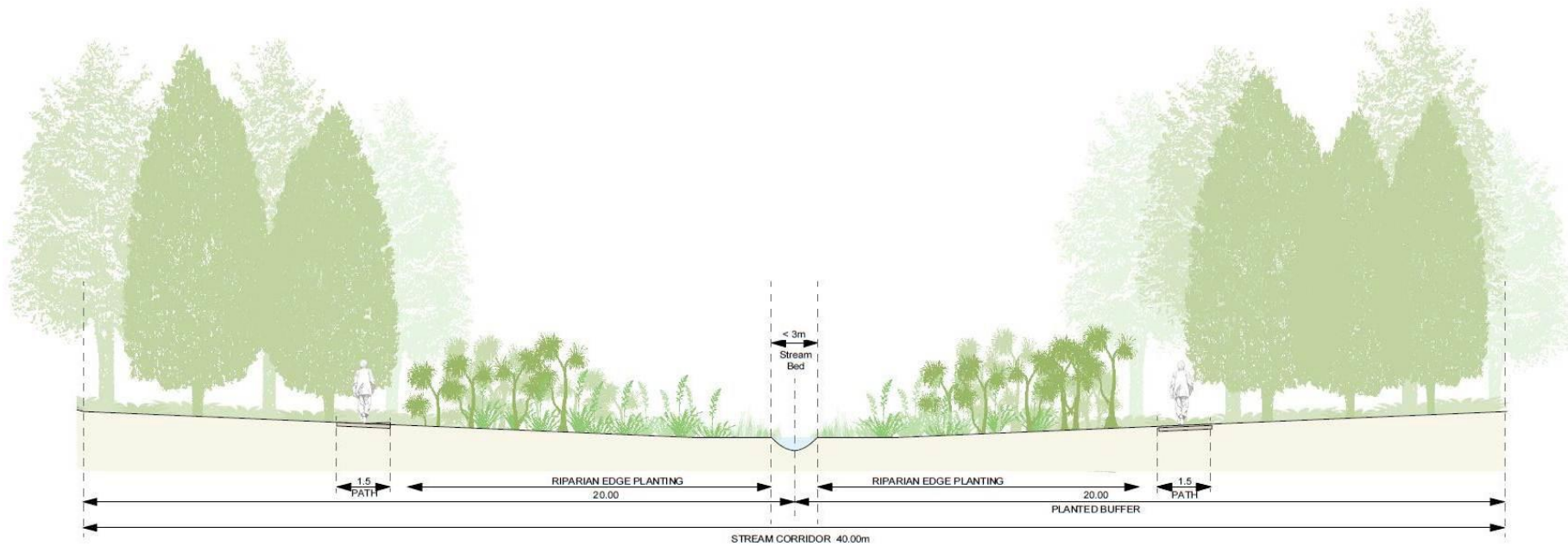
Attachment 2

Typical Wetland Stormwater Pond and Typical Stream Corridor Cross Sections

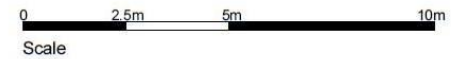


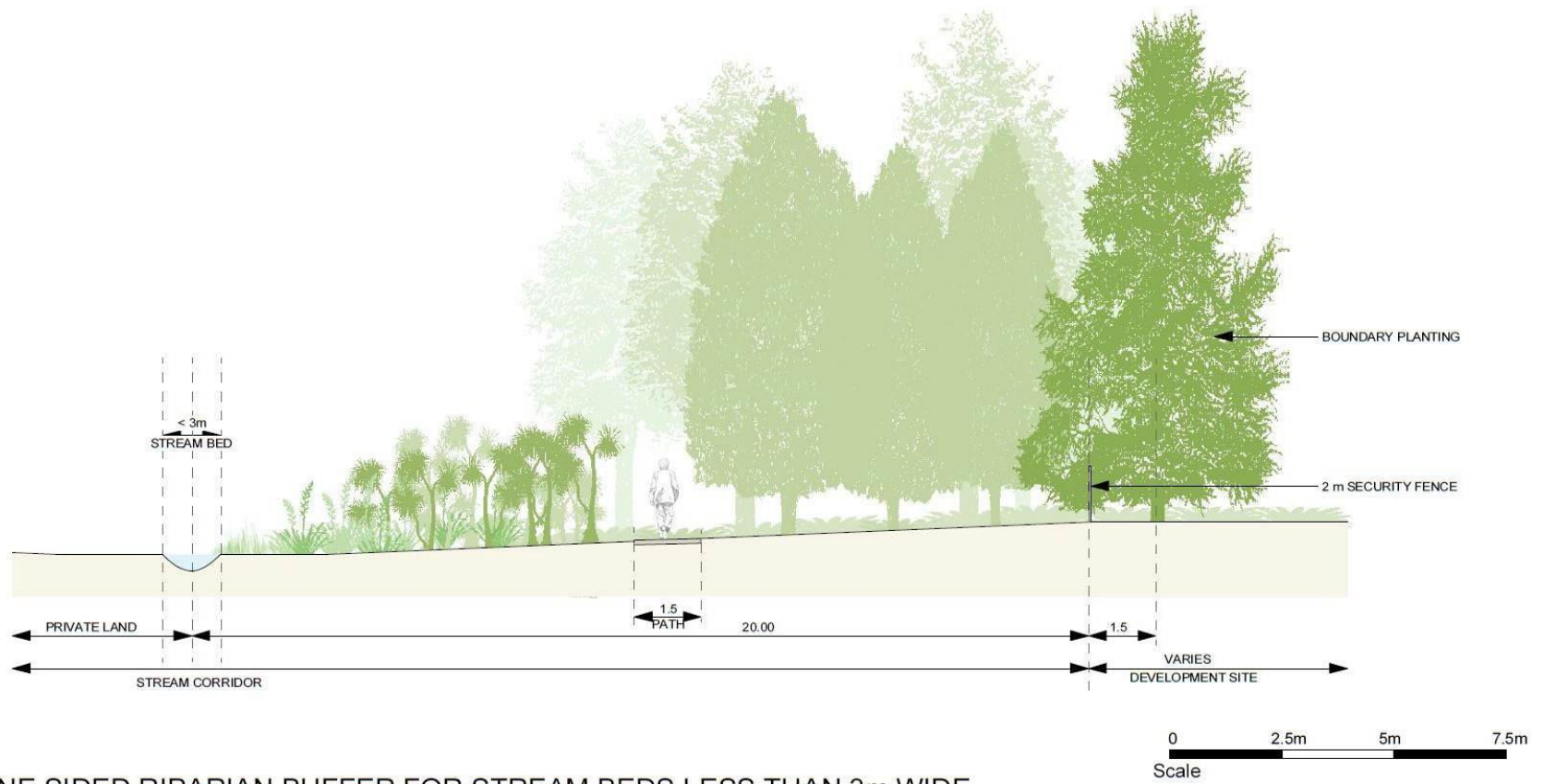
Location	Botanical Name	Common Name
Esplanade / Wetland Edges	<i>Salix babylonica</i> <i>Dacrycarpus darydiodes</i> <i>Cordyline australis</i> <i>Anemanthele lessoniana</i> <i>Carex secta</i> <i>Carex testacea</i>	Weeping Willow Kahikatea Cabbage palm Wind grass Purei
Zone 1 Wetlands (0 to -10cm)	<i>Carex geminata</i> <i>Cyperus ustulatus</i> <i>Cordaderia fulvia</i>	Toetoe
Zone 2 Wetlands (-20 to -30cm)	<i>Schoenoplectus validus</i> <i>Eleocharis acuta</i> <i>Juncus gregiflorus</i> <i>Bolboschoenus fluviatilis</i> <i>Leptocarpus similis</i>	Kopupu / kuta Spike rush Wiwi rush Ririwaka Oioi / Jointed Rush
Zone 3 Wetlands (-50 to -100cm)	<i>Baumea rubiginosa</i> <i>Baumea articulata</i> <i>Baumea teritifolia</i> <i>Eleocharis sphacelata</i> <i>Juncus pallidus</i>	Ngawha / Great spike rush Giant rush

INDICATIVE WETLAND EDGE DETAIL

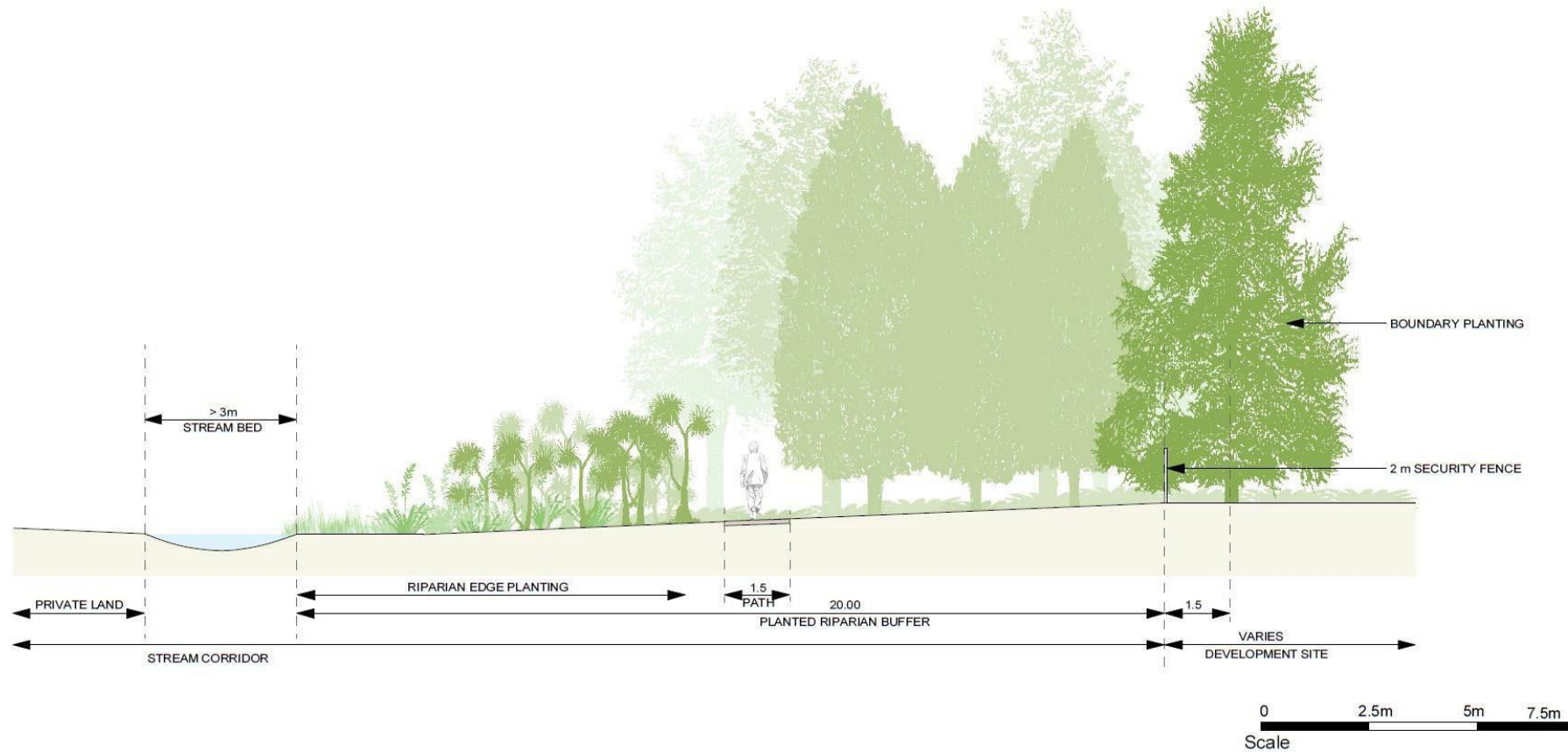


INDICATIVE 40m RIPARIAN BUFFER FOR STREAM BEDS LESS THAN 3m WIDE





TYPICAL ONE SIDED RIPARIAN BUFFER FOR STREAM BEDS LESS THAN 3m WIDE



INDICATIVE ONE SIDED RIPARIAN BUFFER FOR STREAM BEDS 3m AND GREATER

Attachment 3

Drury South Structure Plan Indigenous Species Plant List

Note: The species underlined are recognised as being rare/uncommon in the Auckland region.

Wetland Species	
Schoenoplectus tabernaemontani also Eleocharis sphacelata	Multiple Māori names include kukuta and kutakuta.
Carex virgata and Carex secta	Pukio
Baumea articulata	Jointed twig-rush
Typha orientalis	Raupo
<u>Myriophyllum robustum</u>	Stout water milfoil
Baumea tenax	
Isachne glabosa	Swamp grass
Phormium tenax	Particularly the variety known to Maori as 'Muka" - soft for weaving

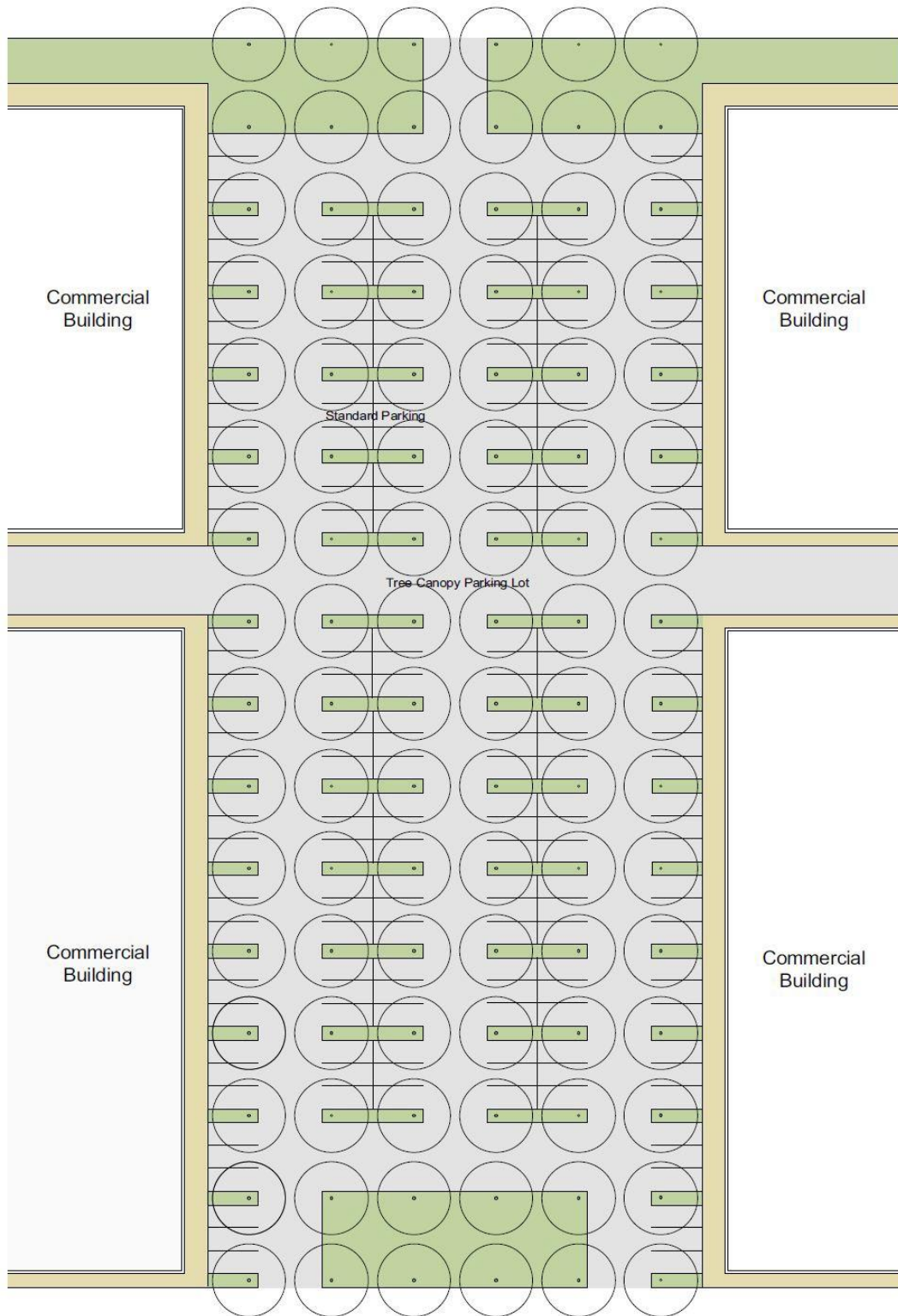
Riparian Marginal Species	
Freycinetia baueriana	Kie kei
Alectryon excelsa	Titoki
Vitex lucens	Puriri
Prumnopitys taxifolia	Matai
Sophora microphlla	Kowhai
Rhopalostylis sapida	Nikau
Hoheria populnea	Lacebark
Corynocarpus laevigatus	Karaka
<u>Plagianthus betulinus</u>	Manatu
Pennantia corymbosa	Kaikomako
Hedycarya arborea	Pigeonwood
Aristolelia serrata	Makomako

Kunzea ericoides	Kanuka
Cordyline australis	Ti whanake
Dysoxylum spectabile	Kohekohe
Coprosma grandifolia	Kanono
<u>Streblus banksii</u>	Towai
Streblus microphylla	Turepo
<u>Myrsine divaricata</u>	Weeping matipo
<u>Marrattia salicina</u>	King fern

Swamp Forest Species	
<u>Syzygium maire</u>	Maire, tawake
Laurelia novae-zelandiae	Pukatea
Carpodetus serratus	Putaputaweta
Phormium tenax	Harakeke
Coprosma tenuicaulis	Hukihuki
Dacrycarpus dacrydioides	Kahikatea
Blechnum novae-zelandiae	Swamp kiokio
Cortaderia fulvida	Toetoe
<u>Astelia grandis</u>	Swamp astelia
Schefflera digitata	Pate
Podocarpus totara	Totara

Attachment 4

**Typical ~~Commercial Services~~ Sub-precinct C Mixed Use Precinct Access and Car Park
Layout**



TYPICAL COMMERCIAL LAYOUT

APPENDIX THREE
SUBMISSIONS AND FURTHER SUBMISSIONS

Plan Change 46 (Private) - Drury South
Summary of Decisions Requested

Sub Number	Sub#/Point	Submitter Name	Contact details	Summary of decision requested	Further Submission	FS Name	Support or Oppose
1	1.1	Lomai Properties Ltd	bill.loutit@simpsongrinerson.com	Approve PPC46 subject to confirmation that the adverse traffic effects external to the site are appropriately avoided, remedied or mitigated and the ability to develop the Drury-Opāheke Structure Plan is not hindered.			
2	2.1	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Include provision for the Mill Road Corridor within PC46. Waka Kotahi will work collaboratively with the applicant and Auckland Council on this outcome.			
2	2.2	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend I410.10 Precinct Plan 2 so that Avenue Road is to be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor.			
2	2.3	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend I410.1. Precinct description as follows: [...] Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2 and includes the <u>Mill Road Corridor</u> . The precinct is [...]			
2	2.4	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Objective I410.2(6) as follows: (6) The timely and co-ordinated provision of robust and sustainable <u>transport</u> road, stormwater, water, wastewater, energy and communications infrastructure networks are provided.			
2	2.5	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain Objective I140.2(7) as notified.			
2	2.6	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Objective I410.2(13) as follows: (13) Activities sensitive to <u>traffic noise</u> adjacent to the <u>are-controlled-on</u> the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the <u>Mill Road Corridor</u> are protected from unreasonable levels of transport noise.			
2	2.7	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Objective I410.2(14) as follows: <u>Human health effects are managed for a</u> Activities sensitive to noise in Sub-Precinct C <u>by providing protection are protected</u> from unreasonable levels of land transport noise.			
2	2.8	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Policy I410.3(9) as follows: (9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian <u>and cycling</u> safety and convenience.			
2	2.9	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Policy I410.3(10) as follows: (10) Provide for <u>adequate</u> transport infrastructure and connections including the Maketu <u>Road</u> to support safe and efficient movement within the precinct and to and from the surrounding transport network.			

Plan Change 46 (Private) - Drury South
Summary of Decisions Requested

Sub Number	Sub#/Point	Submitter Name	Contact details	Summary of decision requested	Further Submission	FS Name	Support or Oppose
2	2.10	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Policy I410.3(13) as follows: (13) Co-ordinate <u>transport</u> road network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding <u>transport</u> road network.			
2	2.11	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend Policy I410.3(23) as follows: (23) <u>Control</u> <u>Ensure</u> activities sensitive to noise <u>adjacent to</u> on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry <u>and the Mill Road Corridor</u> are provided with reasonable levels of amenity and human health protection, so that participants are not exposed to unreasonable levels of transport noise .	FS01	Kāinga Ora Homes and Communities	Oppose
2	2.12	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Introduce new Policy I140.3(28): (28) <u>Subdivision and development in the Precinct provides for and does not preclude the construction and operation of the Mill Road Corridor.</u>			
2	2.13	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Introduce new Rule I140.4.1(A5): (A5) <u>Subdivision and development of land including or adjoining to the Mill Road Corridor Activity Status: Restricted Discretionary Activity.</u>	FS01	Kāinga Ora Homes and Communities	Oppose
2	2.14	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain Rules I410.4.4 Activity Table: (A27) and (A28) Retail (A29), (A30) and (A31) Office as notified. Oppose the proposed amendment to I410.5.2 Notification as below:			
2	2.15	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	(2) <u>The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.</u> Oppose the proposed amendment to I410.6 Standards as below: I410.6. Standards The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below.			
2	2.16	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	<u>Rule E27-6-1 does not apply in the Drury South Industrial and Mixed-Use Precinct.</u>			
2	2.17	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain Standard I410.6.1.1 Retail and Office Gross Floor Area as notified.			
2	2.18	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain Standard I410.6.3(1) Subdivision or development preceding subdivision in Sub-precincts A – E as notified.			

Plan Change 46 (Private) - Drury South
Summary of Decisions Requested

Sub Number	Sub#/Point	Submitter Name	Contact details	Summary of decision requested	Further Submission	FS Name	Support or Oppose
2	2.19	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend proposed Standard I410.6.4(1) as follows and renumber subsequent parts of the rule: (1) Any <u>building containing a noise sensitive space within Sub-Precinct C must be located and/or designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in these rooms do not exceed:</u> (a) 40 dB LAeq(24 hours) inside any noise sensitive space; and (b) 70 dB LAeq(24h) in addition, the assessed incident noise level on any to a façade of any building facing Maketu Road or Mill Road that accommodates a noise sensitive space must not exceed 70 dB LAeq(24 hour). (2) <u>Compliance with Standard I410.6.4(1) must be determined For the purpose of this rule, noise from Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road and Mill Road of 75 dB LAeq(24 hour), 83dB Leq(24 hour) at 63 Hz and 79dB Leq(24 hour) at 125 Hz.</u>	FS01	Kāinga Ora Homes and Communities	Oppose
2	2.20	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Amend proposed rule I410.6.4(2) as follows: (2) For residential <u>activities dwellings</u> , where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve: (a) a system individually controllable across the range of airflows and temperatures by the building occupants; and (b) a system that generates a noise level of no greater than 35 dB LAeq(30s) when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows; and either: (a) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees Celsius and wet bulb 20.1 degrees Celsius or; (b) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than: ...			
2	2.21	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain I410.7.2.1(f)(i) Matters of control as notified.			
2	2.22	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain I410.8.1.2 Matters of discretion as notified. Amend I410.8.2(5)(a) Assessment criteria as follows: (a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;			
2	2.23	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Retain I410.8.2.1(f)(vi) Assessment criteria as notified.			
2	2.24	The New Zealand Transport Agency	Evan.Keating@nzta.govt.nz	Support Objective I410.2(9) as notified provided that the standards I410.6.2 (6) for tree planting are amended as suggested elsewhere in submission. Support Standard I410.6.2(5) as notified.			
3	3.1	Counties Power Limited	jimichalakis@align.net.nz				
3	3.2	Counties Power Limited	jimichalakis@align.net.nz				

Plan Change 46 (Private) - Drury South
Summary of Decisions Requested

Sub Number	Sub#/Point	Submitter Name	Contact details	Summary of decision requested	Further Submission	FS Name	Support or Oppose
3	3.3	Counties Power Limited	jnichalakis@align.net.nz	Amend Standard I410.6.2. Sub-precincts A-E (6) to consider the following: - recognition of the rights that the Electricity Act 1992, New Zealand Electrical Code of Practice for Electrical Safe Distances, NZECP 34:2001 and the Electricity (Hazards from Trees) Regulations 2003 offer in order to protect the lines from encroachment from vegetation/ trees - consultation with Counties Power regarding the species of trees/shrubs proposed required by any standard in the vicinity of overhead lines in all Sub-precincts (i.e. around 8m from overhead lines) to ensure that due consideration is given to the height and spread of the tree and any potential hazards to the electricity network associated with the species of the tree.			
4	4.1	Classic Developments NZ Limited	michael@campbellbro wn.co.nz	Seeks that PC46 be retained and approved to the extent that it gives effect to this submission			
4	4.2	Classic Developments NZ Limited	michael@campbellbro wn.co.nz	Seeks that the infrastructure costs being apportioned to private developers through both precincts in respect of the 'Spine Road' (also referred to as 'Maketu Road') by way of Development Contributions levied by Auckland Council; should be reviewed to reflect the proposed zoning changes and any consequential effects on the nature, extent and scale of traffic distribution across the Precincts.			
5	5.1	Auckland Transport	Josephine.Tam@at.g ovt.nz	Approve the re-zoning to Business – Mixed Use and the creation of Sub-Precinct C – Mixed Use, subject to amended precinct provisions to manage transport effects and achieve land use transport integration.			
5	5.2	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend Precinct Objective I410.2(14) as follows: “(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise, by subdivision and building development features” And any corresponding / consequential amendments to rules to give effect to this revised objective.			
5	5.3	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend Precinct Policy I410.3(9) as follows: “(9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian and cycling safety and convenience.”			
5	5.4	Auckland Transport	Josephine.Tam@at.g ovt.nz	Delete the proposed addition to Policy I410.3(140): “adequate” . Add to the end of policy (I410.3(140) on transport and infrastructure: “This shall include the collector roads Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road providing good public transport, walking and cycling connections through the precinct and between the two future rail stations in Drury.	FS02	Counties Power Limited	Support

Plan Change 46 (Private) - Drury South
Summary of Decisions Requested

Sub Number	Sub#/Point	Submitter Name	Contact details	Summary of decision requested	Further Submission	FS Name	Support or Oppose
5	5.5	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend 1410.5(2) as follows: “(2) Any application for resource consent for an activity listed in Tables 1410.4.1 - 1410.4.6 and which is not listed in 1410.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.”	FS01	Kāinga Ora Homes and Communities	Oppose
5	5.6	Auckland Transport	Josephine.Tam@at.g ovt.nz	In 1410.6. Standards, delete the proposed addition: “ Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.”			
5	5.7	Auckland Transport	Josephine.Tam@at.g ovt.nz	Re-instate the 1410.6.3(1) provision that proposed roads (including pedestrian and cycle routes) identified on Precinct Plan 1 and Precinct Plan 2 must be vested in Council and at no cost to the Council upon subdivision or development.	FS02	Counties Power Limited	Support
5	5.8	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend Restricted Discretionary Assessment Criteria 1410.8.2(1)(f)(iv) as follows: “(iv) whether Ramarama Road, at the northern boundary of the precinct remains open for light vehicles, public transport, walking and cycling, or if an alternative link providing for such is achieved to Fitzgerald Road as is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2. has been subdivided or developed;	FS02	Counties Power Limited	Support
5	5.9	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend Restricted Discretionary Assessment Criteria 1410.8.2(1)(f) by adding (f)(x) as follows: <u>(f)(x) whether the new collector roads are designed to perform their required transport network functions, including public transport route capability, walking and cycling, heavy commercial vehicles where appropriate (freight route), connectivity, streetscape and landscaping, service berms, and any required stormwater management</u> Or alternative wording that achieves sufficient width of roads to perform their required functions	FS02	Counties Power Limited	Support
5	5.10	Auckland Transport	Josephine.Tam@at.g ovt.nz	If appropriate assessment criteria are not included in 1410.8.2(1)(f), then amend the plan change to include high-level designs of the proposed collector roads.			
5	5.11	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend 1410.8.2(5)(a) as follows: “(a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;”.			
5	5.12	Auckland Transport	Josephine.Tam@at.g ovt.nz	Amend Precinct Plan 1 and Precinct Plan 2 to show an acceptable high-level design for the intersection of Avenue Road with Maketu Road			

Plan Change 46 (Private) - Drury South
Summary of Decisions Requested

Sub Number	Sub#/Point	Submitter Name	Contact details	Summary of decision requested	Further Submission	FS Name	Support or Oppose
5	5.13	Auckland Transport	Josephine.Tam@at.govt.nz	Amend Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road.	FS02	Counties Power Limited	Support
5	5.14	Auckland Transport	Josephine.Tam@at.govt.nz	Include the Mill Road extension as an indicative road on the precinct plans if the location is confirmed in time, along with its implications for precinct roads and intersection/access design.			
6	6.1	Ngāti Te Ata Waiohua	karl_flavell@hotmail.com	Reject the Application on the basis that there has been a lack of iwi consultation, engagement and consideration of the Submitter's cultural preferences resulting in a failure to give effect to sections 6(e), 6(f), 7(a) and 8 of the RMA.			
7	7.1	Kāinga Ora Homes and Communities	michael@campbellbro wn.co.nz gurv.singh@kaingaor a.govt.nz	Support the rezoning of part of Sub-Precinct C from Light Industry to Mixed Use and the rezoning of some Heavy Industry zones to Light Industry Zone;			
7	7.2	Kāinga Ora Homes and Communities	michael@campbellbro wn.co.nz gurv.singh@kaingaor a.govt.nz	Delete Standards I410.6.4 Sub-Precinct C (Noise and Ventilation)			
7	7.3	Kāinga Ora Homes and Communities	michael@campbellbro wn.co.nz gurv.singh@kaingaor a.govt.nz	Delete Standards I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant)			
7	7.4	Kāinga Ora Homes and Communities	michael@campbellbro wn.co.nz gurv.singh@kaingaor a.govt.nz	Any other alternative or consequential relief to give effect to this submission.			

Submissions

SUBMISSION ON PLAN CHANGE 46 (PRIVATE): DRURY SOUTH

To: Auckland Council

Name of Submitter: Lomai Properties Limited (**Lomai** or the **Submitter**)

INTRODUCTION

1. This is a submission on Proposed Private Plan Change 46: Drury South (**PPC46** or the **Application**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).
2. Lomai Properties Limited could not gain an advantage in trade competition through this submission.
3. This submission relates to the entire Application, however the submitter is particularly interested in the potential traffic and transport effects arising from PPC46.
4. Lomai Properties Limited supports the Application, subject to receiving confirmation that potential traffic effects arising from PPC46 will be acceptable within the surrounding road network, and will not prevent or hinder the development potential envisaged within the Drury-Opāheke Structure Plan from being given effect to especially Stage 1 of the Drury-Opāheke Structure Plan area.

BACKGROUND

5. Lomai owns a 56 ha block of land on Karaka Road in Drury West. The land is zoned Future Urban Zone in the AUP and is within the Drury-Opāheke Structure Plan.
6. Lomai have lodged a private plan change request with Auckland Council seeking to rezone its land to a mixture of Residential – Terrace Housing and Apartment Building, Residential – Mixed Housing Urban, Business – Neighbourhood Centre and Open Space zones. The development has been named by Mana Whenua as Waipupuke. The proposed Waipupuke development is generally in accordance with the Drury-Opāheke Structure Plan.
7. PPC46 seeks to rezone land and amend the provisions of the Drury South Industrial Precinct at Maketu Road, Quarry Road and Fitzgerald Road in Drury South. Among other outcomes, PPC46 has the effect of enabling a greater range and density of commercial and residential activities to locate in the plan change area.

REASONS FOR SUBMISSION

8. Lomai generally supports the outcomes sought in the Application. While the land subject to PPC46 is not within the Drury-Opāheke Structure Plan area, PPC46 appears to support Auckland Council's objectives to enable greater housing variety and choice in Drury, as well as providing opportunities for residents to work and play in the area. PPC46 may also support the Drury-Opāheke Structure Plan by

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enabling development that will provide employment opportunities to support Drury's growing population.

9. Lomai has concerns, however, as to the potential traffic implications on the surrounding road network that may arise from the increase in residential and commercial development enabled through PPC46.
10. The applicant's traffic assessment concludes that "*the external effects in terms of the transport projects required are unlikely to be discernibly different to the current Precinct provisions, when the change in vehicle trips is distributed across the external network.*"¹ However, this conclusion appears to be based on several assumptions, for example:
 - (a) It assumes that traffic effects will be evenly distributed across the external network, when this may not be the case;
 - (b) It assumes that further assessment of the traffic network can be undertaken through future subdivision consents. While this is true, once the PPC46 land is zoned for increased density there will be greater ability and prerogative to grant subdivision consent despite any shortcomings in the transport network that are identified at the time. Surrounding land owners whose land is not yet live zoned are likely to face the adverse consequences of any shortcomings in the transport network, should they be identified; and
 - (c) The conclusion is based on an assumption that development undertaken as part of the Drury-Opāheke Structure Plan will alleviate traffic congestion arising from PPC46. The rationale for this is that residents will live and work in the same area and therefore not need to travel long distances on the network. While this is likely to be true in the medium and long term, the Structure Plan will take time to be developed, and in the meantime the Drury South development should appropriately address all external traffic effects it is creating.
11. Any increase in traffic effects from PPC46 has the potential to prevent or hinder the outcomes sought in the Drury-Opāheke Structure Plan from being achieved, by using the existing transport network capacity and reducing the capacity for other developers. This would have significant adverse implications for the development potential of Lomai's land, as well as other developers in the area.
12. Due to the significant implications that any adverse traffic effects would have, Lomai seeks greater certainty that PPC46 is able to mitigate any potential traffic effects that it creates.
13. Lomai would be in a position to support PPC46 if and once it receives confirmation that it will not result in any adverse traffic effects external to the site, and will not hinder the ability for the Drury-Opāheke Structure Plan area to develop as intended.

DECISION SOUGHT

14. Lomai Properties Limited seeks the following decision from Auckland Council:
 - (a) Approve PPC46 subject to confirmation that the adverse traffic effects external to the site are appropriately avoided, remedied or mitigated and the ability to develop the Drury-Opāheke Structure Plan is not hindered.

1 Drury South Industrial Precinct - Plan Variation, Traffic Assessment, Beca, 12 November 2019, page 31.

15. Lomai wishes to be heard in support of its submission.
16. Lomai would consider presenting a joint case if others make similar submissions.

26 August 2020



Bill Loutit / Rachel Abraham
On behalf of Lomai Properties Limited

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Telephone: +64 21 839 422
Postal address: Private Bag 92518, Auckland 1141, New Zealand
Contact person: Bill Loutit, Simpson Grierson

FORM 5

Submission on a notified proposal for Private Plan Change 46 – Drury South under Clause 6 of Schedule 1 Resource Management Act 1991

27 August 2020

Auckland Council
Plans and Places
Private Bag 92300
Auckland 1142
Attn: John Duguid

Email: unitaryplan@aucklandcouncil.govt.nz

Name of submitter: The New Zealand Transport Agency

This is a submission on Private Plan Change 46 Drury South (**Plan Change**) to the Auckland Unitary Plan (operative in Part).

The New Zealand Transport Agency (**Waka Kotahi**) could not gain an advantage in trade competition through this submission.

Waka Kotahi role and responsibilities

Waka Kotahi is a Crown Entity established by Section 93 of the Land Transport Management Act 2003 (LTMA). Waka Kotahi's objective is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi's roles and responsibilities include:

- Managing the State Highway system, including planning, funding, designing, supervising, constructing, maintaining and operating the system.
- Managing funding of the land transport system, including auditing the performance of organisations receiving land transport funding.
- Managing regulatory requirements for transport on land and incidents involving transport on land.
- Issuing guidelines for and monitoring the development of regional land transport plans.

The Plan Change relates to areas that are close to and potentially affect State Highway 1 and the future Mill Road corridor (proposed state highway). Waka Kotahi's interest in this proposed Plan Change stems from its role as:

- A transport investor to maximise effective, efficient and strategic returns for New Zealand.

- A planner of the land transport network to integrate one effective and resilient network for customers.
- Provider of access to and use of the land transport system to shape smart efficient, safe and responsible transport choices.
- The manager of the State Highway system and its responsibility to deliver efficient, safe and responsible highway solutions for customers.
- A collaborative partner in Te Tupu Ngātahi (Supporting Growth Alliance).

Government Policy Statement on Land Transport.

Waka Kotahi also has a role in giving effect to the Government Policy Statement on Land Transport (GPS). The GPS is required under the LTMA and outlines the Government's strategy to guide land transport investment over the next 10 years.

The four strategic priorities of the GPS are safety, access, environment and value for money. The National Objectives for land transport include a transport system that:

- Is a safe system, free of death and serious injury.
- Provides increased access to economic and social opportunities.
- Enables transport choice and access.
- Is resilient.
- Reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health.
- Delivers the right infrastructure and services to the right level at the best cost.

A key theme of the GPS is integrating land use, transport planning and delivery. Land use planning has a significant impact on transport policy, infrastructure and services provision, and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management. Likewise, changes in transport can affect land use.

Transport Sector Outcomes Framework

In June 2018, the Ministry of Transport launched the Transport Sector Outcomes Framework (Framework). The Framework defines the long-term strategic outcomes for New Zealand's transport system and explains how the Government and the transport sector should work towards these outcomes through a guiding principle of mode neutrality. The purpose of the transport system is to improve people's wellbeing, and the liveability of places. It does this by contributing to the following outcomes:

- Inclusive Access – enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.
- Economic prosperity – supporting economic activity via local, regional, and international connections, with efficient movement of people and products.
- Healthy and safe people – protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.
- Environmental sustainability – transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.
- Resilience and security – minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

Wider Context

In making this submission, Waka Kotahi is cognisant of the context of the Plan Change and ongoing planning processes and projects. These include:

- The recent funding of the Mill Road corridor which is planned to traverse the Drury South Industrial Precinct and the Papakura to Drury South project as part of the New Zealand Upgrade Programme;
- Te Tupu Ngātahi’s planning work on the Drury transport network which includes a number of new and upgraded arterial roads in the wider Drury area;
- A number of other plan changes, particularly in the Drury East area which have been lodged with Auckland Council but not yet notified; and
- The Council adopted Drury–Opaheke Structure Plan.

A high level of care is required to ensure integration between the projects in the area and the planning outcomes being sought, all of which have differing timeframes.

Decision sought

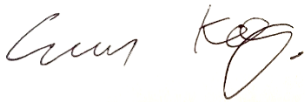
Waka Kotahi is neutral with respect to the Plan Change but seeks amendments and / or further information to provide greater certainty around the provision of transport infrastructure.

Decisions that Waka Kotahi seeks on the Plan Change are set out in its submissions contained in **Table 1**. Waka Kotahi Agency also seeks any consequential changes to the Plan Change required to give effect to the relief described in **Table 1**.

Hearings

Waka Kotahi wishes to be heard in support of its submission. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at a hearing.

Signature of person authorised to sign on behalf of Submitter:



Evan Keating

Principal Planner
Waka Kotahi

Address for Service of person making submission:

NZ Transport Agency

Contact Person: Evan Keating

Email: Evan.Keating@nzta.govt.nz

Table 1: NZ Transport Agency Submission on Auckland Unitary Plan (OIP) Plan Change 46 (Private) Drury South

Sub #	Provision Number	Reason for Submission	Relief Sought
1	Whole Plan Change (including Precinct Plans)	<p>Waka Kotahi holds responsibility for the construction of the Mill Road Corridor (the Corridor) which will provide a safer, more reliable and accessible transport corridor to support residential and employment growth in south Auckland. The new 21.5km corridor, between Manukau and Drury will be a four-lane corridor with separated walking and cycling facilities and will provide residents with more reliable public transport services.</p> <p>In order to provide efficient and coordinated land use and transport planning, the Corridor should be included in the PPC46 and Precinct Plans with consequential amendments.</p>	<p>Base text is PC46 as notified, changes accepted. New text <u>underline</u> Deleted text strikethrough</p> <p>Include provision for the Mill Road Corridor within PP46. Waka Kotahi will work collaboratively with the applicant and Auckland Council on this outcome.</p>
2	I410.10 – Precinct Plans	<p>Precinct Plan 2 shows proposed indicative roads Maketu Road, Avenue Road and Link Road forming an intersection in close proximity to the proposed intersection location of Maketu Road with the Mill Road Corridor. Avenue Road should be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor and ensure safe and operationally efficient intersection spacing.</p>	<p>Retain with amendment.</p> <p>Avenue Road is to be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor.</p>
3	I410.1. Precinct description	<p>Recognition of the Mill Road Corridor is proposed and is a key linkage supporting the PPC46 area.</p>	<p>Retain with amendment.</p> <p>Paragraph 1: [...] Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2 and includes the <u>Mill Road Corridor</u>. The precinct is [...]</p>

4	I410.2 Objectives 6	A minor change is proposed to recognise infrastructure beyond roads (e.g. cycle, walking, rail and public transport). Amendment also aligns with Objective 7 which refers to <i>transport network</i> .	Retain with amendment. (6) <i>The timely and co-ordinated provision of robust and sustainable transport and stormwater, water, wastewater, energy and communications infrastructure networks are provided.</i>
5	I410.2 Objective 7	The provision supports the safe and efficient operation of the transport network.	Retain as notified.
6	I410.2 Objective 13	The provision should be amended to reflect the inclusion of the Mill Road Corridor and the health effects of transport noise. Deletion of <i>traffic</i> means that the objective applies to the defined term <i>activities sensitive to noise</i> which improves interpretation of the objective. The transport focus is retained by other proposed amendments within the objective.	Retain with amendment. (13) <i>Activities sensitive to traffic noise adjacent to the and settled-on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are protected from unreasonable levels of transport noise.</i>
7	I410.2 Objective 14	An amendment is proposed to recognise the amenity and health benefits of protecting activities sensitive to noise.	Retain with amendment. <u>Human health effects are managed for aActivities sensitive to noise in Sub-Precinct C by providing protection are-protected from unreasonable levels of land transport noise.</u>
8	I410.3 Policy 9	The design of street and public realm shall also consider the safety and convenience of cyclists. There is a need to ensure cycling mode of transport is included in the policy.	Retain with amendment. (9) <i>Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian and cycling safety and convenience.</i>
9	I410.3 Policy 10	Inclusion of 'adequate' is an unnecessary qualifier. Transport infrastructure should be fit for purpose rather than adequate.	Retain with amendment. (10) <i>Provide for adequate transport infrastructure and connections including the Maketu Road to support safe and efficient movement within the precinct and to and from the surrounding transport network.</i>
10	I410.3 Policy 13	A minor change is proposed to recognise infrastructure beyond roads (e.g. cycle, walking, rail and public transport).	Retain with amendment.

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2.10	11	Amendment also aligns with Objective 7 which refers to transport network.	<i>(13) Co-ordinate transport road network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding transport road network.</i>
2.11	1410.3 Policy 23	The provision should be amended to reflect the inclusion of the Mill Road Corridor and the potential effects on health and amenity from transport noise.	Retain with amendment. <i>(23) Control Ensure activities sensitive to noise adjacent to on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are provided with reasonable levels of amenity and human health protection, so that occupants are not exposed to unreasonable levels of transport noise</i>
2.12	1410.3 Policy (new)	A policy is proposed to support the provision of the Mill Road Corridor and to reflect Objectives I410.2(6) and (7).	Include new provision. <i>(28) Subdivision and development in the Precinct provides for and does not preclude the construction and operation of the Mill Road Corridor.</i>
2.13	1410.4.1 Activity Table (new)	A new restricted discretionary activity is proposed to manage potential effects on the Mill Road Corridor.	Include new provision. <i>(A5) Subdivision and development of land including or adjoining to the Mill Road Corridor Activity Status: Restricted Discretionary Activity.</i>
2.14	1410.4.4 Activity Table (A27) and (A28) Retail (A29), (A30) and (A31) Office	The activity controls proposed will provide a graduated approach for management of effects.	Retain as notified.
2.15	1410.5.2 Notification	The submission seeks to have development or subdivision considered without notice/affected parties approvals. However, it is not clear whether this would apply to situations where there is a concurrent failure to comply with development standards (e.g. I410.6.4 Sub-Precinct C Noise and Ventilation) would be also be a restricted discretionary activity. The proposed wording may preclude consideration of affected parties. Waka Kotahi considers it may be an affected party if	Oppose proposed amendment. Retain existing AUP (OIP) provision which applies the normal tests for notification. <i>(2) The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.</i>

16	I410.6. Standards	<p>applicants seek to vary (for example) noise and ventilation provisions.</p> <p>The applicant seeks to exempt the Drury South Precinct from the application of Rule E27.6.1(b) (trip generation resource consent requirement).</p> <p>It is acknowledged that an ITA has been prepared for the Precinct; however the applicant's proposed exemption would apply to proposals more intensive than those assessed by the existing ITA. The Mixed Use part of the precinct has Trade Suppliers as a permitted activity, up to a total of 11,000m², where they are normally discretionary activities within the Mixed Use zone. The implications of applying the trip generation rule, to development and land use more intensive than previously assessed development and land use, are expected to be confined to site access and manoeuvring and the immediate road environment, rather than on the wider road network.</p>	<p>Oppose proposed amendment.</p> <p><i>I410.6. Standards</i></p> <p><i>The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below.</i></p> <p><i>Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.</i></p>
17	I410.6.1.1 Retail and Office Gross Floor Area	<p>The proposed retail and office GFA limitations will support the safe and efficient operation of the transport network.</p>	<p>Retain as notified.</p>
18	I410.6.3. Subdivision or development preceding subdivision in Sub-precincts A– E	<p>The provision reflects that some flexibility may be required as the Precinct develops and will allow adaptive changes to the road network.</p>	<p>Retain as notified.</p> <p><i>(1) Proposed roads (including pedestrian and bicycle routes) identified on the Precinct Plan 1 and Precinct Plan 2, must be located generally in the position indicated on Precinct plan 1 and Precinct Plan 2. An alternative roading layout may be proposed provided that an integrated approach to land use and transport can be achieved throughout the Drury South Industrial and Drury South Residential precincts.</i></p>
19	I410.6.4 Sub-Precinct C (Noise and Ventilation)	<p>The proposed rule conflates two separate performance standards and one noise source assumption. For robust application these elements should be listed separately.</p> <p>The proposed rule only addresses noise exposure from Maketu Road but should also address noise exposure on the future Mill Road, for the same reasons that Maketu Road is included.</p>	<p>Retain with amendment.</p> <p>Amend proposed rule I410.6.4(1) as follows and renumber subsequent parts of the rule:</p> <p><i>(1) Any building containing a noise sensitive space within Sub-Precinct C must be located and/or designed and/or insulated,</i></p>

2.16

2.17

2.18

2.19

20	1410.6.4(2) (Noise and Ventilation)	<p>A) The requirements for ventilation should apply to all residential activities set out in Table J1.3.5 and not just those occurring in dwellings</p> <p>B) To provide a viable alternative to opening windows any mechanical ventilation system should be controllable by occupants and have limited self-noise.</p>	<p>or screened by suitable barriers, so that the design internal noise levels in these rooms do not exceed:</p> <p>(a) 40 dB LAeq(24hrs) inside any noise sensitive space; and</p> <p>(b) 70 dB LAeq(24h) in addition, the assessed incident noise level on any facade of any building facing Maketu Road or Mill Road that accommodates a noise sensitive space must not exceed 70 dB LAeq(24 hour)</p> <p>(2) Compliance with Standard I410.6.4(1) must be determined. For the purpose of this rule, noise from Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road and Mill Road of 75 dB LAeq(24hour), 83dB Leq(24 hour) at 63 Hz and 79dB Leq(24 hour) at 125 Hz.</p>
21	1410.7.2.1(f)(i) Matters of control	<p>The amendment supports the safe and efficient operation of the transport network.</p>	<p>Retain with amendment.</p> <p>(2) For residential activities dwellings, where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve:</p> <p>(a) a system individually controllable across the range of airflows and temperatures by the building occupants; and</p> <p>(b) a system that generates a noise level of no greater than 35 dB LAeq(30s) when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows; and either:</p> <p>(e) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees Celsius and wet bulb 20.1 degrees Celsius or;</p> <p>(f) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than: ...</p>
21	1410.7.2.1(f)(i) Matters of control	<p>The amendment supports the safe and efficient operation of the transport network.</p>	<p>Retain as notified.</p> <p>(f) vehicular access:</p>

2.21			<p>(1) the extent to which proposed vehicle access to sites adjoining the Site Maketu Road, and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;</p>
2.22	1410.8.1.2 Matters of discretion	The amendment supports the safe and efficient operation of the transport network.	<p>Retain as notified .</p> <p>(2) the creation of vehicle access to any site with frontage to or from the Site Maketu Road _shown on Precinct Plan 2 which also has frontage to another road shown on that plan:</p>
2.23	1410.8.2(5)(a) Assessment criteria	An amendment is proposed to ensure cycling mode of transport is an integral part of consideration in land use and subdivision consents.	<p>Retain with amendment.</p> <p>(a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;</p>
2.24	1410.8.2.1(f)(vi) Assessment criteria	It is recommended (submission point 2) that Avenue Road is to be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor. This provision is supported on the basis that submission 2 is adopted.	<p>Retain as notified.</p>

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission (including personal details, names and addresses) will be made public.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Jo Michalakis

Organisation Name (if submission is made on behalf of Organisation)

Counties Power - Rachel Bilbe

Address for service of Submitter

Align Limited - c/- Jo Michalakis

PO Box 147105, Ponsonby 1144

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

See attached submission

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

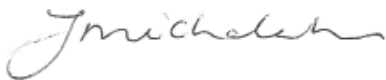
If the proposed plan change / variation is not declined, then amend it as outlined below.

See attached submission

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Jo Michalakis

27 August 2020

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could / could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Auckland Unitary Plan
PC 46 (Private): Drury South
Submission



C O U N T I E S P O W E R

Quality Control Sheet

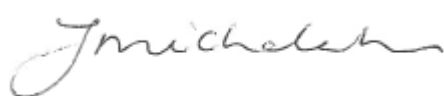
Submitter: Counties Power Limited
Asset: Counties Power Electricity Distribution Network
Plan: Auckland Unitary Plan - Proposed Plan Change 46 (Private) Drury South
Document: Submission
Counties Power Contact: Rachel Bilbe, Land Access Coordinator
Consultant Contact: Jo Michalakis, Auckland Manager – Planning, Align Limited
File Reference: COUNT013

Version:

Issue 1.0	27 August 2020	For approval
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Distribution:

Rachel Bilbe	Counties Power	Email
AC Policy Team	Auckland Council	Online Submission



Produced by:

Jo Michalakis



Review by:

Liz Stewart

Align Limited

Date: 27 August 2020

Limitations:

This report has been prepared for the client according to their instructions. The information in this report should not be used by anyone else, or for any other purposed. Some of the information presented in this report is based on information supplied by the client. Align Limited does not guarantee the accuracy of any such information. Any advice contained in this report is subject to this limitation.

1. Introduction

This document provides a submission on Plan Change 46 (Private): Drury South. The document contains a spreadsheet with submission points both supporting and opposing the following parts of the proposed plan change:

- Objective I410.2(9);
- Standard I410.6.2. Sub-precincts A-E (5);
- Standard I410.6.2. Sub-precincts A-E (6); and

Counties Power wishes to be heard in support of their submission.

If others make a similar submission, they will consider presenting a joint case with them at a hearing.

2. About Counties Power

Counties Power owns, manages, and operates an electricity distribution network in southern Auckland, northern Waikato and Hauraki District areas, collectively serving over 44,000 customers, with a system length of 3,200km covering an area of approximately 2,250km². The Auckland Council portion of their network covers 830km² and makes up 37% of the Counties Power network. In the Auckland Region, this includes urban centres such as Pukekohe, Waiuku and Southern Papakura; rural residential areas like Hunua; and rural areas with very low customer density. It also includes Drury, the area subject to proposed Plan Change 46. The company also provides telecommunications and smart metering services.

Counties Power is 100% consumer owned. All shares are held by the Trustees of the Counties Power Consumer Trust (Trust) on behalf of all local power consumers. The Trust has a total of five Trustees, of which two are required to be elected every two years. Counties Power is managed for the benefit of its consumers and their communities. The Trust oversees the performance of Counties Power through the appointment of a Board of Directors (Board). The Board and Management of Counties Power consult the Trust on the strategic direction, business plans, and asset management measures and targets. Information about the Trust can be obtained from www.countiespowertrust.co.nz.

By length, 72% of the Counties Power network is rural overhead, however the urban networks supplying Pukekohe, Waiuku, Tuakau, Pokeno, Drury and parts of Papakura comprise a split of overhead and underground assets. Generally, the eastern part of the network is newer, higher in network connection densities and subject to high levels of growth in the areas adjacent to motorway and state highway corridors. The western side of the network is older, more remote, lower density and has less growth in terms of new connections and load requirements on the network. The Counties Power network is exposed to a range of environmental conditions, including weather – particularly the harsh coastal environment around the Awhitu peninsula, and vegetation – most notable in the areas around Hunua Ranges, but with effects across the entire network.

3. Counties Electricity Network Operation and Location

Counties Power has two points of supply from Transpower's National Grid via GXPs at Glenbrook and Bombay. From there, power is distributed to consumers via eight zone substations and an extensive network of lines, cables, transformers and other equipment. The Glenbrook GXP supplies the western substations at 33kV whilst Bombay GXP supplies the eastern substations at 110kV and 22kV.

Counties Power's network is made up of both High Voltage (HV) and Low Voltage (LV) lines made up as follows:

HV network comprises:

- sub-transmission lines (33kV and 110kV) which carry electricity from the Grid Exit Point (GXP) to zone substations or between zone substations. Typically serving 500 to 12,000 customer connections.
- feeder lines (11kV and 22kV) which carry electricity from zone substations to transformers or in some cases direct to customers with a large demand (e.g. some industrial customers). These typically serve 80 to 2,500 customer connections.

LV Network (400V) comprises lines from transformers to individual connection points, typically serving 1 to 20 customer connections.

More than 20 years ago, Counties Power decided to provide for future growth by converting the backbone of its network from 33kV (for sub-transmission) and 11kV (for feeders) to 110kV and 22kV respectively. These voltages carry significant loads with a reasonably unobtrusive overhead line network and have provided the consumer-shareholders of Counties Power with a network that is cost effective to construct, flexible and resilient.

Approximately 8,500 customers (or 20% of Counties Powers total network load) are in the Hingaia, Drury, Papakura and Hunua areas. The customers in these areas rely on power from the Counties Power zone substation at Opaheke, which is supplied from the Transpower GXP at Bombay. Electricity is conveyed between these two points by means of two sub-transmission lines operating at 110kV, referred to as the Bombay-Opaheke (west) and Bombay-Opaheke (east) lines.

Generally speaking, the west line traverses land adjoining the motorway (SH1) between the northern extent of Quarry Road in the north of the Drury Precinct, to Ararimu Road in the south; and includes a designated substation site owned by Counties Power at 201 Quarry Road, Drury. The northern end of the west line passes through Sub-precinct D: Public Open Space (Stormwater Management); and is adjacent to land in Sub-precinct A: Light Industry. It then continues south, immediately adjacent to the motorway, passing through Sub-precinct B: Motorway Edge (Light Industry) and both the designated substation site and the Transpower Substation at 261 Quarry Road.

For the avoidance of doubt, Counties Power lines will not be in the vicinity of Sub-precinct C. However, the National Grid lines that feed the Counties Power supply will be in the vicinity of land to be zoned Sub-precinct C: Mixed Use. We understand from

the landscape memorandum prepared by Bridget Gilbert of Bridget Gilbert Landscape Architecture (Appendix 1.2 to Plan Change 46) that large scale tree planting is proposed to screen Sub-precinct C: Mixed Use from residential land, mixed rural/rural-residential land and SH1 to the west. Therefore, the provisions that relate to Sub-precinct C: Mixed Use are relevant as there may be power lines in the vicinity of the edge of Sub-precinct C.

The east line, which was partially relocated in 2019 to facilitate the development of Drury South Residential Sub-precincts A and B, also passes through Industrial Sub-precincts A, E, A and D in a northerly direction from Willow Road (approximately) in the south, to Fitzgerald Road at the northern end.

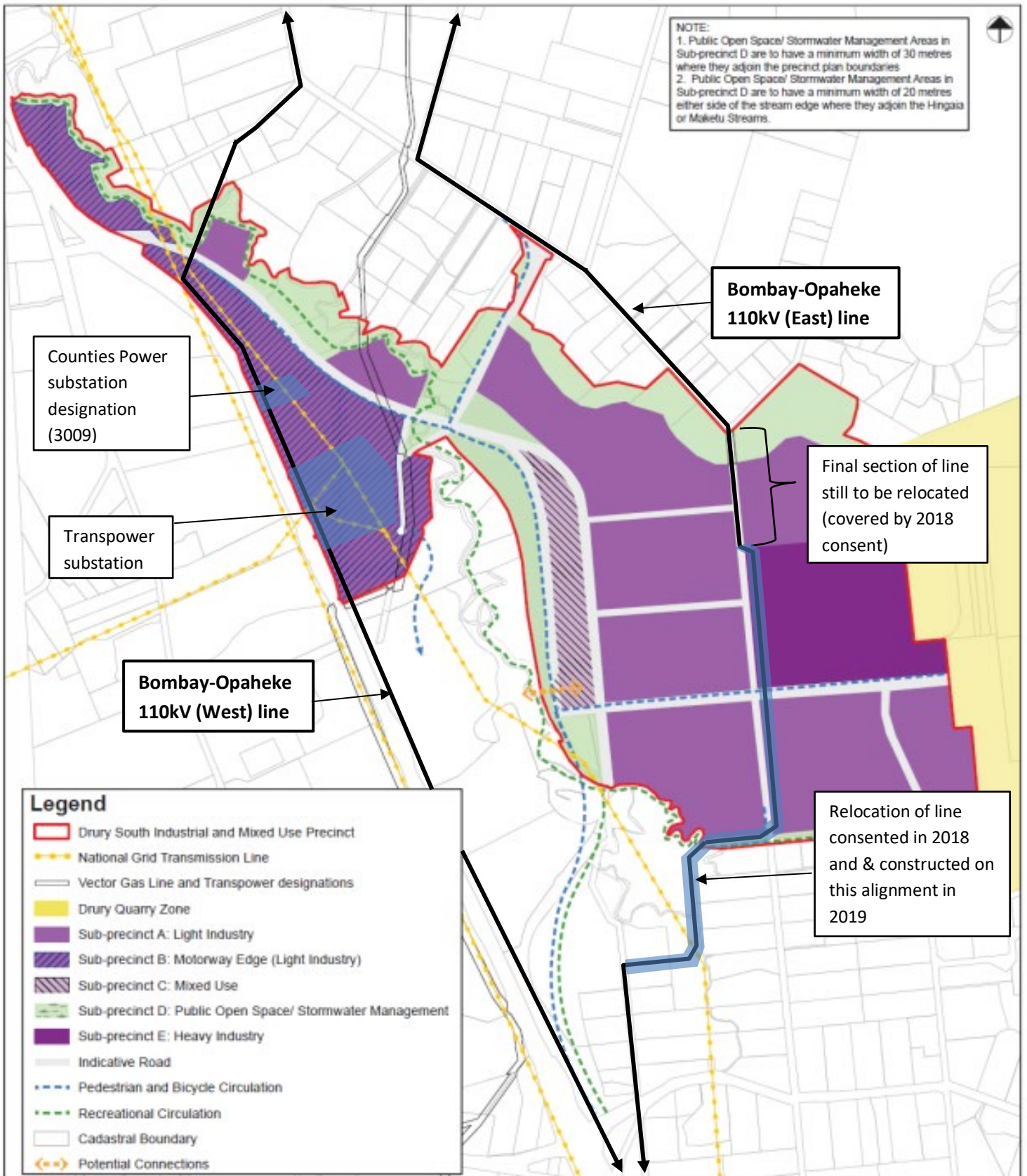
The Bombay-Opaheke east and west 110kV lines are both considered to be existing works under the Electricity Act 1992, although easements are currently being finalised for the relocated section of the east line. They replaced two 33kV lines to increase capacity to meet the growth in demand for electricity in the northern Counties Power area. They are protected by the terms of the Electricity Act 1992, the New Zealand Electrical Code of Practice for Electrical Safe Distances, NZECP 34:2001 and the Electricity (Hazards from Trees) Regulations 2003. These lines are key assets in the Counties Power network architecture. The reliable and safe operation of these assets is paramount, as anything which jeopardises the integrity of either of these lines, creates an unacceptable risk to the Counties Power network and security of supply.

4. Submission

Chapter I410: Drury South Industrial and Mixed Use Precinct				
Objective/Policy	Provision	Position	Reason for position	Relief Sought
Chapter I410: Drury South Industrial and Mixed Use Precinct				
3.1 Objective I410.2(9)	Development and land use within the precinct avoids <u>or minimises</u> adverse effects on significant existing high voltage electricity, natural gas and communications infrastructure.	Neutral	The introduction of the words "or minimise" allows room for more flexibility to allow for mitigation measures to be proposed rather than only avoiding adverse effects to significant existing high voltage electricity (and other infrastructure). This may result in planting of unsuitable tree species in the vicinity of power lines, leading to power outages due to damage to power lines or equipment from falling branches or bark; or blocking access for maintenance by power companies.	Counties Power seeks that the objective is unchanged provided that the standards I410.6.2 (6) for tree planting are amended as suggested below.
Rules/Standards	Provision	Position	Reason for position	Relief Sought
3.2 Insert I410.6.2.5	(65) The front yard landscaping of sites used for an industrial purpose must comprise a 3 metre wide continuous (except for those areas used for vehicle and pedestrian access) planting of multi row Phormium tenax (flax) planted at 1.5 metre centres in staggered rows on a grid. This planting requirement must not apply to sites within sub precincts B or C. Any required security fence must be setback a minimum of 3 metres from the front boundary and such fencing (whether in front yards or on rear or side boundaries) must be 2 metres maximum height and must not incorporate	Support	Counties Power supports the removal of provisions requiring extensive planting for all Sub-precincts. Trees and branches falling onto lines are a major cause of power outages in Auckland. Access for maintenance may also be blocked through the presence of vegetation. The Electricity Act 1992, New Zealand Electrical Code of Practice for Electrical Safe Distances, NZECP 34:2001 and the Electricity (Hazards from Trees) Regulations 2003 require that trees must be kept clear of network power lines. Under these regulations, tree owners are responsible for keeping trees trimmed and outside the growth limit zones around network power lines (or arranging for this to occur). Requiring planting to this effect could be contrary to the Regulations in some locations (i.e. Sub-	Accept the proposed provision.

	barbed or razor wire or an angled top. Fence Posts and wire mesh are to be black coloured.		precincts B and C as referred to in the former provision).	
Standard I410.6.2. Sub-precincts A-E (6)	<p>(7.6) All side boundaries of sites in the Business – Light Industry Zone and all side and rear boundaries of sites in the Business – Heavy Industry Zone must be planted with a row of either Leyland Cypress, Casuarina (sheoak) or Macrocarpa at 3 metre centres located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 3.5 metres. This requirement must not apply to sites within sub-precincts B, C or D. Where sites with side or rear boundaries abut State Highway 1 within Sub-precinct B, all such boundaries must be planted with a double row of Leyland Cypress with 2 metres between rows and trees within each row planted at 3 metre centres. Tree rows are to be staggered and the first row is to be located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 5.5 metres accordingly. Any noise attenuation wall or fence designed to deflect noise arising from State Highway 1 must be fully screened by planting in views from the motorway.</p>	Oppose in part	<p>For the avoidance of doubt, Counties Power support the deletion of the text in strike-through as it relates to Sub-precincts B, C and D.</p> <p>With regard to the remaining text, as the Objective I410.2(9) now allows for more flexibility for mitigation measures for effects to significant existing high voltage electricity, it is important that Counties Power's position and preference with regards to suitable tree species in the vicinity of power lines is made clear for all Sub-precincts.</p> <p>Trees and branches falling onto lines are a major cause of power outages in Auckland. The Electricity Act 1992, New Zealand Electrical Code of Practice for Electrical Safe Distances, NZECP 34:2001 and the Electricity (Hazards from Trees) Regulations 2003 require that trees must be kept clear of network power lines.</p> <p>Under these regulations, tree owners are responsible for keeping trees trimmed and outside the growth limit zones around network power lines (or arranging for this to occur). Requiring any planting to this effect is therefore contrary to the Regulations in some locations.</p> <p>Leyland Cypress are not a suitable species for planting in the vicinity of power lines due to their potential height and spread. This may lead to power outages due to damage to power lines or equipment; and block access for maintenance by power companies.</p>	<p>Counties Power seek recognition of the rights that the Electricity Act 1992, New Zealand Electrical Code of Practice for Electrical Safe Distances, NZECP 34:2001 and the Electricity (Hazards from Trees) Regulations 2003 offer in order to protect the lines from encroachment from vegetation/ trees to ensure their safe and reliable operation and ensure access for maintenance is not restricted.</p> <p>Counties Power seek consultation regarding the species of trees/shrubs proposed required by any standard in the vicinity of overhead lines in all Sub-precincts (i.e. around 8m from overhead lines) to ensure that due consideration is given to the height and spread of the tree and any potential hazards to the electricity network associated with the species of the tree. These hazards include but are not limited to hazards such as trees within the vicinity of the lines and wind-blown bark.</p> <p>Counties Power seeks that the provisions are amended to consider these factors.</p>

I410.10.2 Drury South Industrial and Mixed Use: Precinct Plan 1



SUBMISSION ON PROPOSED PLAN CHANGE 46 AUCKLAND UNITARY PLAN

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: Classic Developments NZ Limited

Classic Developments NZ Limited provides this submission on Proposed Plan Change 46 (“**PC46**”) to the Auckland Unitary Plan (Operative in Part).

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

Background

1. Classic Developments NZ Limited are presently undertaking residential development within the Drury South Residential Precinct to the south west of the existing Drury South Industrial Precinct.
2. A three stage Superlot subdivision and land use consents have been obtained from Auckland Council to establish ‘Block A’ to the south of Maketu Road (identified formerly as the ‘Spine Road’ connecting both Ararimu Road and the Drury South Residential precinct to the Industrial precinct. Integrated land use and subdivision consents are approved and currently being implemented for Stages 1 and 2 of the Block A development which will deliver a total of 162 dwellings to the market – approximately 35% of which are Kiwi Build Homes and 10% of which are ‘affordable’ homes as required by the Residential Precinct provisions.

Scope of submission

3. The submission relates to PC46 in respect of:
 - a. Proposed zoning changes;
 - b. Consequential amendments to the Operative Precinct Provisions reflecting the proposed zoning changes; and
 - c. Enabling commercial and supermarket land uses within the Mixed Use zone.

- d. Reconsidering the transport triggers and funding for roading infrastructure funding to reflect a higher transport generation demand of commercial activities.

The submission is:

- 4. Classic Developments NZ Limited supports PC46 in part in its notified form.
- 5. Of particular relevance to Classic Development NZ Limited's submission, the following matters are noted:
 - a. Sub-Precinct C is proposed to reduce in size from approximately 21 hectares to approximately 10 hectares and rezoned from Business - Light Industry zone to Business - Mixed Use zone. This will provide a more-sensitive interface of land uses within Sub-precinct C, that is located between the Drury South Residential Precinct and the industrial activities predominately provided for in the operative Drury South Residential Precinct.
 - b. The proposed Mixed Use zoning will provide for a greater range of commercial activities that are likely to support ongoing residential development within the Drury South Residential Precinct. This includes the proposed retail activities and supermarkets which are seen as vital to support the planned Residential Precinct.
 - c. The reduction in extent of the operative Sub-precinct C and consequential expansion of Sub-precinct D between the Drury South Residential Precinct and the Industrial Precinct will enhance opportunities of passive recreation opportunities within open space areas along the Hingaia Stream. This will contribute to the enhancement of amenity values currently provided for in the operative planning framework.
 - d. The Drury South Residential Precinct will provide for an intensity of residential development that will support the viability of non-residential land use within the Drury South Industrial Precinct (as-sought to be modified by PC46).
- 6. The proposed rezoning to Light Industry and Mixed use as outlined within the Plan Change 46 materials, is likely to lead to a change in traffic generation and vehicle movements throughout both the Drury South Industrial and Residential Precincts. Classic Developments NZ Ltd submit that the infrastructure costs being apportioned to private developers through both precincts in respect of the 'Spine Road' (also referred to as 'Maketu Road') by way of Development Contributions levied by Auckland Council should be reviewed to reflect the proposed zoning changes and any consequential effects on the nature, extent and scale of traffic distribution across the Precincts.

Relief Sought

- 7. Classic Developments NZ Limited seeks the following decision from Auckland Council on PC46:

- 4.1 a. That PC46 be retained and approved to the extent that it gives effect to this submission; and
- 4.2 b. That the infrastructure costs being apportioned to private developers through both precincts in respect of the 'Spine Road' (also referred to as 'Maketu Road') by way of Development Contributions levied by Auckland Council; should be reviewed to reflect the proposed zoning changes and any consequential effects on the nature, extent and scale of traffic distribution across the Precincts.

8. Classic Developments NZ Limited wishes to be heard in support of this submission.
9. If others make a similar submission, Classic Developments NZ Limited would be willing to consider presenting a joint case with them at hearing.



Michael Campbell
Campbell Brown Planning Limited
For and on behalf of Classic Developments NZ Limited as its duly authorised agent.

25 August 2020

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Michael Campbell

Telephone: (09) 394 1696

Mobile: 021 278 9018

Email: michael@campbellbrown.co.nz

27 August 2020

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attention: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 46 – DRURY SOUTH

Please find attached Auckland Transport's submission on Proposed Private Plan Change 46 to the Auckland Unitary Plan (Operative in Part) from Drury South Limited.

Should you have any queries in relation to this submission, please contact Josephine Tam, Principal Planner, on 09 448 7271 or Josephine.tam@at.govt.nz.

Yours sincerely



Josephine Tam

Principal Planner, Land Use Policy and Planning Central / South

cc:

Barker and Associates Ltd
PO Box 1986
Shortland Street
Auckland 1140
Attention: Rachel Morgan
Via email: rachelm@barker.co.nz

Encl: Auckland Transport's submission on Proposed Private Plan Change 46 – Drury South

SUBMISSION BY AUCKLAND TRANSPORT ON PROPOSED PRIVATE PLAN CHANGE 46 – DRURY SOUTH

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 46 from Drury South Limited for land at Drury South

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction:

1.1 Drury South Limited ('DSL' or 'the applicant') has lodged a private plan change ('PPC46' or 'the plan change') to the Auckland Unitary Plan – Operative in Part ('AUP(OP)') to amend the precinct provisions and the underlying zoning as part of the I410 Drury South Industrial Precinct. This plan change seeks to:

- Rezone approximately 20 hectares of land fronting Maketu Road from Business - Heavy Industry to Business - Light Industry;
- Reduce the size of Sub-precinct C and rezone approximately 10 hectares from Business - Light Industry to Business – Mixed Use and amend the provisions that apply within the sub-precinct – standards, matters of control, matters of discretion, assessment criteria, and special information requirements; and
- Other amendments to the I410 Drury South Industrial Precinct.

1.2 The proposed plan change seeks to enable mixed use development, including office, retail, commercial services, trade suppliers and residential activities and includes providing for building heights up to 25 metres in Sub-precinct C.

1.3 As identified in the application material, resource consents have been granted for specific activities, development, and subdivision of the land subject to the proposed plan change. The application material notes that those consents can be considered as equivalent to permitted baselines for levels of effects and the existing environment, although the rezoning and amended precinct provisions may mean some of those consents will be implemented in an amended form.

1.4 Auckland Transport is a Council-Controlled Organisation of Auckland Council ('the Council') and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the planning and funding of most public transport;

¹ Local Government (Auckland Council) Act 2009, section 39.

operating the local roading network; and developing and enhancing the public transport, walking and cycling network.

- 1.5 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Specific parts of the plan change that this submission relates to:

- 2.1 Auckland Transport makes this submission to ensure that Proposed Private Plan Change 46 appropriately manages the effects of the proposal on the local and wider transport network.

- 2.2 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and include addressing:

- deficiencies in the precinct plan provisions relating to transport matters; and
- loss of road network resilience as a result of the provision for a Business – Mixed Use Zone without having direct connection from Ramarama Road to Fitzgerald Road.

- 2.3 Auckland Transport **supports** the plan change **in part** in its provision of zoning and precinct provisions for a Business – Mixed Use zone and Sub-precinct C at Drury South. This is subject to Auckland Transport's concerns and matters raised in **Attachment 1** being appropriately considered and resolved to ensure that the extent, scale, and intensity of potential effects and the methods for mitigating these are addressed to achieve rezoning and precinct provisions that are appropriate to the transport context.

3. Decisions sought:

- 3.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.

- 3.2 If the transport concerns cannot be addressed, the proposal should not proceed.

- 3.3 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

- 3.4 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

4. Appearance at the hearing:

4.1 Auckland Transport wishes to be heard in support of this submission.

4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Christina Robertson
Group Manager Strategic Land Use and Spatial Management
Planning and Investment

Date: 27 August 2020

Contact person: Josephine Tam
Principal Planner

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 09 448 7271

Email: Josephine.Tam@at.govt.nz

Attachment 1

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Mixed Use	Support	The proposed Business – Mixed Use Zone and Mixed Use Sub-Precinct C allows for the opportunity for compact and intensive development with a diverse mix of business and residential activities. There is an opportunity to achieve integrated land use and transport benefits through the appropriate development of this precinct, with plans for two rail stations near this location and an opportunity of a future connected public transport service.	Approve the re-zoning to Business – Mixed Use and the creation of Sub-Precinct C – Mixed Use, subject to amended precinct provisions to manage transport effects and achieve land use transport integration.
1140.2 Objective (14)	Support in part	There is ambiguity within the proposed objective, suggesting the noise-sensitive activities may need to be protected from land transport noise by design of the road and attenuation of noise within the road. It is understood that is not the intent, and the relevant policy, rules, and assessment criteria confirm that the noise sensitive activities need to be protected by acoustic insulation and ventilation of their buildings, and / or setbacks and site treatments.	Amend Precinct Objective (14) as follows: “(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise, <u>by subdivision and building development features</u> ” And any corresponding / consequential amendments to rules to give effect to this revised objective.
1410.3 Policy (9)	Support in part	The design of the street and public realm must also consider the safety and convenience of cyclists. There is a need to ensure that cycling as a mode of transport is included in this policy.	Amend Precinct Policy (9) as follows: “(9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian and

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
I410.3 Policy (140)	Support in part	<p>Policy (140) should not be amended to require only 'adequate' transport infrastructure and connections. The word "adequate" lacks clarity and is subjective, implying support for underachievement of quality outcomes.</p> <p>Auckland Transport considers that the precinct provisions should enable a resilient road / transport network that not only identifies collector roads to safely and efficiently service the development, but also allows for connections with the two future rail stations at Drury Central and Drury West. Roads within the precinct must be designed and constructed in a manner that are capable of supporting modal choices.</p> <p>This resilient network should include Ramarama Road replacement connecting through to Fitzgerald Road for active modes, public transport and general traffic (but not heavy commercial vehicles (HVCs) as per the operative precinct) as a default unless a more appropriate alternative is provided. Auckland Transport accepts that Ramarama Road south has already been stopped, although can still enable walking and cycling access - the change in land use mix and the need for public transport access and road network resilience would now justify keeping Ramarama Road north connecting to Fitzgerald Road.</p>	<p><u>cycling</u> <u>safety</u> and <u>convenience</u>."</p> <p>Delete the proposed addition to Policy (140): "<u>adequate</u>".</p> <p>Add to the end of policy (140) on transport and infrastructure:</p> <p>"This shall include the collector roads <u>Maketu Road</u>, <u>Link Road</u>, <u>New Quarry Access Road</u> and <u>Ramarama Road</u> through to <u>Fitzgerald Road</u> providing good <u>public transport</u>, <u>walking</u> and <u>cycling connections</u> through the <u>precinct</u> and between the two <u>future rail stations</u> in <u>Drury</u>."</p>
I410.5 Notification	Oppose	<p>Auckland Transport considers that activities identified as Restricted Discretionary activities should be subject to normal tests for notification and to allow relevant stakeholders to submit on development and activity effects such as on the land transport network where appropriate, as well as to ensure consistency with</p>	<p>Amend I410.5(2) as follows:</p> <p>"(2) <u>Any application for resource consent for an activity listed in Tables I410.4.1 - I410.4.6 and which is not listed in I410.5(1)</u></p>

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
		<p>other relevant or similar Auckland Unitary Plan provisions and Restricted Discretionary activities</p>	<p><u>will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.</u></p>
I410.6 Standards	Oppose	<p>The proposed plan change seeks to add a precinct rule in I410.6 Standards in relation to Rule E27.6.1 to exempt all precinct development from the trip generation resource consent requirement, and not only where an Integrated Transport Assessment (ITA) has been prepared to support a plan change and precinct provisions if the proposed land use, associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous (ITA) assessment (the exemption currently provided by Rule E27.6.1(b)).</p> <p>Auckland Transport is concerned that the proposed rezoning will enable development potential not explicitly assessed as part of a previous ITA, and without the trip generation trigger for assessment. For example, the proposed Mixed Use part of the precinct has Trade Suppliers as a permitted activity, up to a total of 11,000m², where they are normally discretionary activities within the Mixed Use zone.</p> <p>The implications of applying the trip generation rule to development and land use more intensive than previously assessed development and land use will lead to considerations being confined to site access, manoeuvring and the immediate road environment, rather than on the wider road network. Auckland Transport, therefore, requests that Rule E27.6.1 continues to apply.</p>	<p>In I410.6. Standards, delete the proposed addition:</p> <p><u>“Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.”</u></p>

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
1410.6.3(1) Standards	Oppose	<p>The proposed private plan change deletes a provision that addresses vesting of roads. Auckland Transport considers that the proposed roads (including pedestrian and cycle routes identified as part of the transport network) identified on Precinct Plans 1 and 2 should be vested in Council and at no cost to the Council upon subdivision or development. This is to ensure a connected, accessible, and efficient public land transport network is provided, particularly for public transport, walking and cycling.</p> <p>It is also noted that if roads are not vested, developments may be assessed as having no frontage - this may then have implications on the amenity of the pedestrian network.</p>	<p>Oppose deletion of this provision.</p> <p>Re-instate the 1410.6.3(1) provision that proposed roads (including pedestrian and cycle routes) identified on Precinct Plan 1 and Precinct Plan 2 must be vested in Council and at no cost to the Council upon subdivision or development.</p>
1410.8.2(1)(f)(iv) Assessment Criteria	-	<p>Auckland Transport considers that a strong transport link should be maintained from the northern end of Ramarama Road to Fitzgerald Road. This is in recognition of the change in mix of uses, the need for continuous public transport links between two future rail stations and into the Future Urban zoned land; cycling and walking permeability, and a resilient and connected transport network. It is accepted that heavy commercial vehicles may need to be prevented from using that link as addressed in Policy 10, however, buses should be exempt from this policy and be able to this link.</p>	<p>Amend Restricted Discretionary Assessment Criteria 1410.8.2(1)(f)(iv) as follows:</p> <p>“(iv) whether Ramarama Road, at the northern boundary of the precinct <u>remains open for light vehicles, public transport, walking and cycling, or if an alternative link providing for such is achieved to Fitzgerald Road as is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2. has been subdivided or developed;</u></p>

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
I410.8.2(1)(f) to add (f)(x) – Assessment Criteria	Support in part	<p>In the absence of precinct-prescribed road cross-sections, appropriate assessment criteria should be included to provide guidance on new collector road design. The assessment criteria should include whether the new collector roads adequately provide for their network and connectivity role, including block length and modal priority functions.</p> <p>If this guidance assessment criteria is not included, then the applicant should be required to provide high-level designs of the proposed new collector roads (acknowledging Engineering Plan Approval has already been issued for much of Maketu Road).</p> <p>Auckland Transport would prefer that the assessment criteria also address whether road form and function will be adequately provided where preliminary road design has not already been undertaken.</p>	<p>Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f) by adding (f)(x) as follows:</p> <p><u>(f)(x) whether the new collector roads are designed to perform their required transport network functions, including public transport route capability, walking and cycling, heavy commercial vehicles where appropriate (freight route), connectivity, streetscape and landscaping, service berms, and any required stormwater management</u></p> <p>Or alternative wording that achieves sufficient width of roads to perform their required functions</p> <p>If appropriate assessment criteria are not included, then amend the plan change to include high-level designs of the proposed collector roads.</p>
I410.8.2(5)(a) Assessment criteria	Support in part	An amendment to this assessment criteria is needed to ensure cycling as a mode of transport is an integral part of consideration in land use and subdivision consents.	Amend I410.8.2(5)(a) as follows:

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Precinct Plan 1 and Precinct Plan 2	Support in part	<p>Precinct Plan 1 and Precinct Plan 2 needs to be amended to show an acceptable design for the intersection of Avenue Road and Maketu Road. The current plans show an intersection too acute, and with geometry issues that need to be resolved. It would be acceptable to show an intersection closer to 90° with a remnant triangular block to the north. It is accepted that proposed provisions allow for design of the intersection and modification of the road layout and that the intersection will be subject to specific engineering and subdivision design. Installation of the shown intersection, however, would be deemed to be in compliance with the Precinct Plans.</p> <p>The Precinct Plans should be amended to reinstate the Indicative Road link from the northern end of Ramarama Road through to Fitzgerald Road to support a presumption that the road connection will occur. It should still allow the connection function while each transport mode can be managed separately (public transport, walking, cycling, light vehicles and heavy commercial vehicles).</p> <p>If the Mill Road extension location is confirmed prior to the plan change decision being released, then it should be shown on the Precinct Plans as an indicative road, along with its implications for precinct roads and intersection/access design, such as separation distances and access restrictions. This is to keep the plans as up-</p>	<p>“(a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;”.</p> <p>Amend Precinct Plan 1 and Precinct Plan 2 to show an acceptable high-level design for the intersection of Avenue Road with Maketu Road.</p>
			<p>Amend Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road.</p>
			<p>Include the Mill Road extension as an indicative road on the precinct plans if the location is confirmed in time, along with its implications for precinct roads and intersection/access design.</p>

5.11

5.12

5.13

5.14

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
		to-date as possible, even if details and alterations are needed at a later date.	

SUBMISSION ON PLAN CHANGE 46 (PRIVATE): DRURY SOUTH

To: Auckland Council

Name of Submitter: Ngāti Te Ata Waiohua (the **Submitter**)

INTRODUCTION

1. This is a submission on Proposed Private Plan Change 46: Drury South (**PPC46** or the **Application**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).
2. The Submitter could not gain an advantage in trade competition through this submission.
3. This submission relates to the entire Application, however the Submitter is particularly interested in iwi consultation, engagement and consideration of the Submitter's cultural preferences arising from PPC46.
4. The Submitter opposes the Application on the basis that sections 6(e), 6(f), 7(a) and 8 of the Resource Management Act 1991 (**RMA**) have not been adequately met, and on the basis that the Submitters were not adequately consulted on the Application.

BACKGROUND

5. Ngāti Te Ata are one of the mana whenua groups in the Hingaia-Papakura area. Within the wider landscape of Tāmaki Makaurau (Auckland) lay the settlements of the Te Waiohua people (the original inhabitants). Members of the Tainui waka settled around the isthmus and began to intermarry with the ancestors of Te Waiohua. It was this intermarriage and the development of other bonds between the people that settlement established. Ngāti Te Ata descend from both groups. As the descendants (current generation) Ngāti Te Ata are kaitiaki and have inherent responsibilities to ensure that they can protect and preserve their taonga for future generations.
6. PPC46 seeks to rezone land and amend the provisions of the Drury South Industrial Precinct at Maketu Road, Quarry Road and Fitzgerald Road in Drury South. Among other outcomes, PPC46 has the effect of enabling a greater range and density of commercial and residential activities to locate in the plan change area.

REASONS FOR SUBMISSION

7. The Submitter considers that the Application is inconsistent with Part 2 of the RMA, specifically:
 - (a) Section 6(e) which states that the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers is to be protected from inappropriate subdivision, use and development;

- (b) Section 6(f) which states that historic heritage is to be protected from inappropriate subdivision, use and development;
 - (c) Section 7(a) which requires all persons exercising functions and powers under the RMA to have particular regard to kaitiakitanga;
 - (d) Section 8 which requires all persons exercising functions and powers under the RMA to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
8. Of specific concern to the Submitter is the lack real iwi consultation, engagement, or consideration of the Submitter's cultural preferences when developing the plan change. Consultation would have enabled the Submitters to contribute to the development of the plan change and assist the Applicant to ensure that it gave appropriate effect to Part 2 of the RMA and Mana Whenua design principles.
 9. Established Treaty principles emphasise tribal rangatiratanga, the active protection of Māori people in the use of their lands, waters and other taonga, and the duty to consult with Māori.
 10. Partnership requires a duty to interact in good faith and in the nature of a partnership. There should be a sense of shared enterprise and mutual benefit where each partner must take account of the needs and interests of the other.
 11. Redress is the obligation to remedy past breaches of the Treaty. Redress is necessary to restore the honour and integrity of the Treaty partner, and the mana and status of Māori, as part of the reconciliation process. The provision of redress must also take account of its practical impact and the need to avoid the creation of fresh injustice. While the obligation of redress sits with the Crown and Auckland Council (through Council), which has a role in the implementation of redress at the regional and local level, Drury South Limited also have a role in a more collaborative approach with iwi in a mutually beneficial negotiated way in light of PCC46. This, however, has not occurred.
 12. Examples of how the Applicant could have successfully engaged with the Submitter include:
 - (a) Initiating a comprehensive engagement process with iwi who wished to engage in the plan change process, including establishing a Mana Whenua Working Group Forum and holding hui where Mana Whenua have the ability to work collaboratively with the Applicant; and
 - (b) Incorporating Te Aranga Design Principles and other key design themes and principles into the design and layout of the proposed plan change; and
 - (c) Incorporating Mana Whenua principles into fresh water solutions on the site, including riparian reserves and public access open space in stormwater management areas.

DECISION SOUGHT

13. The Submitter seeks the following decision from Auckland Council:
 - (a) Reject the Application on the basis that there has been a lack of iwi consultation, engagement and consideration of the Submitter's cultural

preferences resulting in a failure to give effect to sections 6(e), 6(f), 7(a) and 8 of the RMA.

14. The Submitter wishes to be heard in support of its submission.
15. The Submitter would consider presenting a joint case if others make similar submissions.

27 August 2020

Karl Flavell

Te Pou Taiao (Manager Environment)
Ngati Te Ata Waiohua
13 Tokerau Crescent
Pukekohe 2340
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SUBMISSION ON PLAN CHANGE 46 – DRURY SOUTH – AUCKLAND UNITARY PLAN BY KĀINGA ORA HOMES AND COMMUNITIES

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (“**Kāinga Ora**”) at the address for service set out below makes the following submission on Plan Change 46 – Drury South (“**PC46**”) to the Auckland Unitary Plan Operative in Part (“**AUP:OP**”).

Background

1. Kāinga Ora was established in 2019 as a statutory entity established under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government’s delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora’s statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:
 - (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and

- (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 29,600 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora's housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora's interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, rate payer and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Policy decisions made at both central and local government level have impacts on housing affordability. The challenge of providing affordable housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.
 9. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing. These include the provision of services and infrastructure and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing ("CGH") suppliers.

¹ As of October 2019

10. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
11. Notably, Kāinga Ora's statutory functions in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

Scope of Submission

12. The submission relates specifically to PC46 Sub-Precinct C noise and reverse sensitivity standards, including: I410.6.4 – Sub-Precinct C (Noise and Ventilation) and I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant).

The Submission is:

13. Kāinga Ora supports the purpose of PC46 which seeks to rezone part of Sub-Precinct C from Light Industry to Mixed Use and the rezoning of some Heavy Industry zones to Light Industry.
14. While Kāinga Ora supports PC46 generally, as it provides for commercial and residential intensification in an area currently undergoing significant growth, Kāinga Ora is opposed in part to the introduction of noise standards I410.6.4 Sub-Precinct C (Noise and Ventilation) and I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant) in the proposed Mixed-Use Zone, for the following reasons:
 - (a) Restrictive non-complaint covenants are not a consistent planning tool that has been adopted within Auckland Unitary Plan. While it is noted that there are some limited historic examples of such standards, the use of such covenants does not remove a requirement for appropriate land use planning and noise mitigation.

- (b) The existing noise and vibration standards set out in E25 of the Auckland Unitary Plan provide the appropriate acoustic standards to mitigate the cross boundary noise effects of PC46. Standard I410.6.4 also appears in part to conflict with E25.6.10, which in the Mixed Use zone addresses noise mitigation requirements for sensitive activities. The proposed Mixed Use zone and associated noise rules of E25 are considered to be sufficient, or the applicant should demonstrate why a variation from this control is necessary.
 - (c) If the applicant for PC46 is of the view that future owners should be made aware of quarry road noise, there are other mechanisms, such as private covenants to achieve such an outcome.
 - (d) These matters were considered as part of the original Unitary Plan process and section E25 (Noise and Vibration) and the relevant zone controls are the appropriate standards to manage cross boundary noise effects. There are generally no other plan provisions that require mitigation of transport noise by receivers other than for Auckland Airport which is linked to their designation.
 - (e) The proposed standards of standards I410.6.4 Sub-Precinct C (Noise and Ventilation) and I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant) are not considered to be necessary to give effect to the identified objectives and policies of the Drury South Industrial and Mixed-Use Precinct.
 - (f) No section 32 of the Resource Management Act 1991 ('**the RMA**') analysis has been undertaken to justify the use of noise standards I410.6.4 Sub-Precinct C (Noise and Ventilation) and I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant).
 - (g) The proposed standards I410.6.4 and I410.6.5 of Sub-Precinct C are not considered to be necessary to give effect to the Purpose and Principles of the RMA.
15. Kāinga Ora seeks a consequential amendment to the Sub-Precinct C standards by deleting noise standards I410.6.4 Sub-Precinct C (Noise and Ventilation) and I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant).

Relief Sought

16. Kāinga Ora seeks the following decision from Auckland Council on PC46:
- 7.1 (a) Support the rezoning of part of Sub-Precinct C from Light Industry to Mixed Use and the rezoning of some Heavy Industry zones to Light Industry Zone;
- 7.2 (b) That activity standards I410.6.4 Sub-Precinct C (Noise and Ventilation) are deleted;
- 7.3 (c) That the I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant) standards are deleted; and
- 7.4 (d) Any other alternative or consequential relief to give effect to this submission.
17. Kāinga Ora wishes to be heard in support of this submission.
18. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 27th day of August 2020

**Brendon
Liggett**

Digitally signed by Brendon Liggett
DN: cn=Brendon Liggett, o=Housing
New Zealand, ou=Asset
Development Group,
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Brendon Liggett

Manager – Development Planning
Kāinga Ora Homes and Communities

ADDRESSES FOR SERVICE:

Campbell Brown Planning Ltd

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Auckland

Attention: Michael Campbell

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Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Gurv Singh

Email: gurv.singh@kaingaora.govt.nz

Further Submissions

**Further Submission on Plan Change 46 – Drury South
(Private) to the Auckland Unitary Plan (Operative in Part),
by Kāinga Ora – Homes and Communities**

Clause 8 of Schedule 1 to the Resource Management Act 1991

TO: Auckland Council

Private Bag 92300

Victoria Street West

Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

1. **Kāinga Ora – Homes and Communities** (“Kāinga Ora”) makes this further submission on Private Plan Change 46 to the Auckland Unitary Plan (Operative in Part) (“**PC46**”) in relation to the original primary submissions by the New Zealand Transport Authority – Waka Kotahi (“NZTA”) and Auckland Transport, to PC46.
2. Kāinga Ora makes this further submission in respect of the submissions by NZTA and Auckland Transport and the proposed changes sought to PC46 to the extent that they directly affect Kāinga Ora’s ability to provide for high quality cost effective, public housing to the people in the greatest need for the duration of their need.
3. Kāinga Ora submits the following in reference to the Summary of Decisions Requested (“SDR”) by Auckland Council:
 - 3.1 In relation to the submission by NZTA, Kāinga Ora opposes the following submissions and seeks that the changes sought to Plan Change 46 are **rejected**:
 - (a) Submission 2.11: seeks to expand policy 23 to include the Mill Road corridor applying to provisions that seek to ensure sensitive activities are controlled on the strategic freight route (Maketu Road and Quarry Access Road). Kāinga Ora **opposes** the submission;

- (b) Submission 2.13: seeks a new Restricted Discretionary activity for any development of land including or adjoining the Mill Road corridor. Kāinga Ora **opposes** the submission.
- (c) Submission 2.19: seeks changes to the wording of road noise standards and the inclusion of the Mill Road corridor within those standards. Kāinga Ora **opposes** this submission.

3.2 In relation to the submission by Auckland Transport, Kāinga Ora opposes the following submission and seeks that the changes sought to Plan Change 46 are **rejected**:

- (a) Submission 5.5: seeks that the proposed preclusion of public notification for restricted discretionary activities within the precinct is deleted from I410.5 - Notification. Kāinga Ora **opposes** this submission.

4. The reasons for this further submission are:

4.1 In relation to the submission by NZTA:

- (a) Transport noise corridor' controls were rejected as an overlay through the Auckland Unitary Plan Independent Hearings Panel process. While these provisions within the Drury South Industrial Precinct are live (I410.6.4(1)), these were largely bought about (as we understand it) as a legacy plan arrangement to address noise generated by quarry operation through existing haulage routes, in concert with existing requirements pertaining to 'no complaints' covenants. Kāinga Ora does not consider it appropriate to expand the scope of these otherwise-existing provisions to include the management of effects associated with the Mill Road corridor, which are otherwise contrary to the existing policy framework of the AUP(OP);
- (b) It is anticipated that the Mill Road corridor will be at least an arterial route and as such any proposed vehicle access from Mill Road would require resource consent under E27.4.1(A5). It is therefore unclear as to what specific purpose, in addition to the criteria associated with the above activity, a further activity status for development adjacent/adjoining Mill Road would achieve. Kāinga Ora are of the view that additional consenting requires would frustrate the resource consent process and any potential *transport related* effects are capture through exiting AUP(OP) provisions;

- (c) There is sufficient scope within the existing AUP framework and Chapter E25 ('Noise and Vibration') to address potential effects arising from transport noise, through internal noise standards (given the Business zonings proposed);

4.2 In relation to the submission by Auckland Transport:

- (a) The proposed exclusion to public and limited notification for restricted discretionary activities under I410.5 provides certainty to future land developers and critically *enables* land development and urbanisation to occur within the precinct. The outcomes enabled through the existing and proposed precinct provisions have been tested through public process, such that future land developers should not be subjected to further potential notification processes where subdivision or land development is consistent with those planned-outcomes within the precinct.
- (b) Where transportation-related matters warrant, Auckland Transport is able to provide input into resource consent applications regardless of the notification exclusions that would apply should the (as-notified) notification exclusion be approved.

4.3 In the case of the Primary Submissions that are opposed:

- (a) The Primary Submissions do not promote the sustainable management of natural and physical resources and are otherwise inconsistent with the purpose and principles of the Resource Management Act 1991 ("**RMA**");
- (b) The relief sought in the Primary Submissions is not the most appropriate in terms of section 32 of the RMA; and
- (c) Rejecting the relief sought in the Primary Submissions opposed would more fully serve the statutory purpose than would implementing that relief.

5. Kāinga Ora wishes to be heard in support of its further submission.

6. If others make a similar submission, Kāinga Ora will consider presenting a joint case with them at a hearing.

DATED 25 September 2020

KĀINGA ORA



Brendon Liggett

Manager – Development Planning

ADDRESS FOR SERVICE:

Copies to:

Kāinga Ora Homes and Communities
PO Box 74598
Greenlane, Auckland
Attention: Gurv Singh
Email: gurv.singh@hnzc.co.nz

Campbell Brown Planning Limited
PO Box 147001
Ponsonby, Auckland 1144
Attention: Michael Campbell
Email: Michael@campbellbrown.co.nz

Contact details

Full name of person making a further submission: Rachel Bilbe

Organisation name: Counties Power Limited

Full name of your agent: Jo Michalakis - Align Limited

Email address: jmichalakis@align.net.nz

Contact phone number: 0272320496

Postal address:
PO Box 147105
Ponsonby
Auckland 1144

Submission details

This is a further submission to:

Plan change number: Plan Change 46

Plan change name: PC 46 (Private): Drury South

Original submission details

Original submitters name and address:
Auckland Transport -Private Bag 92250, Auckland 1142

Submission number: 5

Do you support or oppose the original submission? I or we support the submission

Specific parts of the original submission that your submission relates to:
Point number 5.4, 5.7, 5.8, 5.9, 5.13

The reasons for my or our support or opposition are:
Refer to the attached further submission.

I or we want Auckland council to make a decision to: Allow part of original submission

Specify the parts of the original submission you want to allow or disallow:
Refer to the further submission attached.

Submission date: 25 September 2020

Attend a hearing

I or we wish to be heard in support of this submission: Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

What is your interest in the proposal? I am a person who has an interest in the proposal that is greater than the interest that the general public has

Specify upon which grounds you come within this category:

Refer to attached submission. Counties Power (CP) has an interest in the proposed plan that is greater than the interest the general public has because they own significant electricity infrastructure within the area that is subject to the plan change. Counties Power is therefore able to make a further submission on Plan Change 46. Information about the operation of the Counties Power network is contained in the original submission.

I declare that:

- I understand that I must serve a copy of my or our further submission on the original submitter within five working days after it is served on the local authority
- I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Auckland Unitary Plan
PC 46 (Private): Drury South
Further Submission



C O U N T I E S P O W E R

Quality Control Sheet

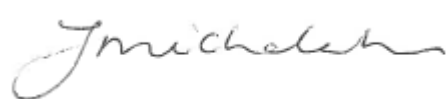
Submitter: Counties Power Limited
Asset: Counties Power Electricity Distribution Network
Plan: Auckland Unitary Plan - Proposed Plan Change 46 (Private) Drury South
Document: Further Submission
Counties Power Contact: Rachel Bilbe, Land Access Coordinator
Consultant Contact: Jo Michalakis, Auckland Manager – Planning, Align Limited
File Reference: COUNT013

Version:

Issue 1.0	25 September 2020	For approval
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Distribution:

Rachel Bilbe	Counties Power	Email
AC Policy Team	Auckland Council	Online Submission
Josephine Tam	Auckland Transport	Email



Produced by:

Jo Michalakis



Review by:

Nick Williamson

Align Limited

Date: 25 September 2020

Limitations:

This report has been prepared for the client according to their instructions. The information in this report should not be used by anyone else, or for any other purpose. Some of the information presented in this report is based on information supplied by the client. Align Limited does not guarantee the accuracy of any such information. Any advice contained in this report is subject to this limitation.

1. Introduction

This document provides a further submission on Plan Change 46 (Private): Drury South. The document contains a spreadsheet with submission points generally supporting parts of Auckland Transport's submissions as outlined in the table in Section 2.0.

Counties Power (CP) has an interest in the proposed plan that is greater than the interest the general public has because they own significant electricity infrastructure within the area that is subject to the plan change. Counties Power is therefore able to make a further submission on Plan Change 46. Information about the operation of the Counties Power network is contained in the original submission.

Counties Power wishes to be heard in support of their submission.

If others make a similar submission, they will consider presenting a joint case with them at a hearing.

2. Further submission points

Plan Change 46					
Relevant Provision	Submitter (Submission No.)	Submission Point	Submission "summary"	Support/Oppose	Reason
I410.3 Policy (140)	Auckland Transport - 5	5.4	<p>Delete the proposed addition to Policy I410.3(140): "adequate".</p> <p>Add to the end of policy (I410.3(140) on transport and infrastructure: "This shall include the collector roads Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road providing good public transport, walking and cycling connections through the precinct and between the two future rail stations in Drury.</p>	Support	<p>If there is to be a connector road between the northern end of Ramarama Rd and Fitzgerald road that will enable CP to have access to their infrastructure. This is essential to ensure timely construction, maintenance and repair to the network for the essential electricity service.</p> <p>CP supports the deletion of the word adequate, however if the word "adequate" is retained the provision should be clear that adequate means a specification capable of supporting heavy vehicles (that CP may need to utilise in that area to support their infrastructure).</p> <p>This is also of relevance to CP's response to Auckland Transport's submission points 5.7 & 5.8.</p>
I410.6.3(1)	Auckland Transport - 5	5.7	Reinstate the I410.6.3(1) provision that proposed roads (including pedestrian and cycle routes) identified on Precinct Plan 1 and Precinct Plan 2 must be vested in Council and at no cost to the Council upon subdivision or development.	Support	If the connector road (of suitable specification) is vested in Council, this will ensure CP's ability to access the balance of the 110kV line which remains to be relocated along the northern part of the new Ramarama Road alignment and over the reserve land to reconnect to existing sub-transmission infrastructure in Fitzgerald Road; thereby removing the requirement for an easement and separate access arrangements over reserve land.

					<p>If vested in Council, this would also allow CP to use the space for installation of network infrastructure if required.</p> <p>This also relates to the following submission point (5.8).</p>
I410.8.2(1)(f)(iv)	Auckland Transport - 5	5.8	<p>Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f)(iv) as follows: "(iv) whether Ramarama Road, at the northern boundary of the precinct <u>remains open for light vehicles, public transport, walking and cycling, or if an alternative link providing for such is achieved to Fitzgerald Road as</u> is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2. has been subdivided or developed;</p>	Support in part	<p>CP specifically supports the northern end of Ramarama Road remaining open for use by light vehicles and public transport as this provides alignment with their 100kV line which extends to the Fitzgerald Rd/Drury Hills intersection.</p> <p>If built to a specification to support public transport, then this would also enable access by CP heavy vehicles (for example, bucket truck and smaller vehicles). This would only be required during routine maintenance and to respond to any emergency situations.</p>
I410.8.2(1)(f)	Auckland Transport - 5	5.9	<p>Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f) by adding (f)(x) as follows:</p> <p><u>(f)(x) whether the new collector roads are designed to perform their required transport network functions, including public transport route capability, walking and cycling, heavy commercial vehicles where appropriate (freight route), connectivity, streetscape and landscaping, service berms, and any required stormwater management</u></p> <p>Or</p> <p>Alternative wording that achieves sufficient width of roads to perform their required functions.</p>	Support	<p>As a utility operator, CP uses the road corridor to install its network infrastructure. CP need to ensure that road corridor is a sufficient width to provide for the following functions:</p> <ol style="list-style-type: none"> 1) Suitable locations in which to install any above ground electricity infrastructure if required (e.g. switch gear, distribution substations and network pillars for customer connections); and 2) Adequate space between CP infrastructure and that of other utility providers, as well as proposed landscaping and other uses of the road corridor which may impact on the safe operation of the electricity network and security of supply to customers.
Precinct Plan 1 and Precinct Plan 2	Auckland Transport – 5	5.13	Amend Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road.	Support	Support for the same reasons as stated above in response to submission points 5.7 & 5.8.

APPENDIX FOUR
LOCAL BOARD VIEWS

16 Local Board views on Plan Change 46 (Private) Drury South

Resolution number FR/2020/97

MOVED by Member M Bell, seconded by Member A Cole:

That the Franklin Local Board:

- a) **endorse Private Plan Change 46 by Drury South for the Drury South Industrial Precinct on the basis that the change supports the delivery of the outcomes of both the Franklin Local Board Plan 2017 and the Draft Franklin Local Board Plan 2020, specifically:**
 - i) **Franklin Local Board Plan 2017 Outcome 2: A thriving local economy and outcome 4: Growth is dealt with effectively, and**
 - ii) **Draft Franklin Local Board Plan 2020 Outcome 1: Our strengths generate local opportunity and prosperity.**
- b) **request that in assessing this plan change, staff and the independent commissioners actively consider and address the wider implications of the plan change that may create unanticipated financial and social implications on Auckland Council (the ratepayer) and the community beyond the third party development footprint including:**
 - i) **the wider roading and footpath network and its function**
 - ii) **wider stormwater management capabilities i.e. run-off and its implications on existing properties**
 - iii) **the wider natural environment**
 - iv) **on local character implications**
 - v) **on social infrastructure needs e.g. parks, play provision.**
- c) **decline the opportunity to appoint a local board member to speak to the local board views at a hearing on Private Plan Change 46.**

CARRIED

APPENDIX FIVE

CLAUSE 23 REQUESTS AND RESPONSES

17 February 2020

Ms Rachel Morgan

Issued via email: rachelm@barker.co.nz

Dear Rachel,

RE: Clause 23 RMA Further Information – Patumahoe South Private Plan Change Request

Further to your private plan change request under Clause 21 to Schedule 1 of the Resource Management Act 1991 in relation to Drury South Industrial from Drury South Limited, Council has now completed an assessment of the information supplied.

Pursuant to Clause 23 of the Resource Management Act 1991 (please see Appendix 1), Council requires further information to continue processing the private plan change request.

The table in Appendix 2 attached to this letter sets out the nature of the further information required and reasons for its request. It also includes non-Clause 23 advisory notes as labelled.

Should you wish to discuss this matter or seek a meeting to clarify points in this letter please do not hesitate to contact me.

Kind regards,



Sanjay Bangs
Planner
Plans & Places Department
021 619 327

Appendix 1

Basis for the Information Sought

First Schedule to the Resource Management Act 1991

Clause 23 Further information may be required

(1) Where a local authority receives a request from any person under [clause 21](#), it may within 20 working days, by written notice, require that person to provide further information necessary to enable the local authority to better understand—

- (a) the nature of the request in respect of the effect it will have on the environment, including taking into account the provisions of [Schedule 4](#); or
- (b) the ways in which any adverse effects may be mitigated; or
- (c) the benefits and costs, the efficiency and effectiveness, and any possible alternatives to the request; or
- (d) the nature of any consultation undertaken or required to be undertaken—

if such information is appropriate to the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change or plan.

(2) A local authority, within 15 working days of receiving any information under this clause, may require additional information relating to the request.

(3) A local authority may, within 20 working days of receiving a request under [clause 21](#), or, if further or additional information is sought under subclause (1) or subclause (2), within 15 working days of receiving that information, commission a report in relation to the request and shall notify the person who made the request that such a report has been commissioned.

(4) A local authority must specify in writing its reasons for requiring further or additional information or for commissioning a report under this clause.

(5) The person who made the request—

- (a) may decline, in writing, to provide the further or additional information or to agree to the commissioning of a report; and
- (b) may require the local authority to proceed with considering the request.

(6) To avoid doubt, if the person who made the request declines under subclause (5) to provide the further or additional information, the local authority may at any time reject the request or decide not to approve the plan change requested, if it considers that it has insufficient information to enable it to consider or approve the request.

Appendix 2:

Further information requested under Clause 23 First Schedule of the Resource Management Act 1991

Contents

Planning, statutory and general matters – Sanjay Bangs, Plans & Places 1

Traffic matters – Terry Church and Mat Collins, Flow Transport Specialists Ltd..... 7

Economic matters – Tim Heath, Property Economics 12

Urban design effects – Tracy Ogden-Cork, Motu Design Ltd 14

Acoustic effects – Jon Styles, Styles Group Ltd 16

Stormwater and flooding matters – Danny Curtis and Carmel O’Sullivan, Healthy Waters 20

Note: No further information has been requested by:

- Rob Pryor, LA4 Landscape Architects – Landscape and visual effects

#	Category of information	Specific Request	Reasons for request
Planning, statutory and general matters – Sanjay Bangs, Plans & Places			
P1	Shape files	Please provide shape files showing the proposed spatial amendments to the zoning and Drury South Industrial Precinct.	Shape files are required to show the extent of the Private Plan Change (PPC) request on the AUP(OP) GIS Viewer upon notification.

#	Category of information	Specific Request	Reasons for request
P2	Consultation	<p>Please explain why consultation with iwi groups has been limited to Ngāti Tamaoho and Ngāti Te Ata (Section 7.2.4 of Section 32 Assessment report), and revise the extent of consultation to include all relevant iwi groups.</p> <p>Please also explain the nature of consultation, including the key timeframes, scope of engagement, and documents provided to iwi groups.</p>	<p>Auckland Council's mana whenua contacts facilities identifies eight iwi groups with an interest in the PPC land (Ngāti Whanaunga, Te Ākitai Waiohūa, Ngāti Tamaoho, Ngāti Tai ki Tāmaki, Te Ahiwaru - Waiohūa, Ngāti Te Ata, Ngāti Maru, Waikato – Tainu). It is unclear why consultation has been confined to just two of the eight iwi groups.</p> <p>In addition, the nature of the consultation, in terms of timeframes, scope and documents supplied to mana whenua is not substantiated in the Section 32 Assessment report.</p>
P3	Consultation	<p>Please comment on the extent and nature of consultation undertaken with the parties outlined in Section 7.2.4 of the Section 32 Assessment.</p>	<p>While the information provided on consultation is appreciated, it is unclear what the extent and nature of the consultation undertaken to date has been. Further information is required to understand this.</p>
P4	Consultation	<p>Please clarify whether Auckland Transport, the New Zealand Transport Agency and/or Supporting Growth have been consulted with in the preparation of the PPC.</p>	<p>Given the PPC has consequences for trips generated on the current and future local and strategic network, it would be helpful to understand the extent of consultation undertaken with these agencies.</p>
P5	Section 32 (See also Item UD9)	<p>Please explain whether a Business – Local Centre Zone, or other commercial zones has been considered as a reasonable alternative to the Business – Mixed Use</p>	<p>It is unclear what the basis is for preferring the Business – Mixed Use Zone over other commercial zones that could be applied to the land. The Business – Mixed Use Zone is typically applied to areas adjacent to centres, although there are some exceptions. It appears that the Business – Local Centre Zone might be more appropriate, given that a</p>

#	Category of information	Specific Request	Reasons for request
P6	Precinct provisions	<p>Zone, and update the Section 32 assessment to assess this option.</p> <p>For activities proposed to be amended by the PPC, please provide a comparison between the operative provisions within Sub-precinct C (including both the Light Industry Zone and precinct provisions) and the proposed provisions (including both the Mixed Use Zone and amended precinct provisions.</p> <p>This would ideally be provided by expanding the table on pages 9-10 of the Section 32 Assessment.</p>	<p>commercial zoning in this location would act as a convenience centre for the future residential catchment.</p> <p>The PPC proposes various amendments to the status of activities within Sub-precinct C, in addition to the rezoning of land from Light Industry to Mixed Use. The Section 32 Assessment provides a comparison between the proposed underlying Mixed Use Zone provisions and the additional precinct (Sub-precinct C) controls proposed. However, it is difficult to understand how the operative activity statuses would be amended by the PPC. Further information is required to clarify the effects of the PPC.</p>
P7	Trade suppliers	<p>Please provide reasoning to justify the proposed permitted activity status for trade suppliers within Sub-precinct A.</p>	<p>The operative Drury South Industrial Precinct applies a Prohibited activity status to retail of a gross floor area (GFA) greater than 450m². As expressed in the initial private plan change request to the legacy plans (PC12 to the Papakura District Plan etc.), this rule seeks to emphasise that the majority of the precinct is for industry and not retailing.</p> <p>In providing an exception to the GFA threshold for trade suppliers, the PPC request would enable a proliferation of trade suppliers to establish within Sub-precinct A at the expense of light industrial activities. This does not appear to be addressed by the Section 32 Assessment or the Economic Assessment. Further information is required to understand why a more enabling approach to trade suppliers is appropriate.</p>

#	Category of information	Specific Request	Reasons for request
P8	Activities in Sub-precinct A	Please clarify the removal of “activities that do not comply with the standards in I410.6.2” from Activity Tables I1410.4.2 and I410.4.3.	The proposed removal of these rules from the activity tables means that activities infringing a standard listed in I410.6.2 would be considered as a restricted discretionary activity by way of Standard C1.9(2), rather than a discretionary activity. However, there are no assessment provisions within the precinct directly related to the matters addressed by these standards. Further explanation is required to understand the reasons for these amendments.
P9	Reverse sensitivity	Please explain the amendments to Objectives I410.2(8) and (9), and whether alternative language has been considered.	These objectives relate to managing reverse sensitivity effects of development on the quarry and key infrastructure networks respectively. The operative wording seeks to avoid reverse sensitivity effects, whereas the PPC seeks to amend this to allow for mitigation of such adverse effects on the quarry (I410.2(8)), and minimising adverse effects on infrastructure networks (I410.2(9)). While it is understood that reverse sensitivity effects associated with sensitive residential activities cannot necessarily be avoided, there is no justification in the application for the wording chosen.
P10	Employment generating activities	Please justify the proposed deletion of Policy I410.3(10) which seeks to locate higher employment generating activities in Sub-precinct C close to potential public transport route.	It is understood that the PPC would enable a broader range of activities in Sub-precinct C, rather than being confined to offices and convenience retail. However, it is unclear why this policy is proposed to be deleted, rather than broadened to include the additional retail and residential activities enabled in Sub-precinct C by this PPC.
P11	Retail and office activity	Please comment on why a restricted discretionary activity status has been proposed for office and retail activity in	It appears that a RDA status has been preferred as the effects of larger scale office and retail can be identified. However, comment is required to confirm this and provide further reasoning.

#	Category of information	Specific Request	Reasons for request
P12	Notification	<p>Sub-precinct C compared to discretionary in the underlying Mixed Use Zone</p> <p>Please justify the proposed amendments to Standard I410.5(1) precluding restricted discretionary activities from limited or public notification.</p>	<p>It is unclear from the Section 32 Assessment why the standard notification tests should not apply within this precinct. This is particularly relevant given the scale of supermarket, retail and office activity that could be sought as a restricted discretionary activity within the precinct.</p>
P13	Internal roading network	<p>Please expand on the reasons provided in Section 5.2.2 of the Transport Assessment Report (TAR) for amending standard I410.6.3, particularly in relation to where/on whom costs would fall.</p>	<p>It is understood from Section 5.2.2 of the TAR that greater flexibility is sought in terms of the alignment of roads internal to the PPC area. However, the application material does not explain the reasoning behind deleting the requirement to construct and vest proposed roads with Council, at no cost to the Council.</p> <p>Similarly, amendments are proposed to Standard I410.6.3(2) to remove the requirement to develop and vest reserves and stormwater management areas with at no cost to the council. Clarification is sought as to the reasoning/background behind these proposed amendments, and whether this has been discussed with Council's Parks Policy team.</p>
P14	Vesting of land in Sub-precinct D	<p>Please explain the reasoning behind the proposed amendments to Standard I410.6.3(2) related to the vesting of land within Sub-precinct D.</p>	
P15	Mitigation of traffic noise	<p>Please clarify whether Standard I430.6.4 (noise and ventilation) should be supported by provisions to assess infringements to these standards, such as those contained in Section E25.8 of the Auckland-wide noise and vibration provisions.</p>	<p>The PPC proposes standards that manage noise and ventilation (Standard I430.6.4). By way of Clause C1.9(2), any infringement to these standards would be assessed as a restricted discretionary activity. However, there are no supporting matters of discretion or assessment criteria to guide such an assessment. Comment is sought as to matters akin to those contained in Section E25.8 of the Auckland-wide noise and vibration provisions should be introduced (or cross-referenced) within the precinct.</p>

#	Category of information	Specific Request	Reasons for request
P16	Precinct Plan	Please provide road names on proposed Precinct Plan 1, particularly Maketu Road.	The proposed amendments to the Drury South Industrial Precinct contain various references to Maketu Road (in place of the Spine Road as per the operative provisions). However, Maketu Road is not identified on the proposed Precinct Plan 1. Identifying this road on the precinct plan would be to make the application of precinct provisions clearer.
P17	Precinct Plan	Please explain the reduction of Sub-precinct D Open Space / Stormwater Management within proposed Precinct Plan 1. If it has resulted from the vesting of land with Auckland Council, please explain whether rezoning to an Open Space zone has been considered and discussed with Auckland Council's Parks and Recreation team.	The land identified as Sub-precinct D: Public Open Space/Stormwater Management within the operative Precinct Plan 1 appears to be have been reduced in the proposed Precinct Plan 1. Confirmation is sought as to whether this is because of inaccuracies in the operative precinct plan, vesting of land with Council as recreation/reserve or if there are other reasons.
P18	Open Space Connections	Please explain whether the urban design elements shown in p.20 of the Urban Design Report (Appendix 6b) have been considered as precinct provisions.	Page 20 of the Urban Design Report (Appendix 6b) identified opportunities for pedestrian and cycling circulation, recreational circulation, potential connections between Sub-precinct C and the recreation reserve and a potential neighbourhood centre. Precinct Plans are referenced as a mechanism to implement these elements, but they are not reflected in the proposed precinct plans, not discussed in the Section 32 Assessment. Comment is sought as to how these elements will be delivered, and whether additional precinct provisions (within the Precinct Plans or the assessment provisions) are appropriate to provide a greater certainty of outcome.

Traffic matters – Terry Church and Mat Collins, Flow Transport Specialists Ltd

T1	<p>Assessment of transport effects in sub-precinct C</p>	<p>Please explain whether a restricted discretionary activity status triggered when trade retail exceeds 5,500m² GFA across sub-precincts C and A has been considered to enable an assessment of effects on the safe and efficient operation of the transport network.</p>	<p>Section 8.3.2: Traffic Effects of the Section 32 Assessment Report states that</p> <p><i>“The form and design of [transport] upgrades will be considered as part of future subdivision consents, as development is progressed in the precinct as required by rule 1410.4.1(A1). This will appropriately address any change in the balance of inbound and outbound traffic flows”</i></p> <p>Rule 1410.4.1(A1) is reproduced below</p> <p><i>(A1) Subdivision or any development of land which precedes a subdivision being undertaken which complies with Standard 1410.6.3 below. Restricted Discretionary.</i></p> <p>Standard 1410.6.3(1) states that all roads identified on Precinct Plan 1 and Precinct Plan 2 must be constructed and vested to Council upon subdivision and development of the relevant area. Matters of discretion 1410.8.1(1)(f) and Assessment criteria 1410.8.2(1)(f) identify the transport network requirements (TNDR) that are required to support subdivision and development.</p> <p>However, should subdivision consent be sought for land within sub-precinct C without an accompanying land-use consent, there would be a risk to Council that the potential future transport effects would not be mitigated unless a “worst case” scenario in terms of vehicle trip generation was assessed. The key issue is that the underlying Business - Mixed Use Zone (MUZ) enables a wide variety of potential land-uses, some of which are Permitted activities in both the MUZ and the proposed Precinct Plan. Further, the PPC proposes that Trade Retail is a permitted activity within sub-precinct A, whereas currently any retail over 450 m² is prohibited.</p> <p>We have reviewed the activities that are Permitted within sub-precinct C and consider that Trade Retail should be capped in the same way that the proposed Precinct caps Retail and Office Gross Floor Area (GFA) for the sub-precinct. The Traffic Assessment Report (TAR) has assessed a total of 5,500 m² GFA of Trade Retail and as a result, the</p>
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			<p>traffic effects of trade retail exceeding 5,500m² GFA are not understood. Therefore, it appears to be more appropriate to have provision(s) within the precinct enabling AC to assess traffic effects associated with trade retail exceeding 5,500m² total across sub-precincts A and C through a resource consent process. .</p> <p>Advisory Note (Non-Clause 23): <i>We recommend that Trade Retail exceeding 5,500m² GFA in total across sub-precinct A and C is considered as a restricted discretionary activity, with assessment criteria related to effects on the transport network.</i></p>
T2	Assessment of transport effects in sub-precinct C	<p>Please explain and justify the proposed exemption from Standard E27.6.1 Trip Generation from I140.6 Standards. Please confirm how potential transport effects from land-use activities in sub-precinct C would be mitigated in the instance that subdivision consent applications are not accompanied with a land-use consent, or where the transport effects fall outside of the scope of I410.8.2(1)(f).</p>	<p>We are concerned that the proposed Precinct Plan includes an exemption from Standard E27.6.1 Trip Generation. As discussed above in relation to Item T1, future transport effects may not be adequately mitigated through subdivision consent assessments. Further, we consider that the TNR (contained in I410.8.2(1)(f)) may not provide sufficient scope to address potential transport effects as the anticipated land-uses surrounding the Precinct have evolved. At the time of the original Plan Change, the future land-uses and transport infrastructure were likely quite different from those now proposed in Council's Structure Plan for Drury and being considered by the Supporting Growth Alliance.</p> <p>Without Standard E27.6.1 there would be no ability for Council to require the mitigation of transport effects if future land-use consents resulted in greater impacts than was anticipated as part of the subdivision consent, or effects on parts of the transport network that are not included in I410.8.2(1)(f).</p> <p>Advisory Note (Non-Clause 23): <i>We recommend that the proposed exemption from Standard E27.6.1 Trip Generation is deleted from the PPC.</i></p>
T3	Sub-precinct C	<p>Please consider whether the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in</p>	<p>We consider that the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in Table I410.4.4 rather than in Standard I410.6.1 as currently proposed. This would provide greater clarity and ease of use for those reading and interpreting the precinct in the future.</p>

T4	Walking and cycling connections	<p>Table I410.4.4 rather than in Standard I410.6.1.</p> <p>Please explain whether a walking and cycling link between sub-precinct C and the Drury South Residential Precinct on I140.10.2 Drury South Industrial and Mixed Use: Precinct Plan 1 and Precinct Plan 2 has been considered.</p>	<p>Proposed Policies I410.3.(25) and (27) encourage the integration of land-use activities within sub-precinct C with the Drury South Residential precinct, including focussing convenience activities in the southern part of the sub-precinct.</p> <p>I451.9.2 Drury South Residential – Precinct Plan 2 includes a “Potential Connection” between the Drury South Residential and the Drury South Industrial precincts, as shown in Figure 3. This connection connects to the southern portion of sub-precinct C. However, this connection is not included in the proposed I410.10.2 Drury Southern Industrial and Mixed Use: Precinct Plan 1. Without this connection, the southern part of sub-precinct C is approximately 1.4 km from the highest residential density of Drury South Residential, as shown in Figure 4.</p> <p>Although the TAR does not comment on the expected walking and cycling mode share for activities in sub-precinct C, the vehicle trip generation rates used by Beca inherently assume a portion of trips will be undertaken by non-car based modes.</p> <p>Advisory Note (Non-Clause 23): <i>To support Policies I410.3.(25) and (27) and to manage potential effects on the road network, we recommend that a walking and cycling link is shown on I140.10.2 Drury South Industrial an Mixed Use: Precinct Plan 1 and Precinct Plan 2, in the location shown in Figure 3.</i></p>
T5	Traffic distribution	<p>Please confirm the expected change in estimated number of jobs that will result within Drury South from the PPC.</p>	<p>Section 3.2 and 4.2 of the TAR note that there may be some change in traffic distribution as a result of the PPC; however, Beca consider that this will likely be balanced by a greater range and number of employment options will be in the Drury East area, as proposed in Council's Structure Plan. We agree with Beca's conclusion, and for comparison have included the expected employment numbers for Drury South and Drury East for the Scenario I11.4 land use (used for recent traffic modelling for Drury South) and the current Scenario I11.5 land use scenario, as shown in Table 2. This shows approximately 1,800 additional jobs as a result of Council's Structure Plan.</p>

Table 2: Employment assumptions for Drury South and Drury East

Zone	Assumed employment numbers	
	111.4	111.5
Drury East	362 (Zone 522)	1585 (Zone 554) 545 (Zone 555)
Drury South	5,553 (Zone 523)	5,580 (Zone 555)
Total employment	5,915	7,710

Provided our request that the proposed exemption from Standard E27.6.1 is removed and a cap is placed on Trade Retail, as discussed in Section 4.1 of this report, we are comfortable that no further assessment of vehicle trip distribution is needed at this stage. However for completeness, and to respond to NZTA concerns, please confirm the change in the estimated number of jobs within Drury South that will result from the PPC.

Please provide assessment of the benefits and disbenefits of the proposed intersection between Link Road, Spine Road, and Avenue Road. This should include a discussion about safety and efficiency of operation.

Road 3 design and Plan Change Design Guidelines

T6

Section 2.1 of the TAR discusses how the intersection of Avenue Road (Road 3) with Link Road may be affected by the Mill Road corridor, which is currently under investigation by the Supporting Growth Alliance. Beca suggests that the northern intersection of Avenue Road may need to be moved south to connect with the east-west road (Road 5). We support this conclusion and associated changes to Standard I410.6.3.(1).

Section 3.3 of the TAR discusses how the alignment of the northern Avenue Road has been amended to align with the developable area. We note that this has resulted in a less than desirable intersection arrangement between Spine Road, Link Road, and Avenue Road, as shown in Figure 5. We consider that the alignment shown in Precinct Plan 1 and Precinct Plan 2 may create safety and operational issues for this intersection.

T7	Road 3 design and Plan Change Design Guidelines	Please explain why the road element dimensions included in Plan Change Design Guidelines: Design Element 3 – Roads and accessways are not consistent with Auckland Transport design standards, and comment on whether this may be problematic for consenting.	Plan Change Design Guidelines: Design Element 3 – Roads and Accessways provides minimum dimensions for common elements of road cross sections. We recommend that these dimensions are removed as some no longer meet minimum the specifications contained in Auckland Transport standards and guidance documents. Instead, we recommend that the directs the reader to Auckland Transport's Roads and Streets Framework, Code of Practice, and other relevant design guidance.
T8	Road 3 design and Plan Change Design Guidelines	Please explain why the Typical Road Cross Sections included in Plan Change Design Guidelines: Attachment 1 are not consistent with Auckland Transport design standards and do not reflect the proposed land use zoning for sub-precinct C. Please comment on whether this may be problematic for future consenting.	<p>The typical cross sections included in Plan Change Design Guidelines: Attachment 1 – Typical Road Cross Sections should be updated so they are consistent with Auckland Transport minimum design specifications, or otherwise be removed from the document.</p> <p>Further to the above, the “Indicative Road Cross Section”, which would apply to Avenue Road, is not suitable for Mixed Use Zone land-use activities. For example, wider footpaths are required, space for loading zones and a greater amount of on-street parking may be desirable, etc.</p> <p>We recommend that minimum corridor widths are specified, and street elements are listed (for example two lane carriageway, on-street parking, cycleway, etc), but that the detailed arrangement is confirmed as part of future resource consents and engineering plan approvals.</p>
T9	Minor edits and additions	Please add a “Base case” column to Table 4-1 and 4-2 of the TAR so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.	We request that a “Base case” column is added to Table 4-1 and 4-2 of the TAR so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.

T10	Minor edits and additions	TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the “with” and “without” pedestrian phase scenario results are correct.	TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the “with” and “without” pedestrian phase scenario results are correct.
Economic matters – Tim Heath, Property Economics			
E1	Timing / development of catchment	Please clarify whether the Drury South Residential Precinct south of sub-precinct C (including the SHA) provide for any retail or commercial activity? If so, please assess the effects this would have on the conclusions of the Economic Assessment.	Any retail provision enabled within sub-precinct C would form part of the existing environment and lower the retail demand identified for the subject site.
E2	Timing / development of catchment	Please explain the anticipated timings around the development of land within the Drury South Residential Precinct and the Drury South Industrial Precinct.	The assumptions around the timing and rate of growth in the zoned provisions within the identified precincts will affect the level of retail demand generated at the more localised context.
E3	Retail demand	Please explain what the retail / supermarket demand generated from a more localised Drury South catchment (residential and employment areas), and how this would change the timing of sustainable demand.	The catchment is very extensive for a convenience centre with convenience retail and commercial services proposed, and includes areas that also have convenience centres planned. This is important to better understand the sustainable demand / supply dynamics at a more localised level.
E4	Infra timing	Please explain the timing of Mill Road being developed, and whether this	The timing of the Mill Road expansion is important to the timing, rate and scale of retail and commercial office demand generated from residential, commercial, industrial and retail development in Drury South. Better understanding the timing of this road’s

		changes the timings of demand for retail or office activities	development in the modelling will assist in better understanding the link between Mill Road and retail and office demand.
E5	Infra timing	Please clarify the timings for the expressway on the west of SH1 between SH1 and Pukekohe (the extension of the Mill Road link on the eastern side of SH1). I thought they were mutually exclusive projects with quite different timeframes.	Once again, the timing of the SH1 – Pukekohe expressway link west of SH1 in the model would appear an important component of retail and commercial office demand in Drury South. Clarity around the timing of the road and growth in the model for this area would be beneficial.
E6	Retail spend	Please clarify the basis for the Drury South Industrial Precinct retail assumptions in relation to spend captured locally.	The percentage assumptions for the amount of retail spend captured locally within the precinct appear to be high. It would be helpful to have a greater understanding of the basis for those assumptions.
E7	Large format retail	Please outline the economic basis for enabling large format retail within the Business – Mixed Use Zone within Sub-precinct C in this location.	This is in context to the same retail format being proposed within the Drury Town Centre just north of Drury South and is relying on the same market demand. Are there different brands / store types anticipated in Drury TC relative to Drury South, and more information around the likely timing of LFR demand in Drury South from a more localised catchment perspective.
E8	Offices	Please assess the economic impacts of enabling 15,000m ² of office space within Sub-precinct C, particularly the effects on areas where offices are enabled or encouraged in Council's Drury-Opaheke Structure Plan.	There seems a focus on potential effects of office on the Drury Town Centre, however the Drury Structure Plan anticipates office development in a range of areas, so consideration of the effects on other business areas would be helpful as well.

Urban design effects – Tracy Ogden-Cork, Motu Design Ltd				
UD1	Maketu Road slip lane	Please provide urban design comment on the potential slip lane running alongside Maketu Road as illustrated in the Design Strategy	This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities, including how active frontages, servicing and pedestrian amenity can be managed, and the pros/cons of slip lane.	
UD2	Scale drawing	Please provide a scale drawing of the precinct and the indicative layout illustrated in the Design Strategy, and/or alternative development scenarios.	This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities.	
UD3	Car parking	Please explain how car parking is anticipated to be managed within the precinct – as illustrated in Page 21 of the Design Strategy	This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities.	
UD4	Reserve	Please provide cross sections through the precinct from the reserve to Maketu Road to illustrate any changes in levels and the likely relationship between the park and future streets and built elements.	This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities, as well as the scale/height of development relative to adjoining streets and the reserve areas.	
UD5	Pedestrian and cycle network	Please provide more information on the location and quality of the pedestrian/cycle connections to the residential precinct across the reserve	This is to help better understand the planned connectivity between precincts and the options for walking and cycling, including likely amenity and ease of access between key destinations and routes.	

UD6	Spine Road	Please provide an explanation on the planned location of the 'Spine Road' shown in I410.10.2 and how this relates to Spine Road as shown in I451.9.2 Drury South Residential – Precinct Plan 2 . This shows a different alignment.	This is to better understand the planned connectivity between precincts and the route residents are likely to take to access the services in the mixed use zone.
UD7	Maketu Road	Please provide information on intended design of Maketu Road. (as consented or planned) to better understand the likely pedestrian environment along the frontage	It is noted that road cross-sections are included in detailed appendices to the Drury South Industrial precinct, but if road design has been consented it would be helpful to know the design to better understand the likely pedestrian environment along the frontage; and to assist with understanding the commercial activities that may locate along it.
UD8	1.410.11 Appendices	Please highlight any proposed conflicts between the proposed new provisions and the design guidance provided in the Appendices to the precinct, and explain the statutory weighting given to them.	I understand that the detailed appendices to the Drury South Industrial precinct are not affected by the plan change. However, it is important to clearly understand their suitability for application to a mixed use zone.
UD9	Local Centre vs Mixed Use Zoning	Comment on whether or not a local centre zone was considered for part or all Sub-Precinct C and what the costs and benefits would be.	The mixed-use zone has the potential to function as a local centre by default due to the mix of activities, its location separate from (not adjoining) an existing centre, and the need to provide a focal point for residents and workers needs similar to what a local centre would typically do.

UD10	Access to schools	Please provide comment on the location of nearest schools (existing or planned) and the expected travel routes.	The introduction of mixed use provides the potential for an increase in residential population in addition to the Drury South Residential Precinct, and to service their needs may require additional social infrastructure such as schools.
Acoustic effects – Jon Styles, Styles Group Ltd			
A1	Activities sensitive to noise in Sub-precinct C.	Please explain whether provisions to make plan users aware of the requirement to apply E25.6.10 in addition to proposed Standard I4.10.6.4 have been considered, to ensure an adequate level of acoustic insulation/ mechanical ventilation is provided across Sub-Precinct C.	<p>Chapter E25 of the AUP provides a comprehensive noise management framework to manage effects within and between sites in mixed use environments, including the BMUZ. Through the underlying BMUZ zoning, the following Chapter E25 controls would apply to noise sensitive activities within Sub-Precinct C:</p> <ul style="list-style-type: none"> • E25.6.9 Noise levels between units. This rule prescribes internal-tenancy noise levels between units¹ in the BMUZ, including noise levels for bedrooms and sleeping areas within units containing activities sensitive to noise. The noise levels ensure a sufficient level of amenity is provided and sleep disturbance effects are avoided where noise sensitive activities establish within the same buildings as other noise generating activities, (such as where commercial activities are located on the ground floor with apartments above); • E25.6.10 Noise levels for noise sensitive spaces. This rule requires any noise sensitive activities within the BMUZ to be designed and insulated to achieve the internal noise levels specified in Table E25.6.10.1. Achieving the internal noise levels will ensure that bedrooms, sleeping areas and other noise sensitive spaces are adequately protected from the maximum level of noise exposure permitted to be generated by activities on other sites in the zone or precinct (or the adjacent zone or precinct) 2. This ensures that an appropriate level of amenity/ internal noise level is achieved, and sleep disturbance is avoided. • E25.6.10(3) requires that mechanical ventilation/ cooling is provided to any noise sensitive space within the BMUZ. This means that windows and doors

			<p>can be kept closed to enable compliance with the internal noise levels, whilst a reasonable internal temperature and fresh air supply is maintained.</p> <p>I have reviewed the PPC to confirm whether the above E25 standards will apply to noise sensitive activities within Sub-Precinct C. Achieving compliance with these standards will be important to avoid potential incompatibility between land use activities (within the BMUZ and from the adjacent Industrial Zones) and to ensure the noise sensitive activities are not exposed to unreasonable noise levels that could give rise to potential health and amenity effects on the future occupants.</p> <p>The wording below Standard I410.4 Activity Table confirms that “the provisions in any relevant overlays, zone and the Auckland-wide3 (sic) apply in this precinct unless otherwise specified below” which suggests that the Chapter E25 standards will apply to the precinct. However, the note also confirms “in the event of a conflict between the zone or Auckland- wide rules and the precinct rules, the precinct rules prevail”. As the PPC includes Standard I410.6.4 Sub-Precinct C (Noise and Ventilation) which applies insulation and ventilation controls, I consider it entirely possible that plan users may interpret compliance with Standard I410.6.as being required in lieu of, rather than in addition to, the E25 standards listed above.</p>
A2	Traffic noise exposure	<p>Please confirm whether or not an acoustic buffer zone is intended or required over Sub-Precinct C.</p> <ul style="list-style-type: none"> • If a buffer is proposed or required, please provide the location and dimensions of the buffer; or • If a buffer is not proposed or required, can MDA provide a revised indication of facade constructions (similar to that provided on page 3 of the MDA 	<p>The PPC contains objectives, policies and a rule to protect activities sensitive to noise in Sub- Precinct C from “unreasonable levels of land transport noise” from the strategic freight network serving the Drury Quarry- Maketu Road and New Quarry Access Road. Sub-Precinct C abuts Maketu Road only.</p> <p>The MDA Memo refers to the PPC’s “noise condition” (which I understand to be Standard I410.6.4 Sub-Precinct C (Noise and Ventilation)) and the AUP’s noise performance standards for habitable rooms (which I assume refers to E25.6.10). The MDA assessment concludes “the two rules would provide an equivalent result at approximately 50m from the curb of the Spine Road”.</p> <p>The MDA Assessment (and figure shown above) refers to an “indicative buffer zone” and “additional acoustic buffer zone” that would appear to require noise sensitive</p>

	<p>memo) that specifies suitable constructions that will achieve the internal noise level of 40dB LAeq(24hr) based on the smallest separation distance between the road and building that the proposed precinct provisions will permit.</p>	<p>activities to be set back a minimum of 17m and 34-50m from the road corridor respectively.</p> <p>I have reviewed the PPC documentation to find reference to a “buffer zone”, but I cannot locate a plan which identifies any acoustic buffer zone over Sub-Precinct C. The only reference to a setback in the PPC Chapter is contained in 1410.8.2(3)(a)(iii) Assessment Criteria:</p> <p><i>“Where buildings are required to be setback from Maketu Road for acoustic amenity reasons, a safe and attractive edge to Maketu Road should be provided. Methods to achieve this include providing landscaping at the street edge and providing a good degree of glazing on the building facade overlooking Maketu Road”.</i></p> <p>From my review of the PPC documentation, I have not identified a formal requirement for an acoustic setback under the PPC, and an acoustic buffer zone does not appear formally on a Precinct Plan. Given Sub-Precinct C occupies a relatively narrow wedge of land, a buffer zone may not be practicable in any event. As such, I understand the acoustic insulation controls of Standard I410.6.4 Sub-Precinct C (Noise and Ventilation) are the primary method of mitigating traffic noise exposure to noise sensitive activities, and setbacks are voluntary.</p> <p>If there is no requirement for an acoustic buffer zone to setback noise sensitive activities from Maketu Road, the level of acoustic insulation required to insulate activities directly adjacent to the road corridor could be considerably greater (and potentially impracticable).</p> <p>For example, the proposed controls require the design of the building envelopes to be based on a traffic noise level of 75dB LAeq(24hr) at 10 from the nearest traffic lane. If there is no buffer zone, it might be possible to locate the facade of a residential unit perhaps only 5m from the edge of the nearest traffic lane. This would result in an external noise level of 78dB LAeq(24hr). In order to achieve the internal design criteria of 40dB LAeq(24hr), a noise level reduction (from outside to inside) of 38dB is required. When heavy traffic is the source of noise (with a high level of low frequency content) this</p>
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A3	Traffic noise exposure	<p>Please identify whether Proposed Standard I410.6.4 should be amended to control traffic noise from the future Mill Road network, and if not, the reasons why;</p> <p><u>Advice note:</u> If additional controls are necessary, Proposed Standard I410.6.4 should be amended to include traffic noise levels from the Mill Road alignment.</p>	<p>level of attenuation will likely become impracticable to achieve, especially if operable windows or doors (onto balconies or Juliet balconies) are desired. Achieving this level of noise reduction will require considerable effort and expense, with high quality windows and frames, heavy (masonry) facades and a high degree of care during the design and construction phases.</p>
A4	Quarry noise exposure	<p>Please provide an assessment that demonstrates the level of noise from quarrying that could be received in the precinct if the quarry was to generate the maximum level of noise it is permitted to make under its resource consents or AUP provisions.</p>	<p>The Transport Assessment Report discusses the future delivery of the Mill Road corridor. The indicative Spine Road/ Mill Road corridor configuration is shown on page 5 of the Assessment, and shows the south-south-west alignment traversing the northern tip of Sub-Precinct C.</p> <p>While Proposed Standard I410.6.4 will insulate noise sensitive activities from traffic noise on Maketu Road to the east, it will not mitigate the potentially high traffic noise levels from the Mill Road corridor to the west of Sub-Precinct C. Given the high future traffic volumes on this alignment, it is likely that noise sensitive activities on Sub-Precinct C may be affected by traffic noise from the future Mill Road corridor, in addition to traffic noise from Maketu Road.</p> <p>The MDA Assessment or PPC documentation does not provide a discussion on future Mill Road traffic noise levels, and whether noise sensitive activities within Sub-Precinct C will be affected (i.e. in a similar way to traffic noise from Maketu Road).</p>
			<p>The Drury Quarry Zone is located approximately 1km to the east of Sub-Precinct C. Proposed Standard I410.6.5 Sub-Precinct C requires residential activities in Sub Precinct C to be subject to a restrictive non-complaint covenant in favour of the Drury Quarry. The purpose of the covenant is to prevent the landowner (and successors in title) to not complain as to the effects generated by the "lawful operation of the quarry, including heavy vehicle movement noise... limited to the effects that could be lawfully generated by quarry activities at the time the agreement is entered into".</p>

			<p>The Section 32 Assessment notes this requirement is consistent with the requirements of the Drury South Residential Precinct.</p> <p>There is no acoustical assessment of the noise levels from quarrying that may be received in Sub-Precinct C. It is not therefore possible to understand</p>
A5	Interface noise limits	Please demonstrate whether the reduced noise limits at the interface between the Light Industry Zone (LIZ) and Heavy Industry Zone (HIZ) will result in any new constraint on existing industrial activities.	<p>The zoning pattern arising from the PPC will result in the rezoning of land currently zoned LIZ to BMUZ, and the rezoning of HIZ land to LIZ. The establishment of zoning interfaces between the LIZ and HIZ will result in noise generating activities within the HIZ (and affecting the LIZ) being required to meet the noise limits for the LIZ, (65dB LAeq) at all times (rather than the HIZ noise limits of 70dB LAeq). In effect, this will lower the operational noise limits for some noise generating activities by 5dB LAeq (at all times).</p>
Stormwater and flooding matters – Danny Curtis and Carmel O’Sullivan, Healthy Waters			
SW1	Stormwater – change in management of stormwater	<p>While the change in zoning may have a limited impact in terms of total volume of stormwater the change in land use may mean that a different approach to stormwater management is sought in order to utilise the land and manage effects of stormwater.</p> <p>Please provide an explanation of how the alternative approach to stormwater management is best practice and will manage stormwater from the area undergoing a change in land use zoning.</p>	<p>The PPC proposal creates incentives for a different approach to stormwater management. Understanding what is proposed that is different from the current SMP is important to assess the potential impacts of stormwater discharges and to enable Healthy Waters to evaluate if the precinct plan provisions are appropriate to support the stormwater management approach proposed.</p> <p>We note that T&T have provided a memo indicating there is no substantive change in stormwater discharge overall. However, they have not described why a change in approach is preferable.</p>

15 April 2020

Drury South Limited
c/- Barkers and Associates
PO Box 1986
Auckland 1140

Attention: Rachel Morgan

Dear Rachel

PATAMAHOE SOUTH ACOUSTICS – RESPONSE TO PLAN CHANGE RFI QUERIES

Introduction

An application for a Private Plan Change to rezone some land at Patamahoe South has been requested to Auckland Council. Following review of the application, the council has prepared a Section 92 request for more information including queries regarding acoustics.

This letter responds to those queries.

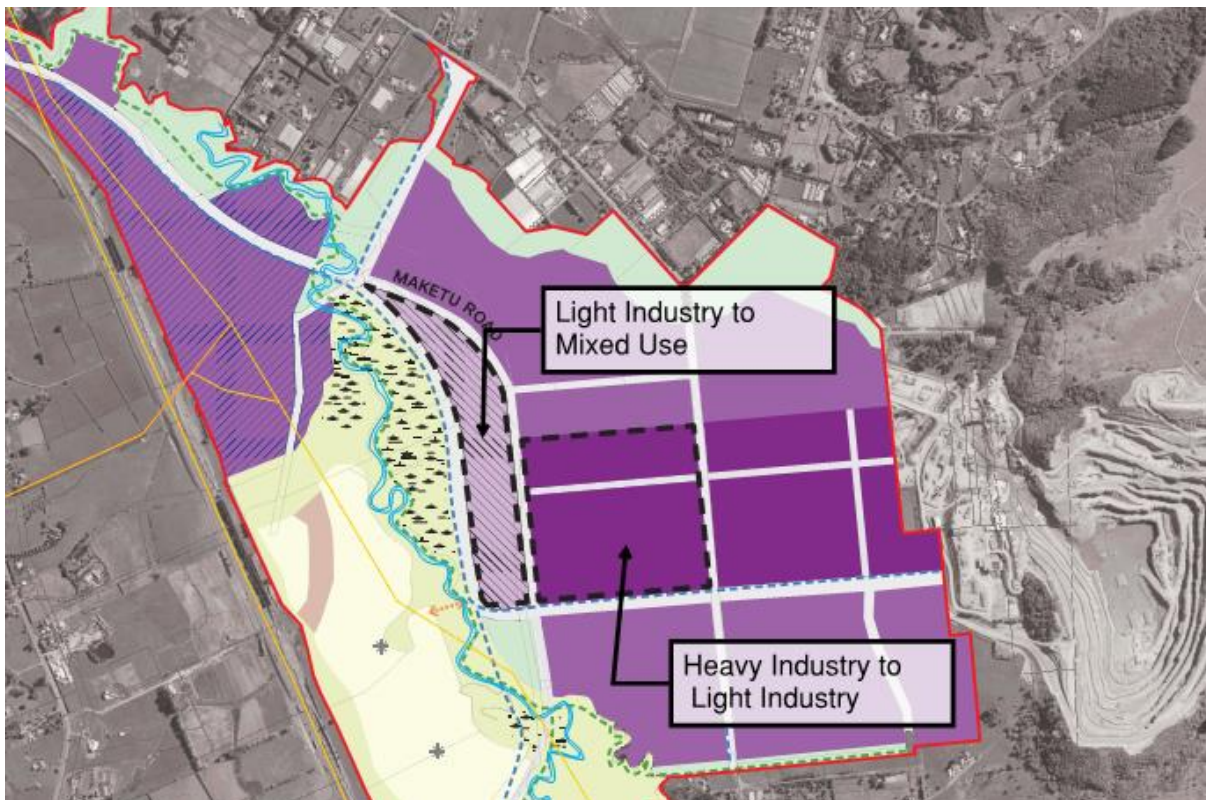
Application

In summary, the PPPC would make the following zone changes:

- Rezoning of Sub-Precinct C from Business – Light Industry to Business – Mixed Use
- Rezoning of some Business – Heavy Industry zones to Business – Light Industry

The Precinct Plan with proposed amendments is shown in Figure 1 below.

Figure 1: Precinct plan illustrating proposed zoning changes



A1 – Activities sensitive to noise in Sub-Precinct C

The Council has requested an explanation as to whether provisions to make plan users aware of the requirement to apply E25.6.10 in addition to proposed Standard I410.6.4 have been considered, to ensure an adequate level of acoustic insulation / mechanical ventilation is provided across Sub-Precinct C.

Rule E25.6.8 of AUP sets limits for noise emission from sites whilst Rule E25.6.9 sets noise limits received within units or tenancies inside buildings. Rule E25.6.9.10 provide noise standards for internal noise within “noise sensitive” spaces. This rule sets a minimum façade noise reduction based on permitted noise from activities incident to the building. This noise reduction standard transpires to be:

- Bedrooms and sleeping areas: Noise reduction of 20 dBA and 20 dB at 63 Hz and 125 Hz
- Other noise sensitive spaces: Noise reduction of 25 dBA

It is considered that this rule would be applicable to all developments located within Sub-Precinct C.

A2 – Traffic noise exposure

The Council has requested confirmation whether an acoustic buffer zone is intended or required over Sub-Precinct C. If a buffer zone is proposed, the Council requests confirmation of the location and dimensions of the buffer.

Noise received at noise sensitive spaces

By way of background, the Drury South Plan Change included a specific noise rule to manage the effects of noise along Maketu Road on activities in Sub-Precinct C.

The noise rule requires that residential activity near Maketu Road shall comply with a noise limit of 40 dB $L_{Aeq(24hr)}$ in any habitable area based on Maketu Road traffic noise level of 75 dB $L_{Aeq(24hr)}$ at 10m.

For residential development, one way of complying with this rule would be to provide an acoustic buffer of at least 20 m to separate Maketu Road traffic from the nearest buildings containing noise sensitive activities. It is envisaged that some of the buffer zone would include a bund, however, given the size of the permitted buildings it is considered that the bund would not provide any acoustic screening to the elevated levels of buildings.

The expected incident noise level at the façade of the nearest buildings at the boundary of a 20 m buffer would be 72 dB $L_{Aeq(24\text{ hour})}$ and the required noise reduction for the façade to be 32 decibels.

It is considered that the provision of a 10 m buffer is not the only method to achieve an acceptable level of noise. The required noise reduction from road traffic noise to comply with no more than 72 dB L_{Aeq} could be achieved through the design of the building to use commercial spaces to act as buffers or elements of the building façade to screen noise sensitive spaces. The important aspect would be to ensure that the facade of any noise sensitive space in Sub-Precinct C was not exposed to a noise level greater than that permitted by the Rule I410.6.4.

To control the noise emission to noise sensitive spaces and to allow the buildings to be design without the necessity of an acoustic buffer, it is recommended that a further noise rule be included as part of the PPC:

In addition to clause (1), the noise level measured at the façade of any part of a building that provides outlook from principal living rooms or bedrooms to Maketu Road as required by rule H13.6.9, must not exceed 70 dB $L_{Aeq(24\text{ hour})}$

Facade Constructions

Indicative façade constructions have been provided for habitable rooms at the following distances from the curb of the Spine Road. Note that this list is not exhaustive.

Façade Element	Suitable Construction Details (or approved acoustically equivalent)
<i>33 dB noise reduction</i>	
Glazing:	10.38 mm standard glass/12 mm air gap/6 mm standard glass.
Wall:	Concrete or brick cladding with an internal wall lining of one layer of 13 mm standard plasterboard with sound absorptive material ² in the cavity.
Roof:	35 dB R _w warm roof with 2x 13 mm standard plasterboard ceiling supported on a resilient suspension system with sound absorptive material in the cavity.
<ol style="list-style-type: none"> 1. Resiliently suspended ceiling system such as GIB Rondo or USG Donn ScrewFix ceiling batten systems. 2. Sound absorptive material such as R1.8 Pink Batts, Autex Greenstuff or approved equivalent. 	

Mechanical ventilation compliant with the Unitary Plan would be required for residential uses in the Mixed-Use Zone.

A3 – Traffic noise exposure

Please identify whether Proposed Standard I410.6.4 should be amended to control traffic noise from the future Mill Road network, and if not, the reasons why.

The Maketu Road traffic noise rule sets a noise limit for traffic movements of 75 dB L_{Aeq} at 10 m. This limit was set to cover all traffic movements along the Road. It is, therefore, considered adequate to cover vehicle movements from the future Mill Road intersection.

In addition, Standard I410.6.4 will provide a much higher standard of noise protection to any noise sensitive spaces along the road compared to all other Mixed Use areas within the Auckland Unitary Plan.

A4 – Quarry noise exposure

Please provide an assessment that demonstrates the level of noise from quarrying that could be received in the precinct if the quarry was to generate the maximum level of noise permitted to make under its resource consents or AUP provisions.

The Drury Quarry is required to comply with the noise performance standards of the Unitary Plan. These include:

- Heavy Industry Zone (~50 m) 70 dB L_{Aeq} at all times
- Light Industry Zone (~50 m) 65 dB L_{Aeq} at all times
- Existing Residential (~450 m) 55 dB L_{Aeq} (day) / 45 dB L_{Aeq} (night)

The nearest habitable potential habitable dwellings within Precinct C are located some 1,300 m from the Quarry. It is considered that the quarry will readily comply with the more stringent 55 dB L_{Aeq} noise limit for Mixed Use Zones and there would be no acoustic effect from permitted Quarry activities at this distance.

A5 – Interface noise limits

The Council has asked whether the reduced noise limits at the interface between the Light Industry Zone and Heavy Industry Zone will result in any new constraint on existing industrial activities.

Amendment of Business – Heavy Industry Zone to Business – Light Industry Zone

Rule E25.6.5 sets noise limits for noise received in Business – Heavy and Light Industry zones. Activities on a site are permitted to generate up to 70 dB L_{Aeq} at all times within the boundary of any site zoned Heavy Industry and up to 65 dB L_{Aeq} at all times within the boundary of a site zoned Light Industry.

A possible effect of amending a site from Business – Heavy Industry to Light Industry is that the activity on adjacent sites will be required to comply with a noise performance standard that is 5 decibels more stringent than that permitted now.

This would be a concern if the area was significantly developed, however, this area is still under construction with the roading network yet to be completed. The likelihood that the change to Light Industry would give rise to an adverse effect is considered to be irrelevant as there are no current activities on the adjacent Heavy Industry Zone and the siting of any proposed activities could be managed by the developer as it is all under common ownership.

Amendment of Business – Light Industry Zone to Business – Mixed Use Zone (Precinct C)

Rule E25.6.8 provides limits for noise received in a Business – Mixed Use Zone. These are 65 dB L_{Aeq} between 7 am and 11 pm which is equivalent to the permitted noise limit in the Light Industry Zone. There would be no impact to adjacent Light Industry Zone sites to the amended zoning during the daytime.

At other times, however, the noise limit in the Business – Mixed Use Zone reduces to 55 dB L_{Aeq} with low frequency controls of 65 dB L_{eq} at 63 Hz and 60 dB L_{eq} at 125 Hz. This is 10 decibels more stringent than that permitted for the Sub-Precinct now and may reduce the effective noise level for the sites immediately opposite at night time.

The potential effect for sites and activities adjacent to Sub-Precinct C is considered inconsequential however as none of those sites have been developed. Furthermore, the Industry Zones adjacent to Sub-Precinct C are separated from the Sub-Precinct by Maketu Road and potentially an acoustic buffer zone. The nearest sites, therefore, may be some 50 m from the façades of the nearest permitted developments within the proposed Mixed Use Zone. Light industrial activities are also less likely to operate at night-time when the interface controls become more stringent.

In addition, these façades must be designed to mitigate noise from the Spine Road greater than the permitted 65 dB L_{Aeq} from the Light Industry Zones.

We trust this information is satisfactory. If you have any further questions, please do not hesitate to contact us.

Yours faithfully

MARSHALL DAY ACOUSTICS LTD

Curt Robinson

Acoustician

Memo

To: Sean Thompson
 From: Greg Akehurst, Director
 Date: 15/04/2020
 Re: Auckland Council Request for Information: Patumahoe South Private Plan Change

Introduction

I have outlined below my responses to the additional information sought by Council. I have also made some minor adjustments to the original report (attached to the same email).

Economic Matters – Response to Tim Heath Review

Number	Category	Request for Further Information	M.E Response
E1	Timing / Development of Catchment	Please clarify whether the Drury South Residential Precinct south of sub-precinct C (including the SHA) provide for any retail or commercial activity? If so, please assess the effects this would have on the conclusions of the Economic Assessment.	Drury South Residential Precinct (south and west of Sub-precinct C) makes some provision for neighbourhood centre activities in appropriate locations and these are indicatively shown in Precinct Plan 2. Commercial services, food and beverage and retail up to 200m ² GFA require resource consent as a restricted discretionary activity. Retail or food and beverage exceeding 200m ² GFA is a non-complying activity. On this basis, any retail activities will be small-scale and serve local convenience needs, which is reflected in Objective 2 and Policy 2 of that Precinct.

E2	Timing/ development of catchment	Please explain the anticipated timings around the development of land within the Drury South Residential Precinct and the Drury South Industrial Precinct.	<p>Timing of growth is outlined in Figure 2.6 of my report. I have replicated this below in slightly more detail for ease of reference. Household number and worker number growth can be taken as a proxy for development and uptake of both residential and employment land.</p> <p>Numbers of households and workers anticipated in the Drury South development reach their maximum in 2028 and 2038 respectively under the base run and in 2033 and 2043 under the high run.</p>
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Figure 1: Neighbourhood Centre sustainable floor space (m²), Drury South 2018 – 2048

	2018	2023	2028	2033	2038	2043	2048
1. Base Run							
Households	306	600	750	750	750	750	750
Workers	100	1360	2620	3880	5000	5000	5000
Local sqm - hhld sustained	218	429	536	536	536	536	536
Local sqm - MEC sustained	51	696	1,341	1,986	2,559	2,559	2,559
TOTAL	270	1,125	1,877	2,522	3,095	3,095	3,095
2. High Run							
Households	326	650	850	950	950	950	950
Workers	100	1360	2620	3880	5140	6400	6400
Local sqm - hhld sustained	233	465	607	679	679	679	679
Local sqm - MEC sustained	51	696	1,341	1,986	2,631	3,276	3,276
TOTAL	284	1,161	1,949	2,665	3,310	3,955	3,955

E3	Retail Demand	Please explain what the retail / supermarket demand generated from a more localised Drury South catchment (residential and employment areas), and how this would change the timing of sustainable demand.	<p>In section 2.3.1 of my report, I outline assumptions I have made about how retail on offer within the Drury South catchment captures retail demand from the surrounding catchments. I have provided estimates of capture rates for each sub catchment (Drury South, Drury East, Drury West, Papakura, Franklin and Pokeno). These catchments align with the map in Figure 2.1. In summary, these assumptions highlight a high degree of convenience captures from Drury South households and low shares of convenience demand capture from the other surrounding catchments (10% of Drury East convenience demand, 5% of Drury West and so on). I have assumed that some 70% of</p>
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E4	Infra-timing	Please explain the timing of Mill Road being developed, and whether this	<p>supermarket demand from households in Drury South is captured by supermarkets located in Drury South (this reflects the likely presence of a supermarket on a site within Drury South). This is aligned with relatively low levels of capture of supermarket demand from the other catchments (12.5% of Drury East and 5% of demand arising from Drury West). Added to this are very low capture rates from the other catchments (1%) – except from Pokeno (5%) due to the ease with which they could access the supermarket via the southern motorway.</p> <p>In terms of sustaining a range of activities typical of a neighbourhood centre in Sub-Precinct C, the very local catchment (Drury South) is important. Once fully developed the amount of demand generated by households is \$23.2m in 2028 (core retail and hospitality). Added to this is worker spend of \$6.7m in 2028 rising to \$19.1m by 2043 when we estimate employment land in Drury South will be fully taken up. These figures do not change the timing of sustainable demand they are simply the by-product of household and business growth timing. Retail demand is a function of the number of households and workers - they generate it by their presence.</p> <p>What I understand the Council's expert is asking is whether the timing and volume of demand growth alter the point at which retail and supermarket is sustainable in this location. The timing of growth determines sustainability of retail and this is taken into account in the analysis. The local sqm sustained numbers in Figure 2.6 are the sustainable values I have calculated for each year in the table. This takes into account the portion of total retail demand generated likely to be captured locally by the limited retail offer meeting convenience/neighbourhood centre needs. By 2028 between 1,877sqm and 1,949sqm is sustainable rising to between 3,095sqm and 3,995sqm by 2048.</p>
			<p>If Mill Road development occurs at an earlier point, then it is likely to mean that office development becomes more desirable earlier. This means it will more than likely be developed earlier – sustaining local retail put in place to</p>

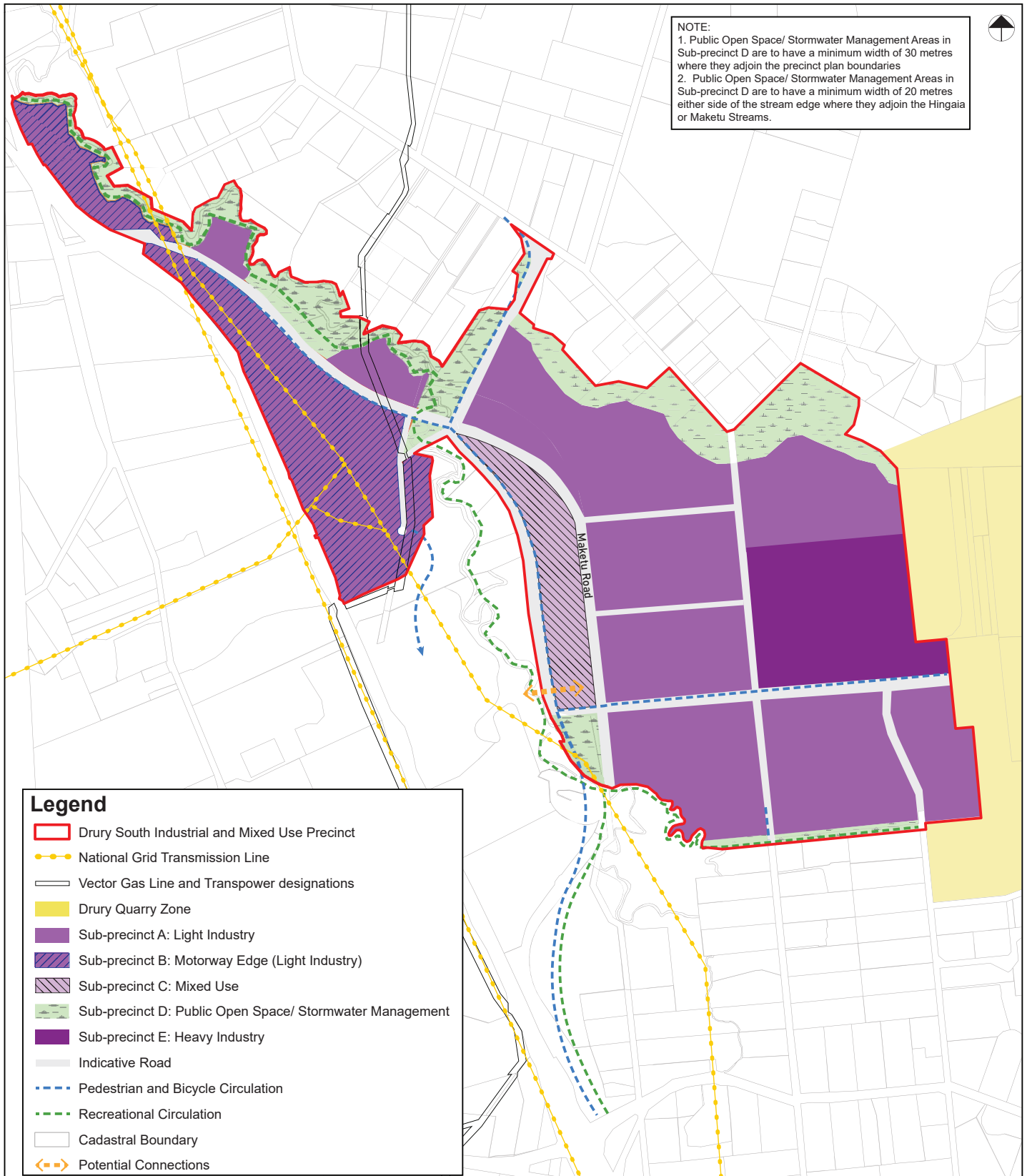
		changes the timings of demand for retail or office activities.	meet office worker needs, earlier. Potentially, this will have some effect on housing timing as well although that is probably less the case, given its location is mostly in the south of the development while the Mill Road connection will be in the north. It will have a marginal effect bringing housing development forward and therefore retail demand is brought forward and the need for retail GFA is brought forward.
E5	Infra-timing	Please clarify the timings for the expressway on the west of SH1 between SH1 and Pukekohe (the extension of the Mill Road link on the eastern side of SH1). I thought they were mutually exclusive projects with quite different timeframes.	As far as I am aware, the Mill Road Corridor is intended to be constructed from Papakura to the Drury South interchange by 2028. Any other connection past the Southern motorway to Pukekohe is a logical extension of that but will be implemented as a separate project. I have provided a comment on Page 12 of my report saying that if a supermarket were to locate on the junction of Mill Road and the Spine Road in Drury South, then any extension of the Mill Road Corridor towards Paerata, would open up access to those households. Any potential impact difference would be on the margins and not generate any significant difference in levels of impact.
E6	Retail Spend	Please clarify the basis for the Drury South Industrial Precinct retail assumptions in relation to spend captured locally.	Households generate retail demand by their presence. This is then split between the centres that are available to them based on need (for example - convenience needs, weekly shop, specialty needs, annual needs). In section 2 of my report, total catchment retail demand is translated into the total amount of retail space required to meet all these needs. In section 2.3 of my report, this is refined to provide estimates of the amount of this total demand that is potentially able to be captured by the retail offer in Drury South. This is likely to consist of high shares of households close by and the workforce that will be located close by, and low shares of demand that arises in more distant parts of the catchment. The ratios and shares of capture I have modelled are laid out in 2.3.1 of the Market Capture Assessment, on page 11 of my report. These ratios are informed estimates at present as the entire network of retail opportunity and development timing has yet to be finalised. However, applying the shares to the market demand generates estimates of retail sales

			<p>by category that are presented in Figure 2.4, on page 12. This is then translated into sustainable floorspace measures in Figure 2.5 of my report.</p> <p>We substantiated these estimates by also working out estimates using a different methodology (in section 2.3.2 of my report). In this section, we have assumed that the amount of spend that a worker normally takes with them to work is captured locally (potentially available at Drury South). This is obviously a small portion of the workers' normal household retail demand. The balance of the household demand will be spent from where the workers live. The household component of retail demand that arises in the Drury South catchment will be spent across a range of centres including the small local/neighbourhood centre in Drury South. We have said that the share of spend likely to be directed at a local and or a neighbourhood centre is the amount captured by the retail offer in Drury South. This amounts to 10.3% overall of households centre focused demands (retail and services).</p>
E7	Large Format Retail	Please outline the economic basis for enabling large format retail within the Business – Mixed Use Zone within Sub-precinct C in this location.	<p>The Auckland Unitary Plan defines Large Format Retail as an individual shop or tenancy with a floor area greater than 450m². Large format retail does not include food and beverage, garden centres, motor vehicle sales, marine retail or trade suppliers.</p> <p>On this basis, the proposed Plan Change does not enable large format retail, as supermarkets and retail greater than 200m² will require resource consent as a restricted discretionary or discretionary activity.</p> <p>There is no economic reason for restricting trade suppliers, garden centres, motor vehicle sales, and marine retail within Sub-Precinct C given that these activities would not adversely affect the function, role and amenity effects of centres. I understand that the amenity effects of these activities within Sub-Precinct C will be managed through restricted discretionary activity status for new buildings, these effects are addressed further in the planning report.</p>

E8	Offices	<p>Please assess the economic impacts of enabling 15,000m² of office space within Sub-precinct C, particularly the effects on areas where offices are enabled or encouraged in Council's Drury-Opaheke Structure Plan.</p>	<p>A portion of the office space is required to meet the office and commercial service needs of the industrial areas developed at Drury South. In total, the Drury South catchment is likely to generate demand for over 26,000sqm GFA of office space. Only a portion of this will be met locally (within Drury South). A portion is likely to be met in the Drury Metropolitan Centre and a portion elsewhere (larger centres and the CBD). This means that office development in Drury South is complementary to that likely to develop in the Drury Metropolitan Centre.</p> <p>In addition to that, a portion of the space in Drury South is needed to meet the office space needs of residential areas within the catchment. Households require a range of office services that require office spaces (accounting, layers, surveyors, planners and so on).</p> <p>With respect to the Drury West Local Centre, it is my view that any potential impacts are negligible. The offices that will develop in a local centre are designed to meet local needs. As with the Drury South office development, a portion of it will meet the needs of small businesses and households in the local Drury West catchment. A local Centre will not compete with or provide space for businesses locating in an industrial area on the other side of the motorway (Drury South). In the same way, the Drury South office component will not be competing with Drury West to provide the local office services to meet the needs of the local Drury West catchment as it is not conveniently located to do so.</p> <p>Any balance of space in the Drury South Office component (over and above the two requirements outlined above) would be developed as and when the demand arises. The only impact of relevance is on the Drury Metropolitan Centre. In providing a limit or cap at 15,000sqm GFA, I believe that the impacts on the Drury Metropolitan Centre will be minimised.</p>
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1410.10. Precinct Plans

1410.10.2 Dury South Industrial and Mixed Use: Precinct Plan 1



Memo

To:	Phil Jaggard, Mark Iszard	Job No:	31559.2000
From:	Peter Norfolk & Tim Fisher	Date:	06 November 2019
Subject:	Stormwater Management for Drury South Phase 2		

1 Introduction

The Drury South Precinct Stormwater Management Plan identifies centralised treatment wetlands as the Best Practicable Option on the basis that the proposed wetland sites in the 100 year floodplain could achieve both stormwater treatment and flood storage (for events >10 year ARI flood). This approach has been utilised for Phase 1 of the development and the wetland for that is now well into construction. However since the time the SMP for Drury was prepared a number of key premises have changed that could affect the ability to apply this approach for Phase 2 of the development, namely:

- Supporting Growth Alliance (SGA) now propose to establish a corridor for Mill Road that could pass directly through the proposed wetland site.
- Notwithstanding the establishment of Mill Road, land ownership of the proposed wetland site has not yet been resolved by Drury South (DSL) and some uncertainty still remains around timeframes and the viability of a transfer in ownership and hence the control of the site for the purposes of a stormwater treatment wetland.
- Development and construction of Phase 2 of the Drury South Industrial Area is to be staged as dictated by market demand with the early sites in the east adjacent to the quarry (furthest from the wetland/Hingaia Stream). A decentralised stormwater solution provides flexibility to provide treatment in parallel with the development of lots for Phase 2 and is therefore a more cost effective solution as it does not require a large initial capital outlay.
- Recent discussions with iwi have highlighted their strong support and preference for a decentralised approach for ongoing development

DSL have requested that Tonkin + Taylor (T+T) investigate alternative stormwater management approaches to overcome the constraints set out above while still meeting the stormwater outcomes required by the SMP. This memo sets out the proposed alternative stormwater management approach, utilising a decentralised solution, for consideration by Healthy Waters. It is noted that decentralised stormwater treatment solutions are commonly utilised in Auckland and have already been applied on the Drury site for the main spine road into the development. They are also the recommended approach outlined in the Auckland Unitary Plan.

2 Provision for alternative approaches

A network discharge consent (NDC) for the Drury South Industrial Precinct was granted on 2 July 2018 (Application number DIS60313540). Table 1 of the NDC outlines the required stormwater management outcomes (refer Condition 5) including the requirement for centralised treatment wetlands.

Condition 6 of the NDC states that *“In the event that alternative stormwater management is proposed which is not specified in Table 1, but which meets the outcomes within the Drury South Precinct Stormwater Management Plan and can be demonstrated to be the Best Practicable Option, the applicant shall seek certification of the approach from the Team Leader Compliance Monitoring South”*. Condition 6 was included in the consent by Auckland Council and DSL in anticipation of potential change to the stormwater management approach to changing operational circumstances over the long construction timeframe of the project.

The key outcomes from the SMP relating to stormwater management in the Industrial Precinct are:

- The creation of developable land for industrial and residential land use to support future population growth in Auckland.
- An integrated stormwater management approach that mitigates the impact of land use change from agricultural use to urban through protecting main stream corridors and mimicking natural stormwater treatment systems.
- Provision of a “green corridor” for stormwater management that provides multiple functions including flood management, water quality treatment, hydrological mitigation for stream protection as well as public amenity.
- Minimise changes to upstream or downstream flood water levels, while ensuring any development is located outside the 100 year ARI modified floodplain.
- The Industrial Precinct mitigates adverse effects on surface or groundwater quality from stormwater runoff using a “treatment train” approach and provide hydrological mitigation (retention and detention).
- Safe conveyance of stormwater runoff to the receiving environment(s) via a reticulated stormwater network and overland flowpaths.

The following subsections outline the proposed alternative stormwater management approach to meet the outcomes of the Drury South Precinct Stormwater Management Plan.

The Auckland Unitary Plan policy E1.3.10 supports decentralised stormwater management as proposed by the alternative approach in this memo. It also requires consideration of the practicalities of development. Policy E1.3.10 requires an integrated stormwater management approach having regard to:

a) the nature and scale of the development and practical and cost considerations.....

b) the location, design, capacity, intensity and integration of sites/development (b) and infrastructure, including roads.....

e) the use and enhancement of natural hydrological features and green infrastructure for stormwater management where practicable.

3 Proposed alternative stormwater management approach

3.1 Approach summary

The proposed alternative stormwater management approach to meet the SMP requires are summarised below:

- Provide at-source water quality treatment of runoff from all public roads.
- Provide water quality treatment of runoff from all hard stand areas on private lots.
- Roof areas constructed using inert building materials will not require water quality treatment. Inert building materials are those which do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper, and lead).

- Minimising or mitigating changes in hydrology by providing 'hydrological mitigation' in accordance with Table E10.6.3.1.1 of the Auckland Unitary Plan. This requires retention (volume reduction) and detention (temporary storage) for all impervious surfaces on private lots and public roads. Exceptions for providing retention can be made in cases where soil infiltration rates preclude disposal to groundwater and rainwater reuse is not possible.

The proposed alternative stormwater management treatment train for the Industrial Precinct is summarised schematically in Figure 1 below and is discussed in more detail in the subsections that follow.

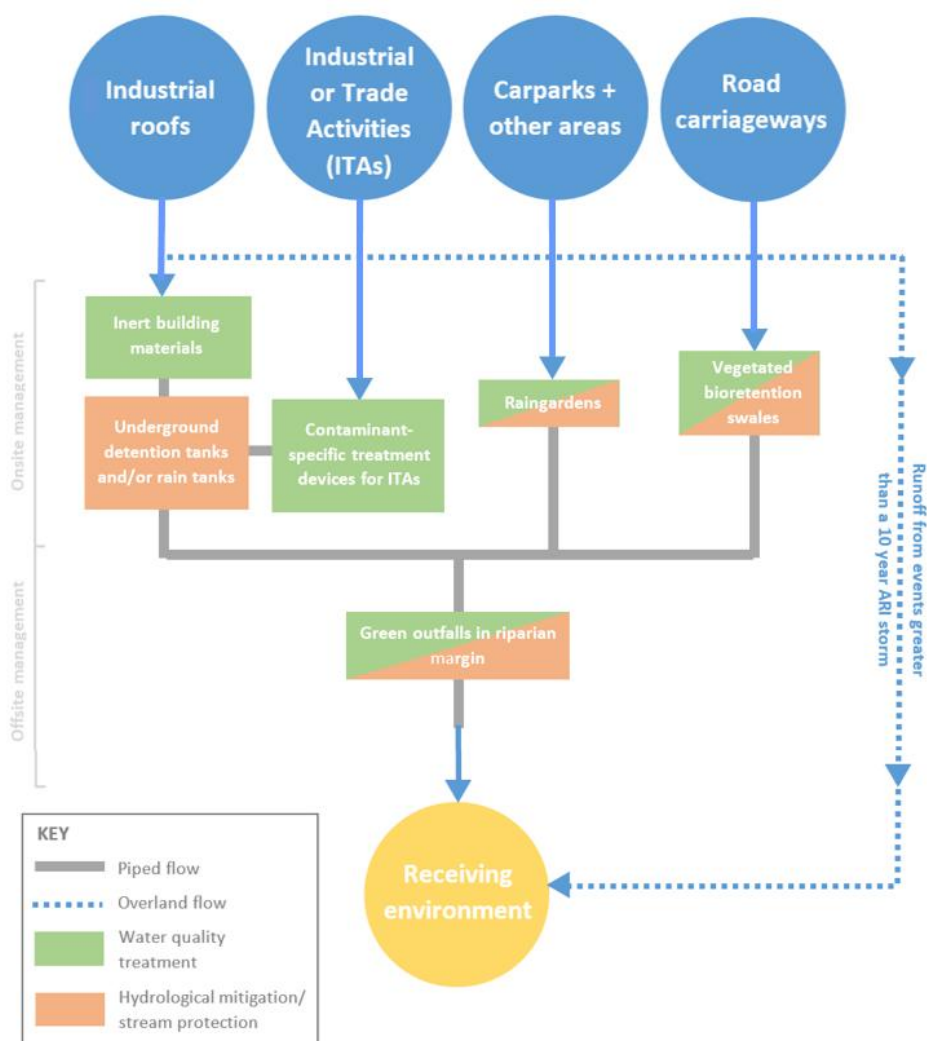


Figure 1: Proposed treatment train for Phase 2 of the Industrial Precinct

3.2 Private lots

While the proposed layout of the private lots is unknown at this stage, for the purposes of stormwater management the impervious areas of the lots can be categorised as roof areas and non-roof impervious areas such as carparks and hardstand areas. To meet the outcomes of the Drury South SMP any carpark or hardstand areas will require water quality treatment and hydrological mitigation (detention and retention). Roof areas will require hydrological mitigation but would not require water quality treatment if constructed using inert building materials.

It is proposed that stormwater runoff for carpark or hardstand areas is directed to raingardens to provide both water quality treatment and hydrological mitigation functions (refer to Figures 1 and

2). It would also be possible to only target water quality treatment for the carparks/hardstand areas in raingardens and provide the hydrological mitigation function in an underground detention tank downstream of the raingarden to reduce the footprint of stormwater management devices on private lots. For lots that have particularly large hardstand areas where dispersed raingardens are not possible an alternative approach, such as underground detention tanks with proprietary treatment devices, may need to be considered. Similarly, hardstand areas that have high contaminant loads, especially sediment and debris, will need special consideration.



Figure 2: Example of a raingarden in a carpark application

There are a range of proprietary treatment devices that could also be utilised by private lot owners to treat stormwater runoff including those provided by Stormwater360, which include media filters, oil and water separators and gross pollutant traps. See Figure 4 below for examples.

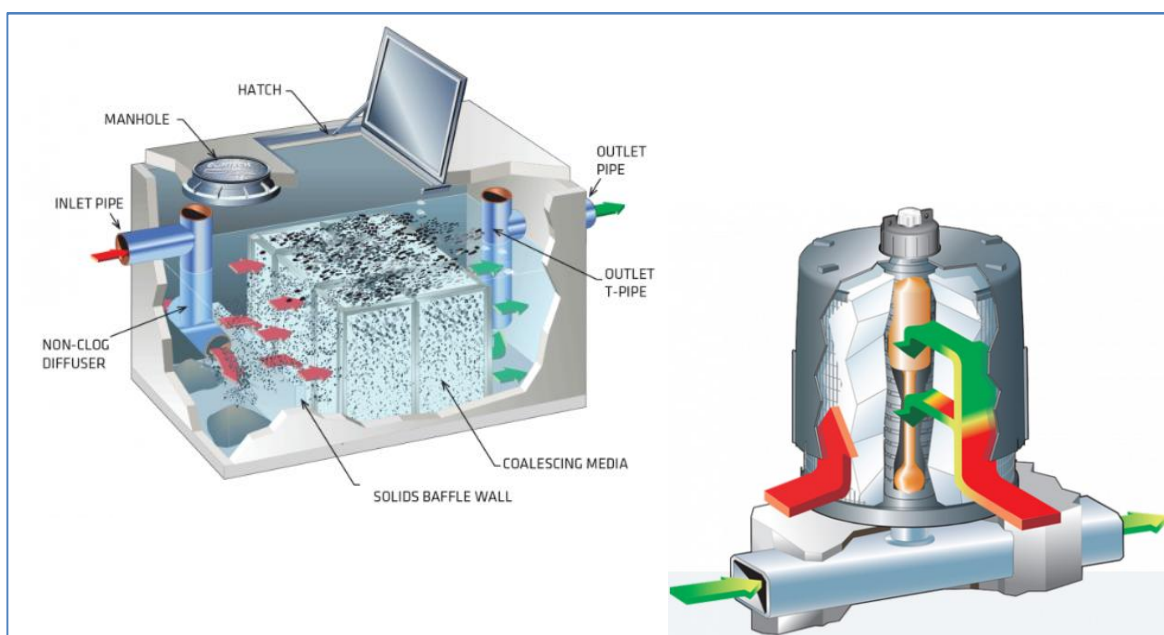


Figure 4: Stormwater360 Examples - Oil-Water separator and Stormfilter

For inert roof areas hydrological mitigation could be provided using above ground rain tanks or underground detention tanks. Underground detention tanks are generally able to be located under trafficable areas with sufficient cover (refer Figure 4). Retention can be achieved using these devices where there is a demand for water reuse. In other cases the retention volume will need to be added to the required detention volume.



Figure 4: Installation of a large underground stormwater detention facility using a matrix of modular plastic cells that could be used on private lots

Some lot owners in the industrial precinct will also be required to implement specialised stormwater management for Industrial and Trade Activities (ITAs), which is unchanged from the current approach.

3.3 Public road corridors

To meet the outcomes of the Drury South SMP all roads will require water quality treatment and hydrological mitigation (detention and retention). It is proposed that these stormwater functions are provided for roads using roadside bioretention swales (refer Figure 5 schematic). These devices would be owned and maintained by Auckland Transport. Similar to raingardens, bioretention swales can be integrated into existing landscaping requirements and provide treatment close to source. This solution has already been utilised on the project for the main (Maketu Rd) road into the area from the Ramarama Interchange offramp. This solution was recommended by Iwi during consultation and subsequently adopted by DSL.



Figure 5: Schematic of bioretention swale (source: Auckland Council GD01)

3.4 Additional Downstream Treatment

The treatment-at-source options outlined above treat the stormwater runoff at or close to the point it is generated. It then enters the conveyance network where it is collected and transported to the discharge point. Drury South already utilises green outfalls for all stormwater discharges to the local streams. Green outfalls provide better amenity and reduce the impact of the discharge on the receiving stream. They typically comprise a riprap section, about 10m long, which is used to reduce the velocity of the discharge, and then a planted channel section, approximately 10-20m long, that provides some further treatment before the discharge enters the stream (refer Figure 6).

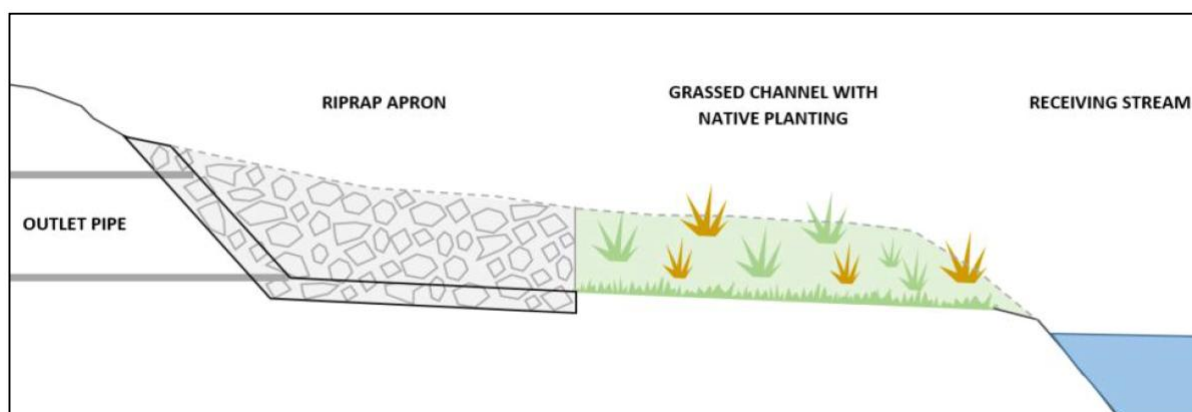


Figure 6: Schematic of green outfall

For the phase 2 discharge it is proposed to significantly enhance this green outfall approach to provide an additional level of treatment before the discharge enters the stream. This will be achieved by providing a much larger and longer planted channel section compared to the standard green outfalls. In addition, the riprap apron section is likely to be replaced with a forebay to receive the initial pipe network outlet flows and reduce their velocity before discharging those flows into the channel. Figure 7 below shows the conceptualised design for this proposed “super green outfall”.

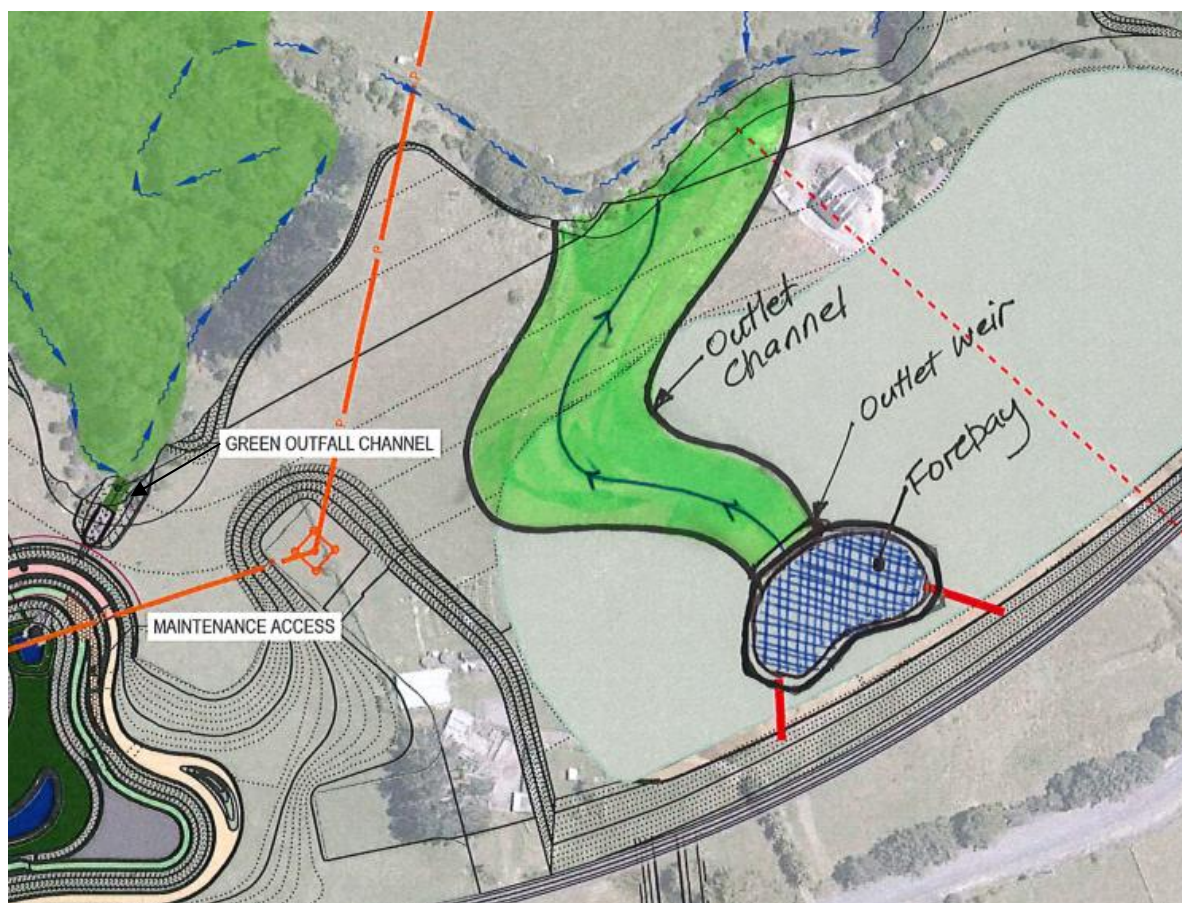


Figure 7 – “Super Green Outfall” shown adjacent to outfall from Wetland 1

Points to note:

- The super green outfall is shown located adjacent to Wetland 1 covering part of the land that was to be used for Wetland 2. The final location and configuration may change and will be finalised as part of detailed design of phase 2 of the project.
- Comparison with the green outfall associated with Wetland 1, which can be seen in the figure, demonstrates how much larger the new channel will be – of the order of 10 times longer and much wider to allow greater contact with vegetation before entering the stream.

3.5 Assessment of best practicable option

Table 3.1 below summarises the potential advantages and disadvantages of a decentralised approach like the one presented in this section when compared to a centralised approach such as a wetland at the bottom of the catchment. The assessment supports the decentralised approach as the best practicable option based on our current understanding of the site.

Table 3.1: Potential advantages and disadvantages of a decentralised approach

Potential advantages	Potential disadvantages
<ul style="list-style-type: none"> • Contaminants are treated close to source. • Treatment is dispersed so if one device fails the whole system is not compromised. • If it is possible for the base of raingardens and bioretention swales to remain unlined then 	<ul style="list-style-type: none"> • Ensuring ongoing performance and maintenance of devices in private ownership has been a historical challenge with low impact design practices.

<p>there is potential to achieve some retention via infiltration.</p> <ul style="list-style-type: none"> • Devices such as raingardens are often able to be integrated into existing landscaping requirements. • Allows flexibility in how development is staged based on market demand. • Is generally supported by iwi as the preferred treatment approach • Independent of Mill Road alignment decision • Development is no longer dependent on land ownership, where land purchase has been unsuccessful so far 	<ul style="list-style-type: none"> • Increased cost of private stormwater network/treatment for lot purchasers. • Potentially less useable land for lot purchasers.
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The key potential disadvantage of a decentralised approach is the ability of Healthy Waters to ensure stormwater management outcomes are met when the maintenance responsibility for decentralised devices sits with private landowners. We believe this can be addressed by ensuring Lot owners are made aware of their responsibilities to undertake regular maintenance of devices on their land such as raingardens using suitably trained contractors and professionals to ensure adequate ongoing device performance. Given that many lot owners in the industrial precinct will also be required to implement specialised stormwater management for Industrial and Trade Activities (ITAs) it is likely they will incorporate these requirements into those management practices and thereby adequately mitigate this risk. Furthermore, the requirement for planted zones along the road frontage of the lots will likely mean that at least a portion of all rain gardens will be located along the edge of the road corridor meaning they can be inspected relatively easily.

4 Summary

The Drury South Precinct Stormwater Management Plan identified centralised treatment wetlands as the Best Practicable Option on the basis that the proposed wetland sits in the 100 year floodplain could achieve both stormwater treatment and flood storage (for events >10 year ARI flood). This approach has been utilised for Phase 1 of the development and the wetland for that is now well into construction.

Since the time the SMP for Drury was prepared a number of key premises have changed that could affect the ability to utilise this approach for Phase 2 of the development, the primary issue being that the land for the wetland may not be available. Drury South Ltd. (DSL) have therefore requested that Tonkin + Taylor (T+T) investigate alternative stormwater management approaches to that stated in the SMP in light of those developments.

A network discharge consent (NDC) for the Drury South Industrial Precinct, based on the SMP, was granted on 2 July 2018 which included the requirement for a centralised treatment solution. That consent allows for alternative stormwater management solution to be proposed if they meet the outcomes within the Drury South Precinct Stormwater Management Plan and be demonstrated to be the Best Practicable Option. Under those conditions the applicant can seek certification for that alternative approach.

We believe a decentralised, treatment-at-source, solution can be implemented that will meet the outcomes of the Precinct Stormwater Management Plan and has some potential benefits with regards to water quality and quantity management over the centralised wetland approach (e.g. treatment close to source, increased potential for infiltration etc.). Given these factors, and the potential lack of availability of the land for a centralised wetland, the proposed decentralised approach is the best practicable option for the development. On that basis DSL will seek

certification for this alternative approach and request Healthy Waters consideration of that when that submission is made.

11-Nov-19

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Drury South Limited
PO Box 105-558
Auckland City
Auckland 1143
New Zealand

17 April 2020

Dear Sean,

Drury Crossing Private Plan Change – Transport Response to Clause 23 Request

Beca Limited has prepared the following response to address the Clause 23 information requests from Auckland Council in relation to the proposed Drury Crossing private plan change. The transport items raised by Auckland Council in its request dated 17 February 2020 are addressed in the table included in Attachment 1 to this letter.

We trust the above is of assistance. Please do not hesitate to contact me, if there are any queries.

Yours sincerely,

Joe Phillips

Principal - Transportation

on behalf of

Beca Limited

Direct Dial: +64-9-300 9190

Email: joseph.phillips@beca.com

Enc. Attachment A

Attachment A – Beca Response Table

Attachment 1 – Drury South Private Plan Change – Transport Responses to Council Clause 23 Request

Council Matter	Applicant Response
<p>T1 Please explain whether a restricted discretionary activity status triggered when trade retail exceeds 5,500m² GFA across sub-precincts C and A has been considered to enable an assessment of effects on the safe and efficient operation of the transport network.</p>	<p>It is proposed that the Precinct provisions will be amended to apply a restricted discretionary activity status to Trade Suppliers of 11,000m² GFA across Sub-precincts A and C.</p> <p>The Beca Transport Assessment Report (TAR) has already assessed the effects associated with up to 5,500m² GFA of Trade Suppliers within Sub-precinct C. Having reviewed this activity further, it is noted that the typical GFA for Trade Suppliers can range from around 5,500 up to around 11,000m² GFA. As such, to enable some flexibility for the Trade Suppliers across Sub-precincts A and C (i.e. a larger single or two smaller sites), a restricted discretionary activity threshold at 11,000m² GFA is proposed.</p> <p>An additional allowance for a further 5,500m² GFA of Trade Supplier activity in Sub-precinct A and C has been considered, above the 5,500m² already assumed and assessed. This would equate to an additional 165 vehicle movements per hour¹. Noting that the typical peak traffic period for Trade Suppliers is on weekends and the weekday morning peak period vehicle movements are much lower. This activity would replace 5,500m² GFA of an activity already assessed in Sub-precinct A or C, depending on its location. In Sub-precinct A, this would replace Light Industrial activity, which would equate to around 30 vehicle movements per hour².</p> <p>The net additional movements for Trade Supplier activities is therefore around 135 vehicle movements per hour in the weekday evening peak hour. This compares with the total of around 2,000 vehicle movements in the weekday evening peak hour across Sub-precinct C and the re-zoned 20 hectares of Sub-precinct A. Moreover, in the context of the overall Industrial Precinct traffic generation in the weekday evening peak hour (3,800-3,900 vehicle movements), the additional 5,500m² GFA of Trade Suppliers is around a 3% increase in vehicle movements.</p>

¹ NZ Trips and Parking Database and TDG surveys for Bunnings stores identify weekday evening peak hour trips rates up to 3 vehicle movements per 100m² GFA.

² Based on 0.55 vehicle movements per 100m² GFA during the weekday evening peak hour in Beca TAR.

		<p>This is considered to be a relatively small change in vehicle movements spread across the Precinct and wider transport network. It is therefore considered that allowing the potential for Trade Suppliers up to 11,000m² GFA within Sub-precincts A and C, as permitted activities, will still be manageable in terms of the safe and efficient operation of the network. On the basis of the above, it is proposed that the Trade Suppliers threshold for a restricted discretionary activity status apply at 11,000m² GFA in Sub-Precincts A and C.</p> <p>The revised Precinct provisions, including the associated matters of discretion / assessment criteria, are attached to this response, which it is considered are appropriately limited to the relevant transport matters.</p>
<p>T2</p>	<p>Please explain and justify the proposed exemption from Standard E27.6.1 Trip Generation from I140.6 Standards. Please confirm how potential transport effects from land-use activities in sub-precinct C would be mitigated in the instance that subdivision consent applications are not accompanied with a land-use consent, or where the transport effects fall outside of the scope of I410.8.2(1)(f).</p>	<p>Within Standard E27.6.1(2), it is stated that Standard E27.6.1 does not apply where:</p> <p><i>“(b) development is being undertaken in accordance with a consent or provisions approved on the basis of an Integrated Transport Assessment, where the land use and associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous assessment;”</i></p> <p>....</p> <p><i>“(d) there are requirements to assess transport, traffic or trip-generation effects for the activity in the applicable zone rules or precinct rules for any controlled or restricted discretionary activity land use.”</i></p> <p>These rules mean that development in the Precinct would not need to be subject to the trip generation rule and the intent of the proposed exclusion is to make this clear. In our view, this is a clarification rather than a substantive amendment for the Plan Change that would impact the transport effects / outcomes considered, as discussed below.</p>

		<p>The TAR has considered the trip generation effects of the proposed Precinct and this has been reflected in the proposed Precinct provisions. This includes providing for some retail and office activity as a restricted discretionary activity beyond identified thresholds. As identified above, this now includes providing for Trade Suppliers as a restricted discretionary activity beyond 11,000m² GFA. The TAR has also demonstrated that the overall trip generation effects of the Precinct will be similar to the activities already enabled through the current Precinct provisions and that the previously identified transportation network development requirements remain appropriate.</p> <p>The TAR has addressed and considered the changing environment in the vicinity of the Drury South Industrial Precinct, including the Structure Plan prepared by the Council and the work currently being undertaken by the Supporting Growth Alliance (SGA) in relation to the associated transport infrastructure. This has included consideration of the potential effects of the Mill Road Corridor and the opportunities for other future connections, such as the northern end of Ramarama Road remaining open to provide for local connection with the Structure Plan to the north.</p> <p>The Drury South Industrial Precinct is already live zoned and the trip generation effects remain similar with the proposed activities. As such, it is considered that the ongoing investigations by the SGA will be able to appropriately consider and address any transport outcomes in the adjacent areas associated with the future 'live zoning' of those areas. Noting that the TAR has also identified that, whilst not reliant on that future infrastructure (such as the Mill Road Corridor), the Precinct is able to develop in a manner that can respond and benefit from that future transport infrastructure.</p> <p>Within the Industrial Precinct any subdivision or any development which precedes subdivision is a restricted discretionary activity provided it complies with I410.6.3, as identified in Table I410.4.1. For restricted discretionary activities, the assessment matters previously included the design and layout, transportation network development requirements, as well as vehicle access to and from the Maketu Road.</p>
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		<p>In addition, the proposed Precinct provisions include matters relating to the effects of retail and offices activities exceeding identified GFA thresholds, as well as now including Trade Suppliers. These GFA thresholds relate to those activities that have potentially to be high trip generating activities, and would also apply to later land use consents, so enable the transport effects of those activities to be effectively managed. By comparison, other activities (such as residential activities) will have less impact, noting also that the projections of those activities assessed in the Transport Assessment report are already considered to be at the upper end of the quantum of activity that would eventuate. As such, it is considered that the provisions appropriately consider and will address the effects of the Precinct.</p> <p>On this basis, it is considered that assessment of future land-use consents are appropriately addressed through the combination of the proposed Precinct provisions relating to restricted discretionary activities, including:</p> <ul style="list-style-type: none"> • the thresholds for certain retail and office activities, and now Trade Suppliers; and • the matters relating to the transport network design and layout, Maketu Road access and the transport network development requirements. <p>In relation to Standard E27.6.1, it is therefore considered that development in the Precinct would not need to be subject to the trip generation rule and the intent of the proposed exclusion is to make this clear, noting effects will be addressed by other Precinct provisions. Moreover, the SGA will be able to appropriately consider and address any transport outcomes in the adjacent areas associated with the future 'live zoning' of those areas and this 'live zoned' Precinct.</p>
T3	Please consider whether the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in Table I410.4.4 rather than in Standard I410.6.1.	Refer to the planning RFI response.

T4	<p>Please explain whether a walking and cycling link between sub-precinct C and the Drury South Residential Precinct on I140.10.2 Drury South Industrial and Mixed Use: Precinct Plan 1 and Precinct Plan 2 has been considered.</p>	<p>The walking and cycling connection between the Residential and Industrial Precincts, as illustrated on the Residential Precinct Plans 1 and 2, is currently being enabled by the earthworks currently being undertaken at Drury South to establish the stormwater management areas between the Precincts. This connection is now shown on a revised Industrial and Mixed Use Precinct Plan 1 included in the planning RFI response.</p> <p>The Industrial and Mixed Use Precinct Plan 2 does not illustrate such connections. This is unnecessary, as Precinct Plan 2 shows only the transport network requirements in 14.10.8.2(f) of the Industrial and Mixed Use Precinct.</p>
T5	<p>Please confirm the expected change in estimated number of jobs that will result within Drury South from the PPC.</p>	<p>Information has been provided by Market Economics in relation to the expected number of jobs within the proposed Industrial and Mixed Use Precinct, which has been used to inform its economic assessment.</p> <p>This indicates that by around 2043, the proposed Precinct is expected to accommodate at the lower end around 5,000 jobs and up to 6,400 jobs. This range is comparable and potentially exceeds the around 5,500 jobs identified by Council, which are assumed in the regional traffic models.</p> <p>It is noted that the recent Government announcement in relation to the New Zealand Upgrade Programme (NZUP) for Transport includes committed transport infrastructure in the Drury area, which will likely accelerate the growth of this area from that previously planned, supporting employment growth.</p> <p>Notwithstanding that 5,500 or more jobs are planned to be delivered in Drury South, it is noted that there are now planned to be some 2,000 or more jobs (around 1,800 additional jobs in the wider Drury area at Drury East). According to recent media releases, we understand that the developers in Drury East may be seeking to provide a greater number of jobs than stated above.</p>

<p>T6</p>	<p>Please provide assessment of the benefits and disbenefits of the proposed intersection between Link Road, Spine Road, and Avenue Road. This should include a discussion about safety and efficiency of operation.</p>	<p>The recent Government announcement in relation to the NZUP for Transport includes the southern section of the Mill Road Corridor and the associated interchange with State Highway 1. Discussions between the applicant and the SGA are ongoing in relation to the alignment of this corridor. However, the greater certainty on the delivery of this corridor means that the previously identified Link Road and Avenue Road intersection with the Maketu Road is now much less likely to eventuate.</p> <p>It was for this reason, albeit the status of the Mill Road Corridor was more uncertain at the time of preparing the TAR, that the proposed Precinct provisions identified the need for flexibility in the alignment of the Avenue Road (and other Precinct corridors).</p> <p>As identified by Council, the TAR also identified that (with the Mill Road Corridor) a more appropriate outcome would be achieved by relocating the Avenue Road connection with the Spine Road further to the south.</p> <p>It is acknowledged that the connection of the Avenue Road with the Spine Road and Link Road intersection, as illustrated on the proposed Precinct Plans 1 and 2 will result in an unconventional alignment for the Avenue Road approach. However, there is the potential that, what is essentially an indicative connection, can be further reviewed and addressed through subsequent design phases, should this need to be progressed.</p> <p>The design options could include considering the associated alignment of the Link Road to the north. Alternatively, the alignment of the Avenue Road connection could be relocated further to the south of the Link Road, similar to the arrangement shown in Figure 4-2 of the TAR for the 'with Mill Road Corridor' situation. This could consider a combined intersection with the northern east-west road to the east of the Spine Road, or a separate intersection. For this reason, the proposed Precinct provisions enabled some flexibility in the alignment of the Avenue Road and other roads.</p>
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		As such, it is considered that the alignment and connection for the northern end of the Avenue Road with the Spine Road can be satisfactorily addressed through later subdivision consents and associated design development. Notwithstanding that the Government's NZUP for Transport has confirmed the Mill Road Corridor in this area, which would necessitate a relocation of this connection for the Avenue Road.
T7	Please explain why the road element dimensions included in Plan Change Design Guidelines: Design Element 3 – Roads and accessways are not consistent with Auckland Transport design standards, and comment on whether this may be problematic for consenting.	Refer to the planning RFI response.
T8	Please explain why the Typical Road Cross Sections included in Plan Change Design Guidelines: Attachment 1 are not consistent with Auckland Transport design standards and do not reflect the proposed land use zoning for sub-precinct C. Please comment on whether this may be problematic for future consenting.	Refer to the planning RFI response.
T9	Please add a "Base case" column to Table 4-1 and 4-2 of the TAR, so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.	An updated Table 4-1 is provided in Appendix A below. It is noted that a comparison with earlier assessments for the Housing Infrastructure business case is not helpful, as only a very limited number of key links were reported on and that previous modelling was based on different modelling assumptions. In particular, the 'With Mill Road Corridor' scenario was based on a much longer-term 2046 future year, so included a further 20-year growth period and other associated transport infrastructure.

		<p>That modelling also utilised the Scenario I9 land use from the legacy Auckland Regional Traffic (ART 3.2) model. However, the proposed Plan Change models utilised the Scenario I11 land use from the Macro Strategic Model.</p> <p>As such, the revised Table 4-1 instead provides comparison with 'Base case' traffic volumes obtained from the Beca Transport Assessment report (16 July 2018) for the initial industrial subdivision consent. Again a direct comparison needs to consider:</p> <ul style="list-style-type: none"> • The 'Without Mill Road Corridor' scenario from the subdivision consent modelling only included 65 hectares of industrial land and 300 residential dwellings in the Residential Precinct, not full build-out • The 'With Mill Road Corridor' scenario from the subdivision consent modelling has full build-out, but was based on a 2036 future year, not 2026. <p>It is therefore important the results for the 'Base Case' as presented in the revised Table 4-1, from the initial subdivision consent reporting, are considered within this context. It is also noted that traffic volumes on the Spine Road, Road 5A, Road 4 and the Road 2 are affected by the additional inclusion of the Northern East-West Road in the proposed Plan Change models. The traffic volumes have been provided, where available in the 'Base case' modelling, with other locations marked 'n/a'.</p> <p>For similar same reasons, it is not possible to provide a revised Table 4-2. The earlier assessments did not include a 'With Fitzgerald Road Connection' scenario, as reported in Table 4-2. So, there is no 'Base Case' traffic volumes for this scenario. The 'Without Fitzgerald Road Connection' volumes in Table 4-2 simply replicate those already in the revised Table 4-1.</p>
T10	<p>TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the "with" and "without" pedestrian phase scenario results are correct.</p>	<p>It is confirmed that the with and without pedestrian phase results are correctly recorded from the traffic modelling results included in Appendix D.</p>

Appendix A

Revised Transport Assessment Table 4-1

Predicted Daily Traffic Volumes – With Proposed Plan Change versus the ‘Base Case’ scenario¹

Road	Without Mill Road Corridor		With Mill Road Corridor	
	2026 Plan Change	2026 Base Case ²	2026 Plan Change	2036 Base Case ³
Spine Road (Road 1) – South of Intersection 2	9,100	3,600	6,300	6,300
Spine Road (Road 1A) – North of Intersection 2	3,500	1,200	4,000	7,900
Spine Road (Road 1B) – North of Intersection 1	16,200	n/a	20,200	17,200
New Quarry Access Road (Road 2W) – East of Intersection 2	4,900	3,500	3,700	6,300
Avenue Road (Road 3) – West of Intersection 1	4,600	n/a	5,500	1,800
Avenue Road (Road 3) – West of Intersection 2	3,300	n/a	2,500	2,800
Road 4 – North End	4,300	n/a	5,900	n/a
Road 4 – South End	4,100	5,100	5,000	2,600
Road 5A – East of Intersection 1	3,400	3,300	4,800	8,100
Northern East-West Road – East of Spine Road	6,800	n/a	7,600	n/a
Link Road (Mill Road Corridor) – North of Spine Road	9,000	n/a	14,000	25,000
Spine Road / Quarry Rd crossing SH1	9,400	3,300	4,400	3,700

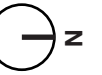
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¹ ‘Base case’ traffic volumes are taken from Beca Transport Assessment report (16 July 2018) for the initial Industrial Precinct subdivision.

² ‘Without Mill Road Corridor’ scenario in ‘Base case’ results include 65 hectares of industrial land and 300 residential dwellings in the Residential Precinct, not full build-out of the Precincts as in the proposed Plan Change models.

³ ‘With Mill Road Corridor’ scenario in ‘Base case’ results are based on 2036 background land use growth, not 2026 as in the proposed Plan Change models.

DRURY SOUTH INDUSTRIAL AND MIXED USE PRECINCT



SUB-PRECINCT C MIXED USE - CONCEPT SCHEME OPTION

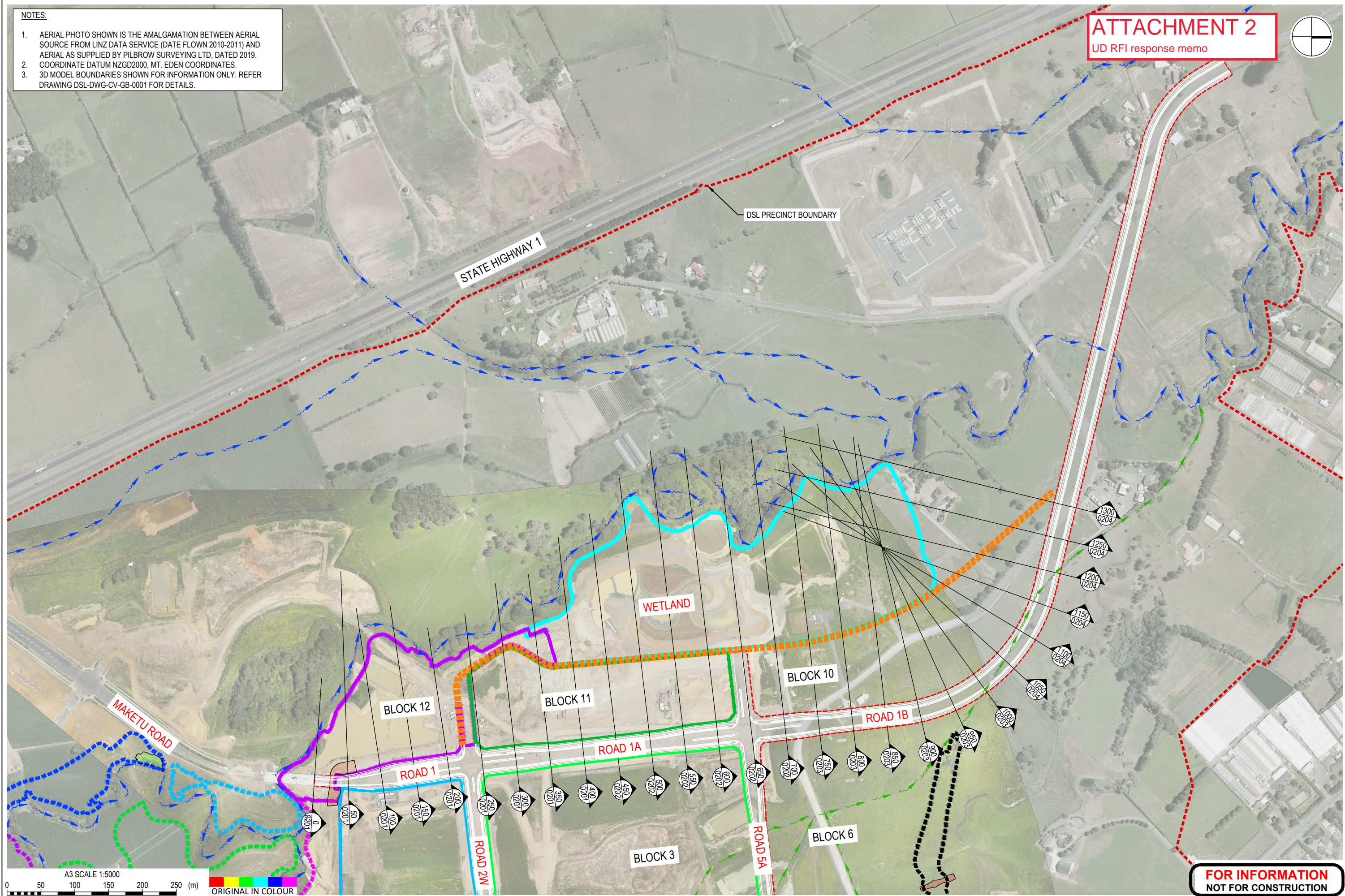
LEGEND

- SITE
- STREAM
- WETLANDS
- ▽ SITE ENTRANCE



- NOTES:**
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 2. COORDINATE DATUM NZGD2000, MT. EDEN COORDINATES.
 3. 3D MODEL BOUNDARIES SHOWN FOR INFORMATION ONLY. REFER DRAWING DSL-DWG-CV-GB-0001 FOR DETAILS.

ATTACHMENT 2
UD RFI response memo



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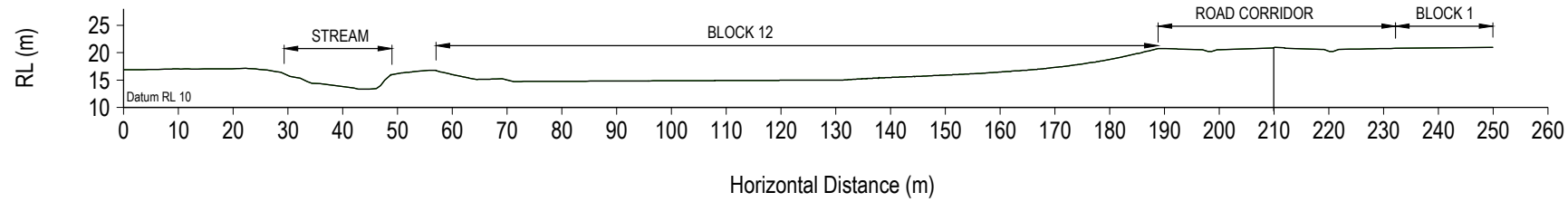


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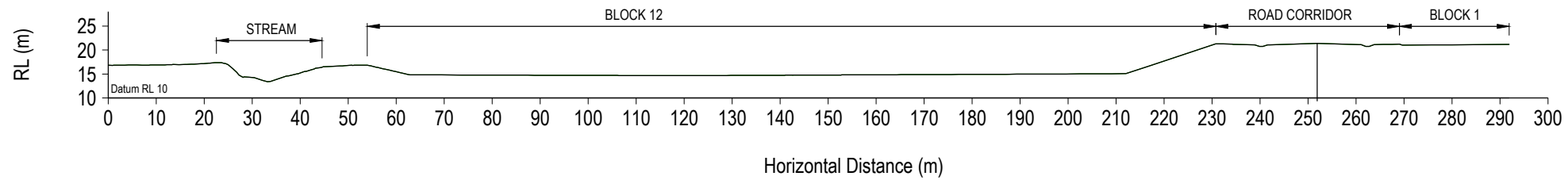
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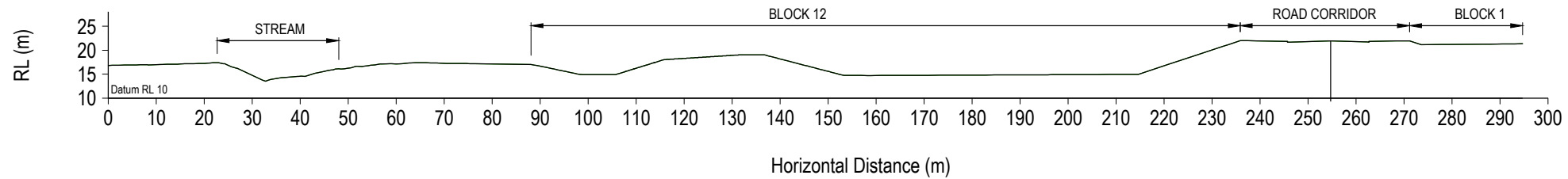
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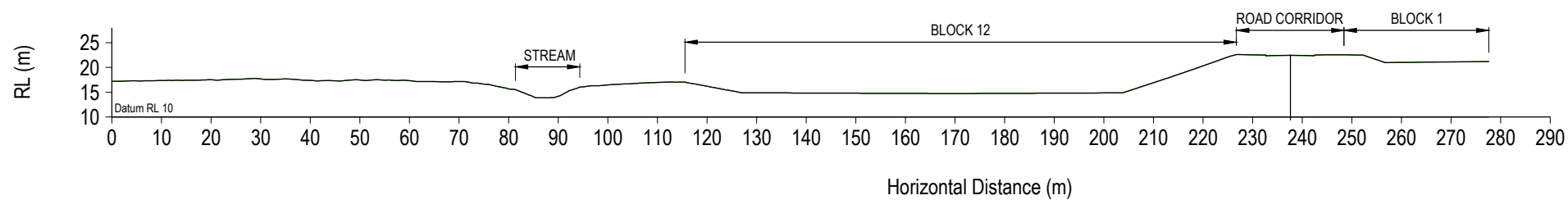
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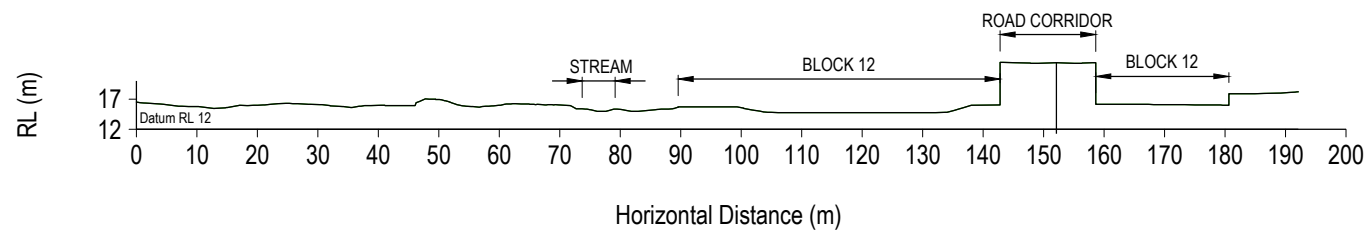
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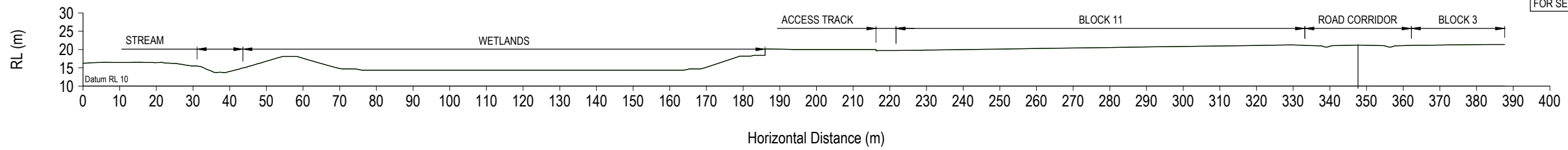


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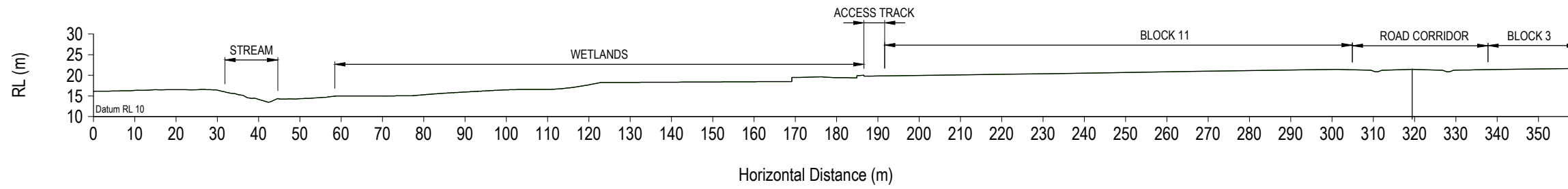
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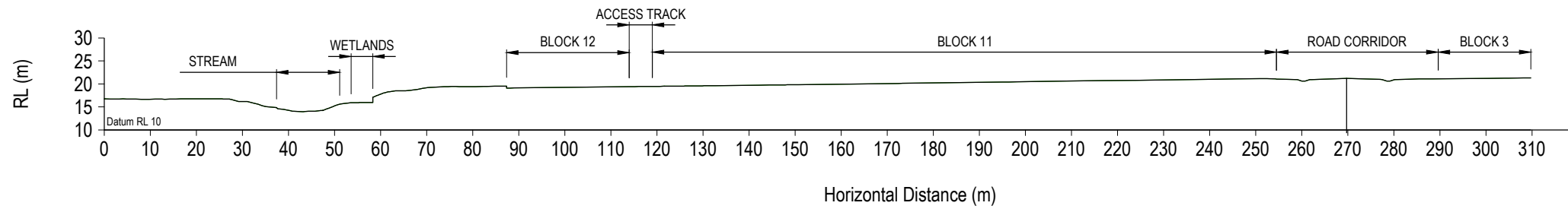
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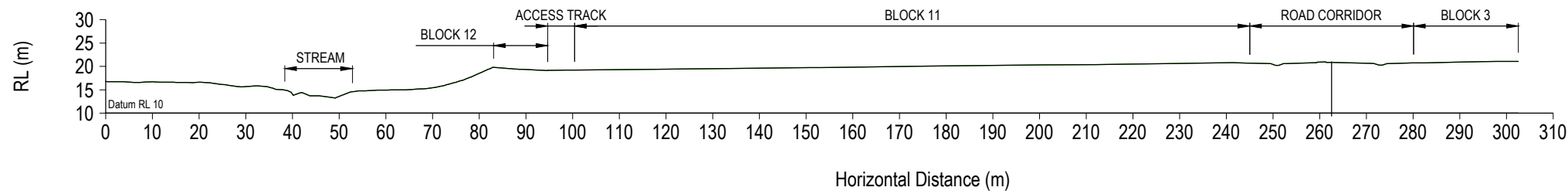
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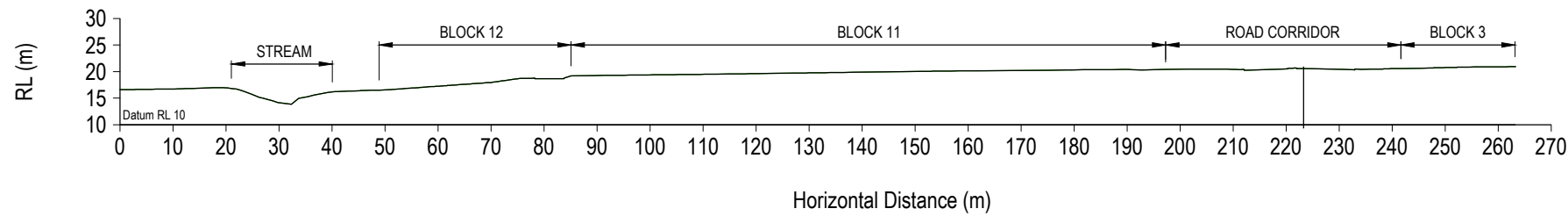
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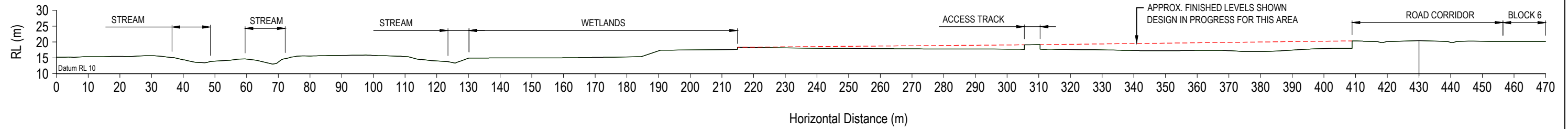


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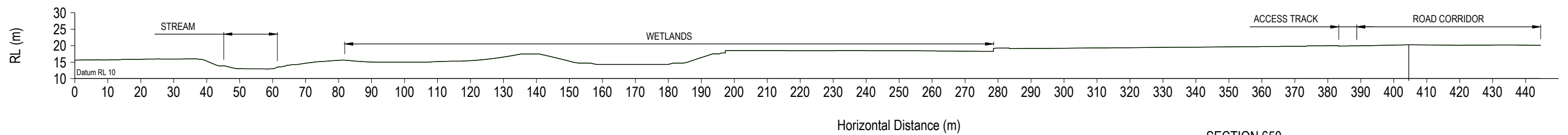
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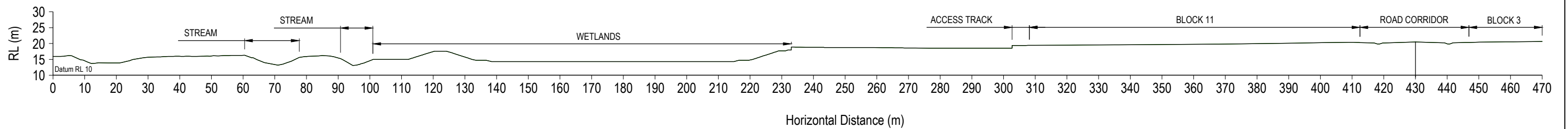
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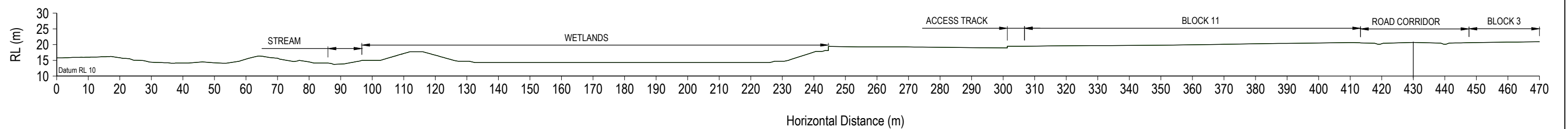
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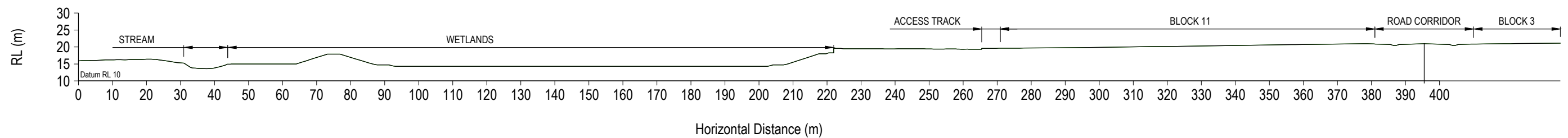
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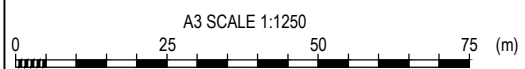
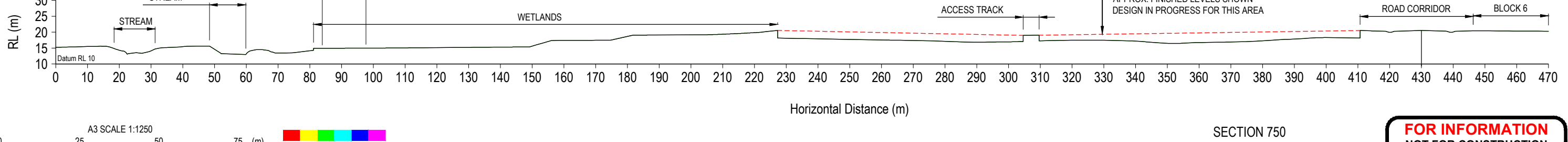
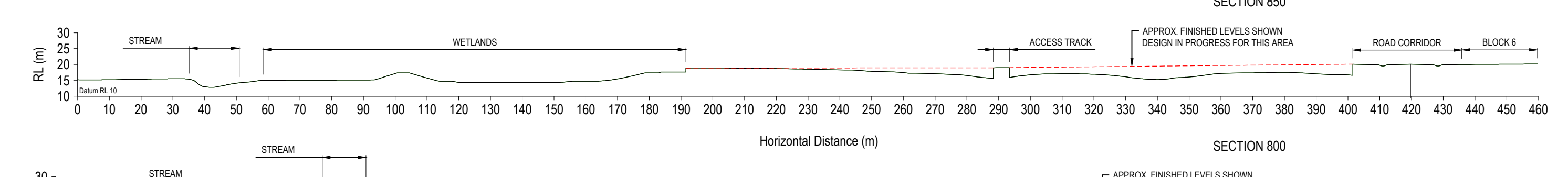
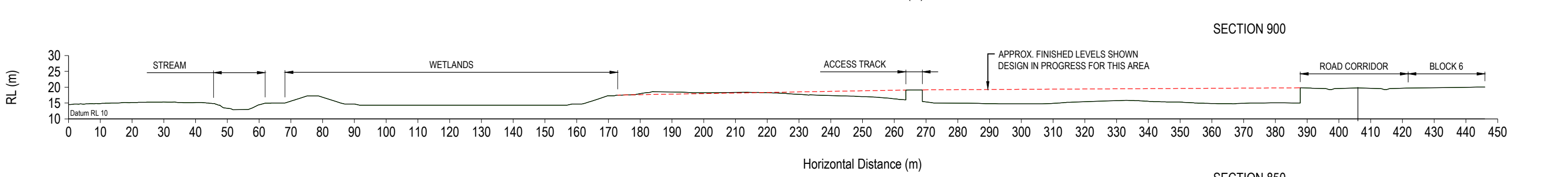
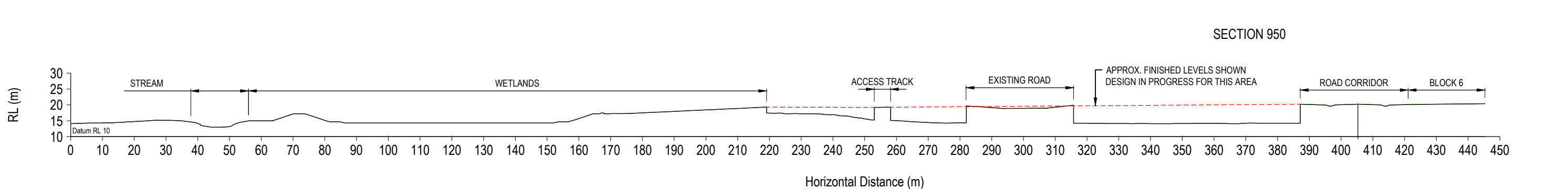
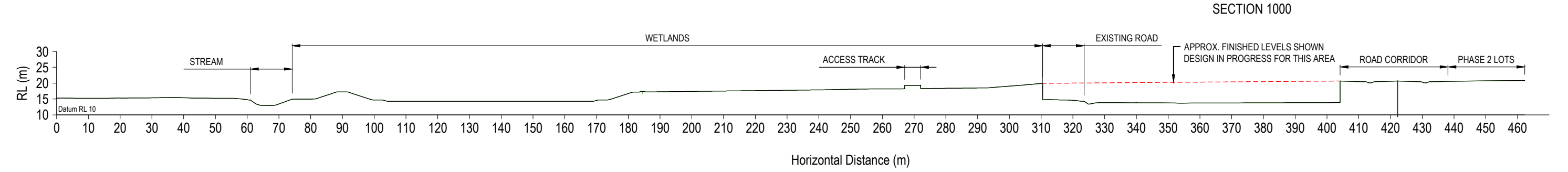
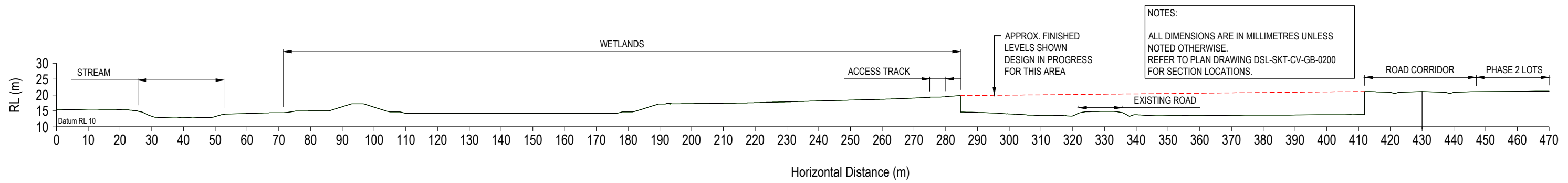


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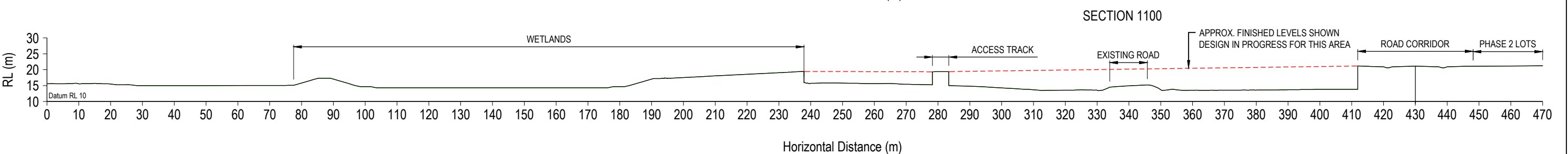
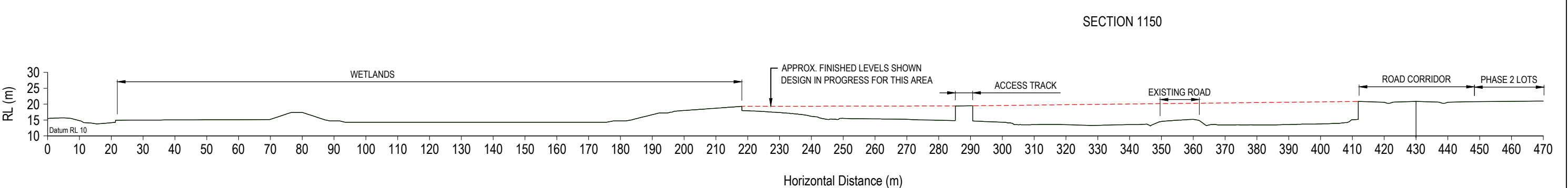
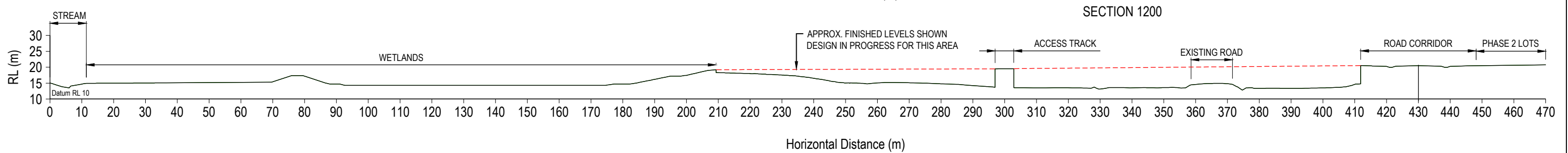
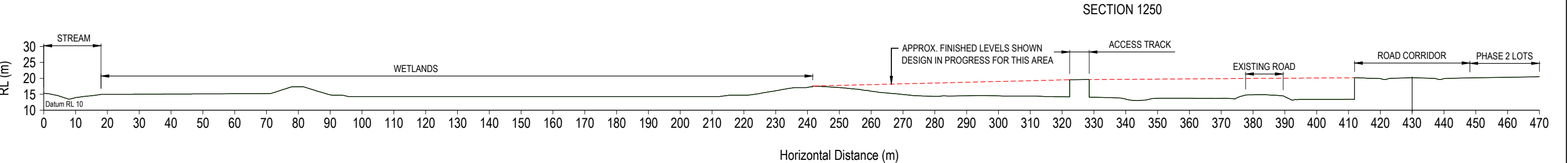
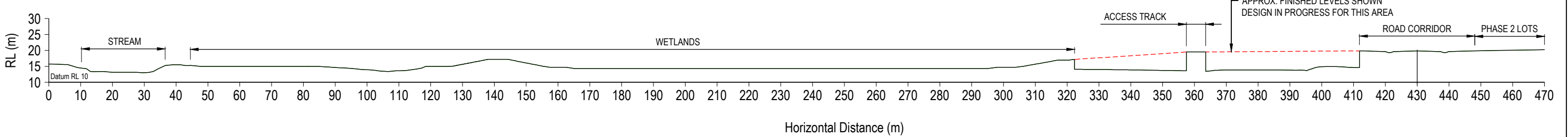
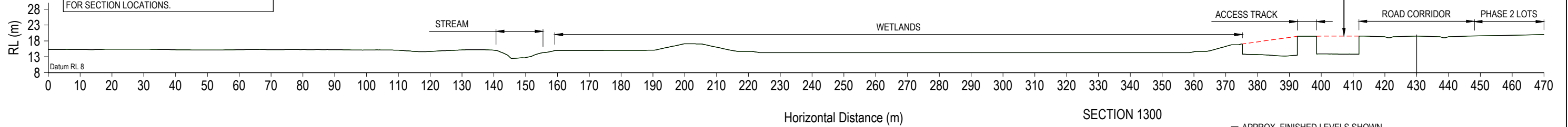
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Discipline	CIVIL
Drawing No.	DSL-SKT-CV-GB-0204
Rev.	A

NOTES:
 ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 REFER TO PLAN DRAWING DSL-SKT-CV-GB-0200 FOR SECTION LOCATIONS.



No.	Revision	By	Chk	Appd	Date
A	ISSUED FOR INFORMATION	AVAC	PDN		20.03.20

Original Scale (A3)	1:1250
Design	PDN 19.03.20
Drawn	AVAC 19.03.20
Dwg Verifier	
Dwg Check	
Approved For Construction	N/A
Date	

Client: DRURY SOUTH LIMITED

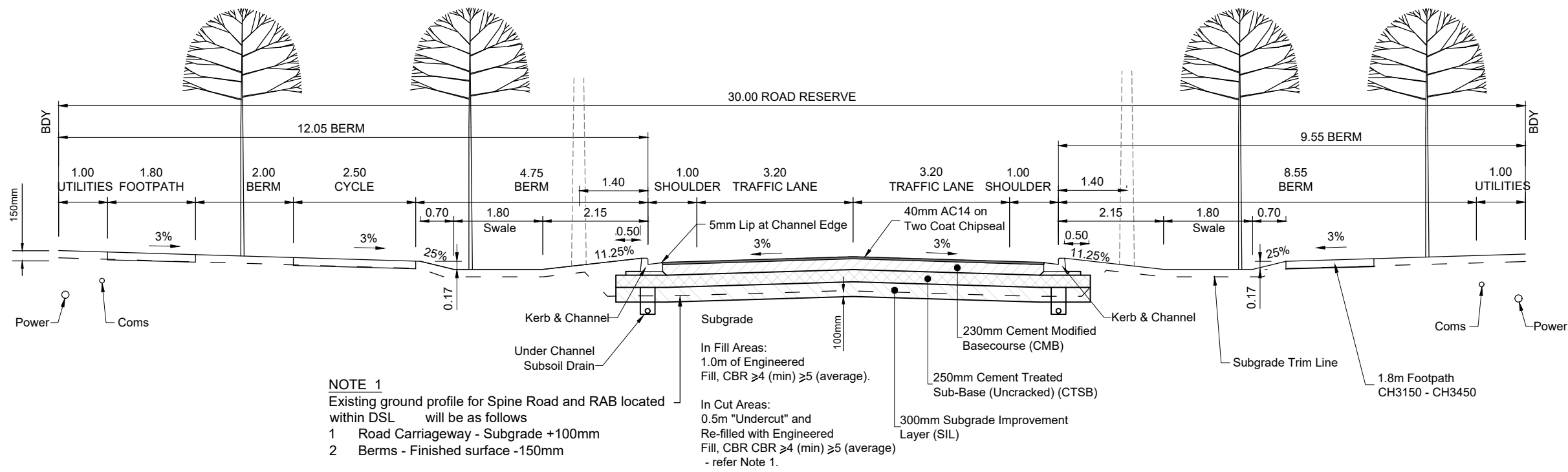


DRURY SOUTH

Subject:	DRURY SOUTH LTD
Title:	CROSS SECTIONS SHEET 5

Discipline:	CIVIL
Drawing No.:	DSL-SKT-CV-GB-0205
Rev.:	A

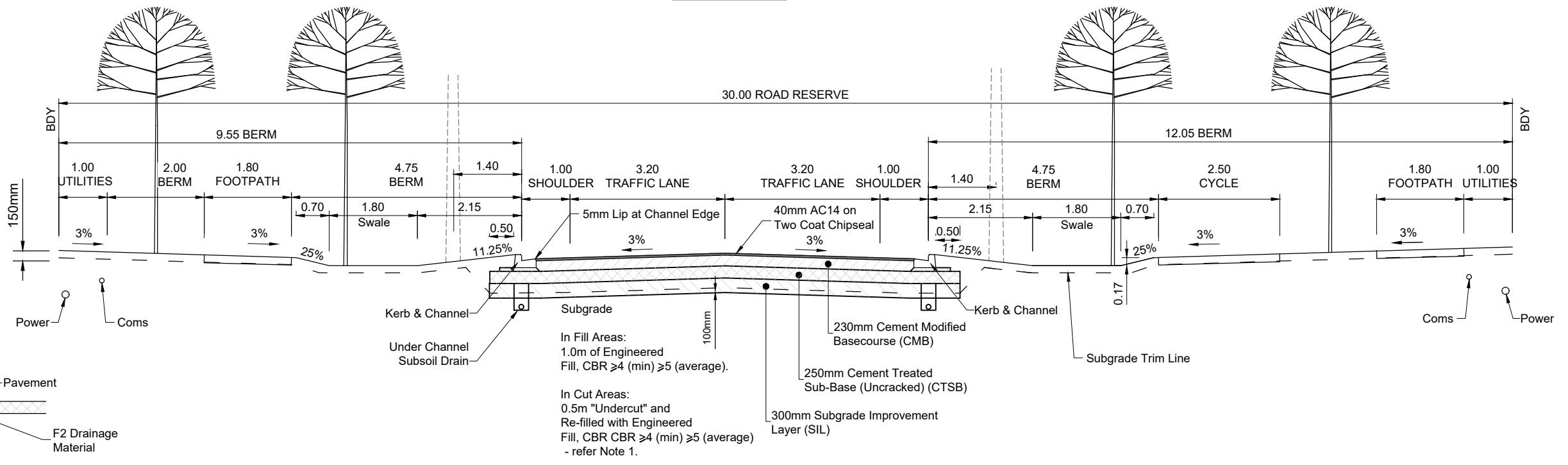
**FOR INFORMATION
 NOT FOR CONSTRUCTION**



NOTE 1
Existing ground profile for Spine Road and RAB located within DSL will be as follows
1 Road Carriageway - Subgrade +100mm
2 Berms - Finished surface -150mm

NOTE 2
Contractor to trim subgrade to design level

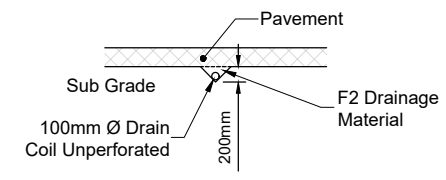
TYPICAL CROSS SECTION - SPINE ROAD
CH 3150 - 4000



SUBSOIL DRAINAGE NOTES
1. Upstream and Downstream Connections are to Utilise Suitable Connectors.
2. Longitudinal and Transverse Location in the Subgrade Must Ensure Positive Drainage.
3. All Locations to be As-Built.

TYPICAL CROSS SECTION - SPINE ROAD
CH 2800 - 3150

Note
1. Minimum in-situ subgrade CBR - 2 shall be achieved in cut areas. Where the in-situ subgrade CBR is less than 2, the depth of undercut shall be increased as directed by the engineer



PAVEMENT DRAIN

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REV.	DESCRIPTION	CHECK	APP'D	DATE	NAME	DATE
A	SUBGRADE EXTENT CHANGED TO 500 BEHIND BOK			7.11.17		
B	SWALE ADDED TO BERM PROFILE			21.11.17	S.M.	8.17
C	MINOR MODS TO PAVEMENT DETAILS			13.03.18	DRAWN	K.W. 8.17
D	PAVEMENT DRAIN DETAILS ADDED			13.04.18	DRAWING CHECK	S.M. 8.17
E	SWALE DETAILS UPDATED			16.05.18	APPROVED	S.M. 8.17

CLIENT
DRURY SOUTH LTD

PROJECT
**DRURY SOUTH
SPINE ROAD SOUTH**
DRAWING TITLE
**SPINE ROAD
TYPICAL CROSS SECTIONS**

STATUS		
ENGINEERING APPROVAL		
DISP CIVIL	PROJECT No. 0010-17	DATE MAR 18
SCALE - A3 1:100	DWG No 450	REVISION

MEMO

Re: Urban Design Requests for Information – Drury South Plan Change

To: Rachel Morgan, Senior Associate/Planner, B&A

From: Matt Riley, Senior Associate/Urban Designer, B&A

Date: 20 April 2020

This memo provides responses to the urban design queries contained in Auckland Council’s 17 February 2020 letter on the Drury South Plan Change request.

UD1 **Maketu Road slip lane: Please provide urban design comment on the potential slip lane running alongside Maketu Road as illustrated in the Design Strategy.**

This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities, including how active frontages, servicing and pedestrian amenity can be managed, and the pros/cons of slip lane.

Response Ms Ogden-Cork’s query raises three distinct questions:

- Is a slip lane proposed?
- If a slip lane were proposed, how might active frontages, servicing and pedestrian amenity to that slip lane be managed?
- What are the pros and cons of a slip lane?

I answer each of these questions below.

Is a slip lane proposed?

A ‘slip lane’ is not proposed by the Plan Change. It is possible, however, that a future resource consent application developed in accordance with the Plan Change provisions might include a lane parallel to Maketu Road. Such a layout is shown in Sub-precinct C in the ‘Design Strategy’ at page 21 of Appendix 6b to my urban design report. This layout is conceptual and illustrative only.

A lane along the eastern side of Sub-precinct C would, in my view, be a logical response to the framework set up by the operative Precinct and as modified by the Plan Change.

This is because:

- The operative provisions (carried through unmodified in the Plan Change) restrict the creation of vehicle access points to sites fronting Maketu Road in order to manage the safe and efficient operation of the road network.¹ A lane along the eastern side of the Sub-precinct would therefore be an effective means of providing alternative access to adjoining uses.
- The Plan Change proposes a standard (I410.6.4) requiring noise sensitive activities in Sub-precinct C, such as residential uses, to meet specified internal noise maximums. I understand from the Marshall Day acoustic memo that a means to achieve compliance with this standard would be setting back the noise sensitive activities from Maketu Road. If a setback was used, a lane within the intervening space would, in addition to providing local access as discussed above, have the benefit of bringing movement and activity into the area.

If a slip lane were proposed, how might active frontages, servicing and pedestrian amenity to that slip lane be managed?

Should a lane be proposed as part of a future consent application for Sub-precinct C, I agree with Ms Ogden-Cork that it is necessary to consider active frontages, servicing and pedestrian amenity along that lane in order to achieve the built form and pedestrian environment outcomes sought in both the Precinct and in the Business – Mixed Use zone.

This is achieved by means of the restricted discretionary activity status for new buildings in the Business – Mixed Use zoning. Council has a wide range of discretion on new buildings and how they interface roads and lanes under H13.8.1(3). This provision gives to Council discretion on overall building design, the extent of glazing, screening of carparking and servicing, convenient and direct access to the street, achieving an overall attractive and pleasant space, and the contribution of landscaping. Under clause (f) of that provision, these matters equally apply to new roads and service lanes.

¹ Rule A3 in Activity Table I410.4.1 makes it a restricted discretionary activity to create vehicle access to any site which fronts Spine (now 'Maketu') Road where that site also has a frontage to another road shown on Precinct Plan 2.

I consider these matters of discretion provide Council with broad reaching ability to require a form of building design to any road or lane in a manner which enables active frontages, provides for a good level of pedestrian amenity, and appropriately manages servicing.

What are the pros and cons of a slip lane?

I return to an earlier point, that the operative Precinct provisions, carried through unmodified in the Plan Change, restrict vehicle access to Maketu Road. In other words, the operative planning framework that tends to encourage a 'slip lane' response alongside Maketu Road in Sub-precinct C is not proposed to be changed by the Plan Change.

That said, the Plan Change proposes to change the zoning of Sub-precinct C from Light Industry to Mixed Use. Does this change of zoning – which enables more sensitive uses such as residential – change the paradigm in relation to the appropriateness of a slip lane, should one be proposed? On this point, I make the following comments.

A potential lane parallel to Maketu Road would:

- *Allow a slow, localised scale of movement for pedestrians and cyclists, in addition to vehicles, contrasting with the 'through-corridor' function of Maketu Road.*

The lane would enable on-street landscaping additional to that along Maketu Road and would provide the sort of high amenity environment consistent with the range of activities the Mixed Use zone enables.

- *Increase the overall width of the road corridor between Sub-precinct C and Sub-precinct E.*

Very wide road corridors are typically not encouraged in urban design thinking, as they can impede cross-movement and restrict land use integration. That is generally, however, where the road corridor would act to divide an otherwise cohesive neighbourhood. In this case, however, I do not consider Sub-precincts C and E to be parts of the same 'neighbourhood', such that the width of the road corridor between them should be minimised in order to 'knit' them together. Their respective zonings enable land uses which, while in some areas overlapping, are largely distinct. The Mixed Use zone has an overall higher amenity expectation and the Light Industry zone, a lower one. The Sub-precincts will develop as definably different land use areas, a characteristic which would not be undermined by a potential 'slip lane' in Sub-precinct C.

To the contrary, some increased distance between land use and buildings in Sub-precinct E and Sub-precinct C may be of benefit to the amenity of the latter. The Plan Change proposes to change the zoning of Sub-precinct E From Heavy Industry to Light Industry. While Light Industry uses do not generate the odour, dust or noise of Heavy Industry uses, nonetheless (as stated in the zone description) the zone does, overall, have a lower level of amenity than other Business zones, including the Mixed Use zone. In that context, providing some greater separation between the zones, by way of a slip lane, may have the benefit of reduced adverse amenity effects on Sub-precinct C.

In summary, I consider that were a slip lane to be proposed as part of any land use/subdivision development of Sub-precinct C, it would have an overall benefit, enabling an enhanced level of localised pedestrian, cyclist and vehicular movement consistent with the higher amenity expectations of its requested Mixed Use zoning, while also potentially reducing the level of any adverse amenity effects from activities in the adjoining Light Industry zoned Sub-precinct E.

UD2 **Scale drawing: Please provide a scale drawing of the precinct and the indicative layout illustrated in the Design Strategy, and/or alternative development scenarios.**

This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities.

Response Refer to **Attachment 1** to this memo.

UD3 **Car parking: Please explain how car parking is anticipated to be managed within the precinct – as illustrated in Page 21 of the Design Strategy**

This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities.

Response Parking is managed in Sub-precinct C, which is the focus of the Plan Change, by the Sub-precinct's underlying Business-Mixed Use zone. In that zone, via H13.8.1(3)(a)(v), Council has discretion, when assessing a new building and alterations and additions to buildings not otherwise provided for, regarding '*the effectiveness of screening of car parking and service areas from the view of people using the public space.*' This is linked, via assessment criterion H13.8.2(3)(e) to policy H13.3(7). That policy states '*Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian amenity and the streetscape.*'

My understanding is the car parking in the concept design shown on page 21 of Appendix 6b is, in part, in the basement of buildings. At-grade or surface parking, however, is anticipated by the Business-Mixed Use zone, with discretion reserved to Council – as discussed above - to ensure good amenity results, including by consideration of the location, overall design, and screening of such parking.

UD4 **Reserve: Please provide cross sections through the precinct from the reserve to Maketu Road to illustrate any changes in levels and the likely relationship between the park and future streets and built elements.**

This is to help better understand the likely development scenarios under the mixed use zone, and the site related constraints and opportunities, as well as the scale/height of development relative to adjoining streets and the reserve areas.

Response Refer to **Attachment 2** to this memo, which shows consented bulk earthworks between the Sub-precinct C area and adjacent stormwater management area.

In addition to the information shown in the attachment, in regard to how the Precinct provisions manage the relationship between the stormwater management area on the western side of Sub-precinct C and any development within the Sub-precinct – this is done through the restricted discretionary activity status of subdivision or development. An assessment criteria related to this activity status is I410.8.2(1)(e)(v):

‘the extent to which the earthworks required by the subdivision or development: (v) ensure that the creation of level development platforms are contoured to integrate with the surrounding street environment and open space corridors.’

This sets up an expectation for earthworks associated with either subdivision or building development to achieve a positive relationship, in terms of levels, between the Sub-precinct and the adjoining stormwater management area.

UD5 **Pedestrian and cycle network: Please provide more information on the location and quality of the pedestrian/cycle connections to the residential precinct across the reserve**

This is to better understand the planned connectivity between precincts and the options for walking and cycling, including likely amenity and ease of access between key destinations and routes.

Response The walking and cycling connection between the Residential and Industrial Precincts, as shown on Precinct Plan 2 in the operative Drury South Residential Precinct, is currently being enabled by the earthworks presently being undertaken by Drury South Limited to establish the stormwater management area between the Precincts. This includes providing a bridge to cross the Hingaia/Maketu Streams.

Precinct Plan 1 for the Drury South Industrial and Mixed Use Precinct has been updated to replicate the position of the connection shown on Precinct Plan 2 in the operative Drury South Residential Precinct. Please refer to response to RFI query T4 in the Beca memo for further detail.

UD6 **Spine Road: Please provide an explanation on the planned location of the ‘Spine Road’ shown in I410.10.2 and how this relates to Spine Road as shown in I451.9.2 Drury South Residential – Precinct Plan 2. This shows a different alignment.**

This is to better understand the planned connectivity between precincts and the route residents are likely to take to access the services in the mixed use zone.

Response Precinct Plan 2 of the operative Drury South Residential Precinct shows the ‘Spine Road’ (now called Maketu Road) on the western side of that area of land which is Sub-precinct C in the Plan Change. The ‘Spine Road’ is, however, shown on the eastern side of this area of land in Precinct Plan 2 in the operative version of the Drury South Industrial Precinct. Part of Spine Road has been consented and is constructed on this alignment. The alignment shown in the operative version of the Drury South Industrial Precinct has been taken through to this Plan Change. The alignment shown on the Drury South Residential Precinct represented potential alignment thinking at that time, which was subsequently changed as the design requirements for stormwater management areas and the road alignment for the Spine Road were progressed.

The position of the Spine Road shown in the Plan Change’s proposed Precinct Plan 2 mirrors what is shown in the operative version of the Precinct and is consistent with what has been consented by Council.

UD 7 **Maketu Road: Please provide information on the intended design of Maketu Road (as consented or planned) to better understand the likely pedestrian environment along the frontage.**

It is noted that road cross-sections are included in detailed appendices to the Drury South Industrial precinct, but if road design has been consented it would be helpful

to know the design to better understand the likely pedestrian environment along the frontage; and to assist with understanding the commercial activities that may locate along it.

Response Please refer to **Appendix 3**, attached to this memo, which shows typical cross sections of 'Spine Road South' (Maketu Road) which have received engineering plan approval. In summary, Maketu Rd includes the following:

- A dedicated 2.5m wide bi-directional off-road cycle path on the western side of the road;
- 1.8m wide footpaths on both sides;
- Signalised pedestrian and cycle crossings on all approaches to the signalised intersections with Roads 2W and Road 5A to connect with the shared paths on those roads.

The road is also designed to accommodate future bus stops, which would be implemented by Auckland Transport

UD 8 **1.410.11 Appendices: Please highlight any proposed conflicts between the proposed new provisions and the design guidance provided in the Appendices to the precinct, and explain the statutory weighting given to them.**

I understand that the detailed appendices to the Drury South Industrial precinct are not affected by the plan change. However, it is important to clearly understand their suitability for application to a mixed use zone.

Response The Appendix has been edited to avoid conflicts between it and the Precinct provisions (see **Appendix 1.2** in the lodgement package).

In terms of the statutory weighting of the Appendix, assessment criterion I410.8.2(1)(d) for subdivision of land refers to the extent to which subdivision design and layout is consistent with the subdivision design assessment criteria set out in Appendix I410.11.1. In other words, the Design Guidelines in the Appendix are 'pulled in' to the Precinct as a matter of assessment.

UD9 **Local Centre vs Mixed Use Zoning: Comment on whether or not a local centre zone was considered for part or all Sub-Precinct C and what the costs and benefits would be.**

The mixed-use zone has the potential to function as a local centre by default due to the mix of activities, its location separate from (not adjoining) an existing centre,

and the need to provide a focal point for residents and workers needs similar to what a local centre would typically do.

Response Please refer to the revised section 32 report.

UD 10 **Access to school: Please provide comment on the location of nearest schools (existing or planned) and the expected travel routes.**

The introduction of mixed use provides the potential for an increase in residential population in addition to the Drury South Residential Precinct, and to service their needs may require additional social infrastructure such as schools.

Response The nearest existing primary school to the Precinct is Ramarama School, which is located at 126 Ararimu Road, approximately 1.5km south by road from the southern end of Sub-precinct C. The nearest existing secondary school is Pukekohe High School, at 14 Harris Street, Pukekohe, which is approximately 13.5km to the south-west along Runciman Road.

Noting the large area of Future Urban zoned land directly to the north of the Precinct and the signalled intention by the Government to develop this area for a substantial new urban centre, including housing, it can be anticipated that any residential dwellings in Sub-precinct will be well served by schools that will be required in that area.

To: Sanjay Bangs, Auckland Council

From: Rachel Morgan, Barker & Associates

Date: 22 April 2020

Re: Summary of responses to Council's RFI – Drury South Private Plan Change request

Dear Sanjay,

Below is a table summarising our responses to the RFI for the Drury South Private Plan Change request we received from Council on 17 February 2020. Many of the responses are addressed in the attached memos from the various specialists and/or updates to the specialist reports submitted with the Plan Change request.

#	Category of Information	Specific Request	Response
P1	Shape files	Please provide shape files showing the proposed spatial amendments to the zoning and Drury South Industrial Precinct.	These are attached to the email response.
P2	Consultation	<p>Please explain why consultation with iwi groups has been limited to Ngāti Tamaoho and Ngāti Te Ata (Section 7.2.4 of Section 32 Assessment report), and revise the extent of consultation to include all relevant iwi groups.</p> <p>Please also explain the nature of consultation, including the key timeframes, scope of engagement, and documents provided to iwi groups.</p>	<p>Given that the Ngati Tamaoho Trust and Ngati Te Ata Waiohua have been the Mana whenua group that have historically been most engaged in the Drury South project, a meeting to discuss the proposed plan change was held with the Nagti Tamaoho Trust representatives, Lucie Rutherford and Dennis Kirkwood, and Ngati Te Ata representative Karl Flavell. The meeting was held on 24 June 2019. DSL provided a full outline of the proposed plan change. Those present generally indicated they were not concerned with the proposed plan change. No further feedback has been received to date.</p> <p>In addition, DSL also sent out consultation letters on the proposed plan change following Iwi Groups on 3 March 2020:</p> <ul style="list-style-type: none">• Ngai Tai Ki Tamaki

			<ul style="list-style-type: none"> • Ngati Maru • Ngati Tamaoho • Ngati Te Ata • Ngati Whanaunga • Te Ahiwaru – Waiohua • Te Akitai Waiohua • Waikato – Taihui <p>To date, no responses have been received.</p>
P3	Consultation	Please comment on the extent and nature of consultation undertaken with the parties outlined in Section 7.2.4 of the Section 32 Assessment.	<p>Plan Change consultation letters were also sent to the following parties:</p> <ul style="list-style-type: none"> • Fulton Hogan (operators of the Drury Quarry) • Ramarama School • Transpower • Balle Brothers (Landowners on the westerns side of State Highway 1) • Classic Developments (developing Drury South Residential) • Key Landowners in Drury East (Auranga and Kiwi Property). <p>To date, we have worked through several discreet discussions with the above parties, which will continue as needed.</p>
P4	Consultation	Please clarify whether Auckland Transport, the New Zealand Transport Agency and/or Supporting Growth have been consulted with in the preparation of the PPC.	<p>A meeting was held with NZTA on 2 March 2020 to provide an overview of the proposed plan change. DSL will engage with NZTA and their experts as the Plan Change request progresses.</p> <p>A meeting was held with Auckland Transport on 5 March 2020 to provide an overview of the proposed Plan Change. DSL will engage with Auckland Transport and their experts as the Plan Change request progresses.</p> <p>Over the past 12 months, DSL has been actively working with the Supporting Growth Alliance (SGA)</p>

			<p>on the Mill Road alignment. In addition to these meetings, SGA has been advised and briefed on the proposed plan change. The dates of these meetings are as follows:</p> <ul style="list-style-type: none"> • 25 June 2019 • 28 August 2019 • 4 December 2019 • 21 February 2020
P5	Section 32 (See also Item UD9)	Please explain whether a Business – Local Centre Zone, or other commercial zones have been considered as a reasonable alternative to the Business – Mixed Use Zone, and update the Section 32 assessment to assess this option.	A range of alternative zones have been considered for Sub-Precinct C, and further analysis is provided in the S32 report. Overall, it is considered that the Mixed Use zone is the most efficient and effective means of achieving the objectives of the Plan Change and the AUP.
P6	Precinct provisions	<p>For activities proposed to be amended by the PPC, please provide a comparison between the operative provisions within Sub-precinct C (including both the Light Industry Zone and precinct provisions) and the proposed provisions (including both the Mixed Use Zone and amended precinct provisions).</p> <p>This would ideally be provided by expanding the table on pages 9-10 of the Section 32 Assessment.</p>	A comparison of the activities requested is provided on pages 8, 10-12 of the revised S32 report.
P7	Trade suppliers	Please provide reasoning to justify the proposed permitted activity status for trade suppliers within Sub-precinct A.	See the response to P8 below. Please also refer to the additional analysis on pages 8 and 13 of the revised S32 report.
P8	Activities in Sub-precinct A	Please clarify the removal of “activities that do not comply with the standards in I410.6.2” from Activity Tables I1410.4.2 and I410.4.3.	The intent of this is to change the activity status of infringements to the standards in I410.6.2 from a discretionary activity to a restricted discretionary activity, consistent with the approach to standard infringements across the AUP zones generally. In accordance with the AUP approach, the standard assessment matters in C.1.9 of the

			AUP would apply to infringements of I410.6.2. Please refer to the further detail on pages 8 and 12 of the revised S32 report.
P9	Reverse sensitivity	Please explain the amendments to Objectives I410.2(8) and (9), and whether alternative language has been considered.	Objective 9 was amended to be consistent the wording of objective 11 in the Drury South Residential Precinct, and this amendment is considered editorial rather than substantive. Objective 8 has been further amended to be consistent with the policy intent of the Heavy Industry zone (refer Objective 1 of the Heavy Industry zone). This change addresses reverse sensitivity effects in a manner consistent with the wider AUP policy framework. This matter is addressed in the revised s32 report at pages 8-14.
P10	Employment generating activities	Please justify the proposed deletion of Policy I410.3(10) which seeks to locate higher employment generating activities in Sub-precinct C close to potential public transport route.	Policy 10 is proposed to be deleted and replaced with Policies 25 and 26 that address activities and development in Sub-Precinct C. This matter is addressed in more detail in the revised 32 report at page 9.
P11	Retail and office activity	Please comment on why a restricted discretionary activity status has been proposed for office and retail activity in Sub-precinct C compared to discretionary in the underlying Mixed Use Zone.	The effects of these activities on the environment are well defined, which make a restricted discretionary activity status suitable. Please refer to the additional reasoning on pages. 9-11 of the revised S32 report.
P12	Notification	Please justify the proposed amendments to Standard I410.5(1) precluding restricted discretionary activities from limited or public notification.	The effects of the restricted discretionary activities are well defined and have been broadly assessed as part of the Plan Change request, which in our view makes non-notification appropriate. Please refer to the additional reasoning on page 13 of the revised S32 report.

P13	Internal roading network	Please expand on the reasons provided in Section 5.2.2 of the Transport Assessment Report (TAR) for amending standard I410.6.3, particularly in relation to where/on whom costs would fall.	These provisions were amended to be consistent with the wording of the same provisions in the Drury South Residential Precinct, and these amendments are considered editorial rather than substantive. This matter is addressed in the revised s32 report at pages 13-14.
P14	Vesting of land in Sub-precinct D	Please explain the reasoning behind the proposed amendments to Standard I410.6.3(2) related to the vesting of land within Sub-precinct D.	These provisions were amended to be consistent with the wording of the same provisions in the Drury South Residential Precinct, and these amendments are considered editorial rather than substantive. This matter is addressed in the revised s32 report at pages 13-14.
P15	Mitigation of traffic noise	Please clarify whether Standard I430.6.4 (noise and ventilation) should be supported by provisions to assess infringements to these standards, such as those contained in Section E25.8 of the Auckland-wide noise and vibration provisions.	We agree that matters of discretion and assessment criteria should be included for infringements to this rule. Please refer to the updated Precinct provisions at Appendix 1 and the additional commentary on page 11 of the revised s32 report.
P16	Precinct Plan	Please provide road names on proposed Precinct Plan 1, particularly Maketu Road.	Please refer to the updated Precinct Plan 1 in the Precinct provisions at Appendix 1.
P17	Precinct Plan	Please explain the reduction of Sub-precinct D Open Space / Stormwater Management within proposed Precinct Plan 1. If it has resulted from the vesting of land with Auckland Council, please explain whether rezoning to an Open Space zone has been considered and discussed with Auckland Council's Parks and Recreation team.	No reduction in the extent of Sub-Precinct D is proposed. In fact, an increase in the land area for Sub-Precinct D is proposed, resulting from the inclusion of the land to the south of Sub-Precinct C. The reduction in the number referenced on the Precinct Description from 101 hectares to 41 hectares is a result of removing the Drury South Residential Precinct from the current Industrial and Mixed Use Precinct. This is considered to be an editorial change rather than a substantive one.

P18	Open Space Connections	Please explain whether the urban design elements shown in p.20 of the Urban Design Report (Appendix 6b) have been considered as precinct provisions.	The urban design strategy illustrates one way that the site can be developed. The design policies and criteria in the Precinct will ensure that the quality built environment objectives of the Unitary Plan would be achieved. This is addressed further on page 36 of the revised s32 report.
T1	Assessment of transport effects in sub-precinct C	Please explain whether a restricted discretionary activity status triggered when trade retail exceeds 5,500m ² GFA across sub-precincts C and A has been considered to enable an assessment of effects on the safe and efficient operation of the transport network.	The Precinct provisions are proposed to be amended to apply a restricted discretionary activity status to Trade Suppliers 11,000m ² GFA across Sub-precincts A and C. Please refer to the transport RFI response and the updated s32 report for detailed reasoning and analysis of this.
T2	Assessment of transport effects in sub-precinct C	Please explain and justify the proposed exemption from Standard E27.6.1 Trip Generation from I410.6 Standards. Please confirm how potential transport effects from land-use activities in sub-precinct C would be mitigated in the instance that subdivision consent applications are not accompanied with a land-use consent, or where the transport effects fall outside of the scope of I410.8.2(1)(f).	The assessment of future land-use consents is appropriately addressed through the combination of the proposed Precinct provisions relating to restricted discretionary activities. Please refer to the transport RFI response and the revised s32 (page 12) for more detail.
T3	Sub-precinct C	Please consider whether the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in Table I410.4.4 rather than in Standard I410.6.1.	Given that the GFA caps are proposed to apply across multiple precincts we have retained the provisions in a separate rule. However, we would be happy to consider any alternative wording suggested by the Council.

T4	Walking and cycling connections	Please explain whether a walking and cycling link between sub-precinct C and the Drury South Residential Precinct on I140.10.2 Drury South Industrial and Mixed Use: Precinct Plan 1 and Precinct Plan 2 has been considered.	Precinct Plan 1 has been updated to show the indicative connection between the Drury South Residential Precinct and Sub-Precinct C. An additional assessment criterion is proposed to enable this to be assessed as part of resource consent applications for development (refer proposed criterion I410.8.2(c)(ii)).
T5	Traffic distribution	Please confirm the expected change in estimated number of jobs that will result within Drury South from the PPC.	Information has been provided by Market Economics in relation to the number of jobs expected within the Precinct. By around 2043, the proposed Precinct is expected to accommodate at the lower end around 5,000 jobs and up to 6,400 jobs. This range is comparable and potentially exceeds the around 5,500 jobs identified by Council, which are assumed in the regional traffic models. For more information on these estimates, please refer to the transport and economic RFI responses.
T6	Road 3 design and Plan Change Design Guidelines	Please provide assessment of the benefits and disbenefits of the proposed intersection between Link Road, Spine Road, and Avenue Road. This should include a discussion about safety and efficiency of operation.	The previously identified Link Road and Avenue Road intersection with the Maketu Road is now much less likely to eventuate. While the connection of the Avenue Road with the Spine Road and Link Road intersection will result in an unconventional alignment, there is the potential that this indicative connection can be further reviewed and addressed through subsequent design phases, should this need to be progressed. We assess connectivity in this area in the transport RFI response.
T7	Road 3 design and Plan Change Design Guidelines	Please explain why the road element dimensions included in Plan Change Design Guidelines: Design Element 3 – Roads and accessways are not consistent with Auckland Transport design standards, and comment on	We agree and propose to delete these references from the Appendix 1 Design Guidelines.

		whether this may be problematic for consenting.	
T8	Road 3 design and Plan Change Design Guidelines	Please explain why the Typical Road Cross Sections included in Plan Change Design Guidelines: Attachment 1 are not consistent with Auckland Transport design standards and do not reflect the proposed land use zoning for sub-precinct C. Please comment on whether this may be problematic for future consenting.	We agree and propose to delete these references from the Appendix 1 Design Guidelines.
T9	Minor edits and additions	Please add a "Base case" column to Table 4-1 and 4-2 of the TAR so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.	Please refer to Table 4-1 and 4-2 of the TAR, in the transport RFI response.
T10	Minor edits and additions	TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the "with" and "without" pedestrian phase scenario results are correct.	It is confirmed that the with and without pedestrian phase results are correctly recorded from the traffic modelling results included in Appendix D. Please refer to the transport RFI response.
E1	Timing / development of catchment	Please clarify whether the Drury South Residential Precinct south of sub-precinct C (including the SHA) provide for any retail or commercial activity? If so, please assess the effects this would have on the conclusions of the Economic Assessment.	<p>Drury South Residential Precinct (south and west of Sub-precinct C) makes some provision for neighbourhood centre activities in appropriate locations and these are indicatively shown in Precinct Plan 2. Due to planning controls, any retail activities will be small-scale and serve local convenience needs, which is reflected in Objective 2 and Policy 2 of the Precinct.</p> <p>We understand that Classic Homes who are undertaking development in the Drury South Residential precinct are not proposing any commercial activities.</p>

E2	Timing / development of catchment	Please explain the anticipated timings around the development of land within the Drury South Residential Precinct and the Drury South Industrial Precinct.	Please see Figure 2.6 in the economic RFI response. In short, numbers of households and workers anticipated in the Drury South development reach their maximum in 2028 and 2038 respectively under the base run and in 2033 and 2043 under the high run.
E3	Retail demand	Please explain what the retail / supermarket demand generated from a more localised Drury South catchment (residential and employment areas), and how this would change the timing of sustainable demand.	Please refer to the economic RFI response.
E4	Infra timing	Please explain the timing of Mill Road being developed, and whether this changes the timings of demand for retail or office activities	Please refer to the economic RFI response.
E5	Infra timing	Please clarify the timings for the expressway on the west of SH1 between SH1 and Pukekohe (the extension of the Mill Road link on the eastern side of SH1). I thought they were mutually exclusive projects with quite different timeframes.	Please refer to the economic RFI response.
E6	Retail spend	Please clarify the basis for the Drury South Industrial Precinct retail assumptions in relation to spend captured locally.	Please refer to the economic RFI response.
E7	Large format retail	Please outline the economic basis for enabling large format retail within the Business – Mixed Use Zone within Sub-precinct C in this location.	Please refer to the economic RFI response.
E8	Offices	Please assess the economic impacts of enabling 15,000m ² of office space within Sub-precinct C, particularly the effects on areas where offices are enabled or	Please refer to the economic RFI response.

		encouraged in Council's Drury-Opaheke Structure Plan.	
UD1	Maketu Road slip lane	Please provide urban design comment on the potential slip lane running alongside Maketu Road as illustrated in the Design Strategy	The 'slip lane' shown parallel to part of Maketu Road in Option 1 is neither proposed nor required by the Plan Change. There is the potential for development of an access lane in the location where the slip lane is shown, however, via a future resource consent application. Please refer to the urban design RFI response.
UD2	Scale drawing	Please provide a scale drawing of the precinct and the indicative layout illustrated in the Design Strategy, and/or alternative development scenarios.	Please refer to the scale drawing of the illustrative design strategy included with the urban design RFI response.
UD3	Car parking	Please explain how car parking is anticipated to be managed within the precinct – as illustrated in Page 21 of the Design Strategy	Parking is managed in Sub-precinct C, by the Sub-precinct's underlying Business-Mixed Use zone. Please refer to the urban design RFI response.
UD4	Reserve	Please provide cross sections through the precinct from the reserve to Maketu Road to illustrate any changes in levels and the likely relationship between the park and future streets and built elements.	Please refer to the urban design RFI response.
UD5	Pedestrian and cycle network	Please provide more information on the location and quality of the pedestrian/cycle connections to the residential precinct across the reserve	Please refer to the RFI response to T4 above.
UD6	Spine Road	Please provide an explanation on the planned location of the 'Spine Road' shown in I410.10.2 and how this relates to Spine Road as shown in I451.9.2 Drury South Residential – Precinct Plan 2. This shows a different alignment.	Please refer to the urban design RFI response. In summary, the position of the Spine Road shown in the Plan Change's proposed Precinct Plan 2 mirrors what is shown in the operative version of the Precinct and is consistent with what has been consented by Council.

UD7	Maketu Road	Please provide information on intended design of Maketu Road. (as consented or planned) to better understand the likely pedestrian environment along the frontage	Please refer to the consenting plans for Maketu Road included with the urban design RFI response.
UD8	1.410.11 Appendices	Please highlight any proposed conflicts between the proposed new provisions and the design guidance provided in the Appendices to the precinct, and explain the statutory weighting given to them.	Please refer to the urban design RFI response, noting that amendments are proposed to the Precinct provisions to make the link between the design guidance and the precinct provisions clear.
UD9	Local Centre vs Mixed Use Zoning	Comment on whether or not a local centre zone was considered for part or all Sub- Precinct C and what the costs and benefits would be.	Please refer to the response to RFI P5 above.
UD10	Access to schools	Please provide comment on the location of nearest schools (existing or planned) and the expected travel routes.	The location of the schools are detailed in the urban design RFI response. It is also anticipated that any residential dwellings in the Sub-Precinct will be well served by schools that will be required in that area.
A1	Activities sensitive to noise in Sub-precinct C.	Please explain whether provisions to make plan users aware of the requirement to apply E25.6.10 in addition to proposed Standard I410.6.4 have been considered, to ensure an adequate level of acoustic insulation/ mechanical ventilation is provided across Sub-Precinct C.	We have included a rule in the revised precinct provisions that expressly state rule E25.6.10 in Sub-Precinct C.
A2	Traffic noise exposure	Please confirm whether or not an acoustic buffer zone is intended or required over Sub-Precinct C. <ul style="list-style-type: none"> • If a buffer is proposed or required, please provide the location and dimensions of the buffer; or • If a buffer is not proposed or required, can MDA provide a 	Providing an acoustic buffer is one way of achieving compliance with proposed rule I410.6.4, and providing flexibility for development to achieve compliance with this rule is considered the most efficient and effective way to give effect to the objectives of the Plan Change and AUP.

		revised indication of facade constructions (similar to that provided on page 3 of the MDA memo) that specifies suitable constructions that will achieve the internal noise level of 40dB LAeq(24hr) based on the smallest separation distance between the road and building that the proposed precinct provisions will permit.	Despite this, an additional rule is proposed in the Plan Change that would limit the noise level at the façade of a residential building fronting Maketu Road to 70 dB LAeq(24 hour). Please refer to the acoustic RFI response for further discussion on this matter.
A3	Traffic noise exposure	Please identify whether Proposed Standard I410.6.4 should be amended to control traffic noise from the future Mill Road network, and if not, the reasons why; Advice note: If additional controls are necessary, Proposed Standard I410.6.4 should be amended to include traffic noise levels from the Mill Road alignment.	Please refer to the acoustic RFI response.
A4	Quarry noise exposure	Please provide an assessment that demonstrates the level of noise from quarrying that could be received in the precinct if the quarry was to generate the maximum level of noise it is permitted to make under its resource consents or AUP provisions.	The Quarry will readily comply with the more stringent 55 dB LAeq noise limit for Mixed Use Zones and the acoustic effect of the Quarry activities on the nearest potential habitable dwellings would be insignificant. Please refer to the acoustic RFI response.
A5	Interface noise limits	Please demonstrate whether the reduced noise limits at the interface between the Light Industry Zone (LIZ) and Heavy Industry Zone (HIZ) will result in any new constraint on existing industrial activities.	Please refer to the updated acoustic RFI response.
SW1	Stormwater – change in management of stormwater	While the change in zoning may have a limited impact in terms of total volume of stormwater the change in land use may mean that a different approach to stormwater management is sought in order to	The stormwater approach has also been the subject of detailed discussions with the Council and stakeholders over a number of years.

		<p>utilise the land and manage effects of stormwater.</p> <p>Please provide an explanation of how the alternative approach to stormwater management is best practice and will manage stormwater from the area undergoing a change in land use zoning.</p>	<p>The approach is for a large portion of the area ("Block 11") to be treated by Wetland 1 which is in accordance with the current version of the SMP. The alternative Stormwater approach is intended for the balance of the area ("Block 10).</p> <p>DSL has had Tonkin and Taylor consider this alternative approach previously and Tonkin and Taylor's advice is outlined in their RFI response. That advice confirms the appropriateness of the proposed stormwater management approach for the Plan Change area.</p> <p>This alternative approach will only be implemented once the SMP is updated, approved and adopted. That process is currently underway and Healthy Waters, AT and Council have agreed in principle and already participated in related pre-application meetings for that.</p>
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APPENDIX SIX
SPECIALIST'S ASSESSMENTS

Consulting Advice Note

Date	29 October 2020
From	Jon Styles
To	Sanjay Bangs
Project	Private Plan Change Request 46 (PC46)- Drury South
Re	Acoustic review of Private Plan Change Request 46- Drury South

1.0 Introduction

Auckland Council has engaged Styles Group to undertake a review of the noise effects associated with the private plan change (**PPC**) request proposed by Drury South Limited (**DSL**).

The PPC request seeks to:

- Reduce the size of the Drury South Industrial Precinct: Sub-precinct C to approximately 101 hectares and rezone it from Business - Light Industry (**LIZ**) to Business - Mixed Use (**BMUZ**); and amend the provisions that apply within the sub-precinct to provide for a greater range of activities;
- Rezone approximately 20 hectares of land fronting Maketu Road, from Business – Heavy Industry (**HIZ**) to LIZ, to *“better meet current and future demand, and to manage potential reverse sensitivity and amenity effects arising from the proposed change of use in sub-precinct C”*¹.

This review follows my preliminary review of the application which informed Requests for Further Information (RFI's) identified as A1-A5 in Council's Clause 23 Further Information Request dated 17 February 2020.

This review considers the noise effects arising from PC46 in the context of the AUP noise management framework, including the district-wide noise provisions of Chapter E25.

This review has been prepared subsequent to the review of the following documents:

- The PPC Request, including Appendix 1.1 *Proposed Plan Change* and Appendix 2 AUP objectives and policies assessment;
- The acoustics memorandum (Appendix 8) titled “Drury South – Preliminary Recommendations’ dated December 2019 (Revised April 2020). prepared by Marshall Day Acoustics (**MDA**);
- MDA's response to requests for further information (**RFI**) dated 15 April 2020.

¹ B&A PC46 Request document, Section 2.0.

- The Transport Assessment (Appendix 5) prepared by Beca Limited and their RFI Response.
- The Submissions and Further Submissions relating to noise effects.

2.0 The PPC acoustic controls

The PPC proposes to rezone an area of land currently zoned Light Industry zone to BMUZ. The proposed BMUZ (applying to Sub-Precinct C) is the only zone within the extent of the PPC that anticipates and provides for Activities Sensitive to Noise² (ASN) (through the activity tables applying to Sub-Precinct C and the underlying BMUZ).

A key focus of this review is to ensure the PPC request incorporates suitable controls, either within the PPC Chapter, or via the noise management framework contained within Chapter E25 of the AUP, to adequately avoid or mitigate potential noise effects and conflict between land use activities within and beyond the extent of the PPC area.

The BMUZ will provide for ASN in what is likely to become a very noisy area, with noise imissions from other commercial activities in the BMUZ, industrial activities in the LIZ and HIZ, and relatively high levels of road traffic noise from Maketu Road and the future Mill Road Corridor.

2.1 Activities sensitive to noise within Sub-Precinct C

Table 1410.4.4 *Activity table 4- Sub- Precinct C* confirms the precinct will authorise a range of mixed use activities. These activities will be subject to the maximum permitted noise levels authorised between activities within the BMUZ under Standard E25.6.8³. If confirmed, the PPC will also enable the establishment of ASN in Sub-Precinct C.

Chapter E25 of the AUP provides a comprehensive noise management framework to manage potential noise conflicts between commercial activities and ASN in mixed use environments. Where ASN are authorised in Business zones, Chapter E25 places the burden of mitigation (i.e. acoustic insulation) primarily on the ASN. This approach ensures a range of activities can operate within the zone, whilst ensuring that ASN are adequately insulated from the higher noise levels authorised within the zone. Without these controls in place, ASN would not enjoy appropriate level of acoustic amenity, sleep disturbance effects would be likely to arise, and conflict and incompatibility between land uses may result.

As Sub-Precinct C is subject to an underlying BMUZ zoning, the following Chapter E25 noise standards would apply to the establishment of ASN that are established within Sub-Precinct C:

² Defined in Chapter J1 as “Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres, lecture theatres in tertiary education facilities, classrooms in education facilities and healthcare facilities with an overnight stay facility.

³ 65dB L_{Aeq} between 7am and 11pm and 55dB L_{Aeq}, 65dB at 63 Hz, L_{eq} 60dB at 125 Hz L_{eq} 75dB L_{AFmax} between 11pm and 7am).

- E25.6.9 *Noise levels between units*. This standard prescribes inter-tenancy noise levels between units⁴ in the BMUZ, including noise levels for bedrooms and sleeping areas within units containing ASN. The internal noise levels ensure a sufficient level of amenity is provided and sleep disturbance effects are avoided where ASN establish within the same buildings as other noise generating activities;
- E25.6.10 *Noise levels for noise sensitive spaces*. This standard requires any ASN within the BMUZ to be designed and insulated to achieve the internal noise levels specified in Table E25.6.10.1. The internal noise levels ensure that bedrooms, sleeping areas and other noise sensitive spaces are adequately protected from the maximum level of noise exposure permitted in the zone or precinct (or the adjacent zone or precinct)⁵. This ensures that an appropriate level of amenity/ internal noise level is provided to noise sensitive spaces, and sleep disturbance effects are avoided.
- E25.6.10(3) requiring mechanical ventilation/ cooling is provided to any noise sensitive space within the BMUZ. This means that windows and doors can be kept closed to enable compliance with the internal noise levels, whilst a reasonable internal temperature and fresh air supply is maintained.

I have reviewed the PPC to identify whether the E25 standards referenced above will apply to noise sensitive activities that may be established within Sub-Precinct C. Ensuring that future developments are developed in accordance with these standards will be important to avoid potential incompatibility effects between land use activities (both within the BMUZ / Sub-Precinct C and from the adjacent Industrial Zones) and to ensure ASN are not exposed to unreasonable noise levels that could give rise to potential health and amenity effects on the future occupants.

The proposed wording below Standard I410.4 *Activity Table* provides guidance to plan users on the application of Chapter E25 standards, stating:

“The provisions in any relevant overlays, zone and the Auckland-wide⁶ (sic) apply in this precinct unless otherwise specified below.

In the event of a conflict between the zone or Auckland- wide rules and the precinct rules, the precinct rules prevail”.

This confirms that the Chapter E25 standards will apply to the precinct, unless there is a conflict.

In my preliminary review, I raised concerns that some plan users may apply the acoustic insulation standards set out in proposed Standard I410.6.4 *Sub-Precinct C (Noise and Ventilation)* in lieu of (rather than in addition to) the acoustic insulation standards in E25.6.10. This is because some plan users may perceive there to be a conflict between the two acoustic insulation standards. The two standards are intended to be independent, and be applied in conjunction with one another to manage the effects of different noise sources.

⁴ This rule applies in situations where common building elements such as floors and walls connect two units.

⁵ E25.6.10(2). This requires the acoustic insulation response to be based on the maximum level of noise permitted under Rules E25.6.8 (Noise levels in the Business- Mixed Use Zone) and E25.6.5 (Noise levels in the Business- Heavy Industry Zone or the Light Industry Zone).

⁶ The word “provisions” forms part of the standard AUP wording convention and is missing from the proposed Standard.

To address this, the RFI response confirms “we have included a rule in the revised precinct provisions that expressly state rule E25.6.10 in Sub-Precinct C”. The amendments to the precinct provisions now include note 4 which states:

“For the avoidance of doubt, this rule applies in addition to the relevant provisions of Chapter E25 – Noise and Vibration”.

Note 4 identifies that “the relevant provisions” of Chapter E25 will apply, however does not expressly refer to the need to apply Standard E25.6.10 (as suggested in the RFI response). The proposed wording relies on the plan user to interpret what standards are “relevant” rather than providing clear guidance.

I consider that it would provide greater clarity to plan users if note 4 identified the need to apply all relevant Chapter 25 acoustic insulation standards (i.e. E25.6.9 and E25.6.10) in addition to Standard I410.6.4. This is to make it clear to non acoustic experts that Standard I410.6.4 *Sub-Precinct C (Noise and Ventilation)* is designed only to mitigate traffic noise from Maketu Road and not other commercial activities in the BMUZ. As Maketu Road traffic noise levels will vary across the precinct and reduce with distance from the road corridor, the acoustic design response to achieve compliance with I410.6.4 *Sub-Precinct C (Noise and Ventilation)* will vary across Sub-Precinct C. Essentially, only those noise sensitive spaces affected by road traffic noise (i.e. facing Maketu Road) will be subject to 1410.6.4. Conversely, all noise sensitive spaces across Sub-Precinct C will require acoustic insulation from the maximum permitted noise levels that may be generated by other business or residential activities within the precinct, and from the adjacent zones. I recommend further clarification to note 4 to avoid any ambiguity.

Further comments on the proposed framework to mitigate traffic noise effects are set out below.

2.2 Traffic noise exposure

The PPC proposes a policy framework (objectives, policies and a rule) to protect ASN in Sub-Precinct C from “unreasonable levels of land transport noise” from the strategic freight network serving the Drury Quarry- Maketu Road and New Quarry Access Road. Sub-Precinct C abuts Maketu Road only. I agree in principle that these are appropriate.

Proposed Standard I410.6.4 *Sub-Precinct C (Noise and Ventilation)* requires any new bedroom, sleeping area, habitable room or classroom to an activity sensitive to noise (or added to an existing activity sensitive to noise) within Sub Precinct C to be designed and insulated such that the design internal noise levels do not exceed 40 dB $L_{Aeq(24hour)}$ based on a traffic noise level of 75 dB $L_{Aeq(24hour)}$ at 10m from the nearest traffic lane of Maketu Road. Clauses (2) and (3) of the Standard stipulate ventilation requirements for residential dwellings and other noise sensitive spaces, where the internal noise levels can only be achieved with when doors or windows are closed.

2.2.1 Buffer zone

The MDA Memorandum provides a brief and high level analysis of traffic noise exposure from Maketu Road. The main conclusions of the assessment are shown in the excerpt below:

High-Level Review Comments and Recommendations

- The noise condition for residential activity near the Spine Road is for a noise limit of 40 dB $L_{Aeq}(24hr)$ in a habitable area based on a Spine Road traffic noise level of 75 dB $L_{Aeq}(24hr)$ at 10m. This would require a facade noise reduction of 33 decibels for any dwelling located immediately adjacent to the acoustic buffer zone and 28 decibels for those dwellings located approximately 50 m from the curb of the Spine Road (Figure 2).

Figure 2: Indicative noise level based on existing typical road section



- Furthermore, the Unitary Plan sets façade noise performance standards for habitable rooms to provide additional control from commercial uses. These are:
 - Bedroom Noise reduction of 20 dB @ 63 and 125 Hz
 - Living Noise reduction of 25 dBA
- It is considered that the two rules would provide an equivalent result at approximately 50 m from the curb of the Spine Road.

Figure 1: MDA Drury South Assessment (p2)

The MDA Assessment (as displayed in Figure 1) refers to an “indicative buffer zone” and an “additional acoustic buffer zone” that would appear to require noise sensitive activities to be set back a minimum of 17m and 34-50m from the road corridor respectively. As there is no plan within the PPC that identifies any land intended to be formally set aside for an acoustic buffer, further clarification relating to the potential establishment of a formal buffer area was sought in the RFI request. I note that as Sub-Precinct C occupies a relatively narrow wedge of land, a buffer zone may not be practicable in any event. However, if development within Sub-Precinct C is to rely on the screening provided by buffer, this land should be formally set aside for such purpose to ensure that benefits of the acoustic buffer remain.

The RFI response confirms that while the Precinct Plan does not propose to set aside land for a buffer, the future establishment of an acoustic buffer is “one way of achieving compliance with proposed rule 1410.6.4, and providing flexibility for development to achieve compliance with this

rule is considered the most efficient and effective way to give effect to the objectives of the Plan Change and AUP". MDA's RFI response provides further explanation:

"For residential development, one way of complying with this rule would be to provide an acoustic buffer of at least 20m to separate Maketu Road traffic from the nearest buildings containing noise sensitive activities. It is envisaged that some of the buffer zone would include a bund, however, given the size of the permitted buildings it is considered that the bund would not provide any acoustic screening to the elevated levels of buildings.

The expected incident noise level at the façade of the nearest buildings at the boundary of a 20 m buffer would be 72 dB $L_{Aeq(24\text{ hour})}$ and the required noise reduction for the façade to be 32 decibels. It is considered that the provision of a 10 m buffer is not the only method to achieve an acceptable level of noise. The required noise reduction from road traffic noise to comply with no more than 72 dB L_{Aeq} could be achieved through the design of the building to use commercial spaces to act as buffers or elements of the building façade to screen noise sensitive spaces. The important aspect would be to ensure that the facade of any noise sensitive space in Sub-Precinct C was not exposed to a noise level greater than that permitted by the Rule I410.6.4. To control the noise emission to noise sensitive spaces and to allow the buildings to be design without the necessity of an acoustic buffer, it is recommended that a further noise rule be included as part of the PPC:

In addition to clause (1), the noise level measured at the façade of any part of a building that provides outlook from principal living rooms or bedrooms to Maketu Road as required by rule H13.6.9, must not exceed 70 dB $L_{Aeq(24\text{ hour})}$ "

I provide further comment on the underlined words above, in the following section. I note that if ASN within Sub-Precinct C are to rely on the acoustic benefits provided by a buffer / bund or buildings (in perpetuity), this should be identified and set aside for such purposes under the precinct plan or accompanying controls. This would provide certainty that the land will be developed and maintained for such purpose, thereby providing certainty that any acoustic benefits to ASN within Sub-Precinct C will be maintained on an ongoing basis.

2.2.2 Proposed traffic noise exposure criteria to inform design internal noise levels

MDA have suggested amendments to I410.6.4(1) in order to "control the noise emission to noise sensitive spaces and to allow the buildings to be designed without the necessity of an acoustic buffer". This has resulted in the addition of the underlined section of I410.6.4(1) above, which appears to require an internal design response (to achieve 40 dB $L_{Aeq(24\text{ hours})}$) based on an assumed traffic noise incident level of 70 dB $L_{Aeq(24\text{ hour})}$ on the facade of any building facing Maketu Road. The proponent has amended I410.6.4(1) to refer to MDA's above recommendations as follows:

- (1) Any noise sensitive space within Sub-Precinct C must be designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in those rooms do not exceed 40 dB $L_{Aeq(24\text{ hours})}$. In addition, the assessed incident noise level to a façade of any building facing Maketu Road that accommodates a noise sensitive space must not exceed 70 dB $L_{Aeq(24\text{ hour})}$.

In response to the matters raised in MDA's RFI Response and the subsequent amendment to I410.6.4(1), I consider that the proposed use of the words "must not exceed" is unclear, and

inconsistent with the AUP wording convention for similar rules. The proposed wording allows for the following interpretations:

- i. That Maketu traffic noise levels cannot exceed 70 dB $L_{Aeq(24 \text{ hour})}$ at the facade of any building. This would appear to set a noise limit on Auckland Transport as the operator of Maketu Road (i.e. attempting to limit the traffic noise levels at source); or
- ii. That the noise level from any noise sensitive space must not exceed 70 dB $L_{Aeq(24 \text{ hour})}$ at the facade of any building facing Maketu Road. This is not the intent of the control. As discussed in Section 3.1 of this advice, the submission of Waka Kotahi also identifies the issues with this wording. My recommended amendments to proposed standard I410.6.4(1) to address these issues are set out in Section 4.

2.2.3 Mill Road traffic noise

The Transport Assessment prepared by Beca Limited discusses the future delivery of the four-lane Mill Road Corridor. The indicative Spine Road/ Mill Road corridor configuration is shown on page 5 of the Assessment, and shows the south-south-west alignment traversing the northern tip of Sub-Precinct C.

As the PPC proposes controls to mitigate noise sensitive activities from Maketu Road traffic noise, the RFI Request sought further information in relation to the potential future Mill Road traffic noise levels, and whether ASN within Sub-Precinct C will be exposed to traffic noise from Mill Road as it would be from Maketu Road.

MDA's RFI Response states:

A3 – Traffic noise exposure

Please identify whether Proposed Standard I410.6.4 should be amended to control traffic noise from the future Mill Road network, and if not, the reasons why.

The Maketu Road traffic noise rule sets a noise limit for traffic movements of 75 dB L_{Aeq} at 10 m. This limit was set to cover all traffic movements along the Road. It is, therefore, considered adequate to cover vehicle movements from the future Mill Road intersection.

In addition, Standard I410.6.4 will provide a much higher standard of noise protection to any noise sensitive spaces along the road compared to all other Mixed Use areas within the Auckland Unitary Plan.

MDA's RFI Response does not provide information on the level of traffic noise exposure anticipated to be received within Sub-Precinct C from the Mill Road Corridor, but considers that Standard I410.6.4 will be "adequate to cover vehicle movements from the future Mill Road intersection".

I raise the following concerns with this statement:

- Beca's transport RFI response also confirms that the future alignment of Mill Road has not been confirmed at this point in time, and therefore its future alignment, intersection with Maketu Road or proximity to Sub-Precinct C cannot be confirmed⁷. This creates

⁷ The submissions of Waka Kotahi and Auckland Transport seek that the Mill Road extension is shown as an indicative road on the precinct plans if the location is confirmed in time.

considerable difficulty in drafting a rule, as the location and level of the noise source is very uncertain.

- Proposed Standard I410.6.4 will insulate ASN in Sub-Precinct C from traffic noise occurring on Maketu Road (to the east), but it may not adequately control traffic noise levels from the Mill Road corridor (which would likely occur to the north or west of Sub-Precinct C). The Maketu Road acoustic insulation response will not be uniform across the precinct, and therefore cannot be relied upon to provide mitigation from another traffic noise source.

In the absence of any information relating to future traffic noise levels across Sub-Precinct C from the Mill Road corridor, I have considered whether:

- a) The PPC should incorporate additional controls to mitigate potential traffic noise levels on ASN within Sub-Precinct C from the Mill Road Corridor; or
- b) Whether E25.6.10 (and proposed Standard I410.6.4) will provide ASN within Sub-Precinct C with an adequate level of acoustic insulation from potential Mill Road traffic noise levels without any specific control.

E25.6.10 requires an acoustic design response, based on the maximum level of noise exposure permitted in the zone or precinct (or the adjacent zone or precinct)⁸. The design response can vary considerably depending on land ownership, the nature of activities in the zone and the orientation of buildings to different noise sources. I consider that E25.6.10 allows such flexibility in the design as to erode any certainty that its provisions would deal with traffic noise from Mill Road.

I understand that the future Mill Road Corridor is a strategic road network that will be subject to high traffic volumes. ASN within Sub-Precinct C are likely to be exposed to the traffic noise from this corridor. Therefore, despite the uncertainty that exists around the location and level of noise from Mill Road, I consider that an insulation control specific to this noise source should be included in the PPC. If the location of the future corridor is confirmed in time, I recommend that the Mill Road extension is shown as an indicative road on the precinct plans.

2.3 Quarry noise exposure

The Drury Quarry Special Purpose Zone is located approximately 1km to the east of Sub-Precinct C. Proposed Standard I410.6.5 requires residential activities in Sub-Precinct C to be subject to a restrictive non-complaint covenant in favour of the Drury Quarry. The purpose of the covenant is to prevent the landowner (and successors in title) to not complain as to the effects generated by the *“lawful operation of the quarry, including heavy vehicle movement noise... limited to the effects that could be lawfully generated by quarry activities at the time the agreement is entered into”*.

The Section 32 Assessment notes this requirement is consistent with the requirements of the Drury South Residential Precinct.

⁸ E25.6.10(2). This requires the acoustic insulation response to be based on the maximum level of noise permitted under Rules E25.6.8 (Noise levels in the Business- Mixed Use Zone) and E25.6.5 (Noise levels in the Business- Heavy Industry Zone or the Light Industry Zone).

The RFI request sought further information to identify the maximum permitted quarry noise exposure on Sub-Precinct C. MDA's RFI Response confirms the Quarry is required to comply with the noise performance standard of the AUP. MDA's RFI Response states:

The Drury Quarry is required to comply with the noise performance standards of the Unitary Plan. These include:

- Heavy Industry Zone (~50 m) 70 dB L_{Aeq} at all times
- Light Industry Zone (~50 m) 65 dB L_{Aeq} at all times
- Existing Residential (~450 m) 55 dB L_{Aeq} (day) / 45 dB L_{Aeq} (night)

The nearest habitable potential habitable dwellings within Precinct C are located some 1,300 m from the Quarry. It is considered that the quarry will readily comply with the more stringent 55 dB L_{Aeq} noise limit for Mixed Use Zones and there would be no acoustic effect from permitted Quarry activities at this distance.

The Drury Quarry is located within the Special Purpose Quarry Zone, with noise levels controlled under H28.6.2.1 *Noise*. This standard requires the quarry to comply with noise limits at any dwellings that existed at 1 January 2001, outside the Special Purpose Quarry Zone. Any future dwelling or ASN established in Sub-Precinct C will not be afforded protection under these noise limits.

Notwithstanding, I consider that ASN within Sub-Precinct C are unlikely to be subject to adverse quarry noise effects that would give rise to the potential for reverse sensitivity effects on the quarry operator for the following reasons:

- In accordance with E25.6.10(2) future activities sensitive to noise within Sub-Precinct C will be required to be designed and constructed to be adequately insulated from the "*maximum level of noise permitted by the zone or precinct standards or any adjacent zone of precinct standards*". Future ASN will need to be designed to be adequately insulated from the noise exposure of BMUZ, and the adjacent HIZ and LIZ activities (far closer than the Quarry). The level of acoustic insulation required to insulate ASN from the BMUZ and Industrial activities will also insulate these activities from more distant quarry noise levels.
- The MDA Response confirms "the nearest potential habitable dwellings within Precinct C re located some 1,300m from the Quarry". The separation distance, and the requirement for the Quarry to comply with noise limits applying at more proximate residential receivers, means that the level of quarry noise received within Sub-Precinct C is likely to be significantly lower than the noise levels authorised in the HIZ, LIZ and BMUZ.
- The proposed Precinct controls also include acoustic insulation measures to mitigate the noise effects of quarry vehicles travelling along Maketu Road.

Taking into account the requirements for future residential and other ASN within Sub-Precinct C to to be acoustically insulated from the mixed use and industrial noise which surround them, in addition to noise of vehicles on Maketu Road, I do not consider the restrictive non-complaint covenant proposed under I410.6.5 to be necessary to mitigate noise levels from the more distant quarry.

2.4 Industrial interface noise limits

The zoning pattern arising from the PPC will result in the rezoning of land currently zoned LIZ to BMUZ, and the rezoning of HIZ land to LIZ. The establishment of zoning interfaces between the LIZ and HIZ will result in noise generated from within the HIZ (as received in the LIZ) being required to meet the noise limits for the LIZ (65dB L_{Aeq}) at all times (rather than the HIZ noise limits of 70dB L_{Aeq}). In effect, this will lower the operational noise limits currently applying to the HIZ activities by 5dB L_{Aeq} (at all times).

The BIZ and LIZ are not required to meet a strict noise limit at the BMUZ, due to the high noise level provided for in this zone (65 dB L_{Aeq} between 7am- 11pm), and the requirement for noise sensitive activities to be acoustically insulated from other activities within the BMUZ and adjacent zones (including the HIZ/LIZ).

As noted in the MDA Assessment, the rezoning of the HIZ to LIZ may require existing noise generating activities to reduce their noise limits to comply with the lower LIZ noise limits. The RFI request sought clarification as to whether the re-zoning will constrain existing noise generating activities. MDA's RFI response states:

"This would be a concern if the area was significantly developed, however, this area is still under construction with the roading network yet to be completed. The likelihood that the change to Light Industry would give rise to an adverse effect is considered to be irrelevant as there are no current activities on the adjacent Heavy Industry Zone and the siting of any proposed activities could be managed by the developer as it is all under common ownership. Existing resource consents may prevail in some cases. I have not undertaken a review of the resource consents".

I have not undertaken a review of any resource consents forming part of the existing environment, and therefore have not identified whether any resource consents enable any activities to generate noise levels higher than those authorised in the LIZ.

However, I consider that given the lack of established development, the zoning arrangements are acceptable. The incoming industrial operators will be required to design their activities to comply with the controls that exist. The PPC will not change the requirements of any existing activity in the HIZ.

3.0 Submissions

3.1 Waka Kotahi NZTA

My comments on the noise related relief sought by Waka Kotahi are set out in the table overleaf.

Point	Relief sought	Styles Group Comment
2.6	Amend Objective I410.2(13) as follows: (13) Activities sensitive to traffic noise <u>adjacent to the</u> are controlled on the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and <u>the Mill Road Corridor</u> are protected from unreasonable levels of transport noise .	I support these changes.
2.7	Amend Objective I410.2(14) as follows: <u>Human health effects are managed for</u> a Activities sensitive to noise in Sub-Precinct C <u>by providing</u> protection are protected from unreasonable levels of land transport noise.	Amend to: Adverse noise effects on human health are managed for activities sensitive to noise in Sub-Precinct C by providing protection from unreasonable levels of transport noise.
2.11	Amend Policy I410.3(23) as follows: (23) Control <u>Ensure</u> activities sensitive to noise <u>adjacent to</u> on the strategic freight network (<u>Mill Road, Maketu Road and New Quarry Access Road</u>) <u>servicing the Drury Quarry and the Mill Road Corridor</u> are provided with reasonable levels of amenity and human health protection .so that occupants are not exposed to unreasonable levels of transport noise.	Support, but amend to specifically include Mill Road as a noise source and delete unnecessary text as shown in yellow.
2.19	Amend proposed Standard I410.6.4(1) as follows and renumber subsequent parts of the rule: (1) Any <u>building containing a</u> noise sensitive space within Sub-Precinct C must be <u>located and/or</u> designed and/or insulated, or screened by suitable barriers, so that the design <u>internal</u> noise levels <u>in those rooms</u> do not exceed: (a) 40 dB LAeq(24 hour -) inside any noise sensitive space ; <u>and</u> (b) 70 dB LAeq(24h) In addition, the assessed incident noise level on any to a façade of any building facing Maketu Road or Mill Road that <u>encloses a noise sensitive space</u> that accommodates a noise sensitive space must not exceed 70 dB LAeq(24 hour) (2) <u>Compliance with Standard I410.6.4(1) must be determined</u> For the purpose of this rule, noise from Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road and Mill Road of 75 dB LAeq(24 hour) , 83dB Leq(24 hour-) at 63 Hz and 79dB Leq(24 hour)at 125 Hz.	The submitter seeks the proposed changes on the basis that: <i>“the proposed rule conflates two separate performance standards and one noise source assumption. For robust application these elements should be listed separately. The proposed rule only addresses noise exposure from Maketu Road but should also address noise exposure on the future Mill Road, for the same reasons that Maketu Road is included.”</i> I support these changes subject to the modifications highlighted in yellow.

Point	Relief sought	Styles Group Comment
2.20	<p>Amend proposed rule I410.6.4(2) as follows:</p> <p>(2) For residential <u>activities dwellings</u> , where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve:</p> <p><u>(a) a system individually controllable across the range of airflows and temperatures by the building occupants; and</u></p> <p><u>(b) a system that generates a noise level of no greater than 35 dB LAeq(30s) when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows; and</u> either:</p> <p>(a-c) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees celsius or;</p> <p>(b-d) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than: ...</p>	<p>Waka Kotahi correctly identify the proposed mechanical ventilation controls would only apply to residential dwellings, and propose to include “residential activities” in the controls.</p> <p>Where a new room is constructed that is subject to Standard E25.6.10(1), any residential dwellings or other noise sensitive spaces, will be subject to the mechanical ventilation and cooling requirements set out in E25.6.10(3). E25.6.10(3) provides ventilation/cooling requirements based on the type of occupancy (i.e. residential dwellings and all other noise sensitive spaces).</p> <p>As set out in Section 4 of this advice, I recommend amending I410.6.4 to state that the mechanical ventilation/ cooling requirements of E25.6.10(3) to any space affected by I410.6.4. This amendment would address the Submitter’s relief and would avoid unnecessary duplication or confusion arising between the application of I410.6.4(2) and E25.6.10(3).</p> <p>Accordingly, I propose the following wording:</p> <p><u>(2) For residential activities where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must meet the requirements of E25.6.10(3).</u></p>

3.2 Auckland Transport

Point	Relief sought	Styles Group Comment
5.2	<p>Amend Precinct Objective I410.2(14) as follows:</p> <p>“(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise, <u>by subdivision and building development features</u> ”</p> <p>And any corresponding / consequential amendments to rules to give effect to this revised objective.</p>	<p>The Submitter seeks the amendments to the objective on the basis that:</p> <p><i>“There is ambiguity within the proposed objective, suggesting the noise-sensitive activities may need to be protected from land transport noise by design of the road and attenuation of noise within the road. It is understood that is not the intent, and the relevant policy, rules, and assessment criteria confirm that the noise sensitive activities need to be protected by acoustic insulation and ventilation of their buildings, and / or setbacks and site treatments”.</i></p> <p>I support this change.</p>

4.0 Conclusion

Styles Group have reviewed the PPC Request for Drury South to determine whether the plan change incorporates suitable controls to avoid or otherwise mitigate any noise effects within and between zones. This review has considered the potential noise effects arising from the establishment of a mixed use environment (providing for ASN) within the context of a noise environment of light and heavy industrial zones, a significant quarry, and the future Mill Road corridor.

This review has identified that the PPC generally proposes appropriate controls to mitigate noise levels on future ASN within Sub-Precinct C, however a number of amendments are recommended to improve the clarity and effectiveness of the proposed provisions, and their relationship to the Chapter E25 standards. The recommended changes include:

- Clarifying the relationship between the acoustic insulation standards E26.5.10 and I410.6.4 *Sub-Precinct C (Noise and Ventilation)* within the proposed Precinct Chapter. This will ensure all plan users understand the requirement to apply both standards cumulatively.
- Removing unnecessary duplication between the mechanical ventilation/ cooling standards within E26.5.10(3) and I410.6.4. We recommend I410.6.4 is amended to state that the mechanical ventilation/ cooling requirements in E26.5.10(3) apply.
- That the restrictive no complaints covenant applying to dwellings within the BMUZ Sub-Precinct C should be removed, on the basis that ASN within this precinct will be acoustically insulated, and therefore not exposed to quarry noise levels likely to give rise to annoyance or complaint.
- That Mill Road is noted as a specific noise source to be considered in the process of insulating ASN from traffic noise.
- Minor wording changes to the objectives, policies and standards to improve certainty and clarity.

Yours sincerely,



Jon Styles, MASNZ
Director and Principal

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Date	9 November 2020
From	Jon Styles
To	Sanjay Bangs
Project	PC46 Drury South
Re	Post submission amendments- review of proposed amendments to PC46

Further to our advice dated 29 October 2020, Styles Group have reviewed the amendments to the precinct provisions, following the applicant's meeting with Waka Kotahi (the Submitter).

Our comments on the revisions are included in the attached document. In instances where there is no comment in relation to a proposed amendment, we have no concerns with the changes.

We note that reference to potential Mill Road noise exposure is no longer included in the Submitter's proposed controls. We maintain our position that if Sub-Precinct C is likely to be exposed to high levels of transport noise from the future Mill Road corridor, controls within the PPC are appropriate. However, it is left to others to determine whether the future road corridor is likely to give rise to high levels of transport noise on Sub-Precinct C, taking into account its alignment and traffic flows.

Please contact me if you require any further information.

Yours sincerely,



Jon Styles, MASNZ
Director and Principal

I410. Drury South Industrial and Mixed Use Precinct

Additional changes made following the close of primary submissions shown underlined and ~~strikethrough~~.

I410.1. Precinct description

The Drury South Industrial and Mixed Use Precinct applies to approximately ~~364~~ 257ha of land, bounded by State Highway 1 in the west, the Drury Quarry and the Hunua foothills in the east, the rural areas of Fitzgerald Road in the north and Ararimu Road in the south, as shown on Precinct Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2. The precinct is characterised by a flat to subdued contour and is traversed by the Hingaia Stream and its tributaries including the Maketu Streams. Land which surrounds and defines the precinct has more pronounced topographical contours. The precinct lies between the Drury and Ramarama interchanges on State Highway 1 and local traffic patterns are dominated by truck traffic accessing the Drury Quarry.

The zones within the precinct are Business – Light Industry Zone, Business – Heavy Industry Zone, Business – Mixed Use, and Open Space – Conservation Zone. The purpose of the precinct is to provide for land extensive industrial activity ~~and~~ employment opportunities, and a mix of residential and supporting commercial in identified areas, as well as provide for areas of stormwater management, existing and proposed network utility infrastructure, public open space and proposed roads, while recognising the ecological, cultural, landscape and other environmental constraints of the locality.

The precinct is divided into the following sub-precincts:

- Sub-precinct A Light Industry (approximately ~~145~~ 130 ha)
- Sub-precinct B Motorway Edge (Light Industry) (approximately ~~80~~ 45ha)
- Sub-precinct C ~~Commercial Services~~ Mixed Use (Light Industry) (approximately ~~24~~ 10 ha)
- Sub-precinct D Open Space / Stormwater Management (approximately ~~104~~ 41 ha)
- Sub-precinct E: Heavy Industry (approximately ~~46~~ 24 ha).

Sub-precinct A is zoned Business – Light Industry Zone. Activities within the sub-precinct are subject to additional standards.

Sub-precinct B is zoned Business – Light Industry Zone. The Transpower switchyard is located within this sub-precinct. Activities in the sub-precinct are subject to additional landscaping and building layout design standards.

Sub-precinct C is zoned Business - Mixed Use. Activities within this sub-precinct are subject to additional standards. The sub-precinct also provides for certain commercial activities to enable a mix of residential and supporting commercial uses. ~~Business –~~

~~Light Industry Zone. The sub-precinct provides for offices, commercial services and small-scale retail activities (such as food) and activities to support the industrial activities in the majority of the precinct.~~

Sub-precinct D is zoned Business – Light Industry Zone but provides for recreational uses and will be rezoned to an appropriate zone (e.g. Open Space - Informal Recreation Zone) once the Public Open Space / Stormwater Management Areas shown on Precinct Plan 1 are developed and vested.

Sub-precinct E has an underlying zoning of Business – Heavy Industry Zone. Activities within the sub-precinct are subject to additional standards.

1410.2. Objectives [rp/dp]

The objectives of the underlying Business – Light Industry Zone apply in sub-precincts A-C, ~~the objectives of the underlying Mixed Use zone apply in sub-Precinct C~~, the objectives of the Open Space – Informal Recreation Zone apply in sub-precinct D, the objectives of the underlying Business – Heavy Industry Zone apply in sub-precinct E and the Auckland-wide objectives as well as the precinct objectives below apply throughout in this the precinct, unless there is a conflict between the precinct objectives and the Auckland-wide objectives or underlying zone objectives, in which case the precinct objectives prevail.

- (1) Development maintains and enhances the stream ecology and the natural vegetation and habitat values of the Hingaia and Maketu streams.
- (2) The cultural heritage values of the precinct are maintained and enhanced.
- (3) Landscape and visual amenity values within the precinct are maintained and enhanced (particularly when viewed from State Highway 1).
- (4) The air quality, acoustic and other amenity values of surrounding areas are protected.
- (5) The establishment of a convenient and well-designed industrial area with good quality streetscapes and a ~~commercial service~~ mixed use precinct is facilitated.
- (6) The timely and co-ordinated provision of robust and sustainable transport road, stormwater, water, wastewater, energy and communications infrastructure networks are provided.
- (7) A transport network to facilitate the safe and efficient movement of people, goods and services and manage effects on the safe and efficient operation of the surrounding transport network.
- (8) ~~Development and subsequent land use within the precinct avoids reverse-sensitivity effects on the operations of t~~ The Drury Quarry, activities within

Comment [RM1]: NZTA – submission point 4.

the Business – Heavy Industry Zone or the adjoining rural area operate efficiently and are not unreasonably constrained by other activities.

- (9) Development and land use within the precinct avoids or minimises adverse effects on significant existing high voltage electricity, natural gas and communications infrastructure.
- (10) Subdivision and development in the precinct area avoids or mitigates the adverse effects of stormwater runoff on surface and groundwater quality and avoids increased flood risks to habitable buildings upstream and downstream of the precinct.
- (11) Visual and physical links to the surrounding area are protected.
- (12) Landscaping themes are complementary, consistent and coherent throughout the precinct.
- (13) Activities sensitive to traffic noise are controlled on adjacent to the strategic freight network (Spine Maketu Road and New Quarry Access Road) serving the Drury Quarry are protected from unreasonable levels of transport noise.

(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise.

(14)(15) Activities in sub-precinct C do not compromise the function, role and amenity of the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone (either zoned or identified in the Council approved Structure Plan for Drury).

I410.3. Policies [rp/dp]

The policies of the underlying Light Industry zone apply in sub-precincts A-BC, the policies of the underlying Mixed Use zone apply in sub-Precinct C, the policies of the Open Space – Informal Recreation Zone apply in Sub-precinct D, the policies of the Business – Heavy Industry Zone apply in sub-precinct E and the Auckland-wide policies as well as the precinct policies below apply throughout the precinct unless there is a conflict between the precinct policies or underlying zone policies and the Auckland- wide policies, in which case the precinct policies prevail.

- (1) Protect and enhance the significant streams and vegetation within Sub-precinct D.
- (2) Enhance the biodiversity of ecological resources and linkages and restore degraded ecosystems while reducing stream bank erosion through riparian planting along retained watercourses in sub-precincts B and D.
- (3) Reflect the cultural heritage values of the Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas in the development of sub-precinct D.

Comment [RM2]: NZTA – submission point 6.

Amended to in line with submission, except for reference to Mill Road.

Comment [RM3]: NZTA – submission point 7 and AT seek changes

Propose deleting this objective and integrating with amended Objective 13 above.

- (4) Maintain a sense of openness and naturalness on land adjacent to State Highway 1.
- (5) Maintain visual and physical links to the surrounding area within the precinct.
- (6) Utilise complementary, consistent and coherent landscaping themes throughout the precinct.
- (7) Design and construct attractive wetland areas for stormwater treatment and detention that also provide reserve and visual amenity opportunities.
- (8) Provide public open space buffer areas between the land to be developed for business activities and surrounding rural land.
- (9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian safety and convenience.
- (10) ~~Locate higher employee generating activities in Sub-precinct C close to potential public transport routes.~~
- (140) Provide for **adequate** transport infrastructure and connections including the spine Maketu road to support safe and efficient movement within the precinct and to and from the surrounding transport network.
- (121) Provide high quality public open spaces in Sub-precinct D that result in opportunities for passive surveillance.
- (132) Provide adequate stormwater, water, wastewater, communications and energy networks in a timely and co-ordinated manner to service industrial-activity development within the precinct.
- (143) Co-ordinate **road-transport** network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding road-transport network.
- (154) Make adequate provision within Sub-precinct D to detain the 100 year Average Recurrence Interval (ARI) event without adverse effects on the extent of flooding of upstream and downstream areas.
- (165) Provide sufficient floodplain storage within Sub-precinct D to avoid increasing flood risk upstream and downstream, and manage increased flood risk within the precinct, to habitable rooms for all flood events from the 50% and up to the 1% AEP.
- (176) Undertake earthworks to form the modified floodplain in a manner which ensures flood effects on downstream or upstream areas are not exacerbated.
- (187) Avoid locating buildings within the 100 year ARI modified floodplain.

Comment [RM4]: NZTA-9 and AT seek removal of 'adequate'.
Amendment made.

Comment [RM5]: NZTA-10 and AT seek reference to transport network.
Amendment made.

- (198) Avoid locating infrastructure within the 100 year modified ARI floodplain unless it can be designed to be resilient to flood related damage and does not exacerbate flood risks for upstream or downstream activities.
- (2019) Identify overland flowpaths in a stormwater management plan or discharge consent and ensure that that they remain unobstructed and able to convey surface water runoff safely into the reticulated stormwater network.
- (210) Avoid or mitigate adverse effects on surface or groundwater quality from stormwater runoff within the precinct through on-site stormwater management and containment and the provision of catchment based stormwater treatment ponds.
- (221) Mitigate any diversion or piping of existing degraded or modified watercourses by the ecological enhancement and landscape planting of existing natural and diverted watercourses within and immediately adjacent to the precinct.
- (232) In Sub-precinct A, B, D and E, A avoid the establishment of sensitive residential land uses within the precinct.
- ~~(24) Avoid locating potentially sensitive commercial services within 500 metres of the Quarry zone boundary or within 100 metres of the Business – Heavy Industry Zone or any rural zone boundary.~~
- (253) Control activities potentially sensitive to traffic noise adjacent to or the strategic freight network (Spine Maketu Road and New Quarry Access Road) serving the Drury Quarry so that occupants are not exposed to unreasonable levels of transport noise.
- (264) Manage development and subsequent land use to minimise adverse effects on the efficient and safe operation of existing high voltage electrical transmission and distribution lines, fibre optic cables and the Vector natural gas pipeline.
- (25) Encourage a mix of residential and commercial uses within Sub-precinct C close to potential public transport routes and open space amenity, which provides opportunities to integrate with the Drury South Residential Precinct and the balance of the Drury South Industrial and Mixed Use Precinct.
- (26) Provide for a range of commercial activities in Sub-Precinct C that will not compromise the role and amenity of the Business – Metropolitan Centre zone, Business – Town Centre zone (either zoned or identified in the Council approved Structure Plan for Drury) beyond those effects ordinarily associated with trade effects on trade competitors. In particular:

Comment [RM6]: NZTA-11. Minor amendments made.

- (a) Discourage the concentration of retail activity in one part of sub-precinct C, having regard to the effects of the scale and type of retail activity proposed;
- (b) Appropriately stage the provision of retail (including supermarkets) in Sub-Precinct C over time as development in the surrounding area occurs;
- (c) Enable appropriately scaled office activities to establish in sub-precinct C that support surrounding land uses in the Drury South precinct.

(27) Encourage a complementary mix of convenience activities to locate in the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.

I410.4. Activity table

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

In the event of a conflict between the zone or Auckland-wide rules and the precinct rules, the precinct rules prevail.

Table I410.4.1 specifies the activity status of development and subdivision activities in the sub-precincts A-C and E pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I410.4.1 Activity table 1 – Sub-precincts A to E

Activity		Activity status
Development		
(A1)	Subdivision ₁ or any development of land which precedes a subdivision ₁ being undertaken which complies with Standard I410.6.3 below. (Note that for the purposes of this rule "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building)	RD
(A2)	Subdivision ₁ or any development of land which precedes a subdivision ₁ being undertaken which does not comply with Standard I410.6.3 below, or results in increased flood risk to habitable rooms for all flood events from the 50% and up to 1% AEP flood event downstream and upstream of the Structure Plan area.	NC
(A3)	The creation of vehicle access to any site with frontage to or from the Spine-Maketu Road shown on Precinct Plan 2 which also has frontage to another road shown on that Plan	RD

(A4)	<u>Residential activities in sub-precinct C which do not comply with Standard I410.6.5 (no-complaints covenant)</u>	<u>NC</u>
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Table I410.4.2 specifies the activity status of land use activities in Sub-precinct A pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.2 Activity table 2 – Sub-precinct A (Light Industry)

Activity		Activity status
Use		
Commerce		
(A45)	Commercial services	NC
(A56)	Dairies	NC
(A67)	Drive-through restaurants	NC
(A78)	Entertainment facilities	NC
(A89)	Food and beverage	NC
(A910)	Retail over 450m ² <u>except for Trade Suppliers</u>	Pr
A11)	<u>Trade Suppliers</u>	<u>P</u>
(A10)	Activities that do not comply with standards in I410.6.2(9)	D

Table I410.4.3 specifies the activity status of land use and development activities in Sub-precinct B pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.3 Activity table 3 – Sub-precinct B (Light Industry - Motorway Edge)

Activity		Activity status
Use		
Commerce		
(A142)	Commercial services	NC
(A123)	Dairies	NC

(A134)	Drive-through restaurants	NC
(A145)	Entertainment facilities	NC
(A156)	Food and beverage	NC
(A167)	Retail over 450m ²	Pr
Development		
(A178)	New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities	C
(A189)	Additions to buildings that are less than: <ul style="list-style-type: none"> • 10 per cent of the existing gross floor area of the building; or • 250m² whichever is the lesser	P
(A19-20)	Internal alterations to buildings	P
(A20)	Activities that do not comply with the standards in I410.6.2(9)	D

Table I410.4.4 specifies the activity status of land use and development activities in Sub-precinct C pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.4 Activity table 4 – Sub-precinct C (~~Light Industry – Commercial Services~~ Business - Mixed Use)

Activity	Activity status	
<u>Use</u>		
<u>Commerce</u>		
(A21)	<u>Trade Suppliers</u>	<u>P</u>
(A22)	<u>Garden Centres</u>	<u>P</u>
(A23)	<u>Motor Vehicle Sales</u>	<u>P</u>
(A24)	<u>Marine Retail</u>	<u>P</u>
(A25)	<u>Department Stores</u>	<u>NC</u>

(A26)	A single supermarket greater than 2000m ² gross floor area	RD
(A27)	Retail not otherwise permitted up to 200m ² gross floor area per tenancy	P
(A28)	Retail not otherwise permitted greater than 200m ² gross floor area per tenancy	D
(A29)	Offices up to 500m ² per tenancy	P
(A30)	Offices between 501m ² – 1000m ² per tenancy	RD
(A31)	Offices greater than 1000m ² per tenancy	D
(A32)	Activities that do not comply with the standards in I410.6.2(9)	D

Activity		Activity status
Use		
Commerce		
(A21)	Commercial services	P
(A22)	Dairies up to 200m ² gross floor area	P
(A23)	Drive-through restaurants	P
(A24)	Retail over 450m ²	Pr
(A25)	Offices	P
Community		
(A26)	Childcare centres	P
(A27)	Tertiary Education facilities for industrial training purposes only	P
(A28)	Healthcare facilities	P
Development		
(A29)	New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities	C

{A30}	Additions to buildings that are less than: • 10 per cent of the existing GFA of the building; or • 250m ² whichever is the lesser	P
{A31}	Internal alterations to buildings	P
{A32}	Activities that do not comply with Standards I410.6.1.1– I410.6.1.4	NC
{A33}	Activities that do not comply with the standards in I410.6.2	D

Table I410.4.5 specifies the activity status of land use activities in Sub-precinct D pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.5 Activity table 5 – Sub-Precinct D (Open Space – Informal Recreation Zone / Stormwater Management)

Activity	Activity status	
Use		
Community		
{A342}	Any activity listed as a permitted activity in the Open Space – Informal Recreation Zone	P
{A353}	Stormwater management devices	P
{A364}	Activities that do not comply with the standards in I410.6.2	D

Table I410.4.6 specifies the activity status of land use activities in Sub-precinct E pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.6 Activity table 6 – Sub-precinct E (Heavy Industry)

Activity	Activity status	
Use		
Commerce		
{A375}	Dairies	NC

(A386)	Food and beverage	NC
(A397)	Activities that do not comply with the standards in I410.6.2	D

I410.5. Notification

- (1) An application for resource consent for a controlled activity listed in Tables I410.4.1 - I410.4.6 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.
- (2) ~~Any application for resource consent for an activity listed in Tables I410.4.1 - I410.4.6 and which is not listed in I410.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. The council will consider applications for subdivision or development of land that is a restricted discretionary activity listed in the activity tables of the underlying zone or in I410.4 above, without the need for public or limited notification.~~
- (3) 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).

Comment [RM7]: NZTA-15 and AT – retain operative notification provisions.

Amendments to clarify that this provision only applies to RD activities listed in the activity tables i.e. does not apply to rule infringements.

I410.6. Standards

The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below.

~~Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.~~

For the purposes of Rule E27.6.1(2)(b), the following activities have been assessed as part of an Integrated Transport Assessment on which the Drury South Industrial and Mixed Use Precinct provisions for Sub-precinct A and C are based:

Activity	GFA (m ²)
Supermarket	4,500
Retail	4,400
Offices	15,000
Trade suppliers	11,000
Supporting commercial services	3,300
Residential – apartments	12,300

Comment [RM8]: NZTA-16 and AT seek to delete this rule.

Amendments made to clarify which activities are exempt from the rule, which aligns with the transport assessment. See also additional memo from Joe Phillips on the office threshold.

Activity	GFA (m²)
Residential – Retirement Villages	22,000

I410.6.1. Sub-precinct C

All activities listed as permitted in Table I410.4.4 must comply with the following standards

I410.6.1.1 Retail and Office Gross Floor Area

- (1) Retail must not exceed a total of 1000m² gross floor area in Sub-Precinct C. This excludes one supermarket greater than 2000m², service stations, trade suppliers, garden centres, motor vehicle sales, marine retail and food and beverage.
- (2) Retail activities specified in (1) above, greater than 1000m² and up to and including 4,500m² in Sub-Precinct C will be assessed as a restricted discretionary activity on a non-notified basis.
- (3) Retail activities specified in (1) above, greater than 4,500m² in Sub-Precinct C will be assessed as a discretionary activity.
- (4) Offices must not exceed 15,000m² in total in Sub-Precinct C. Offices greater than 15,000m² will be assessed as a discretionary activity.
- (5) Trade suppliers within Sub-Precincts A and C must not exceed a total of 11,000m² gross floor area. Trade suppliers that are greater than 11,000m² gross floor area will be assessed as a restricted discretionary activity on a non-notified basis.

I410.6.1.1. Dairies

- (4) Dairies must not exceed 200m² gross floor area.
- (5) Dairies must be located more than 100 metres from the nearest rural zone boundary.

I410.6.1.2. Food and beverage

- (1) Food and beverage must not exceed 200m² gross floor area.
- (2) Food and beverage must be located more than 100 metres from the nearest rural zone boundary.

I410.6.1.3. Childcare centres

- (1) Childcare centres must be located more than 500 metres from the nearest Business—Heavy Industry Zone boundary.

~~(2) Childcare centres must be located more than 100 metres from the nearest rural zone boundary.~~

1410.6.1.4. Healthcare facilities

~~(1) Healthcare facilities must be located more than 500 metres from the nearest Business—Heavy Industry Zone boundary.~~

~~(2) Healthcare facilities must be located more than 100 metres from the nearest rural zone boundary.~~

1410.6.2. Sub-precincts A-E

The standards are those listed in the Auckland-wide rules (in respect of sub-precincts A-E), Business – Light Industry Zone (in respect of sub-precincts A-B), Business – Mixed Use Zone (in respect of sub-precinct C), the Open Space – Informal Recreation Zone (in respect of sub-precinct D) and the Business – Heavy Industry Zone (in respect of Sub-precinct E) except as follows:

~~(1) A minimum parking rate of 1 space per 40m² gross floor area applies to commercial services in Sub-precinct C.~~

~~(2) Buildings must not exceed 25m in height in Sub-precinct E and Sub-Precinct C.~~

~~(3) Within the Drury South Industrial and Mixed Use Precinct the industrial zone height in relation to boundary control will not apply, and instead, buildings must not project beyond a 45 degree recession plane measured from a point 2 metres vertically above ground level along the residential or public open space boundary.~~

~~(4) All new roads must be designed and constructed to comply with the provisions of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads".~~

~~(5) The upward waste light ratio from any luminaire must not be more than 3 per cent. The upward waste light ratio is defined as: "The ratio of the light flux emitted above the horizontal by a luminaire to the total light flux emitted, expressed as a percentage, evaluated for the upcast angle".~~

~~(6) The front yard landscaping of sites used for an industrial purpose must comprise a 3 metre wide continuous (except for those areas used for vehicle and pedestrian access) planting of multi-row Phormium tenax (flax) planted at 1.5 metre centres in staggered rows on a grid. This planting requirement must not apply to sites within sub-precincts B or C. Any required security fence must be setback a minimum of 3 metres from the front boundary and such fencing (whether in front yards or on rear or side boundaries) must be 2 metre maximum height and must not incorporate barbed or razor wire or an angled top. Fence posts and wire mesh are to be black coloured.~~

~~(7) All side boundaries of sites in the Business—Light Industry Zone and all side and rear boundaries of sites in the Business—Heavy Industry Zone must be planted with a row of either Leyland Cypress, Casuarina (sheoak) or Macrocarpa at 3 metre centres.~~

located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 3.5 metres. This requirement must not apply to sites within sub-precincts B, C or D. Where sites with side or rear boundaries abut State Highway 1 within Sub-precinct B, all such boundaries must be planted with a double row of Leyland Cypress with 2 metres between rows and trees within each row planted at 3 metre centres. Tree rows are to be staggered and the first row is to be located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 5.5 metres accordingly. Any noise attenuation wall or fence designed to deflect noise arising from State Highway 1 must be fully screened by planting in views from the motorway.

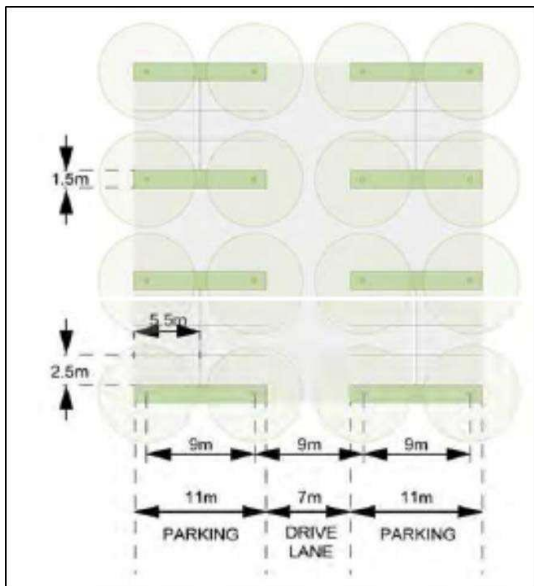
Comment [RM9]: Counties Power – seek amendments to provide for more appropriate tree species that provide access to the transmission line.

Deleted this rule and replaced with additional assessment criteria below for subdivision and new buildings in sub-precinct B.

(7) Where any new building is proposed, the reflectivity value of the roof or roofs must not exceed 30 per cent.

(8) Within Sub-precinct B no less than 30 per cent of the net site area of each site is to be in permeable landscape area (including any on site stormwater treatment). Where on site car parking adopts a layout fully conforming with the fully planted permeable carpark design layout detailed in Figure I410.6.2.1 below, the permeable landscape area may be reduced to no less than 20 per cent of the site area.

Figure I410.6.2.1 Carpark design



~~(9) Within the Sub-precinct C the ground floor of all buildings must have a minimum floor to ceiling height of 4.5 metres to allow long term adaptive reuse of light industrial buildings for commercial services activities.~~

~~(109) Any land modification to form the 1% AEP modified flood plain must:~~

- ~~(a) not reduce flood storage capacity in the precinct; and~~
- ~~(b) not change the flood characteristics upstream or downstream of the precinct for all flood events from the 50% and up to the 1% AEP flood event in ways that result in an increase in peak flood levels.~~

1410.6.3. Subdivision or development preceding subdivision in Sub-precincts A– E

- ~~(1) Proposed roads (including pedestrian and bicycle routes) identified on the Precinct Plan 1 and Precinct Plan 2, must be constructed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed roads must be located generally in the position indicated on Precinct plan 1 and Precinct Plan 2, but the precise location will be subject to detailed engineering and subdivision design. An alternative roading layout may be proposed provided that an integrated approach to land use and transport can be achieved throughout the Drury South Industrial and Drury South Residential precincts.~~
- ~~(2) The land identified as part of Sub-precinct D on the Precinct plan 1 and Precinct Plan 2 must be developed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed reserves and stormwater management areas must be located generally in the position indicated on Precinct Plan 1, and must be offered to the Council. ~~the structure plan but precise location will be subject to detailed engineering and subdivision design.~~ Vegetated buffers not less than 40 metres in total width are to be provided along stream corridors within stormwater management areas and must include a minimum of 10 metres of native riparian planting either side of the stream edge. Off-site stormwater management services including wetlands and the primary and secondary stormwater conveyance system is to be vested at no cost to the council in accordance with a network discharge consent or other relevant discharge consent or a stormwater management plan approved by the Council. All stormwater management areas and wetlands must be designed to serve a dual function to treat stormwater and provide ecological benefits.~~
- ~~(3) Reticulated water services must be supplied to the precinct and all new water infrastructure must be fully funded (including consenting costs) by the developer(s) of the land within the precinct. Such services must be provided to the relevant part of the precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have~~

been granted.

- (4) Wastewater services are to be provided to the precinct either by (in no particular order):
- (a) the construction of a connection to Watercare's existing wastewater network and any necessary upgrading of that network that is required to service the Precinct; and/or
 - (b) the construction of a Wastewater Treatment Plant to service the Precinct, or a larger catchment if required.

In either case wastewater services are to be provided in a manner approved by Watercare and constructed to Watercare's design and operational standards. The developer(s) must fully fund (including consenting costs) all new wastewater infrastructure required to service the Precinct. Wastewater services must be provided to the relevant part of the Precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have been granted. In the event that a new regional wastewater treatment plant becomes available to service the precinct, and subject to approval from Watercare, the precinct could be connected to that plant.

Note: that for the purposes of the Standards I410.6.3(1)-(4) above, references to "Watercare" means Watercare Services Limited and references to "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building.

410.6.4 Sub-Precinct C (Noise and Ventilation)

- (1) Any building containing a noise sensitive space within Sub-Precinct C must be located and/or designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in those rooms do not exceed:
- (a) 40 dB $L_{Aeq(24\text{ hours})}$ inside any noise sensitive space; and
 - (b) 70 dB $L_{Aeq(24\text{ hour})}$. In addition, the assessed incident noise level on any to a facade of any building facing Maketu Road that encloses a noise sensitive space that accommodates a noise sensitive space must not exceed 70 dB $L_{Aeq(24\text{ hour})}$.
- (2) Compliance with Standard I410.6.4(1) must be determined For the purpose of this rule, based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of 75 dB $L_{Aeq(24\text{ hour})}$, 83 dB $L_{Aeq(24\text{ hour})}$ at 63 Hz and 79 dB $L_{Aeq(24\text{ hour})}$ at 125 Hz.

Comment [RM10]: NZTA-19.
Minor amendments made.

~~(3) For residential dwellings, where the internal noise levels in Standard 1 can only be complied with when doors or windows to those rooms are closed, those rooms must adopt the relevant mechanical ventilation and/or cooling requirements of E25.6.10(3)(b) or (c), be mechanically ventilated and/or cooled to achieve:~~

~~(a) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees celsius or;~~

~~(b) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:~~

~~(i) six air changes per hour (ACH) for rooms with less than 30 percent of the façade area glazed; or~~

~~(ii) fifteen air changes per hour (ACH) for rooms with greater than 30 percent of the façade area glazed; or~~

~~(iii) three air changes per hour for rooms with façades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight~~

~~(3) For all other noise sensitive spaces, where the internal noise levels in Standard 1451.6.4.1 above can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve an internal temperature of no greater than 25 degrees celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees Celsius; and~~

~~(a) provide relief for equivalent volumes of spill air; and~~

~~(b) be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system; and~~

~~(c) have a mechanical ventilation and/or cooling system that generates a noise level of no greater than L_{Aeq} 35dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows;~~

~~(4) For the avoidance of doubt, the noise insulation requirements set out in this rule applies in addition to any other noise insulation requirements set out in the relevant provisions of Chapter E25 – Noise and Vibration.~~

410.6.5 Sub-Precinct C (Restrictive non-complaint covenant)

~~(1) Residential activities in Sub-precinct C shall be subject to a restrictive non-complaint covenant* in favour of the operator of Drury Quarry.~~

Comment [JS11]: It is not necessary to duplicate the mechanical ventilation/cooling requirements set out in E25.6.10(3).

Comment [JS12]: Refer to Chapter D25 for a similar example of this approach.

Comment [JS13]: As set out in our advice, we do not think this is necessary as Quarry noise could never reach a level likely to be problematic when received in sub-precinct C (taking into account noise insulation requirements).

*For the purposes of the Drury South Industrial and Mixed Use precinct and of this rule a 'restrictive non-complaint covenant' is defined as a restrictive covenant registered on the Title to the property or a binding agreement to covenant, in favour of the operator of Drury Quarry, by the landowner (and binding any successors in title) not to complain as to effects generated by the lawful operation of the quarry, including heavy vehicle movement noise. The restrictive non-complaint covenant is limited to the effects that could be lawfully generated by the quarry activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to quarry activities (although an individual restrictive non-complaint covenant may do so.) Details of the existence of covenant documents may be obtained from the Quarry Operator, its solicitors, or in the case of registered covenants by searching the Title to the property.

I410.7. Assessment – controlled activities

I410.7.1. Matters of control

The Council will reserve its control to all of the following matters when assessing a controlled activity resource consent application:

- (1) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct B:
 - (a) retention of existing vegetation;
 - (b) planting;
 - (c) building design and appearance;
 - (d) parking area design;
 - (e) storage and waste management location and design; and
 - (f) vehicular access;
- (2) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:
 - (a) building design;
 - (b) parking area design;
 - (c) signs;
 - (d) service area location;
 - (e) vehicular access; and
 - (f) mitigation of traffic noise.

Comment [RM14]: Note additional assessment criteria to address Counties Power submission points covered by this matter of discretion.

I410.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct B:

(a) retention of existing vegetation:

- (i) the extent to which layouts retain and protect existing mature trees, particularly those of indigenous species, where these contribute to the site character and amenity.

(b) planting:

- (i) the extent to which planting is designed to have a large scale landscape effect and combine native as well as appropriate exotic species to provide seasonal change and quality amenity; or
- (ii) where public open space land adjoins the motorway, the extent to which boundary planting that creates a continuous visual barrier to eastward views from the State Highway 1 corridor is avoided and whether landscape design emphasises the current sequence of intermittent views to the Hunua Ranges from the State Highway 1 corridor and the pattern of variable depth of such views;

(iii) the extent to which planting is provided in side and rear boundaries adjoining State Highway 1 to provide a visually attractive frontage and maintain safe access to the National Grid for maintenance purposes. Appropriate species include: *Pittosporum crassifolium* (Karo), *Pittosporum tenuifolium* (Black Matipo), *Phormium tenax* (Harakeke), *Phormium cookianum* (Wharariki), *Hebe stricta* (Koromiko) and *Carex*.

(c) building design and appearance:

- (i) the extent to which buildings are located with design consideration for their visibility and reduced visual impact as viewed from the State Highway 1 corridor and the desirability of maintaining a sense of openness as seen from the motorway; or
- (ii) the extent to which the visual mass of larger buildings is minimised by employing the following methods:
- utilising subdued, recessive colours;
 - providing variation in materials and finish for facades viewed from the motorway;

Comment [RM15]: Counties Power, as noted above.

- creating variation of roof profiles with consideration given to the overall roofscape viewed from the motorway;
- all rooftop servicing and plant should be designed as an integral part of the roofscape with particular consideration given to the view from the motorway;

(d) parking area design:

- (i) the extent to which parking areas are designed to incorporate trees to break up the scale of hard surface areas; or
- (ii) the extent to which the fully planted permeable carpark design layout (refer Figure I410.6.2.1 above) style of parking is adopted within Sub-precinct B;

(e) storage and waste management location and design:

- (i) the extent to which storage and waste management activities are located and/or designed to be screened from view of State Highway 1;

(f) vehicular access:

- (i) the extent to which proposed vehicle access to sites adjoining the Spine Maketu Road and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;

~~(2) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:~~

~~(a) building design:~~

- ~~(i) the extent to which buildings on corner lots are designed to provide for a quality architectural response to the corner. Appropriate design responses would be provision of additional height at the corner, windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner; or~~
- ~~(ii) the extent to which built development fronts the street with a quality recognisable pedestrian entry to the street;~~

~~(b) parking area design:~~

- ~~(i) the extent to which parking is provided on the road network adjacent to sub-precinct C areas and on-site parking layouts are designed in accordance with the typical layout identified in Appendix I410.11.1.~~

~~(c) signs:~~

- ~~(i) the extent to which signs for each sub-precinct C development are~~

~~coordinated including the physical location of signs, their type-face, style and content;~~

~~(d) service area location:~~

~~(i) the extent to which service areas are located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas;~~

~~(e) vehicular access:~~

~~(i) the extent to which proposed vehicle access to sites adjoining the Spine Road and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;~~

~~(f) mitigation of traffic noise:~~

~~(i) the extent to which premises offering food and beverages, health professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) are designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.~~

I410.8. Assessment – restricted discretionary activities

I410.8.1. Matters of discretion

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 or zone provisions:

- (1) subdivision or any development of land which precedes a subdivision being undertaken which complies with Standard I410.6.3:
 - (a) the relevant council and Auckland Transport development code or codes of practice;
 - (b) geotechnical and seismic;
 - (c) servicing and development sequencing;
 - (d) design and layout;
 - (e) earthworks;
 - (f) transportation network development requirements;
 - (g) ecology;

- (h) Counties Power 110 Kv sub-transmission lines; and
 - (i) stormwater management;
- (2) the creation of vehicle access to any site with frontage to or from the Spine Maketu Road shown on Precinct Plan 2 which also has frontage to another road shown on that plan:
- (a) effect of the location and design of the access on the safe and efficient operation of the adjacent transport network; and
 - (b) adequacy of access arrangements.
- (3) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:
- (a) building design;
 - (b) parking area design;
 - (c) signs;
 - (d) service area location;
 - (e) vehicular access; and
 - (f) mitigation of traffic noise.
- (4) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C
- (a) the compatibility of the effects of intensity and scale of the development arising from the numbers of people and/or vehicles using the site, with the existing and expected future amenity values of the surrounding area and any practicable mitigation measures that would be appropriate to manage those effects;
 - (b) the effects of the design and location of parking areas and vehicle access and servicing arrangements on visual amenity of the streetscape and on pedestrian safety;
 - (c) the effects of the size, composition, characteristics, and concentration of retail or office activities proposed in Sub-precinct C on the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan for Drury, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;

- (d) In determining (c) above, whether the activity is coordinated with the rate of residential and commercial development in the local area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;
 - (e) whether the retail or office proposal, individually, or in combination with other consented or permitted activities, meets the needs of the local residential and employment catchment;
 - (f) the assessment of the above matters having regard to the need to provide for the functional requirements of the activity.
- (5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area
- (a) Effects of the activity on the safe and efficient operation of the surrounding transport network.
- (6) Infringement I410.6.4 – Sub-Precinct C (Noise and Ventilation)
- (a) the effects of land transport noise of the noise sensitive activity;
 - (b) the potential reverse sensitivity effects of the infringement.

I410.8.2. Assessment criteria

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) subdivision, or any development of land which precedes a subdivision being undertaken, which complies with Standard I410.6.3:
 - (a) the extent to which the subdivision or development is in accordance with the relevant codes or codes of practice or engineering standards, and whether the road network is consistent with its intended function as set out within those codes or codes of practice;
 - (b) the extent to which the subdivided lots or the land on which the development is to be undertaken are geotechnically suitable for the development of a permitted activity or an activity for which resource consent has been obtained. This may include an assessment of the following:
 - (i) any proposed fill materials;
 - (ii) stability in areas of deep cut particularly adjacent to the boundaries of the Precinct;
 - (iii) settlement and stability issues associated with the Hingaia and Maketu

Comment [RM16]: AT seek an additional assessment criterion addressing the function of the roads. Suggest minor amendments to link the function with the relevant codes of practice.

- streams;
- (iv) time dependent settlement;
 - (v) ground seismicity and buffer zone; or
 - (vi) liquefaction;
- (c) the extent to which subdivision and development occurs in a logical and sequential manner in relation to:
- (i) the implementation of improvements and/or upgrades to the roading network;
 - (ii) the implementation of a potential pedestrian and cycling connection shown on Precinct Plan 1 between the Drury South Residential Precinct and Sub-Precinct C and the integration of this with proposed built development in Sub-Precinct C;
 - (iii) the establishment of the stormwater management areas within sub-precinct D identified on Precinct Plan 1 and catchment wide stormwater management devices as identified in the relevant discharge consent and/or stormwater management plan required by the special information requirements below;
 - (iv) the provision for overland flowpaths identified in an approved discharge consent and/or stormwater management plan required by the special information requirements below; or
 - (v) the provision of wastewater facilities, water supply, electricity, gas and telecommunications, including the protection and /or relocation of any existing local electricity, gas and communications assets;
- (d) the extent to which subdivision design and layout gives effect to the objectives and policies identified for the Drury South Industrial and Mixed Use Precinct and the subdivision design assessment criteria set out in Appendix I410.11.1.
- (e) the extent to which the earthworks required by the subdivision or development:
- (i) avoid or mitigate adverse effects on land stability, existing underground infrastructure facilities (such as the Vector gas pipeline and Telecom telecommunications cables), and groundwater quantity and quality;
 - (ii) avoid or mitigate adverse effects on the visual quality of the landscape or natural landforms, watercourses, habitats or vegetation;
 - (iii) avoid or mitigate adverse effects on traffic management within the

area or create damage, danger, or nuisance to surrounding residents or the Ramarama School;

- (iv) consider opportunities to recharge the aquifer using treated stormwater where permeable soils are available;
- (v) ensure that the creation of level development platforms are contoured to integrate with the surrounding street environment and open space corridors;
- (vi) screen retaining walls from public view;
- (vii) provide and maintain continuity of overland flow paths both within the site, as well as upstream and downstream; and where overland flow paths are diverted and/or altered show how:
 - potential effects on other properties from the diversion or alteration is avoided or mitigated;
 - effects from scouring and erosion are mitigated;
 - further changes to the overland flow path will be limited, when appropriate through an easement in favour of Council;
- (viii) if located in the 1% AEP modified flood plain, including earthworks for the formation of stormwater management devices such as wetlands and/or for necessary infrastructure (including associated landscaping and accessways), whether:
 - the design of the device, including associated earthworks, landscaping and accessways avoids impeding flood flows or otherwise exacerbating flood risk upstream or downstream of the site and how such effects can be avoided;
 - the design of the device or mitigation works is resilient to damage from the full range of flood events;
 - access to the device for maintenance is provided and maintenance plans address potential effects that may result from the proposed access route;
- (f) the extent to which the following transportation network requirements are met:
 - (i) whether subdivision or development will result in the central 'Spine Maketu Road' being progressively constructed on an alignment consistent with that indicated in Precinct plan 2;
 - (ii) whether the following road projects indicatively shown on Precinct plan 2 will be completed before any buildings within the precinct are

occupied:

- the realignment of existing Quarry Road onto the alignment of the 'Spine-Maketu Road' from the State Highway 1 over-bridge to the southern extent of the first stage of subdivision;
- the upgrading of the existing Quarry Road/Great South Road intersection;
- the provision of traffic signals or an alternative upgrade which achieves equivalent transport performance at the existing Great South Road/State Highway 22 (Karaka Road) intersection;
- under the scenario where development of the Precinct proceeds in advance of the Mill Road Corridor Project, the upgrading of the right turn bay on Waihoehoe Road at the Waihoehoe Road/Fitzgerald Road intersection;

(iii) whether a new dedicated pedestrian path and cycleway has been be constructed between the existing Drury township and the precinct before development and occupation of more than 25 hectares of Industrial zoned land within the precinct occurs;

(iv) whether Ramarama Road, at the northern boundary of the precinct ~~remains open is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area as defined on Precinct Plan 2 has been subdivided or developed;~~

(v) whether the Link Road from the Spine-Maketu Road to Fitzgerald Road shown on Precinct Plan 2 is provided and shoulder widening, intersection treatments and localised widening works within the existing road reserve on Fitzgerald Road between the Link Road and Waihoehoe Road is undertaken before Ramarama Road is closed at the northern boundary of the Precinct;

(vi) whether the 'Avenue' Road and the portion of the Spine-Maketu Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and whether the 'Avenue' Road is connected with Maketu Road at the northern and southern ends of Sub-precinct C. An alternative location for vehicle access through a portion of Sub-precinct C (the 'Avenue Road') may be appropriate where it is safe and efficient, and provided that a continuous and high amenity pedestrian and cycle connection is located along the western edge.

(vii) whether Ramarama Road, at the southern boundary of the precinct is closed to all vehicular traffic by the time 89 hectares of Industrial

Comment [RM17]: AT seek amendments to ensure Ramarama Rd remains open.

Amendments made.

zoned land within the precinct has been subdivided or developed;

(viii) whether the southern portion of the ~~Spine~~ Maketu Road that connects to Ararimu Road is constructed before:

- Ramarama Road is closed at the southern boundary of the Precinct; or
- any development of the precinct south of the New Quarry Access Road shown on Precinct Plan 2 occurs;

(ix) whether State Highway 1 Ramarama Interchange is capable of accommodating the traffic from the subdivided and developed portion of the precinct including the predicted traffic from the land which is the subject of the application. To enable assessment of this criterion, applications for subdivision or development must include a traffic assessment of the effects of the subdivision or development on the interchange prepared by a qualified and experienced traffic engineer.

Note: This criterion will be considered to be met where such an assessment includes a review undertaken by or on behalf of NZTA which confirms that there is sufficient capacity or planned capacity at this interchange to accommodate the predicted increase in traffic;

(g) in respect of those new areas of planting in stormwater management and wetland areas in Sub-precinct D the extent to which:

- (i) plants should be eco-sourced as close as possible to the developed area;
- (ii) the mechanisms proposed ensure the weed and pest management programme and the herpetofaunal mitigation/rehabilitation plan are implemented;
- (iii) The public open space area that adjoins the southern boundary of the Precinct will provide the basis of an ecological corridor linkage of 30 metres in width between the southern buffer in the Precinct and bush areas in the Special Purpose – Quarry Zone when planted with suitable tree species at the time of subdivision of the adjoining industrial zoned land;

(h) whether the existing 110kV Counties Power electricity lines are provided for in the existing positions in any subdivision or whether the existing lines can be relocated in agreement with Counties Power;

(i) whether the stormwater management plan and works proposed as part of the subdivision or development:

- (i) comply with any approved discharge consent;

- (ii) are effective in avoiding, remedying or mitigating the potential adverse effects of stormwater discharge on water quality and flood hazards. In the case of stormwater management facilities within private land this assessment will include how the operation and maintenance of such facilities is to be secured by way of appropriate covenants or consent notices;
 - (iii) can effectively contain all the natural and diverted streams and their margins, wetlands, and other off-site stormwater management devices;
 - (iv) provide for overland flowpaths;
 - (v) require a bond or other security to be provided to ensure that the stormwater management works will be completed, with such bond to be released when the works are completed and the stormwater management areas and their devices are vested in council;
 - (vi) ensure that subdivision and development does not result in increased flood risk to habitable rooms for all flood events from the 50% and up to 1% AEP flood event downstream and upstream of the precinct;
- (2) the creation of vehicle access to any site with frontage to or from the Spine Maketu Road shown on Precinct plan 2 which also has frontage to another road shown on that plan:
- (a) any adverse effect from the location and design of the access on the safe and efficient operation of the adjacent transport network, including public transport, cyclists and general traffic, having regard to:
 - (i) the number of other access points to or from the Spine Maketu Road in the vicinity of the proposed access;
 - (ii) whether conflicts will be reduced by the presence of a raised central median which prevents right turning in the vicinity of the site;
 - (iii) visibility and safe sight distances particularly the extent to which vehicles entering/exiting the site can see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway;
 - (iv) existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring in all weathers;
 - (v) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the this Plan; and
 - (vi) existing community or public infrastructure located in the adjoining

road, such as bus stops, bus lanes and cycleways.

- (b) whether the access arrangements are practicable and adequate having regard to site limitations and layout, and arrangement of buildings and activities, users and operational requirements, and having regard to whether the site can reasonably be served by shared or amalgamated access with another site or sites on the Spine-Maketu Road where the sites in question are held in the same ownership.

(3) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:

(a) building design:

- (i) the extent to which buildings on corner lots are designed to provide for a quality architectural response to the corner. Appropriate design responses include the provision of additional height at the corner, windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner;
- (ii) the extent to which built development fronts the street and open space with a quality recognisable pedestrian entry or entries to the street.
- (iii) Where buildings are required to be setback from Maketu Road for acoustic amenity reasons, a safe and attractive edge to Maketu Road should be provided. Methods to achieve this include providing landscaping at the street edge and providing a good degree of glazing on the building facade overlooking Maketu Road;
- (iv) the extent to which developments for trade suppliers, garden centres, marine retail, motor vehicle sales or supermarkets provide a quality frontage to the street and provide appropriate treatments to side and rear boundaries, including quality fencing and landscaping, to recognise the broader range of activities enabled in sub-precinct C and the higher standard of amenity expected in the Mixed Use zone, while also taking into account the functional requirements of the activity.

(b) parking area design:

- (i) the extent to which parking is provided on the road network adjacent to sub-precinct C areas and on-site parking layouts are designed in accordance with the typical layout identified in Appendix I410.11.1.

(c) signs:

- (i) the extent to which signs for each sub-precinct C development are coordinated including the physical location of signs, their type-face,

style and content:

(d) service area location:

- (i) the extent to which service areas are located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas;

(e) vehicular access:

- (i) the extent to which proposed vehicle access to sites adjoining the Maketu Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;

(f) mitigation of traffic noise:

- (i) the extent to which premises offering food and beverages, health professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) are designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.

(g) Drury South Industrial and Mixed Use precinct Appendix

- (i) The extent to which buildings and development in Sub-Precinct C are consistent with the criteria in Appendix I410,11.2.

(4) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C

- (a) The extent to which the effects of the size, composition, characteristics and concentration of retail or office activities in Sub-precinct C will be complementary to the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;
- (b) The extent to which retail that meets local convenience needs is located at the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.
- (c) The extent to which the activity is coordinated with the rate of residential

and commercial development in the wider area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;

- (d) The extent to which the size, composition and characteristics of any office activity would serve a local function and support adjoining businesses in Drury South.
- (5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area
 - (a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;
 - (b) the extent to which the proposal incorporates mitigation measures to address adverse effects.
- (6) Infringement I410.6.4 – Sub-Precinct C (Noise and Ventilation)
 - (a) the extent to which the type of activity proposed is likely to be adversely affected by the expected levels of transport noise;
 - (b) the extent to which any characteristics of the proposed use or area make compliance with of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads" unnecessary;
 - (c) whether the building and any outdoor living areas are appropriately located, and/or setback an appropriate distance from the Spine Road and/or State Highway 1 to minimise the potential for adverse effects from land transport noise.

Comment [RM18]: NZTA-23 and AT.

I410.9. Special information requirements

I410.9.1. Earthworks plans

- (1) Any application for subdivision or development must be accompanied by detailed earthworks plans. Such plans must:
 - (a) describe the nature and scale of the proposed earthworks, such as the extent of cut and/or fill, sources of fill and how the cut and fill is to be transported;
 - (b) describe the construction management and communication methods to be followed to minimise nuisances and disruption to surrounding residents and Ramarama School (in particular, dust, traffic and noise impacts) during the construction period; and
 - (c) provide detailed design of the modified flood plain.

I410.9.2. Ecological management plans

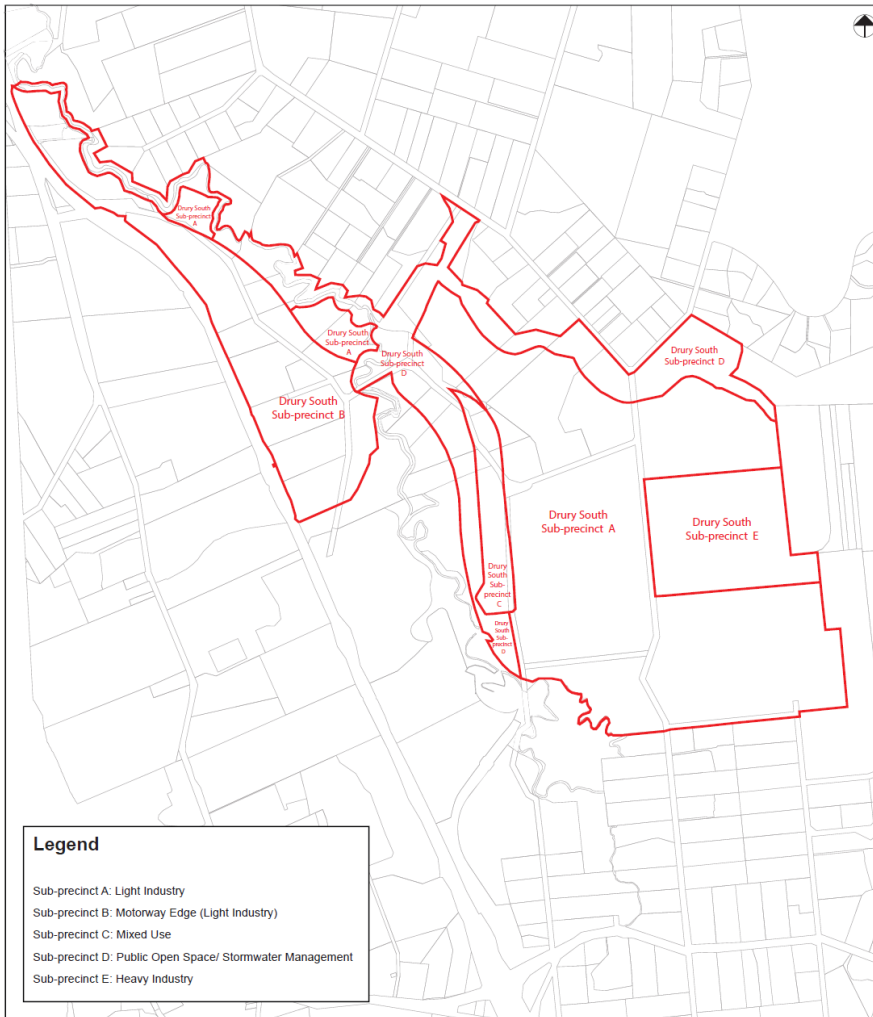
- (1) In respect of any new areas of planting in Sub-precinct D the following must be provided:
- (a) a weed and pest management programme for any new areas of planting within the stormwater management areas and wetland areas and remaining indigenous forest fragments in Sub-precinct D; and
 - (b) a herpetofaunal mitigation/rehabilitation plan which targets only potentially suitable lizard habitat for relocation searches.

I410.9.3. Stormwater management report and plans

- (1) Any application for subdivision or development preceding subdivision must be accompanied by detailed stormwater management report and plans. Such report and plans must:
- (a) describe how the plans comply with the conditions of any relevant discharge consent;
 - (b) identify overland flow paths;
 - (c) describe the nature and extent of any off-site stormwater management devices and how these devices are to be delivered if they are on land outside the application site;
 - (d) if stormwater management devices are to be located within the modified 1% AEP floodplain, describe how these devices are to be designed to be resilient to flood-related damage while not exacerbating flood risks for upstream or downstream activities;
 - (e) where streams are to be diverted and/or recreated as identified on the precinct plan, describe how this is to be achieved in a way that ensures that they function in a manner similar to natural stream systems. Detailed landscape treatment plans will be required to demonstrate:
 - (i) the proposed long section and cross sections;
 - (ii) how the new stream banks are to be stabilised;
 - (iii) how pool – riffles - run sequences are to be formed; and
 - (iv) how stormwater outlets are controlled.
- (2) A subdivision application for vacant lot subdivision or a land use application for a new building or buildings in Sub-precinct C must be accompanied by an indicative 'integration plan' showing how the proposed development integrates with potential future development in the remainder of Sub-precinct C, including existing or potential transport connections and activities.

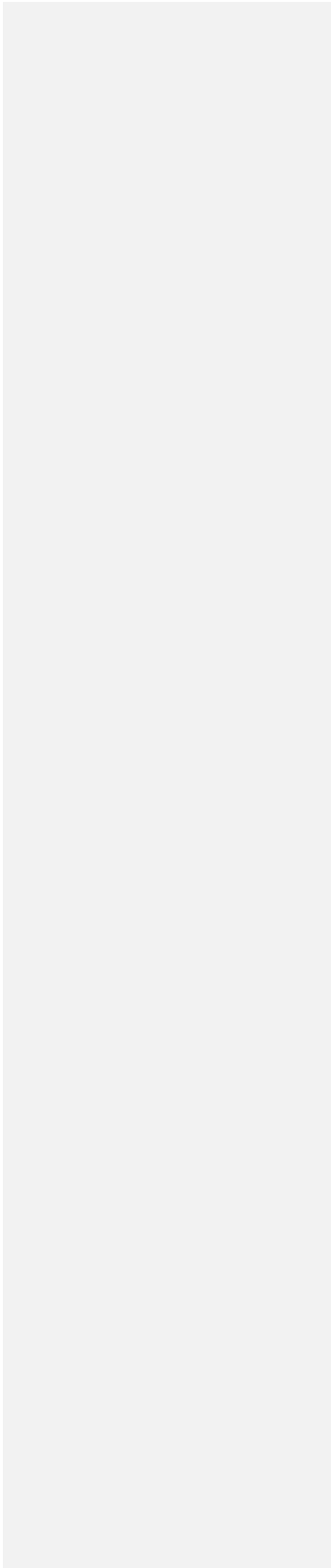
To avoid doubt, this plan is not subject to any approval from the Council and is for information only. Its purpose is to inform how a particular stage of development will positively contribute to the visual quality and interest of streets, public open spaces and pedestrian amenity, movement and safety (Policy H13.3(3)), in an integrated manner across Sub-precinct C.

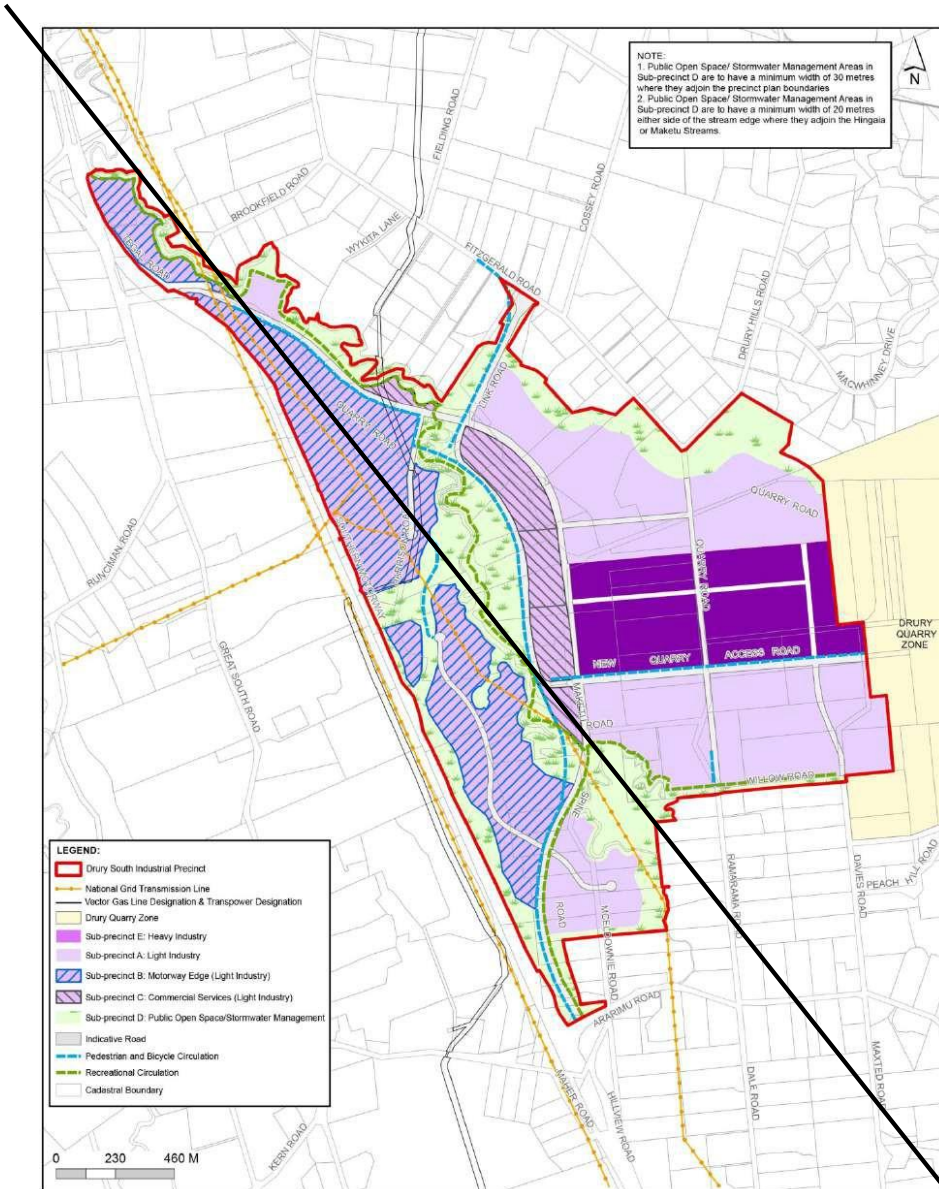
Amend the sub-precinct boundaries and naming in the GIS Viewer as follows:



I410.10. Precinct plans

I410.10.1 Drury South Industrial and Mixed Use: Precinct plan 1

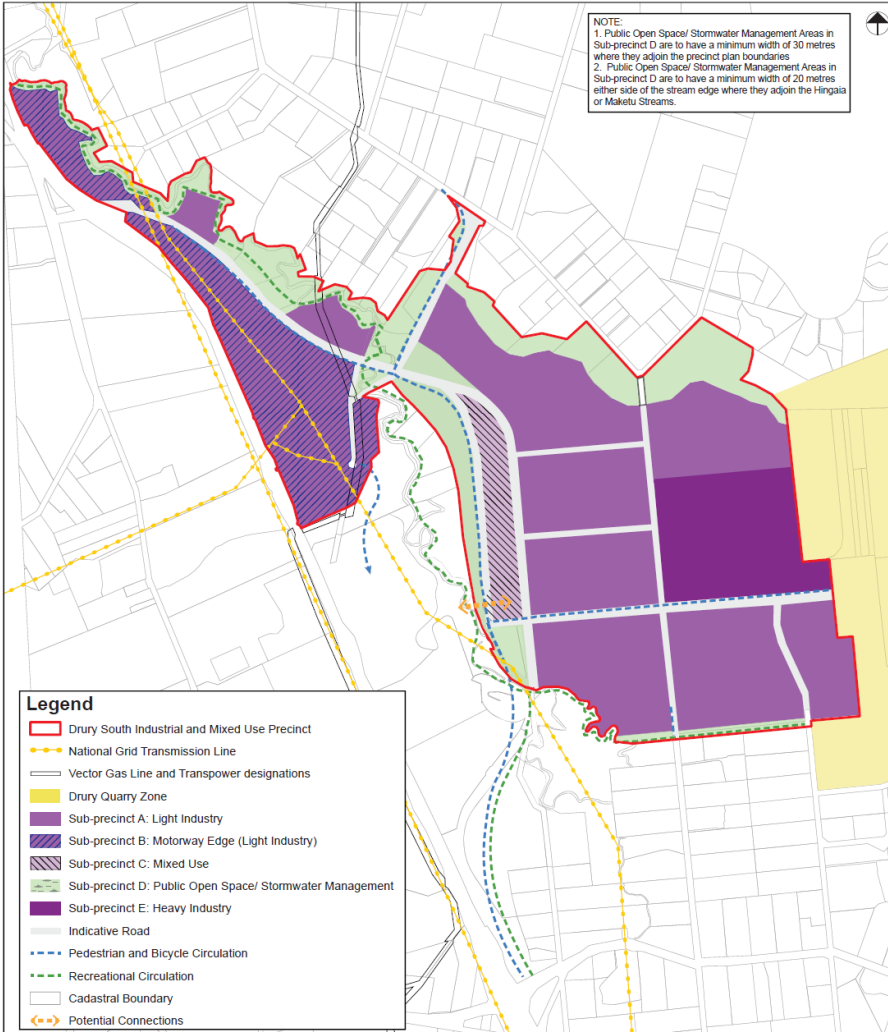


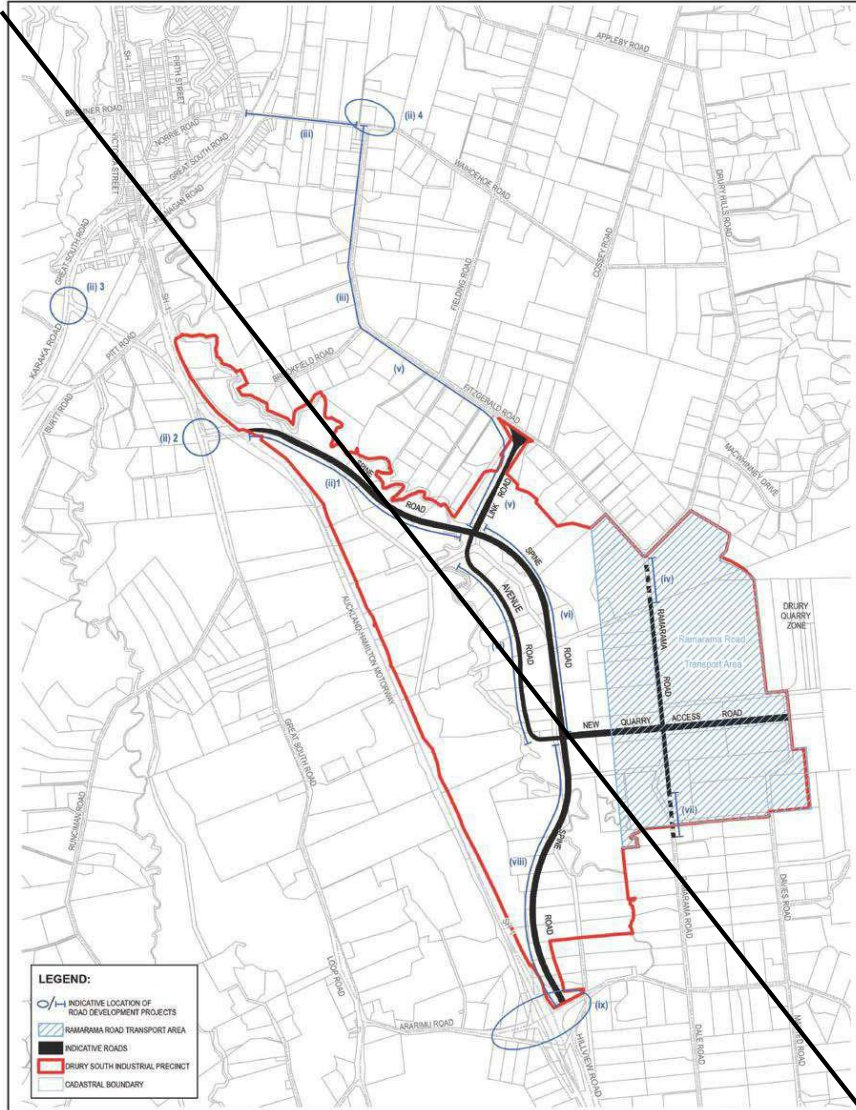


Insert new Precinct Plan 1 as follows:

Comment [RM19]: AT/NZTA - amend to show alternative location of avenue road and show the northern end of Ramarama Road remaining open.

I410.10.2 Dury South Industrial and Mixed Use: Precinct Plan 1

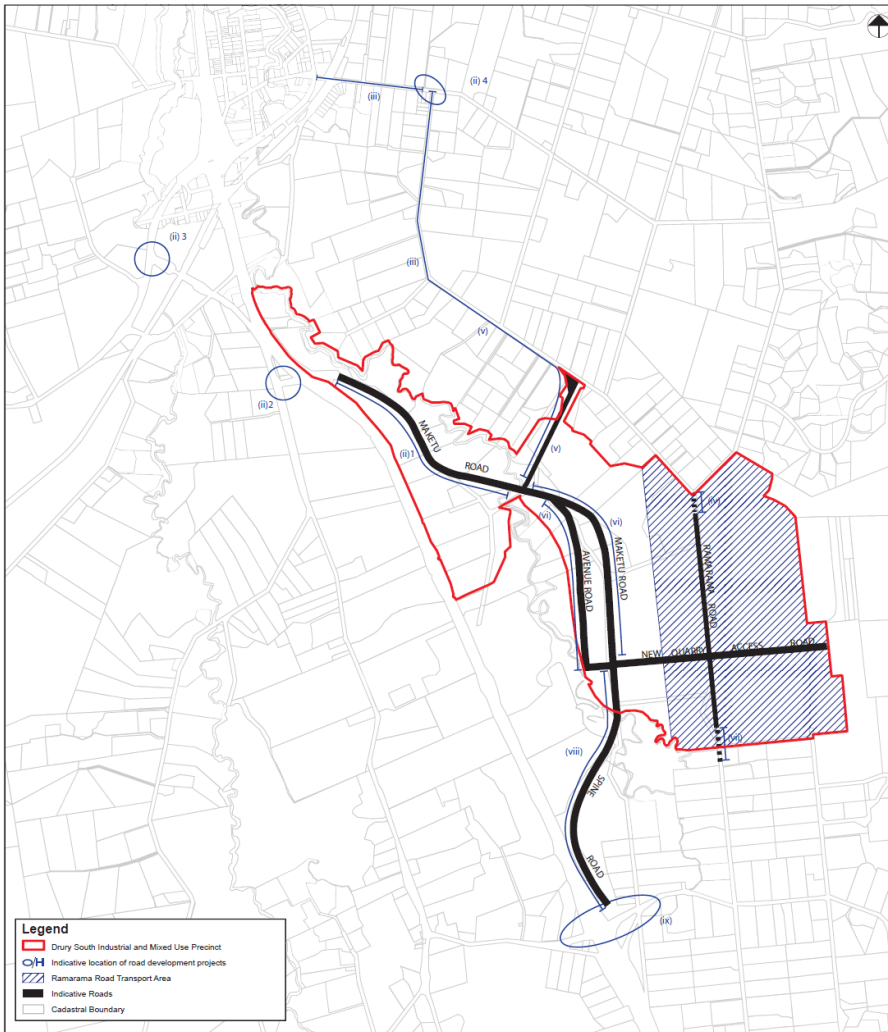




I410.10.2 Drury South Industrial and Mixed Use: Precinct plan 2

Insert new Precinct Plan 2 as follows:

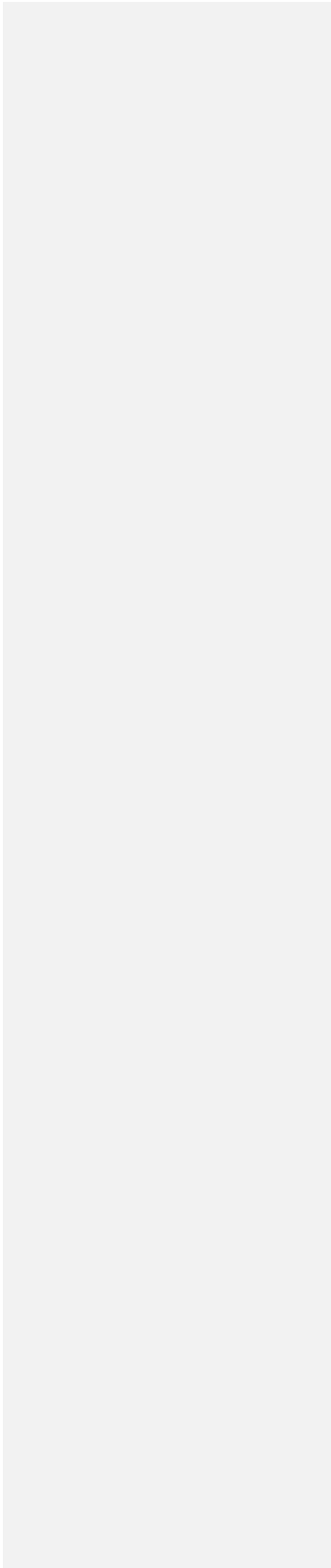
I410.10.2 Drury South Industrial and Mixed Use: Precinct plan 2



Comment [RM20]: AT/NZTA AT - amend to show alternative location of avenue road and show the northern end of Ramarama Road remaining open.

I410.11. Appendices

Drury South Industrial Appendix 1



PROPERTY ECONOMICS



PROPOSED DRURY SOUTH

PLAN CHANGE

ECONOMIC REVIEW

Client: Auckland Council

Project No: 51863

Date: November 2020

1. INTRODUCTION

Property Economics has been engaged by Auckland Council to undertake a peer review of the economic assessment submitted as part of the Drury South Plan Change application in Auckland for Drury South Limited (**DSL**).

The primary economic report subject to this review is titled Drury South Plan Change Provisions Assessment completed by Market Economics (**ME**) dated 25 November 2019. A supplementary economic memo was submitted by ME dated 15 April 2020 responding to Council's Request for Further Information (**RFI**) specifically addressing initial economic questions raised by Property Economics. This review will focus on those responses given they are the key economic issues to consider from an economic perspective at this stage of the process.

The purpose of this peer review is to outline any additional concerns or economic issues remaining 'in play' to assist Council form a more detailed understanding of the potential economic effects and form a view on the plan change from an economic effects perspective.

This review will be kept succinct and commentary provided at a high level, in a bullet point format and follow the same order as each economic RFI response for ease of following.

2. ECONOMIC ASSESSMENT REVIEW

Economic Issue 1: Drury South Residential Precinct

Query: Please clarify whether the Drury South Residential Precinct south of sub-precinct C (including the SHA) provide for any retail or commercial activity? If so, please assess the effects this would have on the conclusions of the Economic Assessment.

Reasoning for query: Any retail provision enabled within the Drury South Residential Precinct would form part of the existing environment and lower the retail demand identified for sub-precinct C.

ME Response: Drury South Residential Precinct (south and west of Sub-precinct C) makes some provision for neighbourhood centre activities in appropriate locations and these are indicatively shown in Precinct Plan 2. Commercial services, food and beverage and retail up to 200m² GFA require resource consent as a restricted discretionary activity. Retail or food and beverage exceeding 200m² GFA is a non-complying activity. On this basis, any retail activities will be small-scale and serve local convenience needs, which is reflected in Objective 2 and Policy 2 of that Precinct.

Peer Review Comments:

Property Economics is comfortable the (small in retail market terms) retail and commercial service provisions in the Drury South Residential Precinct is appropriate and not of a scale that would affect the retail demand in any material manner in sub-precinct C, or would undermine the conclusions reached in the ME economic assessment.

Economic Issue 2: Timing / Development of the Identified Trade Catchment

Query: Please explain the anticipated timings around the development of land within the Drury South Residential Precinct and the Drury South Industrial Precinct.

Reasoning for query: What are the assumptions around the timing and rate of growth in the zoned provision within the identified precincts as this will affect the level of retail demand generated at the more localised context for sub-precinct C.

ME Response: Timing of growth is outlined in Figure 2.6 of my report. Household number and worker number growth can be taken as a proxy for development and uptake of both residential and employment land.

Numbers of households and workers anticipated in the Drury South development reach their maximum in 2028 and 2038 respectively under the base run and in 2033 and 2043 under the high run.

Figure 1: Neighbourhood Centre sustainable floor space (m²), Drury South 2018 – 2048

	2018	2023	2028	2033	2038	2043	2048
1. Base Run							
Households	306	600	750	750	750	750	750
Workers	100	1360	2620	3880	5000	5000	5000
Local sqm - hhld sustained	218	429	536	536	536	536	536
Local sqm - MEC sustained	51	696	1,341	1,986	2,559	2,559	2,559
TOTAL	270	1,125	1,877	2,522	3,095	3,095	3,095
2. High Run							
Households	326	650	850	950	950	950	950
Workers	100	1360	2620	3880	5140	6400	6400
Local sqm - hhld sustained	233	465	607	679	679	679	679
Local sqm - MEC sustained	51	696	1,341	1,986	2,631	3,276	3,276
TOTAL	284	1,161	1,949	2,665	3,310	3,955	3,955

Peer Review Comments:

The ME response reflects their growth projections (base case and high scenarios). Property Economics' query was more aimed at identifying the level of risk with the growth assumption given the significant scale of infrastructure investment required (and multi-party private and public sector agreements essential) to facilitate the development of both the residential and industrial activities.

The growth projections are heavily reliant on the timing of this significant investment and funding agreements, followed by development and then uptake of the building stock, and given the long practical lead times involved, Property Economics consider the projections applied to be optimistic and face downside risk to timing. However, when considering a longer term prognosis of potential demand the outlook could be applicable, albeit the timing of demand is considered likely to be slower than assessed.

Economic Issue 3: Supermarket Demand and Timing of Sustainable Demand

Query: Please explain what the retail / supermarket demand generated from a more localised Drury South catchment (residential and employment areas), and how this would change the timing of sustainable demand.

Reasoning for query: ME's catchment is very extensive for a convenience centre with convenience retail and commercial services proposed, and includes areas that also have convenience centres planned. This is important to better understand the sustainable demand / supply dynamics at a more localised level.

ME Response: In section 2.3.1 of my report, I outline assumptions I have made about how retail on offer within the Drury South catchment captures retail demand from the surrounding catchments. I have provided estimates of capture rates for each sub catchment (Drury South, Drury East, Drury West, Papakura, Franklin and Pokeno). These catchments align with the map in Figure 2.1.

In summary, these assumptions highlight a high degree of convenience captures from Drury South households and low shares of convenience demand capture from the other surrounding catchments (10% of Drury East convenience demand, 5% of Drury West and so on). I have assumed that some 70% of supermarket demand from households in Drury South is captured by supermarkets located in Drury South (this reflects the likely presence of a supermarket on a site within Drury South). This is aligned with relatively low levels of capture of supermarket demand from the other catchments (12.5% of Drury East and 5% of demand arising from Drury West). Added to this are very low capture rates from the other catchments (1%) – except from Pokeno (5%) due to the ease with which they could access the supermarket via the southern motorway.

In terms of sustaining a range of activities typical of a neighbourhood centre in Sub-Precinct C, the very local catchment (Drury South) is important. Once fully developed the amount of demand generated by households is \$23.2m in 2028 (core retail and hospitality). Added to this is worker spend of \$6.7m in 2028 rising to \$19.1m by 2043 when we estimate employment land in Drury South will be fully taken up. These figures do not change the timing of sustainable demand they are simply the by-product of household and business growth timing. Retail demand is a function of the number of households and workers - they generate it by their presence.

What I understand the Council's expert is asking is whether the timing and volume of demand growth alter the point at which retail and supermarket is sustainable in this location. The timing of growth determines sustainability of retail and this is taken into account in the analysis. The local sqm sustained numbers in Figure 2.6 are the sustainable values I have calculated for each year in the table. This takes into account the portion of total retail demand generated likely to be captured locally by the limited retail offer meeting convenience/neighbourhood centre needs. By 2028 between 1,877sqm and 1,949sqm is sustainable rising to between 3,095sqm and 3,995sqm by 2048.

Peer Review Comments:

Aside from Property Economics already identified concerns about the downside risk to the timing of residential and employment growth in the ME economic assessment, Property Economics still have significant concerns about the reliance on demand generated in other more distant high growth areas with multiple convenience centres and supermarkets planned as a basis to sustain the sub-precinct C

activity. By definition convenience activity and spend is typically very localised, and being on the southern urban fringe of Auckland, and convenience activity in sub-precinct C is likely to be even more so, i.e. it is unlikely to be a location with a material level of 'through flow' traffic the activity could rely. ME's approach has the effect of amplifying demand for sub-precinct C above what is likely.

Applying small percentages from distant high growth area irrelevant to sub-precinct C convenience retail is not useful to approximate a sustainable provision within sub-precinct C. That demand is being utilised to support convenience activity in those other locations, so in effect that demand is being double counted to justify sub-precinct C retail activity.

Economic Issue 4: Mill Road Infrastructure Timing

Query: Please explain the timing of Mill Road being developed, and whether this changes the timings of demand for retail or office activities.

Reasoning for query: The timing of the Mill Road expansion is important to the timing, rate and scale of retail and commercial office demand generated from residential, commercial, industrial and retail development in Drury South. Better understanding the timing of this road's development in the modelling will assist in better understanding the link between Mill Road and retail and office demand.

ME Response: If Mill Road development occurs at an earlier point, then it is likely to mean that office development becomes more desirable earlier. This means it will more than likely be developed earlier – sustaining local retail put in place to meet office worker needs, earlier. Potentially, this will have some effect on housing timing as well although that is probably less the case, given its location is mostly in the south of the development while the Mill Road connection will be in the north. It will have a marginal effect bringing housing development forward and therefore retail demand is brought forward and the need for retail GFA is brought forward.

Peer Review Comments:

Mill Road is just one piece of an extensive multi-billion dollar infrastructure jigsaw required to deliver development to this area. It is agreed Mill Road is an important connection and important catalyst to development of Drury South, but the practical timing of its delivery is crucial to demand. More certainty on its practical completion date would be beneficial, but this alone does not the earlier identified concerns around elevated demand levels for convenience activity given the extensive catchments utilised.

Economic Issue 5: Mill Road Extension to Pukekohe Timing

Query: Please clarify the timings for the expressway on the west of SH1 between SH1 and Pukekohe (the extension of the Mill Road link on the eastern side of SH1). Property Economics thought they were mutually exclusive projects with quite different timeframes.

Reasoning for query: Once again, the timing of the SH1 – Pukekohe expressway link west of SH1 in the model would appear an important component of retail and commercial office demand in Drury South. Clarity around the timing of the road and growth in the model for this area would be beneficial

ME Response: As far as I am aware, the Mill Road Corridor is intended to be constructed from Papakura to the Drury South interchange by 2028. Any other connection past the Southern motorway to Pukekohe is a logical extension of that but will be implemented as a separate project. I have provided a comment on Page 12 of my report saying that if a supermarket were to locate on the junction of Mill Road and the Spine Road in Drury South, then any extension of the Mill Road Corridor towards Paerata, would open up access to those households. Any potential impact difference would be on the margins and not generate any significant difference in levels of impact.

Peer Review Comments:

On that basis, Property Economics consider it inappropriate to utilise demand from such an extensive area to the west of the SH1 motorway, particularly areas that would rely on this connection to utilise sub-precinct C activity. There is no certainty of this connection or its timing at this point.

With an estimated Mill Road delivery date of 2028, the question remains, given the long lead times to development and tenancing of premises, are the 2028 (and beyond) projections realistic to be realised at the timeframes assumed in the ME modelling.

Economic Issue 6: Drury South Industrial Precinct Retail Assumptions

Query: Please clarify the basis for the Drury South Industrial Precinct retail assumptions in relation to spend captured locally.

Reasoning for query: The percentage assumptions for the amount of retail spend captured locally within the precinct appear to be high. It would be helpful to have a greater understanding of the basis for those assumptions.

ME Response: Households generate retail demand by their presence. This is then split between the centres that are available to them based on need (for example - convenience needs, weekly shop, specialty needs, annual needs). In section 2 of my report, total catchment retail demand is translated into the total amount of retail space required to meet all these needs.

In section 2.3 of my report, this is refined to provide estimates of the amount of this total demand that is potentially able to be captured by the retail offer in Drury South. This is likely to consist of high shares of households close by and the workforce that will be located close by, and low shares of demand that arises in more distant parts of the catchment. The ratios and shares of capture I have modelled are laid out in 2.3.1 of the Market Capture Assessment, on page 11 of my report.

These ratios are informed estimates at present as the entire network of retail opportunity and development timing has yet to be finalised. However, applying the shares to the market demand generates estimates of retail sales by category that are presented in Figure 2.4, on page 12. This is then translated into sustainable floorspace measures in Figure 2.5 of my report.

We substantiated these estimates by also working out estimates using a different methodology (in section 2.3.2 of my report). In this section, we have assumed that the amount of spend that a worker normally takes with them to work is captured locally (potentially available at Drury South). This is obviously a small portion of the workers' normal household retail demand. The balance of the household demand will be spent from where the workers live.

The household component of retail demand that arises in the Drury South catchment will be spent across a range of centres including the small local/neighbourhood centre in Drury South. We have said that the share of spend likely to be directed at a local and or a neighbourhood centre is the amount captured by the retail offer in Drury South. This amounts to 10.3% overall of households centre focused demands (retail and services).

Peer Review Comments:

Property Economics remain of the view that the percentage assumptions around retail spend captured locally are too high in the context of spending patterns in catchment Property Economics have assessed around the country. Property Economics consider these high percentage assumptions, on top of percentages from more distant irrelevant areas to sub-precinct C elevate demand artificially high.

Economic Issue 7: Basis for Large Format Retail

Query: Please outline the economic basis for enabling large format retail within the Business - Mixed Use Zone within Sub-precinct C in this location.

Reasoning for query: This is in context to the same retail format being proposed within the Drury Town Centre just north of Drury South and is relying on the same market demand. Are there different brands / store types anticipated in Drury TC relative to Drury South, and more information around the likely timing of LFR demand in Drury South from a more localised catchment perspective.

ME Response: The Auckland Unitary Plan defines Large Format Retail as an individual shop or tenancy with a floor area greater than 450m². Large format retail does not include food and beverage, garden centres, motor vehicle sales, marine retail or trade suppliers.

On this basis, the proposed Plan Change does not enable large format retail, as supermarkets and retail greater than 200m² will require resource consent as a restricted discretionary or discretionary activity.

There is no economic reason for restricting trade suppliers, garden centres, motor vehicle sales, and marine retail within Sub-Precinct C given that these activities would not adversely affect the function, role and amenity effects of centres. I understand that the amenity effects of these activities within Sub-Precinct C will be managed through restricted discretionary activity status for new buildings, these effects are addressed further in the planning report.

Peer Review Comments:

Section 1.1 (ii) of ME's economic assessment states:

"New provisions in Sub-precinct C for home maintenance retailers such as lighting, furniture, floorcoverings, appliances and trade suppliers and building supply stores in Sub-precinct C which are currently not provided for".

Furthermore, the retail demand tables in the ME economic assessment include for Sub-precinct C include a category called 'Home based' retail.

In Property Economics view this clearly signals an intent to include LFR activity in sub-precinct C with lighting, floorcoverings and appliances all retail sectors with tenancies the predominantly offer goods

to the market in LFR store footprints (i.e. over 450sqm GFA), and that these store types are an anticipated outcome of the plan change.

With no clear economic basis provided to support LFR activity as a Discretionary activity, Property Economics considers this potential outcome to simply be an unsubstantiated request. Furthermore, LFR activity would change the role and function of sub-precinct C and elevate its position in the centre hierarchy of the area from a convenience centre as it would rely heavily on drawing a significant level of shoppers from more distant markets.

Economic Issue 8: Economic Impacts of Office Space Provision

Query: Please assess the economic impacts of enabling 15,000m² of office space within Sub-precinct C, particularly the effects on areas where offices are enabled or encouraged in Council's Drury-Opaheke Structure Plan.

Reasoning for query: There seems a focus on potential effects of office on the Drury Town Centre, however the Drury Structure Plan anticipates office development is a range of areas, so consideration of the effects on other business areas would be helpful as well.

ME Response: A portion of the office space is required to meet the office and commercial service needs of the industrial areas developed at Drury South. In total, the Drury South catchment is likely to generate demand for over 26,000sqm GFA of office space. Only a portion of this will be met locally (within Drury South). A portion is likely to be met in the Drury Metropolitan Centre and a portion elsewhere (larger centres and the CBD). This means that office development in Drury South is complementary to that likely to develop in the Drury Metropolitan Centre.

In addition to that, a portion of the space in Drury South is needed to meet the office space needs of residential areas within the catchment. Households require a range of office services that require office spaces (accounting, layers, surveyors, planners and so on).

With respect to the Drury West Local Centre, it is my view that any potential impacts are negligible. The offices that will develop in a local centre are designed to meet local needs. As with the Drury South office development, a portion of it will meet the needs of small businesses and households in the local Drury West catchment. A local Centre will not compete with or provide space for businesses locating in an industrial area on the other side of the motorway (Drury South). In the same way, the Drury South office component will not be competing with Drury West to provide the local office services to meet the needs of the local Drury West catchment as it is not conveniently located to do so.

Any balance of space in the Drury South Office component (over and above the two requirements outlined above) would be developed as and when the demand arises. The only impact of relevance is on the Drury Metropolitan Centre. In providing a limit or cap at 15,000sqm GFA, I believe that the impacts on the Drury Metropolitan Centre will be minimised.

Peer Review Comments:

Property Economics considers the methodology applied in this component of the ME economic assessment is flawed and leads to inappropriate comparisons and outcomes. Property Economics considers there is no compelling economic rationale provided to support 15,000sqm GFA of stand-

alone commercial office activity in Sub-precinct C, particularly when considering the small Drury South Residential Precinct and likely employment levels on the industrial land.

Given this, Property Economics cannot support the 15,000sqm GFA office provision proposed at this point, especially given the significant office provision provided for in the wider area which has the potential to be undermined by the proposed level of office space.

An additional concern of Property Economics is the potential for a significant centre to be established in Sub-precinct C. The potential for 15,000sqm office activity, plus 4,500sqm retail activity (Permitted), plus potential for other retail activity (i.e. LFR store types) assessed as Discretionary, means a total sub-precinct C centre of around 20,000sqm+ can be established which Property Economics considers out of scale with actual demand when assessed with more appropriate catchments. A centre of 20,000sqm+ of commercial office, supermarket, convenience retail and commercial service activity, and potential LFR activity, makes Sub-precinct C more a town centre than a convenience centre.

Economic Issue 9: Loss of Heavy Industrial Land to Light Industrial

An additional issue I have been asked to consider is the rezoning of around 20ha of heavy industrial land to light industrial. The ME economic assessment identified two purposes for this rezoning but provides no meaningful economic evidence or data to support the rezoning despite the limited heavy industrial land provision in Auckland.

Property Economics make the following points on this aspect of the plan change:

- There is no heavy or light industrial economic demand / supply assessment provided in ME economic assessment to justify the proposed rezoning.
- There is no evidence provided to support that additional light industrial land aligns better with the area's expression of demand.
- The reasoning provided for the proposed rezoning of the land from heavy to light industrial appears a by-product of the proposed plan change itself and not any genesis based on demand and supply. The rationale for this aspect of the plan change seems to be based on only to mitigate potential reverse sensitivity issues, amplified by the provisions and activities promoted within the proposed plan change itself. Such a rezoning involves economic costs that need to be identified and carefully considered before forming a view on the economic merits of this aspect of the plan change. This information is missing from the ME economic assessment.

Property Economics considers there is no meaningful economic evidence provided in the ME economic assessment to either justify or support the rezoning of 20ha of heavy industrial land to light industrial.

3. SUMMARY

In summarising Property Economics position on the proposed plan change, the primary concerns from an economic perspective can be focused on four main points:

1. In Property Economics view the retail demand estimates for Sub-precinct C are too high leading to a higher level of identified retail GFA than what can realistically be sustained by a localised catchment in this location. Additionally, the extent of retail and commercial activity that can be developed in Sub-precinct C (Permitted and RD or D subject to some tests) is quite extensive and gives limited sense of the what the outcome on the ground will actually be. Property Economics understands flexibility is important in these situations, but equally Council need to have more certainty around what is actually being sought and the likely outcome of a plan change its (potentially) supporting.
2. The commercial office provision of 15,000sqm is significant and would undermine Council's Drury-Opaheke **Structure Plan** and seems 'at odds' with the recently announced multi-billion dollar infrastructure package supporting TODs (Transit Oriented Developments) around Drury. TODs seek to enable and encourage an increasing proportion of workers to access place of employment via rail in particular and other public transport options, especially for commercial office employment important to the future Drury Town Centre and business areas in Drury West. The Sub-precinct C provision cap of 15,000sqm is of a level that would compete directly for commercial office demand within Drury given its scale and create an office park.

Additionally, Property Economics are concerned about the size of the commercial hub / centre this will create in Sub-precinct C, which can potentially be of a size (27,200sqm+ excluding trade suppliers based on Rule E27.6.1(2)(b) of the plan change) which would rely heavily on attracting people from well beyond its localised market to sustain the development. This would appear to increase economic inefficiency of the market and move the centre away from its convenience and localised market focus.

Property Economics understands the commercial office provision for Sub-precinct C could be more extensive under the existing zone (which would only amplify our concerns commensurately) so in effect may represent a better outcome for Council in terms of managing commercial office space in Sub-precinct C. Having an office cap provides more certainty around the level of office activity that can be established in Sub-precinct C, but either way, such a provision is significant in the context of the localised market and would require attracting office business from further afield. This is particularly the case where a further 3,300sqm GFA of commercial service office tenancies can be established based on Rule E27.6.1(2)(b).

3. The ability to develop LFR stores within the rule framework for Sub-precinct C. Trade related retail Property Economics has no issue with, but homeware based LFR is not considered appropriate for a convenience centre as it would change its role and function considerable. Once again it would also rely on attracting a significant number of shoppers from more distant markets to sustain such stores, which would increase market inefficiency. Property Economics consider a Non-complying activity status more appropriate

4. Property Economics does not agree with the rezoning of around 20ha of heavy industrial land to light industrial based on the (lack of) economic analysis provided to justify such.

RECOMMENDATIONS

Property Economics make the following suggestions to the proposed plan change's provisions relevant to Sub-precinct C that would go some way to alleviating our concerns and assist Council's consideration of the plan change. These recommendations are based on the following plan change provisions which Property Economics understand represent the latest version of the plan change.

- Reduce the level of retail (excluding supermarket) enabled to be developed within Sub-precinct C to 2,000sqm GFA (instead of the 4,400sqm GFA).
- Have an equivalent level of supporting commercial service provision (2,000sqm GFA), reduced from 3,300sqm GFA.
- Reduce the level of commercial office GFA. Property Economics has not undertaken an economic assessment to determine an appropriate quantum, but in its experience 5,000sqm GFA would be sufficient without triggering effects concerns whilst providing flexibility. This is larger than most localised convenience centres, but consider the large industrial hub adjacent a unique factor that would contribute to some additional demand.
- Property Economics would impose lower sqm threshold levels for office activity across the activity status range, i.e. offices up to 200sqm Permitted, between 201sqm-500sqm Restricted Discretionary, and greater than 500sqm Discretionary to mitigate potential adverse effects on the Drury-Opaheke Structure Plan, encourage office activity in areas to better meet TOD aspirations and in locations that can generate better economic benefits for the community.
- Cumulatively, the reductions identified above would better meet the assessment criteria **I410.8.2.1 (b) & (c)** which focuses on retail meeting local convenience needs of the local catchment. The catchment applied in the ME economic assessment is based on a much broader area than the assessment criteria recognises and therefore overstates demand in the context of the local catchment.
- Trade suppliers, garden centres, motor vehicle sales, marine retail, home improvements and building supply stores are all acceptable as a Permitted activity, as proposed.
- It is agreed Department stores should be a Non-complying activity. Property Economics considers it appropriate for this status to include home based LFR stores. This would assist in preventing the establishment of a sizable town centre as potential unintended outcome.
- Not accept the proposed rezoning of around 20ha of heavy industrial land to light industrial.

Relevant Plan Change provisions considered in the recommendations:

Table I410.4.4 Activity table 4 – Sub-precinct C (Business - Mixed Use)

<u>Activity</u>		<u>Activity status</u>
<u>Use</u>		
<u>Commerce</u>		
<u>(A21)</u>	<u>Trade Suppliers</u>	<u>P</u>
<u>(A22)</u>	<u>Garden Centres</u>	<u>P</u>
<u>(A23)</u>	<u>Motor Vehicle Sales</u>	<u>P</u>
<u>(A24)</u>	<u>Marine Retail</u>	<u>P</u>
<u>(A25)</u>	<u>Department Stores</u>	<u>NC</u>
<u>(A26)</u>	<u>A single supermarket greater than 2000m² gross floor area</u>	<u>RD</u>
<u>(A27)</u>	<u>Retail not otherwise permitted up to 200m² gross floor area per tenancy</u>	<u>P</u>
<u>(A28)</u>	<u>Retail not otherwise permitted greater than 200m² gross floor area per tenancy</u>	<u>D</u>
<u>(A29)</u>	<u>Offices up to 500m² per tenancy</u>	<u>P</u>
<u>(A30)</u>	<u>Offices between 501m² – 1000m² per tenancy</u>	<u>RD</u>
<u>(A31)</u>	<u>Offices greater than 1000m² per tenancy</u>	<u>D</u>
<u>(A32)</u>	<u>Activities that do not comply with the standards in I410.6.2(9)</u>	<u>D</u>

For the purposes of Rule E27.6.1(2)(b), the following activities have been assessed as part of an Integrated Transport Assessment on which the Drury South Industrial and Mixed Use Precinct provisions for Sub-precinct A and C are based:

<u>Activity</u>	<u>GFA (m²)</u>
<u>Supermarket</u>	<u>4,500</u>
<u>Retail</u>	<u>4,400</u>
<u>Offices</u>	<u>15,000</u>
<u>Trade suppliers</u>	<u>11,000</u>
<u>Supporting commercial services</u>	<u>3,300</u>
<u>Residential – apartments</u>	<u>12,300</u>
<u>Residential – Retirement Villages</u>	<u>22,000</u>

I410.6.1. Sub-precinct C

All activities listed as permitted in Table I410.4.4 must comply with the following standards

I410.6.1.1 Retail and Office Gross Floor Area

- (1) Retail must not exceed a total of 1000m² gross floor area in Sub-Precinct C. This excludes one supermarket greater than 2000m², service stations, trade suppliers, garden centres, motor vehicle sales, marine retail and food and beverage.
- (2) Retail activities specified in (1) above, greater than 1000m² and up to and including 4,500m² in Sub-Precinct C will be assessed as a restricted discretionary activity on a non-notified basis.
- (3) Retail activities specified in (1) above, greater than 4,500m² in Sub-Precinct C will be assessed as a discretionary activity.
- (4) Offices must not exceed 15,000m² in total in Sub-Precinct C. Offices greater than 15,000m² will be assessed as a discretionary activity.
- (5) Trade suppliers within Sub-Precincts A and C must not exceed a total of 11,000m² gross floor area. Trade suppliers that are greater than 11,000m² gross floor area will be assessed as a restricted discretionary activity on a non-notified basis.

1410.8.2. Assessment criteria

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C
 - (a) The extent to which the effects of the size, composition, characteristics and concentration of retail or office activities in Sub-precinct C will be complementary to the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;
 - (b) The extent to which retail that meets local convenience needs is located at the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.
 - (c) The extent to which the activity is coordinated with the rate of residential and commercial development in the wider area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;
 - (d) The extent to which the size, composition and characteristics of any office activity would serve a local function and support adjoining businesses in Drury South.
- (2) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area
 - (a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;
 - (b) the extent to which the proposal incorporates mitigation measures to address adverse effects.

Tim Heath

2 November 2020

Memo

12/10/2020

To: Sanjay Bangs – Planner, Plans and Places

From: Chloe Trenouth – Planning Consultant/Director - Hill Young Cooper and Mark Iszard, Growth and Development Manager

Cc: Paula Vincent, Principal – Planning, Healthy Waters

Subject: Drury South Plan Change 46 - Healthy Waters Stormwater Memo

1. Introduction

This memo provides an assessment of stormwater and flooding outcomes as a result of the Proposed Drury South Private Plan Change 46 (PC 46). In the preparation of this memo, the following information has been reviewed:

- Drury South Proposed Private Plan Change prepared by Barker and Associates, dated December 2019 (revised April 2020), including Appendices 1.1, 1.2, 2 and 7.
- Memo: Stormwater Management for Drury South Phase 2, prepared by Tonkin and Taylor, dated 6th November 2019.
- Submissions and Further Submissions.

This memo will outline important contextual information in relation to PC 46 site, the applicant's assessment of effects including the applicants specialist stormwater report, proposed changes to the precinct provisions, a review of relevant submissions, an assessment of the plan change against the AUP, and an overall recommendation.

2. Background

PC46 seeks to amend the precinct provisions and the underlying zoning of part of the I410 Drury South Industrial Precinct of the Auckland Unitary Plan – Operative in Part (AUP). PC46 seeks to:

- Reduce the size of Sub-precinct C to approximately 10 hectares and rezone it from Light Industry to Business - Mixed Use and amend the provisions that apply within the sub-precinct to provide for a greater range of activities, reflecting the changing nature of the surrounding environment;
- Rezone approximately 20 hectares of land fronting Maketu Road, from Heavy Industry to Light Industry, to better meet current and future demand, and to manage potential reverse sensitivity and amenity effects arising from the proposed change of use in sub-precinct C.
- Amendments to precinct provisions seek to provide for mixed use activities, in addition some minor amendments are proposed to tidy up the precinct such as updating the areas applying to each sub-precinct and application of standards (discussion in section 4).
- Amendments to the precinct design guidelines, including deletion of road cross sections.

The Drury South Industrial Precinct includes a number of objectives and policies relating to stormwater and flood management that seek to avoid adverse effects upstream or downstream of the development area. Further, Sub-precinct D is specifically provided as a multi-purpose open space area for flood and stormwater management, stream enhancement and passive recreation. It is noted that the central Sub-precinct D no longer sits in the Drury South Industrial Precinct because it became part of the Drury South Residential Precinct by way of a previous plan change. Therefore PC 46 seeks to update the Drury South Industrial Precinct to reflect these previous changes.

The Drury South Precinct Stormwater Management Plan (SMP) identifies a centralised treatment wetland as the Best Practicable Option as it could achieve both stormwater treatment and flood storage (>10 year ARI flood). The majority of Sub-precinct D in relation to the centralised treatment wetland now sits in the Drury South Residential Precinct.

The development of the centralised stormwater system is partway through construction, with the southern areas (Phase 1) of the Precinct currently in development, specifically Wetland 1. Phase 2 which specifically relates to management of stormwater/flooding from the PC 46 area is yet to be developed.

A network discharge consent (NDC) for the Drury South Industrial Precinct was granted in July 2018 based on the SMP. The NDC consent (Application number DIS60313540) included the requirement for a centralized treatment wetland, however, it also provided scope for an alternative stormwater management approach where outcomes of the SMP can still be met and where the Best Practicable Option is also observed (subject to certification from Council Team Leader Compliance Monitoring South).

The Tonkin and Taylor Memo (6th November 2019), outlines a number of changes to the key premises of the SMP that have affected the approach to Phase 2 of the development. Briefly summarised, these include:

- the Supporting Growth Alliance (SGA) proposal to establish a corridor for Mill Road that would possibly pass through the proposed wetland site (Wetland 2);
- ownership issues of the proposed wetland site;
- staging dictated by market demand leans towards the desirable and flexible options provided by a decentralized stormwater management approach; and,
- iwi support for a decentralised approach.

Subsequently, the Tonkin and Taylor Memo identifies the move to a decentralised stormwater management approach for the Phase 2 development of the site (and subsequently how those areas affected by PC 46 will manage stormwater/flooding effects). A treatment train approach is recommended including requirement for inert building materials, detention tanks/rain tanks, raingardens, vegetated bioretention swales and a green outfall to the receiving environment. Although this approach differs from the approach originally identified in the SMP and approved as part of the NDC, effectively moving from a centralised approach to stormwater and flood management to a decentralised at source management approach it is consistent with the outcomes sought in the SMP.

At the time of writing of this memo, the applicant is still in discussions with Healthy Waters as to whether an updated SMP or variation is required to the approved NDC given the proposed stormwater management approach is consistent with it. From a technical perspective, Healthy Waters supports the proposed stormwater management approach.

3. Assessment of zone change

The Tonkin and Taylor Memo appended to the PC 46 application (Appendix 2) provides an assessment of the plan change request with respect to potential effects on stormwater and flood management. The assessment outlines that stormwater management under PC 46 will not have any consequential changes to what is already currently required in the Drury South Industrial Precinct and the NDC. The reasoning being that the Sub-precincts of A, C and E have always been assumed to be fully impervious (although a conservative assumption given landscaping requirements) and the proposed PC 46 will not change this assumption, therefore the stormwater management approach (including treatment) required by the precinct is not impacted by the plan change. Further, Tonkin and Taylor outline that the proposal to change the stormwater management approach for Phase 2 from a centralised system to a decentralised/on-site treatment train approach can be managed through amendments/approvals to the SMP and NDC.

Similarly, flood management is considered by Tonkin and Taylor as unchanged as flood management requirements have already been designed and constructed in accordance with the precinct rules and resource consents, and will not be affected by the change in land use from PC46. The plan change also includes a rezoning of an area of Sub-precinct C to Sub-precinct D as a consequential effect of changing the stormwater management approach.

Healthy Water’s agrees with the above assessment made by Tonkin and Taylor. PC46 will result in no material changes to the stormwater and flood management outcomes for the precinct as the proposed rezoning and precinct boundary amendments result in a similar land use pattern (in terms of impervious areas). Healthy Waters is in agreement that changes to the stormwater management approach for Phase 2 can be adequately dealt with through updates to the SMP and subsequent approvals under the NDC if required.

4. Assessment of Changes to Precinct Provisions

The following table outlines the stormwater and flooding relevant changes of the Precinct provisions including Healthy Waters commentary on each.

Precinct Provision	Commentary
<i>Objective 10</i> – Subdivision and development avoids <u>or mitigates</u> the adverse effects of stormwater runoff on surface and groundwater quality and avoids increased flood risks to habitable buildings upstream and downstream of the precinct	Change proposed to include ‘or mitigates’ – note that this is consistent with the corresponding policy (20). The change recognises that all adverse effects on surface and ground water quality may not be able to be avoided but retains the emphasis of avoidance in terms of flood risks.
<i>Policy 12</i> – Provide adequate stormwater, water, wastewater, communications and energy networks in a timely and co-ordinated manner to service industrial activity <u>development</u> within the precinct.	Minor change that does not impact on the substantive policy outcome for stormwater.
<i>Activity Table I410.4.2 Sub-precinct A (Light Industry)</i> (A10) Activities that do not comply with standards in I410.6.2 (9) as a discretionary activity	Support the retention of this rule to ensure that non-compliance with standard (9) regarding flood management is a discretionary activity. This ensures a comprehensive integrated approach to flood management during the development of activities in the precinct to
<i>Activity Table I410.4.3 Sub-precinct B (Light Industry – Motorway Edge)</i>	

Removal of (A20) Activities that do not comply with standards in I410.6.2 (9) as a discretionary activity	achieve Objective 10 to avoid increased flood risks.
<i>Activity Table I410.4.4 Sub-precinct C (Business – Mixed Use)</i> (A32) Activities that do not comply with standards in I410.6.2 (9) as a discretionary activity	
<i>Standard I410.6.3 Subdivision or development preceding subdivision in Sub-precincts A-E</i> (2) The land identified as part of Sub-precinct D on the Precinct plan 1 and Precinct Plan 2 must be developed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed reserves and stormwater management areas must be located generally in the position indicated on Precinct Plan 1, and must be offered to the Council. the structure plan but precise location will be subject to detailed engineering and subdivision design. Vegetated buffers	Changes update this standard consistent with discussions between the applicant and Healthy Waters regarding stormwater infrastructure funding arrangements.
<i>Appendix 5B.4.4: Drury South Industrial Precinct Structure Plan Area – Subdivision Design Assessment Criteria</i> <i>Attachment 1 – Typical Road Cross Sections Deleted</i>	The typical road cross sections did not identify the location of stormwater management devices anticipated for the collector road. They have also become increasingly out of date since the adoption of the original plan change. It is considered appropriate that the appropriate design of the a road cross section is determined at the time of subdivision and provides for stormwater management devices as required.

In summary, the proposed amendments to the Precinct provisions have not changed the overall outcomes/directions as they relate to stormwater and flood management with only minor amendments. Of critical importance is the retention of activities that ensure non-compliance with standard I410.6.2(9) remains a discretionary activity to achieve Objective 10 to avoid increased flood risks upstream and downstream of the precinct. Deletion of the road cross sections provides for greater flexibility at the time of subdivision to design roads to appropriately provide for stormwater management devices if required.

5. Submissions

Seven submissions were received, and two further submissions, on PC46. Only one submission point from Auckland Transport raised any matters relevant to stormwater.

Auckland Transport (5.9) seeks amendment to the precinct to add a new assessment criterion I410.8.2 Subdivision or any development of land which precedes a subdivision being undertaken, which complies with Standard I410.6.3:

(1)(f) the extent to which the following transportation network requirements are met:

...

(x) whether the new collector roads are designed to perform their required transport network functions, including public transport route capability, walking and cycling, heavy commercial vehicles where appropriate (freight route), connectivity, streetscape and landscaping, service berms, and any required stormwater management

The purpose of the proposed assessment criterion is to articulate the road cross section requirements in the absence of precinct-prescribed road cross-sections. Healthy waters support submission 5.9 because it will ensure that new collector roads are designed to provide for any required stormwater management within the road reserve. This is consistent with the expectations for the stormwater management approach.

6. Conclusion and Recommendations

The proposed rezoning will have no material impact on how development within the Precinct will be able to achieve the required stormwater and flooding outcomes as required under the AUP, specifically the current Drury South Industrial Precinct.

Amended wording to the precinct provisions are also largely unchanged in relation to stormwater/flooding outcomes. It is therefore recommended that from a stormwater and flood management perspective, that PC 46 is supported.

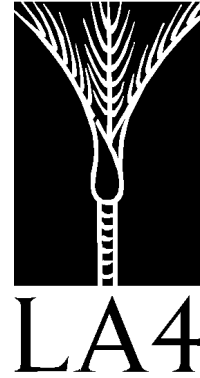
Healthy Waters supports Auckland Transport submission 5.9 and recommend that PC46 is amended to include the proposed assessment criteria to consider the design of new collector roads at the time of subdivision, or development that precedes subdivision.

Technical Review

To: Mr Sanjay Bangs
Planner
Planning Central and South, Plans and Places
Auckland Council

From: Rob Pryor
Director / Registered Landscape Architect
LA4 Landscape Architects Ltd

Date: 5 November 2020



Private Plan Change 46 – Drury South Technical Review – Landscape and Visual Effects

Introduction and Overview

Drury South Limited (**DSL**) is applying to Auckland Council for a Private Plan Change (**PPC**) to the Auckland Unitary Plan – Operative in Part (**AUP**) to amend the precinct provisions and the underlying zoning of part of the Drury South Industrial Precinct. LA4 Landscape Architects were requested by Auckland Council in January 2020 to undertake a technical review of the ‘Memorandum – Landscape and Visual Effects’ prepared by Bridget Gilbert Landscape Architecture for the PPC.

This report reviewed the PPC application and supporting documentation relevant to landscape and visual effects of the amendments to determine whether sufficient information has been provided to enable Council to reasonably understand the nature of the PPC request, its effects on the environment and the way in which any adverse effects on the environment may be mitigated.

Having reviewed the ‘Landscape and Visual Effects Assessment’ and supporting documentation, I was of the opinion that the information supplied was sufficient to enable a clear understanding of the landscape and visual amenity effects of the proposed PPC amendments.

The objective of this review is to:

- *Review the landscape and visual effects of the PPC*
- *Address submissions in relation to landscape and visual matters*
- *Provide conclusions and recommendations in relation to landscape and visual matters*
- *Inform and support the Section 42A report*

Aspects of the PPC of relevance to landscape considerations are as follows:

- A change in building height from 20m to 25m within Sub-precinct C.
- Changes to the front yard landscaping requirements for Sub-precinct A (which has an underlying zoning of Light Industry) and Sub-precinct E (which has an underlying zoning of Heavy Industry), such that landscape requirements are in accordance with the underlying zone provisions in the Auckland Unitary Plan – Operative in Part (AUP:OP).
- Changes to the side and rear yard landscaping requirements for all of the Light Industry and Heavy Industry Sub-precincts (i.e. Sub Precincts A, B, C and E), except for side and rear yards in Sub-precinct B that front State Highway 1 (SH1).

Author

My name is Robert James Pryor. I am a registered landscape architect and a Director of LA4 Landscape Architects. I hold a Bachelor of Science degree in Psychology from Otago University (1980) and a post-graduate Diploma of Landscape Architecture from Lincoln University (1984). I am a registered member of the New Zealand Institute of Landscape Architects (NZILA).

I have over 30 years' experience undertaking landscape character, visual and amenity effects assessments for clients in both the public and private sectors on a wide variety of major projects within a range of landscape settings.

References

The following documents were referenced in the preparation of the technical review report.

- *Section 32 Assessment Report, Barker and Associates Limited, December 2019*
- *Appendix 1.1 – Proposed Plan Change*
- *Appendix 4 - Memorandum – Landscape and Visual Effects, Bridget Gilbert Landscape Architecture, 26/07/2019*
- *Appendix 6A – Urban Design Assessment, Barker and Associates Limited, December 2019*
- *Appendix 6B – Urban Design Report, Warren and Mahoney, October 2019*
- *Drury South Business Project, Assessment of Landscape and Visual Effects, Boffa Miskell, January 2011*

Applicant's Landscape and Visual Assessment

Ms. Gilbert's memo records that in preparing her comments she has reviewed the Landscape and Visual Effects Assessment prepared by Boffa Miskell (January 2011) for the (original) Drury South Plan Change, together with the Drury South Precinct plan and provisions. She has also taken into consideration the development outcome anticipated by the Drury South SHA which introduces a residential Precinct to the south of Sub-precinct B (Motorway Edge Precinct) of the Precinct.

The assessment (**ALVE**) is therefore focused on the change in effects resultant from the amendments, in consideration of the landscape and visual effects assessed as part of the original Drury South Plan Change.

In that regard the ALVE considers that:

- i) In relation to building height, the proposed change in building height for Sub-precinct C (20m to 25m) will generate adverse landscape and visual effects that are very low.
- ii) The proposed change to the front yard requirements for Sub Precincts A and E which sees the 3m width flax planting requirement 'reverting' to the underlying AUP:OP zone provisions (i.e. 2m width tree, shrub, and groundcover planting) will generate adverse landscape and visual effects that are very low. In Ms. Gilbert's opinion, this change could be considered a positive effect, given the capability to now introduce tree planting into front yards that can complement streetscape plantings and assist with the integration of large-scale buildings and paved areas that can be typical of light industrial and heavy industrial areas.
- iii) In relation to the proposed changes to the side and rear yard landscape requirements for Light Industry and Heavy Industry zoned areas within the Drury South Precinct Ms. Gilbert considers that for this aspect of the PPC to be acceptable from a landscape perspective, a standard should be included that requires all roofs within the Light Industry and Heavy Industry zoned portions of the Drury South Precinct to comply with a colour control where any new building is proposed, that the reflectivity value of the roof or roofs must not exceed 30%.

The ALVE concludes that:

“Overall (and assuming my recommendations in relation to building roof colours are incorporated), I consider that the proposed plan change will be acceptable and appropriate from a landscape and visual effects perspective.”

Response to the Applicant’s Landscape and Visual Assessment

Sub-precinct C Building Height

The current provisions allow for 20m high buildings within Sub-precinct C, whereas the PPC seeks to increase the building height in Sub-precinct C to 25m. I concur that this increase in height is appropriate in that:

- Sub-precinct C is positioned centrally within the overall Drury South Precinct.
- The open space and stormwater management corridor extends along the western and southern edges of Sub-precinct C with extensive landscape restoration proposed throughout this area including large-scale tree plantings. This area effectively buffers Sub-precinct C from the Residential Precinct, SH1, and the mixed rural and rural residential properties further to the west.
- A mix of Light Industry (Sub-precinct A) and Heavy Industry (Sub-precinct E) is located along the north eastern edges of Sub-precinct C providing for industrial buildings of 20m and 25m high respectively.
- The viewing audiences that have views towards Sub-precinct C encompass the elevated rural residential properties and roads approximately 1.5km to the east of the Drury South Precinct throughout Peach Hill Road and Macwhinney Drive. From this distance and elevated location the additional building height will be indiscernible.

I therefore concur that the increase in building height within Sub-precinct C will generate very low adverse landscape and visual effects.

Front Yard Landscape Treatment

The current provisions require a 3m-wide strip of flax along the front yards of sites within Sub-precinct A – Light Industry and Sub-precinct E – Heavy Industry.

The PPC seeks to delete this landscape provision, with landscape requirements reverting to the underlying AUP:OP Light Industry and Heavy Industry zone requirements. The underlying zone provisions require a 2m planted front yard with a mix of trees, shrubs, and groundcovers.

I concur that the adverse landscape and visual effects of the change will be very low and could in fact be considered positive, with the introduction of tree planting into the front yards to assist with the integration of large scale buildings.

Side and Rear Yard Landscape Treatment

For all Light Industrial sites (i.e. Sub-precincts A, B and C) and Heavy Industry sites (Sub-precinct E), the current provisions require a row of Leyland Cypress, Casuarina or Macrocarpa to be planted along side and rear boundaries, with an additional requirement for a double row of Leyland Cypress along side or rear boundaries adjoining SH1 within Sub-precinct B (Motorway Edge).

The PPC retains the double row of planting along side or rear boundaries adjoining SH1 but seeks to delete the requirement for a row of Leyland Cypress, Casuarina or Macrocarpa along the side and rear boundaries of Light Industry and Heavy Industry lots.

Ms. Gilbert reviewed the landscape assessment that supported the original Drury South Plan Change and understood that the shelterbelt plantings along the side and rear boundaries of industrial lots were intended to break up the 'sea of roofs' in views from the elevated catchment to the east (Macwhinney Drive / Peach Hill Road environs).

I concur with Ms. Gilbert's assertion that for this aspect of the PPC to be acceptable from a landscape perspective, a standard should be included that requires all roofs within the Light Industry and Heavy Industry zoned portions of the Drury South Precinct to comply with the following colour reflectivity control:

- a) *Where any new building is proposed, the reflectivity value of the roof or roofs must not exceed 30 per cent.*

I consider that this is an appropriate control that will ensure that the landscape and visual effects of the roofs when viewed from elevated locations will be acceptable.

Submissions

I have reviewed the submissions in relation to landscape and visual matters.

Classic Developments NZ Limited are currently undertaking residential development within the Drury South Residential Precinct to the south west of the Drury South Industrial Precinct. They support the reduction in size of Sub Precinct C from approximately 21 hectares to approximately 10 hectares and rezoned from Business - Light Industry zone to Business - Mixed Use zone.

They consider that this will provide a more sensitive interface of land uses within Sub Precinct C, that is located between the Drury South Residential Precinct and the industrial activities predominately provided for in the operative Drury South Residential Precinct.

They also consider that the reduction in extent of the operative Sub Precinct C and consequential expansion of Sub Precinct D between the Drury South Residential Precinct and the Industrial Precinct will enhance opportunities of passive recreation opportunities within open space areas along the Hingaia Stream. They consider that this will contribute to the enhancement of amenity values currently provided for in the operative planning framework.

I concur with their submission and consider that the rezoning will provide a more sensitive interface of land uses between the Drury South Residential Precinct and the industrial activities.

Counties Power Limited are seeking to delete the landscaping requirements for Sub-precinct B and introduce assessment criteria for new buildings/additions to buildings within this sub-precinct. Standard I140.6.2(6) requires sites with side or rear boundaries that abut State Highway 1 within Sub-precinct B, to be planted with a double row of Leyland Cypress. Counties Power Limited are proposing a new assessment criteria I140.7.2(1)(b) relating to the extent to which planting is provided in side and rear boundaries adjoining State Highway 1 provides a visually attractive frontage and maintains safe access to the National Grid for maintenance purposes.

I support their submission and agree that trees and branches in close proximity to transmission lines are problematic and consider that their suggested assessment criteria is appropriate from a landscape and visual perspective.

Summary and Conclusion

In my opinion, provided that the colour reflectivity control for all roofs within the Light Industry and Heavy Industry zoned portions of the Drury South Precinct is complied with (where any new building is proposed, that the reflectivity value of the roof or roofs must not exceed 30%), I consider that the proposed Private Plan Change will be acceptable from a landscape and visual effects perspective.



Rob J Pryor
Director | NZILA Registered Landscape Architect
November 2020





**DRURY SOUTH INDUSTRIAL
PRECINCT AMENDMENTS
PRIVATE PLAN CHANGE**

Transportation Hearing
Report

November 2020

flow

TRANSPORTATION SPECIALISTS

409

Project: DRURY SOUTH INDUSTRIAL PRECINCT AMENDMENTS PRIVATE PLAN CHANGE



Title: Transportation Hearing Report

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Prepared by: Mat Collins

Reviewed by: Terry Church

Revisions:

Date	Status	Reference	Approved by	Initials
1 October 2020	Draft	R1A201001	T Church	
12 October 2020	Added traffic effects discussion	R1B201012	M Collins	
6 November 2020	Post submission Precinct amendments	R1C201106		

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EXECUTIVE SUMMARY

Auckland Council (Council) has requested Flow Transportation Specialists (Flow) to review the transportation matters associated with Private Plan Change (PPC), which has been lodged by Drury South Limited (DSL) to amend the precinct provisions and the underlying zoning of part of the Drury South Industrial Precinct (Precinct).

The proposal seeks to

- ♦ reduce the size of sub-precinct C to approximately 10 hectares and rezone it from Light Industry to Mixed Use and amend the provisions that apply within the sub-precinct to provide for a greater range of activities
- ♦ rezone approximately 20 hectares of land fronting Maketu Road (Spine Road), from Heavy Industry to Light Industry, and to manage potential reverse sensitivity and amenity effects arising from the proposed change of use in sub-precinct C

The key transport matters raised during our review included

- ♦ Bulk / trade retail activity cap
- ♦ Proposed exemption from E27.6.1
- ♦ Walking and cycling connection to Drury South Residential Precinct
- ♦ Avenue Road realignment
- ♦ Plan Change Design Guidelines: Design Element 3 – Roads and Accessways amendments

Four submissions and one further submission were received relating to transport matters. We generally support these submissions, with some modifications as discussed in Section 4. However, we do not support several Waka Kotahi and Auckland Transport's submission points, as set out below

- ♦ Waka Kotahi submission points 2.1, 2.3, 2.12 and 2.13. these all relate to Mill Road, being a project that has yet to progress through the designation process, where details such as corridor alignment and specifics are confirmed.
- ♦ Auckland transport subpoint 5.4: additional text to Policy I410.3(10)
- ♦ Auckland Transport subpoint 5.9: additional text to Assessment Criteria I410.8.2(1)(f)(x)

We recommend that Council's Reporting Planner consider whether the following submitters' requests should be adopted

- ♦ Amend Notification I410.5(2). Excluding the need for public or limited notification. Refer to Waka Kotahi New Zealand Transport Agency: subpoint 2.15 and Auckland Transport: subpoint 5.5 in Table 1 of this report
- ♦ Re-instate the I410.6.3(1). Vesting at no cost to Council transport infrastructure. Refer to Auckland Transport: subpoint 5.7 in Table 1 of this report

We recommend that amendments are made to the following sections of the notified precinct provisions

- ♦ Precinct Plan 1 and Precinct Plan 2. Refer to Section 3.5 of this report

- ◆ Plan Change Design Guidelines: Design Element 3 – Roads and Accessways. Refer to Section 3.6 of this report
- ◆ Amend Policy I410.3(9). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.8 and Auckland Transport: subpoint 5.3 in Table 1 of this report
- ◆ Table I410.4.4 Activity table 2 – Sub-precinct A (Light Industry). Refer to Section 5.1 of this report
- ◆ Table I410.4.4 Activity table 4 – Sub-precinct C (Business - Mixed Use). Refer to Section 5.2 of this report
- ◆ I410.8.2(5) Assessment criteria. Refer to Section 5.3 of this report

We recommend that Council adopt the following amendments to the precinct provisions, as suggested by the applicant (refer to Appendix B)

- ◆ I410.6. Standards. Refer to Section 3.3 of this report
- ◆ Objective I410.2(6). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.4 in Table 1 of this report
- ◆ Policy I410.3(10). Refer to Waka Kotahi New Zealand Transport Agency: subpoint 2.9 and Auckland Transport: subpoint 5.4 in Table 1 of this report
- ◆ Policy I410.3(13). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.10 in Table 1 of this report
- ◆ Assessment Criteria I410.8.2(1)(a). Refer to Auckland Transport: subpoint 5.9 in Table 1 of this report
- ◆ I410.8.2(1)(f)(iv). Refer to our commentary on Auckland Transport: subpoint 5.8 in Table 1 of this report
- ◆ I410.8.2(5)(a). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.23 and Auckland Transport: subpoint 5.11 in Table 1 of this report

Should our recommendations be adopted, we consider that the proposed PPC and Provisions of Chapter I140 support a safe and efficient transport network.

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APPENDICES

APPENDIX A	CLAUSE 23 REQUEST SUMMARY
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1 INTRODUCTION

Auckland Council (Council) has requested Flow Transportation Specialists (Flow) to review the transportation matters associated with a Private Plan Change (PPC), which has been lodged by Drury South Limited (DSL) to amend the precinct provisions and the underlying zoning of part of the Drury South Industrial Precinct (Precinct).

The scope of this specialist transport report is to assist Council in determining the outcome of the PPC and includes the following

- ◆ a summary of the PPC focusing on transport matters
- ◆ a review of the material provided to support the PPC application
- ◆ summary of submissions, relating to transport matters only
- ◆ our recommendations.

We have reviewed the following documents

- ◆ Drury South Industrial Precinct Amendments Private Plan Change Request, prepared by Barker and Associates (B&A), dated December 2019 as lodged. Including the following Appendices
 - Appendix 1.1 – I410. Drury South Industrial Precinct proposed amendments
 - Appendix 1.2 – I410. Drury South Industrial Precinct proposed design guidelines
 - Appendix 2 – AUP Objectives and Policies Assessment Table
 - Appendix 5 – Transport Assessment Report (TAR), prepared by Beca Ltd, dated 12 November 2019
- ◆ Clause 23 responses, prepared by B&A, received 24 April 2020
- ◆ Drury South Industrial Precinct Amendments Private Plan Change Request, prepared by B&A, dated April 2020 as notified. Including the following Appendices
 - Appendix 1.1 – I410. Drury South Industrial Precinct proposed amendments
 - Appendix 1.2 – I410. Drury South Industrial Precinct proposed design guidelines
 - Appendix 2 – AUP Objectives and Policies Assessment Table
- ◆ Submissions and further submissions, as outlined in Section 4
- ◆ Appendix 1.1 I410. Drury South Industrial Precinct proposed amendments (post-submission mark up), attached to this report as Appendix B

2 THE PROPOSAL

The Site is the Drury South Industrial Precinct (I410) within the Auckland Unitary Plan (AUP).

The PPC seeks to amend the precinct provisions and the underlying zoning of part of the Drury South Industrial Precinct. As a result of these changes, the Precinct is proposed to become the Drury South Industrial and Mixed use Precinct. Sub-Precinct C is proposed to reduce in size from approximately 21 hectares to approximately 10 hectares, while also being rezoned from Business - Light Industry zone to Business - Mixed Use zone. The proposed reduction in the extent of Sub-Precinct C will result in additional land being included within Sub-Precincts A and D.

A summary of the Site is shown in Figure 1 (zoning and roads) and Figure 2 (sub-precinct boundaries).

Figure 1: Proposed zoning and road names

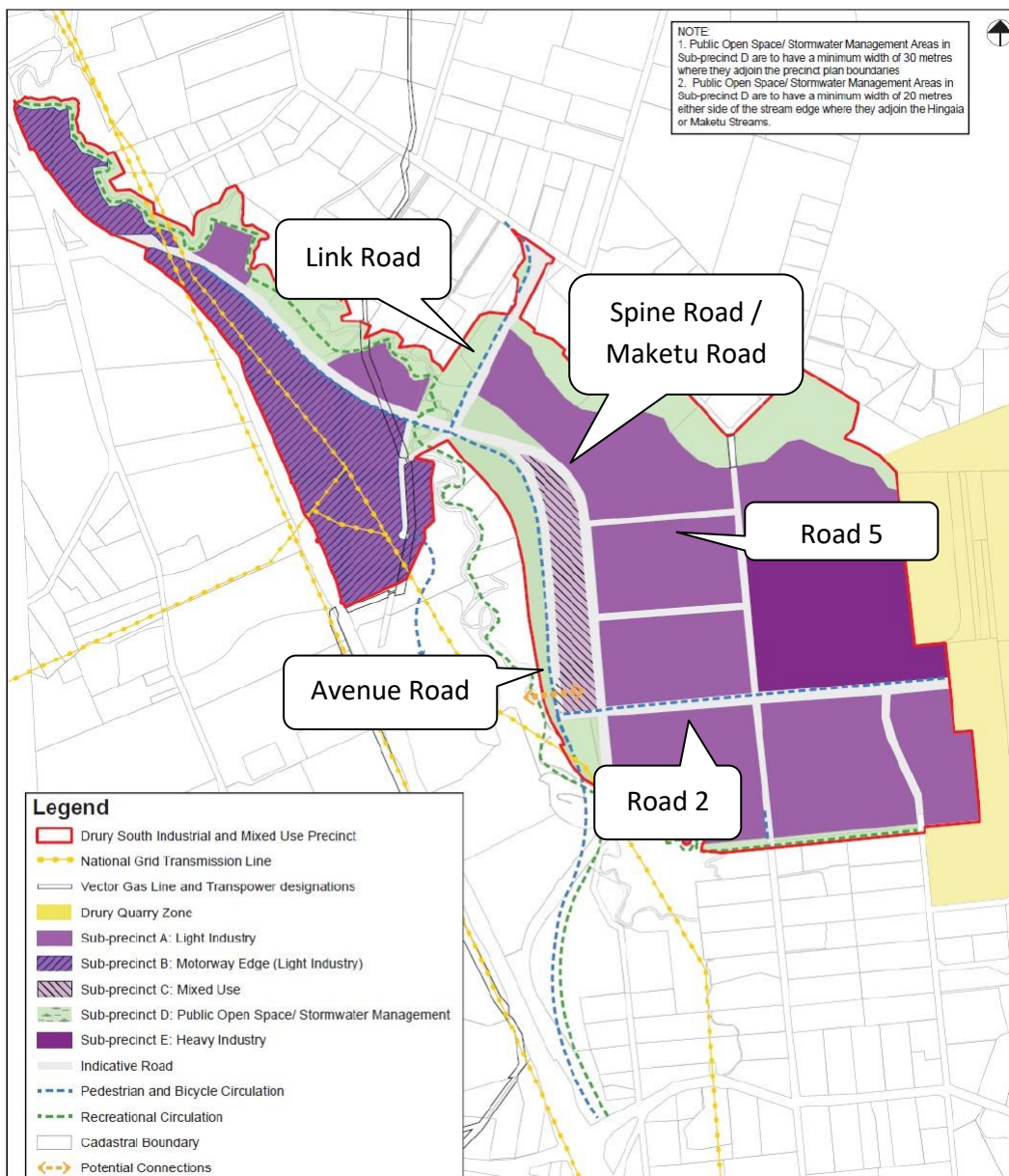
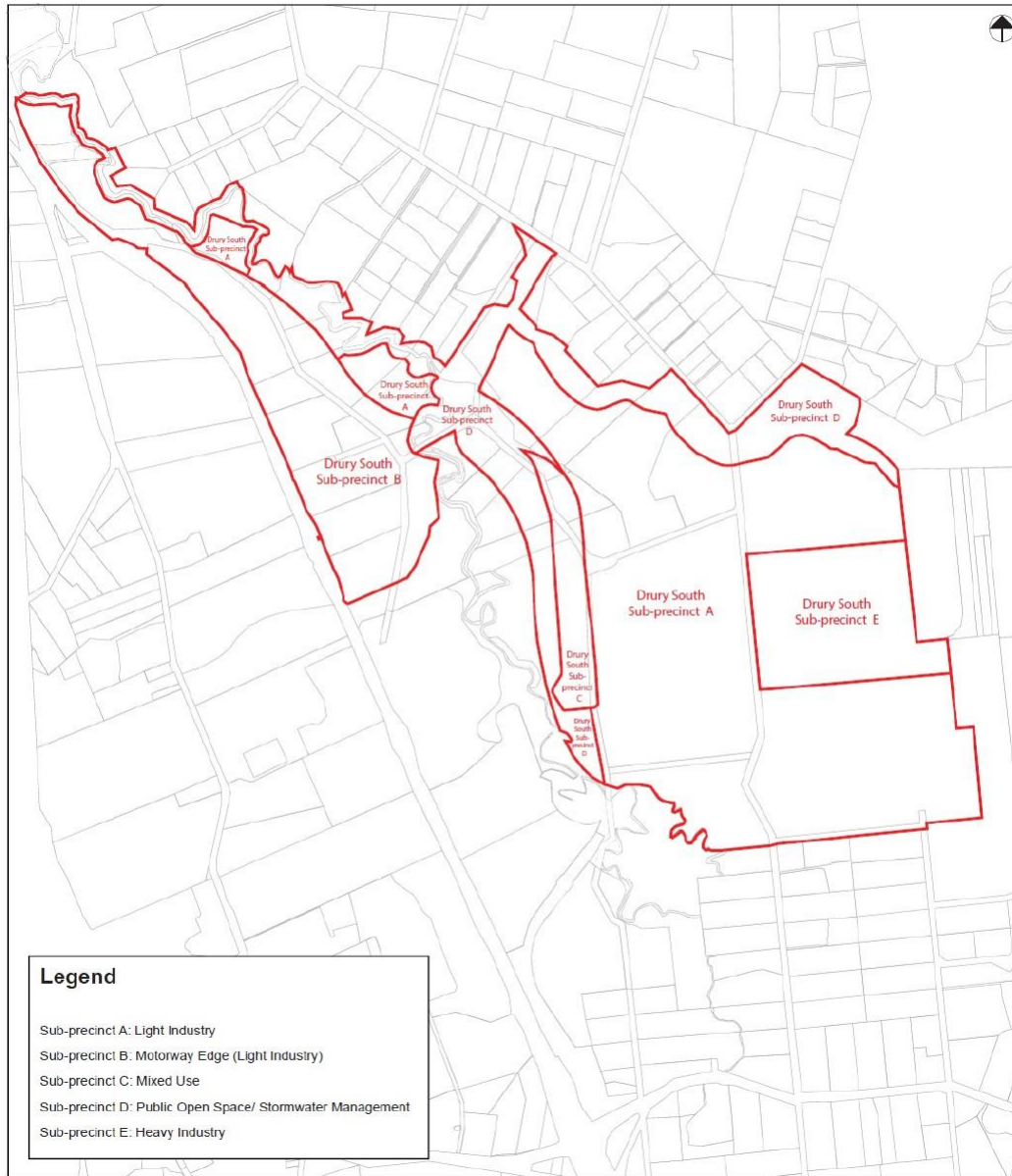


Figure 2: Proposed sub-precinct boundaries



3 PEER REVIEW OF TRANSPORT MATTERS

A summary of all the transportation matters raised throughout our review, including Clause 23 information requests, is contained in Appendix A. The following subsections summarise the key transport matters raised during our review. Our position is provided for each transport matter.

3.1 Traffic effects

In our pre-application feedback (dated 18 September 2019) we made comments concerning the trip generation rate for Light Industry zoned and recommended that the ITA consider sensitivity testing to reflect the range of land-use outcomes that are enabled by the Light Industrial Zone. We also suggested that the ITA should consider the maximum development potential of sub-precinct C in terms of traffic generation.

The ITA provided discussion on Light Industrial vehicle trip rates and, in our opinion, adopted an appropriate rate for the assessment of traffic effects. The ITA did not consider the maximum development potential of sub-precinct C, however, provided that the proposed trade retail cap is adopted (as discussed in Section 3.2) we are comfortable that the scope and results of the traffic modelling included in the ITA are acceptable for the assessment of potential traffic effects.

3.2 Bulk / trade retail activity cap

The TAR considered the potential traffic effects of a mix of land-use activities in sub-precinct C that would be enabled by the proposed Business: Mixed Use zone, refer to Table 3-1 in the TAR.

We highlighted concerns that the TAR had assessed a total of 5,500 m² GFA of bulk/trade retail activity (approximately 6% of the development area of the sub-precinct), however the proposed Precinct allowed Trade Retail as a permitted activity in sub-precinct C. Our concern relates to the high trip generating potential of trade retail, which is generally assessed at up to 4 vehicles per hour (vph) per 100 m² GFA during the PM peak hour and 6 vph per 100 m² GFA during the weekend peak hour¹. This would therefore result in higher vehicle numbers on the surrounding road network, which in turn may require changes to intersections.

In their response to Clause 23 requests, the applicant's traffic engineer (Beca) estimated that the differential between 5,500 m² and 11,000 m² GFA of Trade Retail activity was around 135 vehicle movements in the peak hour, once displaced land use activities were taken into account. We agreed with Beca that this was a modest change relative to the number for vehicle movements generated by the precinct and support their recommendation that up to 11,000 m² of bulk/trade retail be classed as a permitted activity.

Refer to Sections 5.1 and 5.2 for recommended amendments to the Precinct provisions.

¹ Road and Transport Authority: Guide to traffic generating activities (RTA)

3.3 Proposed exemption from E27.6.1

We are concerned that the notified version of the Precinct Provisions includes an exemption from Standard E27.6.1 Trip Generation contained in I410.6. We consider that the Precinct transport network improvements (contained in I410.8.2(1)(f)) may not provide sufficient scope to address potential transport effects as the anticipated land-uses surrounding the Precinct have evolved.

At the time of the original Plan Change, the future land-uses and transport infrastructure were likely quite different from those now proposed in Council's Structure Plan for Drury and being considered by the Supporting Growth Alliance.

Without Standard E27.6.1 there would be no ability for Council to require the mitigation of transport effects if future land-use consents resulted in greater impacts than was anticipated as part of the subdivision consent, or effects on parts of the transport network that are not included in standard I410.8.2(1)(f).

Beca considers that the assessments of future land-use consents are appropriately addressed through the combination of the proposed Precinct provisions relating to restricted discretionary activities. Beca consider that development in the Precinct would not need to be subject to the E27.6.1 and the intent of the proposed exclusion is to make this clear, noting effects will be addressed by other Precinct provisions.

We note that E27.6.1(2) exempts development from E27.6.1(1) when it is being undertaken in accordance with a consent or provisions approved on the basis of an Integrated Transport Assessment where the land use and the associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous assessment.

We consider that E27.6.1(2) is clear and does not require clarification within the Precinct provisions. Additionally, we consider that repeating standards across different Chapters within the AUP creates the opportunity for confusion and/or contradiction.

Further, we consider that the traffic effects assessed by Beca represent the development intensity targeted by the Applicant. However, more intense development may be possible (should the land be passed to a different owner for example), resulting in traffic effects greater than those assessed as part of the PPC. Should this occur, Council would require E27.6.1 in order to assess and consider the resulting transport effects.

We note that, in the post-submission mark ups version of the Precinct Provisions, the applicant is proposing to remove the exemption from E27.6.1. Instead it is proposed that, for the purposes of Rule E27.6.1(2)(b), the activities that have been assessed as part of an Integrated Transport Assessment on which the Drury South Industrial and Mixed Use Precinct provisions for Sub-precinct A and C are based are identified in I410.6. We support this amendment.

3.4 Walking and cycling connection to Drury South Residential Precinct

Proposed Policies I410.3.(25) and I410.3.(27) encourage the integration of land-use activities within sub-precinct C with the Drury South Residential precinct, including focussing convenience activities in the southern part of the sub-precinct.

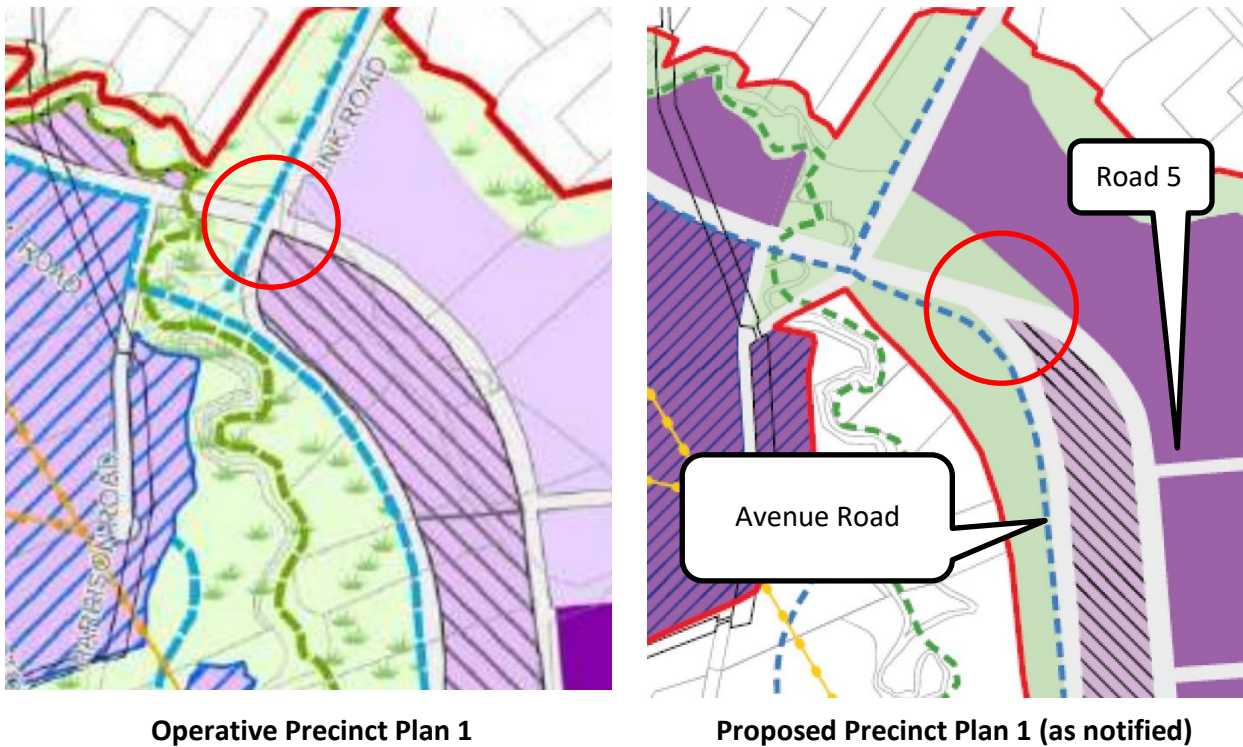
I451.9.2 Drury South Residential – Precinct Plan 2, which borders with the PPC area, includes a “Potential Connection” for transport purposes between the Drury South Residential and the Drury South Industrial precincts, which aligns with the southern portion of sub-precinct C.

As part of our review we recommended to the applicant that this connection also be shown on the Precinct Plan (I410.10.2 Drury South Industrial and Mixed Use: Precinct Plan 1). The applicant has adopted this suggestion.

3.5 Avenue Road realignment

Section 2.1 of the TAR discusses how the intersection of Avenue Road (Road 3) with Link Road may be affected by the Mill Road corridor, which is currently under investigation by the Supporting Growth Alliance. Beca suggests that the northern intersection of Avenue Road may need to be moved south to connect with the east-west road (Road 5). We support this conclusion and associated changes to Standard I410.6.3.(1). Section 3.3 of the TAR discusses how the alignment of the northern Avenue Road has been amended to align with the developable area as shown in Figure 3 (as notified).

Figure 3: Spine Road / Link Road / Avenue Road alignment



We note that this has resulted in a less than desirable intersection arrangement between Spine Road, Link Road, and Avenue Road. We consider that the alignment shown in Precinct Plan 1 and Precinct Plan 2 may create safety and operational issues for this intersection. We note that

- ◆ Austroads Guide to Road Design (Part 4A) recommends that roadways are aligned such that left-turning drivers position their vehicles at an angle that results in a safe and convenient observation angle (i.e. 70° to 90°).
- ◆ The Auckland Transport's Transport Design Manual: Urban and Rural Roadway Design (Section 10.2.1) requires a side road to enter a through road at 90° (preferred) and generally no less than 80° at a location with adequate sight distance in both directions.

While we appreciate that this matter would be picked up at design stage, having a road layout shown on the Precinct Plan that leads to a safe design would be preferred.

We recommend that Precinct Plan 1 and Precinct Plan 2 be amended to show Avenue Road (Road 3) intersecting Maketu Road with Road 5. While addressing the safety issues above, it also ensures some separation from the anticipated alignment of the Mill Road corridor that Waka Kotahi are committed to delivering through the New Zealand Upgrade programme. At the time of preparing this report we note that the Mill Road project is yet to go through the designation process. Until this process has been completed, it would be somewhat premature to confirmation the route alignment on any plans.

During the post submission period, the applicant offered to amend Precinct Plan 1 and 2, such that Avenue Road aligns with Road 5, as shown in Figure 4. We recommend that this proposed amendment is adopted.

Figure 4: Proposed realignment of Avenue Road²



3.6 Plan Change Design Guidelines: Design Element 3 – Roads and Accessways amendments

The operative *Plan Change Design Guidelines: Design Element 3 – Roads and Accessways* provides detail on road cross section composition and dimensions. We recommended that the road cross sections were removed from the proposed Plan Change Design Guidelines as some no longer meet the minimum specifications contained in Auckland Transport standards and guidance documents. Further, the design for Avenue Road was not consistent with the proposed Mixed Use Zone sought by the PPC.

We recommended that minimum corridor widths are specified, and street elements are listed (for example two lane carriageway, on-street parking, cycleway, etc), but that the detailed arrangement is confirmed as part of future resource consents and engineering plan approvals.

² “Potential revised location for Avenue Road 20-09-28” received via email from Rachel Morgan, Wednesday, 28 October 2020 1:19 PM

In the notified version of the PPC the applicant has removed all road cross sections from the guidance document but did not adopt our recommendation that minimum corridor (road reserve) widths and street elements be identified. We recommend amendments are made to *Plan Change Design Guidelines: Design Element 3 – Roads and Accessways* such that minimum corridor widths are specified (as per the existing Guideline), and street elements are listed but without specified widths and arrangements.

4 SUBMISSION REVIEW

Four submissions related to transport matters were received

- ◆ Submitter 1 – Lomai Properties Ltd
- ◆ Submitter 2 – Waka Kotahi New Zealand Transport Agency
- ◆ Submitter 4 - Classic Developments NZ Limited
- ◆ Submitter 5 – Auckland Transport

One further submission related to transport matters was received

- ◆ Further submitter 2 - Counties Power

Details of the submissions, reproduced from Council’s “Summary of Decisions Requested” report, and our comments are provided in Table 1. We have used the following coding to assist referencing

- ◆ **Green** – no action needed unless other submitters request consequential changes
- ◆ **Orange** – we recommend action by Council
- ◆ **Red** – we oppose the decision requested by the submitter

Table 1: Submission summary and commentary

Submitter and sub point	Summary of decision requested	Flow comment	Status
Lomai Properties Ltd: 1.1	Approve PPC46 subject to confirmation that the adverse traffic effects external to the site are appropriately avoided, remedied or mitigated and the ability to develop the Drury-Opāheke Structure Plan is not hindered.	Provided our recommendations, as detailed in Section 5, are adopted we are satisfied that the proposed I410 Drury South Industrial and Mixed Use Precinct and region-wide chapters of the Auckland Unitary Plan are sufficient to ensure that the potential traffic effects of the PPC are appropriately avoided, remedied or mitigated. We consider that the PPC does not hinder the implementation of the Drury-Opāheke Structure Plan.	No further action needed
Waka Kotahi New Zealand Transport Agency: 2.1	Include provision for the Mill Road Corridor within PC46. Waka Kotahi will work collaboratively with the applicant and Auckland Council on this outcome.	As discussed in Section 3.4 of this report, the Mill Road project is yet to go through the designation process. Until this process has been completed, it would be somewhat premature to confirm the route alignment on any plans. Waka Kotahi suggests that they will continue to work collaboratively with the applicant and Auckland Council. We consider that the Mill Road project needs to follow the designation process, at which time, alignment options, supporting documentation and the agreed corridor alignment will be determined through the appropriate process.	Council's Planner to confirm our position.
Waka Kotahi New Zealand Transport Agency: 2.2	Amend I410.10 Precinct Plan 2 so that Avenue Road is to be shown to intersect with Maketu Road further to the south to avoid interaction with the Mill Road Corridor.	We support Waka Kotahi's request, as discussed in Section 3.5 of this report. While Waka Kotahi are approaching the alignment change with Mill Road in mind, we support the change as it provides a safer and more connected alignment for a road connection as discussed in Section 3.5 of this report. During the post submissions period, the applicant offered to make amendments to Precinct Plan 2. We recommend that these amendments are adopted, refer to our discussion in Section 3.5 of this report.	Support request, amendment to Precinct Plan recommended.
Waka Kotahi New Zealand Transport Agency: 2.3	Amend I410.1. Precinct description as follows: [...] Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2 and includes the Mill Road Corridor. The precinct is [...]	We consider that the Mill Road project needs to follow the designation process, at which time, alignment options, supporting documentation and the agreed corridor alignment will be determined through the appropriate process. Until the Drury South interchange location is confirmed and designated (through the Papakura to Bombay project) and the Mill Road corridor is designated, placing indicative lines on Precinct Plans should be avoided until such time as greater detail is confirmed.	Council's Planner to confirm our position.
Waka Kotahi New Zealand Transport Agency: 2.4	Amend Objective I410.2(6) as follows: (6) The timely and co-ordinated provision of robust and sustainable transport feed, stormwater, water, wastewater, energy and communications infrastructure networks are provided.	The Unitary Plan definition of "road" is as follows "Has the same meaning as in section 315 of the Local Government Act 1974 but also includes motorways as defined in section 2(1) of the Government Roading Powers Act 1989." The LGA's definition of "road" is as follows means the whole of any land which is within a district, and which— (a) immediately before the commencement of this Part was a road or street or public highway; or (b) immediately before the inclusion of any area in the district was a public highway within that area; or (c) is laid out by the council as a road or street after the commencement of this Part; or	Support request. Post-notification version of Precinct Provisions has adopted this amendment.

		<p>(d) is vested in the council for the purpose of a road as shown on a deposited survey plan; or</p> <p>(e) is vested in the council as a road or street pursuant to any other enactment;— and includes—</p> <p>(f) except where elsewhere provided in this Part, any access way or service lane which before the commencement of this Part was under the control of any council or is laid out or constructed by or vested in any council as an access way or service lane or is declared by the Minister of Works and Development as an access way or service lane after the commencement of this Part or is declared by the Minister of Lands as an access way or service lane on or after 1 April 1988:</p> <p>(g) every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;—</p> <p>but, except as provided in the Public Works Act 1981 or in any regulations under that Act, does not include a motorway within the meaning of that Act or the Government Roadway Powers Act 1989.</p> <p>Some transport links within the PPC (e.g. pedestrian and bicycle circulation routes) may be located outside of the vested road (e.g. within stormwater drainage areas adjacent to roads). We support the requested amendment as it more accurately captures the outcomes sought by Objective I410.2(6). This is also consistent with the wording used in Objective I140.2(7).</p>	
Waka Kotahi New Zealand Transport Agency: 2.5	Retain Objective I140.2(7) as notified.		We support this request.
Waka Kotahi New Zealand Transport Agency: 2.6	[Relates to noise effects]		This request should be considered by Council's Acoustic expert.
Waka Kotahi New Zealand Transport Agency: 2.7	[Relates to noise effects]		
Waka Kotahi New Zealand Transport Agency: 2.8	Amend Policy I410.3(9) as follows: (9) <i>Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian and cycling safety and convenience.</i>		We support this request and note that it is consistent with the "pedestrian and bicycle circulation" routes shown within sub-precinct C in Precinct Plan 1.
Waka Kotahi New Zealand Transport Agency: 2.9	Amend Policy I410.3(10) as follows: (10) <i>Provide for adequate transport infrastructure and connections including the Maketu Road to support safe and efficient movement within the precinct and to and from the surrounding transport network.</i>		We neither support nor oppose this request as we consider that it will not have a consequential effect on the transport network that is delivered by the Precinct.
Waka Kotahi New Zealand Transport Agency: 2.10	Amend Policy I410.3(13) as follows: (13) <i>Co-ordinate transport network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding transport network.</i>		Refer to our response to Waka Kotahi New Zealand Transport Agency: 2.4
Waka Kotahi New Zealand Transport Agency: 2.11	[Relates to noise effects]		This request should be considered by Council's Acoustic expert.

Waka Kotahi New Zealand Transport Agency: 2.12	Introduce new Policy I410.3(28): <i>(28) Subdivision and development in the Precinct provides for and does not preclude the construction and operation of the Mill Road Corridor.</i>	Refer to our response to Waka Kotahi New Zealand Transport Agency: 2.1 and 2.3, where we are of the view that until specifics associated with the Mill Road corridor are confirmed through a separate designation process, matters associated with Mill Road cannot be introduced.	Council's Planner to confirm our position.
Waka Kotahi New Zealand Transport Agency: 2.13	Introduce new Rule I410.4.1(A5): <i>(A5) Subdivision and development of land including or adjoining to the Mill Road Corridor Activity Status: Restricted Discretionary Activity.</i>	Refer to our response to Waka Kotahi New Zealand Transport Agency: 2.1 and 2.3, where we are of the view that until specifics associated with the Mill Road corridor are confirmed through a separate designation process, matters associated with Mill Road cannot be introduced.	Council's Planner to confirm our position.
Waka Kotahi New Zealand Transport Agency: 2.14	Retain Rules I410.4.4 Activity Table: (A27) and (A28) Retail (A29), (A30) and (A31) Office as notified.	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.15	Oppose the proposed amendment to I410.5.2 Notification as below: <i>(2) The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.</i>	Council's Planner to consider whether the requested amendments should be adopted.	Council's Planner to consider whether amendments are required.
Waka Kotahi New Zealand Transport Agency: 2.16	Oppose the proposed amendment to I410.6 Standards as below: <i>I410.6. Standards The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below. Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.</i>	We support Waka Kotahi's request, as discussed in Section 3.3 of this report.	Support request. We consider that the post-notification version of Precinct Provisions has addressed this submission point.
Waka Kotahi New Zealand Transport Agency: 2.17	Retain Standard I410.6.1.1 Retail and Office Gross Floor Area as notified.	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.18	Retain Standard I410.6.3(1) Subdivision or development preceding subdivision in Sub precincts A– E as notified.	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.19	[Relates to noise effects]	This request should be considered by Council's Acoustic expert.	
Waka Kotahi New Zealand Transport Agency: 2.20	[Relates to noise effects]		
Waka Kotahi New Zealand Transport Agency: 2.21	Retain I410.7.2.1(f)(i) Matters of control as notified.	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.22	Retain I410.8.1.2 Matters of discretion as notified.	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.23	Amend I410.8.2(5)(a) Assessment criteria as follows: <i>(a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;</i>	We support Waka Kotahi's request, as this is consistent with the pedestrian and cycling infrastructure proposed by the Precinct.	Support request. Post-notification version of Precinct Provisions has adopted this amendment.
Waka Kotahi New Zealand Transport Agency: 2.24	Support Objective I410.2(9) as notified provided that the standards I410.6.2 (6) for tree planting are amended as suggested elsewhere in submission	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.25	Support Standard I410.6.2(5) as notified	We support this request.	No further action needed.
Waka Kotahi New Zealand Transport Agency: 2.26	[relates to trees and utility networks]	This request should be considered by Council's Planner.	

Classic Developments NZ Limited: 4.2	Seeks that the infrastructure costs being apportioned to private developers through both precincts in respect of the 'Spine Road' (also referred to as 'Maketu Road') by way of Development Contributions levied by Auckland Council; should be reviewed to reflect the proposed zoning changes and any consequential effects on the nature, extent and scale of traffic distribution across the Precincts	We recommend that this request be considered by Council's funding team.	
Auckland Transport: 5.1	Approve the re-zoning to Business – Mixed Use and the creation of Sub-Precinct C – Mixed Use, subject to amended precinct provisions to manage transport effects and achieve land use transport integration.	Refer to our responses to Auckland Transport requests below.	Refer to our responses to Auckland Transport requests below
Auckland Transport: 5.2	[Relates to noise effects]	This request should be considered by Council's Acoustic expert.	
Auckland Transport: 5.3	Amend Precinct Policy I410.3(9) as follows: <i>(9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian and cycling safety and convenience.</i>	We support this request. Refer to our response to Waka Kotahi New Zealand Transport Agency: sub point 2.8.	Support request, amendment to provisions recommended.
Auckland Transport: 5.4	Delete the proposed addition to Policy I410.3(14): "adequate". Add to the end of policy (I410.3(14)) on transport and infrastructure: <i>"This shall include the collector roads Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road providing good public transport, walking and cycling connections through the precinct and between the two future rail stations in Drury.</i>	We neither support nor oppose the request to remove "adequate" from Policy I410.3(10) as we consider that it will not have a consequential effect on the transport network that is delivered by the Precinct. With regard to additional text at the end of Policy I410.3(10), we note that many of the specific transport projects requested by Auckland Transport are included in Assessment Criteria I410.8.2.(1)(f). Auckland Transport has not provided evidence to show that the additional aspects to I410.8.2.(1)(f) are required to mitigate transport effects of the PPC, therefore we do not support the requested additional text.	Post-notification version of Precinct Provisions has adopted this amendment to remove "adequate". We do not support Auckland Transport's request for additional text.
Auckland Transport: 5.5	Amend I410.5(2) as follows: <i>(2) Any application for resource consent for an activity listed in Tables I410.4.1 - I410.4.6 and which is not listed in I410.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. The council will consider applications for subdivision or development of land that is a restricted discretionary activity, without the need for public or limited notification.</i>	Council's Planner to consider whether amendments to the Precinct description and Precinct Plans are required.	Council's Planner to consider whether amendments are required.
Auckland Transport: 5.6	In I410.6. Standards, delete the proposed addition: "Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct."	Post submission version of the precinct provisions has addressed this submission point, as discussed in Section 3.3 of this report.	Support post-notification amendments to I410.6.
Auckland Transport: 5.7	Re-instate the I410.6.3(1) provision that proposed roads (including pedestrian and cycle routes) identified on Precinct Plan 1 and Precinct Plan 2 must be vested in Council and at no cost to the Council upon subdivision or development.	Council's Planner to consider whether amendments to the Precinct description and Precinct Plans are required.	Council's Planner to consider whether amendments are required.
Auckland Transport: 5.8	Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f)(iv) as follows: <i>(iv) whether Ramarama Road, at the northern boundary of the precinct remains open for light vehicles, public transport, walking and cycling, or if an alternative link providing for such is achieved to Fitzgerald Road as is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2 has been subdivided or developed;</i>	We understand that the objective of the closure of the northern end of Ramarama Road was to direct vehicle movements via the new Link Road to the PPC area. At the time that the original private plan change for Drury South Industrial precinct was lodged, future urban zoned land to the north of the area was not expected to urbanise for several decades. However, Auckland Council has since received three private plan change requests for large parts of Drury East, which if developed will form a contiguous urban area with Drury South. We consider that the closure of the northern section of Ramarama	Support post-notification amendments to I410.8.2(1)(f)(iv).

		<p>Road may no longer be necessary. Further, we note that Council's Drury-Ohakehe Structure Plan assumes that this section of Ramarama Road remains open³.</p> <p>We defer to Auckland Transport's preference to keep this link open to light vehicles and public transport services, however we question how land owners within the Drury South precinct would prevent heavy vehicles from using this section of Ramarama Road. In our opinion this would require a by-law that restricts heavy vehicle movements, which can only be implemented by the road controlling authority.</p> <p>Should Auckland Transport seek to maintain vehicle access to the northern section of Ramarama Road, we recommend that I410.8.2(1)(f)(iv) is deleted. We expect that Auckland Transport would be responsible for measures to prevent heavy vehicle movements.</p> <p>The post notification version of the precinct provisions has adopted Auckland Transport's request to keep Ramarama Road open, however it has not adopted Auckland Transport's request to identify specific transport modes. We support the amendment proposed by the applicant.</p>	
Auckland Transport: 5.9	<p>Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f) by adding (f)(x) as follows: <i>(f)(x) whether the new collector roads are designed to perform their required transport network functions, including public transport route capability, walking and cycling, heavy commercial vehicles where appropriate (freight route), connectivity, streetscape and landscaping, service berms, and any required stormwater management</i></p> <p>Or alternative wording that achieves sufficient width of roads to perform their required functions</p>	<p>We support Auckland Transport's intent with this requested amendment, however we consider that the region-wide rules of the Auckland Unitary Plan, plus Auckland Transport's standards and guidelines, should be sufficient to ensure the appropriate design of future roads.</p> <p>We note that the post-notification version of the precinct provisions suggests amendments to I410.8.2(1)(a) which we consider addresses Auckland Transport's submission point.</p>	<p>We do not support Auckland Transport's request for additional text.</p> <p>We support the proposed amendment to I410.8.2(1)(a) in the post-notification version of the precinct provisions</p>
Auckland Transport: 5.10	<p>If appropriate assessment criteria are not included in I410.8.2(1)(f), then amend the plan change to include high-level designs of the proposed collector roads.</p>	<p>We support this in part, however we consider that the high-level design of collector roads should be identified in the <i>Plan Change Design Guidelines: Design Element 3</i> rather than in the assessment criteria of the provisions. Refer to our discussion in Section 3.6.</p>	<p>Support request, in part, but with modifications.</p>
Auckland Transport: 5.11	<p>Amend I410.8.2(5)(a) as follows: <i>(a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;</i></p>	<p>We support this request, refer to our response to Waka Kotahi New Zealand Transport Agency: sub point 2.23</p>	<p>Support request, amendment to provisions recommended.</p>
Auckland Transport: 5.12	<p>Amend Precinct Plan 1 and Precinct Plan 2 to show an acceptable high-level design for the intersection of Avenue Road with Maketu Road</p>	<p>We support this request.</p> <p>During the post submissions period, the applicant offered to make amendments to Precinct Plan 2. We recommend that these amendments are adopted, refer to our discussion in Section 3.5 of this report.</p>	<p>Support request, amendment to Precinct Plans recommended.</p>
Auckland Transport: 5.13	<p>Amend Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road.</p>	<p>Refer to our response to Auckland Transport: sub point 5.8</p>	
Auckland Transport: 5.14	<p>Include the Mill Road extension as an indicative road on the precinct plans if the location is confirmed in time, along with its implications for precinct roads and intersection/access design</p>	<p>We support this request, refer to our response to Waka Kotahi New Zealand Transport Agency: sub points 2.1, 2.3, 2.12, and 2.13.</p>	

³ Refer to Figure 0-1, Drury-Opāheke and Pukekohe-Paerata Structure Plan Draft Integrated Transport Assessment, prepared by Supporting Growth, dated 2 April 2019

		This request is slightly different to that sought in the Waka Kotahi submission, in that the request is contingent on the Mill Road designated corridor being confirmed through the separate designation process.
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Table 2: Further submission summary and commentary

Submitter and sub point	Summary of decision requested	Flow comment
Counties Power: 1.1	Support Auckland Transport submission point 5.4: delete the proposed addition to Policy I410.3(110): “adequate”. If there is to be a connector road between the northern end of Ramarama Rd and Fitzgerald road that will enable CP to have access to their infrastructure. This is essential to ensure timely construction, maintenance and repair to the network for the essential electricity service. CP supports the deletion of the word adequate, however if the word “adequate” is retained the provision should be clear that adequate means a specification capable of supporting heavy vehicles (that CP may need to utilise in that area to support their infrastructure). This is also of relevance to CP’s response to Auckland Transport’s submission points 5.7 & 5.8.	Refer to our response to Auckland Transport submission point 5.4 in Table 1
Counties Power: 1.2	Support Auckland Transport submission point 5.7: Reinstate the I410.6.3(1) provision that proposed roads (including pedestrian and cycle routes) identified on Precinct Plan 1 and Precinct Plan 2 must be vested in Council and at no cost to the Council upon subdivision or development. If the connector road (of suitable specification) is vested in Council, this will ensure CP’s ability to access the balance of the 110kV line which remains to be relocated along the northern part of the new Ramarama Road alignment and over the reserve land to reconnect to existing sub-transmission infrastructure in Fitzgerald Road; thereby removing the requirement for an easement and separate access arrangements over reserve land. If vested in Council, this would also allow CP to use the space for installation of network infrastructure if required. This also relates to the following submission point (5.8).	Refer to our response to Auckland Transport submission point 5.7 in Table 1
Counties Power: 1.3	Support Auckland Transport submission point 5.8: Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f)(iv) CP specifically supports the northern end of Ramarama Road remaining open for use by light vehicles and public transport as this provides alignment with their 100kV line which extends to the Fitzgerald Rd/Drury Hills intersection. If built to a specification to support public transport, then this would also enable access by CP heavy vehicles (for example, bucket truck and smaller vehicles). This would only be required during routine maintenance and to respond to any emergency situations.	Refer to our response to Auckland Transport submission point 5.8 in Table 1
Counties Power: 1.4	Support Auckland Transport submission point 5.9: Amend Restricted Discretionary Assessment Criteria I410.8.2(1)(f) by adding (f)(x) As a utility operator, CP uses the road corridor to install its network infrastructure. CP need to ensure that road corridor is a sufficient width to provide for the following functions: 1) Suitable locations in which to install any above ground electricity infrastructure if required (e.g. switch gear, distribution substations and network pillars for customer connections); and 2) Adequate space between CP infrastructure and that of other utility providers, as well as proposed landscaping and other uses of the road corridor which may impact on the safe operation of the electricity network and security of supply to customers.	Refer to our response to Auckland Transport submission point 5.9 in Table 1
Counties Power: 1.5	Support Auckland Transport submission point 5.13: Amend Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road. Support for the same reasons as stated above in response to submission points 5.7 & 5.8.	Refer to our response to Auckland Transport submission point 5.8 in Table 1

5 RESPONSE TO NOTIFIED APPLICATION DOCUMENTS

No additional assessment of transport effects was provided with the notified application documents. We have reviewed the notified provisions and recommend several amendments, additional to those discussed in Section 3 and Table 1.

5.1 Table I410.4.4 Activity table 2 – Sub-precinct A (Light Industry)

Amend or add to (A11) to identify the 11,000 m² GFA cap for Trade Suppliers, discussed in Section 3.2 and supported by I410.6.1.1(5).

Table I410.4.2 Activity table 2 – Sub-precinct A (Light Industry)

Activity		Activity Status
Use		
Commercial		
(A11)	Trade Suppliers	P
(A11a)	Trade Suppliers <u>with cumulative gross floor area exceeding 11,000 m² in Sub-Precincts A and C</u>	<u>RD</u>

5.2 Table I410.4.4 Activity table 4 – Sub-precinct C (Business - Mixed Use)

Amend or add to (A21) to identify the 11,000 m² GFA cap for Trade Suppliers, discussed in Section 3.2 and supported by I410.6.1.1(5).

Table I410.4.4 Activity table 4 – Sub-precinct C (Business - Mixed Use)

Activity		Activity Status
Use		
Commercial		
(A21)	Trade Suppliers	P
(A21a)	Trade Suppliers <u>with cumulative gross floor area exceeding 11,000 m² in Sub-Precincts A and C</u>	<u>RD</u>

5.3 I410.8.2(5) Assessment criteria

Amend “adjacent” to “surrounding” in I410.8.2(5)(b). This aligns with I410.8.1(5) which identifies the matters of discretion to include the surrounding transport network, which was changed from “adjacent” to “surrounding” during the clause 23 process.

(5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area

- (a) the extent to which the activity affects the safe and efficient operation of the ~~adjacent~~ **surrounding** transport network including pedestrian movement, particularly at peak traffic times;*
- (b) the extent to which the proposal incorporates mitigation measures to address adverse effects.*

6 SUMMARY AND CONCLUSION

Four submissions and one further submission were received relating to transport matters. We generally support these submissions, with some modifications as discussed in Section 4. However, we do not support several Waka Kotahi and Auckland Transport's submission points, as set out below

- ♦ Waka Kotahi submission points 2.1, 2.3, 2.12 and 2.13. these all relate to Mill Road, being a project that has yet to progress through the designation process, where details such as corridor alignment and specifics are confirmed.
- ♦ Auckland transport subpoint 5.4: additional text to Policy I410.3(10)
- ♦ Auckland Transport subpoint 5.9: additional text to Assessment Criteria I410.8.2(1)(f)(x)

We recommend that Council's Reporting Planner consider whether the following submitters' requests should be adopted

- ♦ Amend Notification I410.5(2). Excluding the need for public or limited notification. Refer to Waka Kotahi New Zealand Transport Agency: subpoint 2.15 and Auckland Transport: subpoint 5.5 in Table 1 of this report
- ♦ Re-instate the I410.6.3(1). Vesting at no cost to Council transport infrastructure. Refer to Auckland Transport: subpoint 5.7 in Table 1 of this report

We recommend that amendments are made to the following sections of the notified precinct provisions

- ♦ Precinct Plan 1 and Precinct Plan 2. Refer to Section 3.5 of this report
- ♦ Plan Change Design Guidelines: Design Element 3 – Roads and Accessways. Refer to Section 3.6 of this report
- ♦ Amend Policy I410.3(9). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.8 and Auckland Transport: subpoint 5.3 in Table 1 of this report
- ♦ Table I410.4.4 Activity table 2 – Sub-precinct A (Light Industry). Refer to Section 5.1 of this report
- ♦ Table I410.4.4 Activity table 4 – Sub-precinct C (Business - Mixed Use). Refer to Section 5.2 of this report
- ♦ I410.8.2(5) Assessment criteria. Refer to Section 5.3 of this report

We recommend that Council adopt the following amendments to the precinct provisions, as suggested by the applicant (refer to Appendix B)

- ♦ I410.6. Standards. Refer to Section 3.3 of this report
- ♦ Objective I410.2(6). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.4 in Table 1 of this report
- ♦ Policy I410.3(10). Refer to Waka Kotahi New Zealand Transport Agency: subpoint 2.9 and Auckland Transport: subpoint 5.4 in Table 1 of this report
- ♦ Policy I410.3(13). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.10 in Table 1 of this report

- ◆ Assessment Criteria I410.8.2(1)(a). Refer to Auckland Transport: subpoint 5.9 in Table 1 of this report
- ◆ I410.8.2(1)(f)(iv). Refer to our commentary on Auckland Transport: subpoint 5.8 in Table 1 of this report
- ◆ I410.8.2(5)(a). Refer to our commentary on Waka Kotahi New Zealand Transport Agency: subpoint 2.23 and Auckland Transport: subpoint 5.11 in Table 1 of this report

Should our recommendations be adopted, we consider that the proposed PPC and Provisions of Chapter I140 support a safe and efficient transport network

APPENDIX A

Clause 23 request summary

PROJECT	ACXX360: DRURY CROSSING PRIVATE PLAN CHANGE
SUBJECT	CLAUSE 23 INFORMATION REQUESTS
TO	SANJAY BANGS
FROM	MAT COLLINS
REVIEWED BY	TERRY CHURCH
DATE	16 JUNE 2020

1 SUMMARY

Auckland Council (Council) has requested Flow Transportation Specialists (Flow) to review the transportation matters associated with a Private Plan Change (PPC), which has been lodged by Drury South Limited (DSL) to amend the precinct provisions and the underlying zoning of part of the Drury South Industrial Precinct (Precinct).

We have summarised our Clause 23 requests and applicant responses in Table 3. We consider that the following request requires further consideration by Council

- ◆ Request 2: we disagree with the applicant's proposal to exempt the Precinct from E27.6.1, Council's planner should consider whether amendment to proposed Provisions is required

2 INTRODUCTION

The proposal seeks to

- ◆ reduce the size of sub-precinct C to approximately 10 hectares and rezone it from Light Industry to Mixed Use and amend the Provisions that apply within the sub-precinct to provide for a greater range of activities
- ◆ rezone approximately 20 hectares of land fronting Maketu Road (Spine Road), from Heavy Industry to Light Industry, and to manage potential reverse sensitivity and amenity effects arising from the proposed change of use in sub-precinct C

We have reviewed the following documents

- ◆ Drury South Industrial Precinct Amendments Private Plan Change Request, Section 32 Assessment Report, prepared by B&A, dated December 2019. Including the following Appendices
 - Appendix 1.1 – I410. Drury South Industrial Precinct proposed amendments
 - Appendix 1.2 – I410. Drury South Industrial Precinct proposed design guidelines
 - Appendix 2 – AUP Objectives and Policies Assessment Table
 - Appendix 5 – Transport Assessment Report (TAR), prepared by Beca Ltd, dated 12 November 2019
- ◆ Clause 23 responses, prepared by B&A, received 24 April 2020

We have engaged with Auckland Transport (AT) and Waka Kotahi NZ Transport Agency (Waka Kotahi) as part of our initial review

- ◆ Waka Kotahi expressed some concern about the potential change in the resident to employment ratio for Drury South, which we have captured within our Clause 23 requests. Waka Kotahi advised they were satisfied with the applicant's response
- ◆ AT did not raise any concerns beyond those that we have identified in our Clause 23 requests

3 SITE SUMMARY

A summary of the site is provided in Table 1, and the proposed Precinct Plans are shown in Figure 1 and Figure 2.

Table 1: Site summary

Site Address	Drury South Industrial Precinct I410
Unitary Plan Zoning	Business – Light Industry Zone Business – Heavy Industry Zone Business – Mixed Use Zone (proposed)
Activity Proposed	This Proposed Plan Change seeks to amend the precinct provisions and the underlying zoning of part of the Drury South Industrial Precinct. As a result of these changes, the Precinct is proposed to become the Drury South Industrial and Mixed use Precinct. Sub-Precinct C is proposed to reduce in size from approximately 21 hectares to approximately 10 hectares and rezoned from Business - Light Industry zone to Business - Mixed Use zone. The proposed reduction in extent of Sub-Precinct C will result in additional land being included within Sub-Precincts A and D. It is proposed to rezone the block of land bounded by Maketu Road (Spine Road), New Quarry Road and Quarry Road from Heavy Industry to Light Industry.
Road Classification	None of the existing roads are classified as arterial roads in the AUP. It is likely that the future Mill Road Corridor, which may traverse the northern end of the Precinct, will be classified as an arterial road.

Figure 1: Proposed zoning and road names

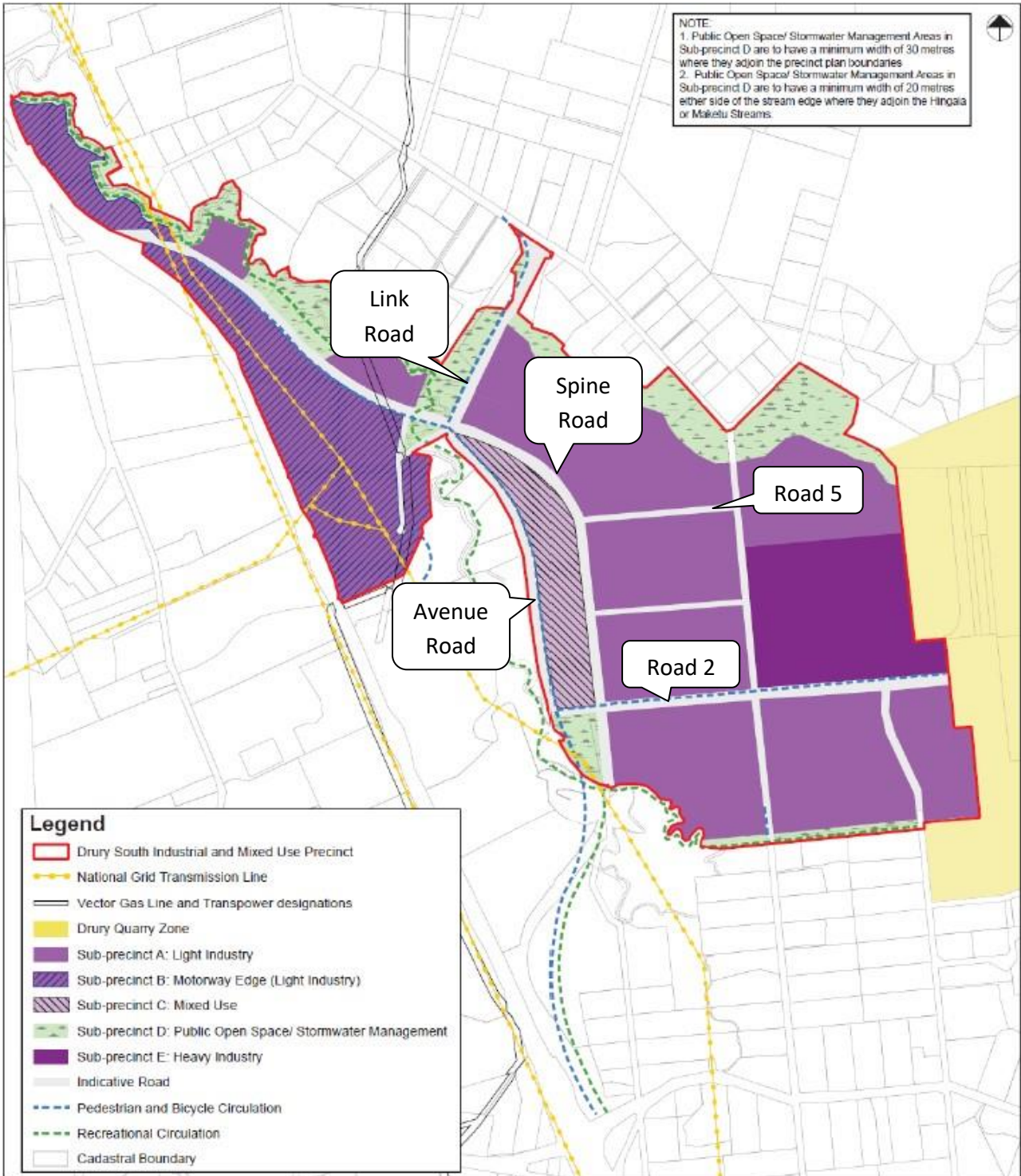
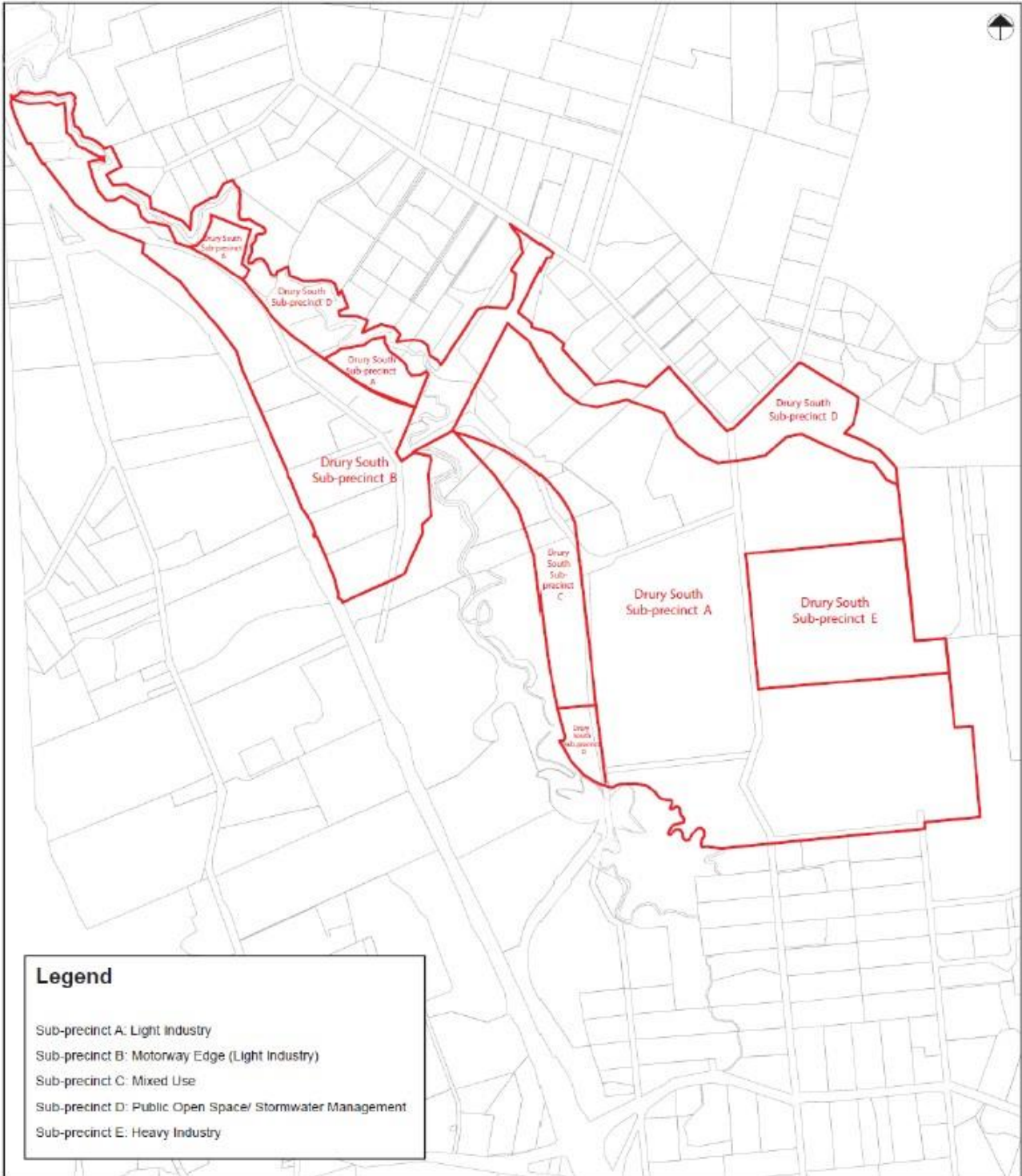


Figure 2: Proposed sub-precinct boundaries



4 INFORMATION REQUESTS

The basis for the original Clause 23 request is set out below to allow a full understanding of the request. While this provides background to the request, a compressed version of the request and full details of the response provided by the Applicant and our follow up response is provided in Table 3.

4.1 Assessment of transport effects in sub-precinct C

Section 8.3.2: Traffic Effects of the Section 32 states that

“The form and design of [transport] upgrades will be considered as part of future subdivision consents, as development is progressed in the precinct as required by rule I410.4.1(A1). This will appropriately address any change in the balance of inbound and outbound traffic flows”

Rule I410.4.1(A1) is reproduced below

(A1) Subdivision or any development of land which precedes a subdivision being undertaken which complies with Standard I410.6.3 below. Restricted Discretionary.

Standard I410.6.3(1) states that all roads identified on Precinct Plan 1 and Precinct Plan 2 must be constructed and vested to Council upon subdivision and development of the relevant area. Matters of discretion I410.8.1(1)(f) and Assessment Criteria I410.8.2(1)(f) identify the transport network requirements (TNR) that are required to support subdivision and development.

However, should subdivision consent be sought for land within sub-precinct C without an accompanying land-use consent, there would be a risk to Council that the potential future transport effects would not be mitigated unless a “worst case” scenario in terms of vehicle trip generation was assessed. The key issue is that the underlying Business - Mixed Use Zone (MUZ) enables a wide variety of potential land-uses, some of which are Permitted activities in both the MUZ and the proposed Precinct Plan. Further, the PPC proposes that Trade Retail is a permitted activity within sub-precinct A, whereas currently any retail over 450 m² is prohibited.

We have reviewed the activities that are Permitted within sub-precinct C and consider that Trade Retail should be capped in the same way that the proposed Precinct caps Retail and Office Gross Floor Area (GFA) for the sub-precinct. The TAR has assessed a total of 5,500 m² GFA of Trade Retail and as a result, the traffic effects of Trade Retail exceeding 5,500m² GFA are not understood. Therefore, it appears to be more appropriate to have provision(s) within the precinct enabling Council to assess traffic effects associated with trade retail exceeding 5,500m² total across sub-precinct A and C through a resource consent process.

Advisory Note (Non-Clause 23): We recommend that Trade Retail exceeding 5,500m² GFA in total across sub-precinct A and C is considered as a restricted discretionary activity, with assessment criteria related to effects on the transport network.

Request 1. Please explain whether a restricted discretionary activity status triggered when Trade Retail exceeds a total of 5,500m² GFA across sub-precinct A and C has been considered to

enable an assessment of effects on the safe and efficient operation of the transport network.

We are concerned that the proposed Precinct Plan includes an exemption from Standard E27.6.1 Trip Generation. As discussed above, future transport effects may not be adequately mitigated through subdivision consent assessments. Further, we consider that the TNR (contained in I410.8.2(1)(f)) may not provide sufficient scope to address potential transport effects as the anticipated land-uses surrounding the Precinct have evolved. At the time of the original Plan Change, the future land-uses and transport infrastructure were likely quite different from those now proposed in Council's Structure Plan for Drury and being considered by the Supporting Growth Alliance.

Without Standard E27.6.1 there would be no ability for Council to require the mitigation of transport effects if future land-use consents resulted in greater impacts than was anticipated as part of the subdivision consent, or effects on parts of the transport network that are not included in I410.8.2(1)(f).

Advisory Note (Non-Clause 23): We recommend that the proposed exemption from Standard E27.6.1 Trip Generation is deleted from the PPC.

Request 2. *Please explain and justify the proposed exemption from Standard E27.6.1 Trip Generation from I410.6 Standards. Please confirm how potential transport effects from land-use activities in sub-precinct C would be mitigated in the instance that subdivision consent applications are not accompanied with a land-use consent, or where the transport effects fall outside of the scope of I410.8.2(1)(f).*

4.2 Standard I410.6.1. Sub-precinct C

We consider that the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in Table I410.4.4 rather than in Standard I410.6.1 as currently proposed. This would provide greater clarity and ease of use for those reading and interpreting the precinct in the future.

Request 3. *Please consider whether the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in Table I410.4.4 rather than in Standard I410.6.1.*

4.3 Walking and cycling connection to Drury South Residential Precinct

Proposed Policies I410.3.(25) and (27) encourage the integration of land-use activities within sub-precinct C with the Drury South Residential precinct, including focussing convenience activities in the southern part of the sub-precinct.

I451.9.2 Drury South Residential – Precinct Plan 2 includes a “Potential Connection” between the Drury South Residential and the Drury South Industrial precincts, as shown in Figure 3. This connection connects to the southern portion of sub-precinct C. However, this connection is not included in the proposed I410.10.2 Drury Southern Industrial and Mixed Use: Precinct Plan 1. Without this connection, the southern part of sub-precinct C is approximately 1.4 km from the highest residential density of Drury South Residential, as shown in Figure 4.

Although the TAR does not comment on the expected walking and cycling mode share for activities in sub-precinct C, the vehicle trip generation rates used by Beca inherently assume a portion of trips will be undertaken by non-car based modes.

Advisory Note (Non-Clause 23): To support Policies I410.3.(25) and (27) and to manage potential effects on the road network, we recommend that a walking and cycling link is shown on I140.10.2 Drury South Industrial an Mixed Use: Precinct Plan 1 and Precinct Plan 2, in the location shown in Figure 3.

Request 4. *Please explain whether a walking and cycling link between sub-precinct C and the Drury South Residential Precinct has been considered.*

Figure 3: Portion of I451.9.2 Drury South Residential – Precinct Plan 2

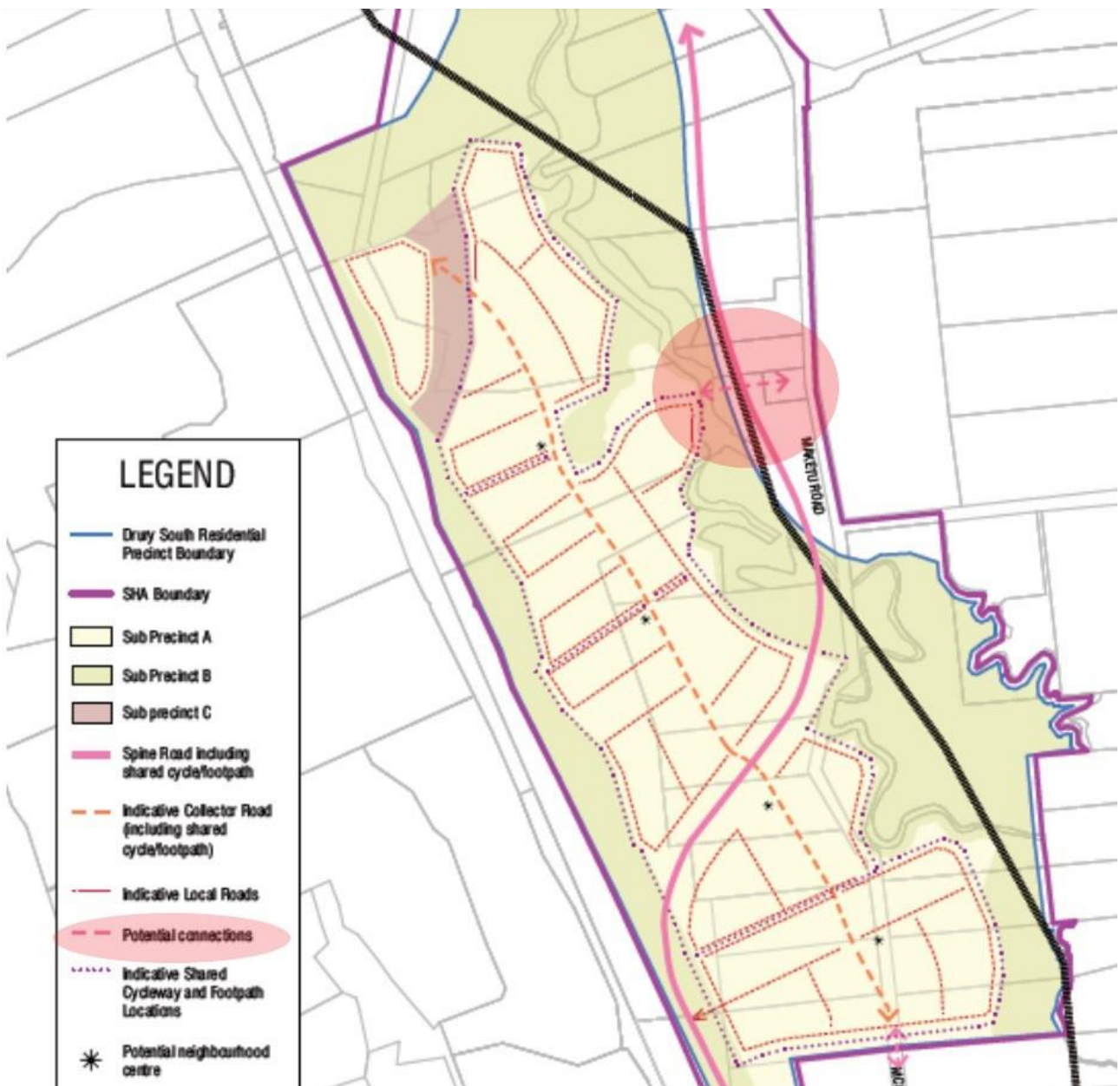
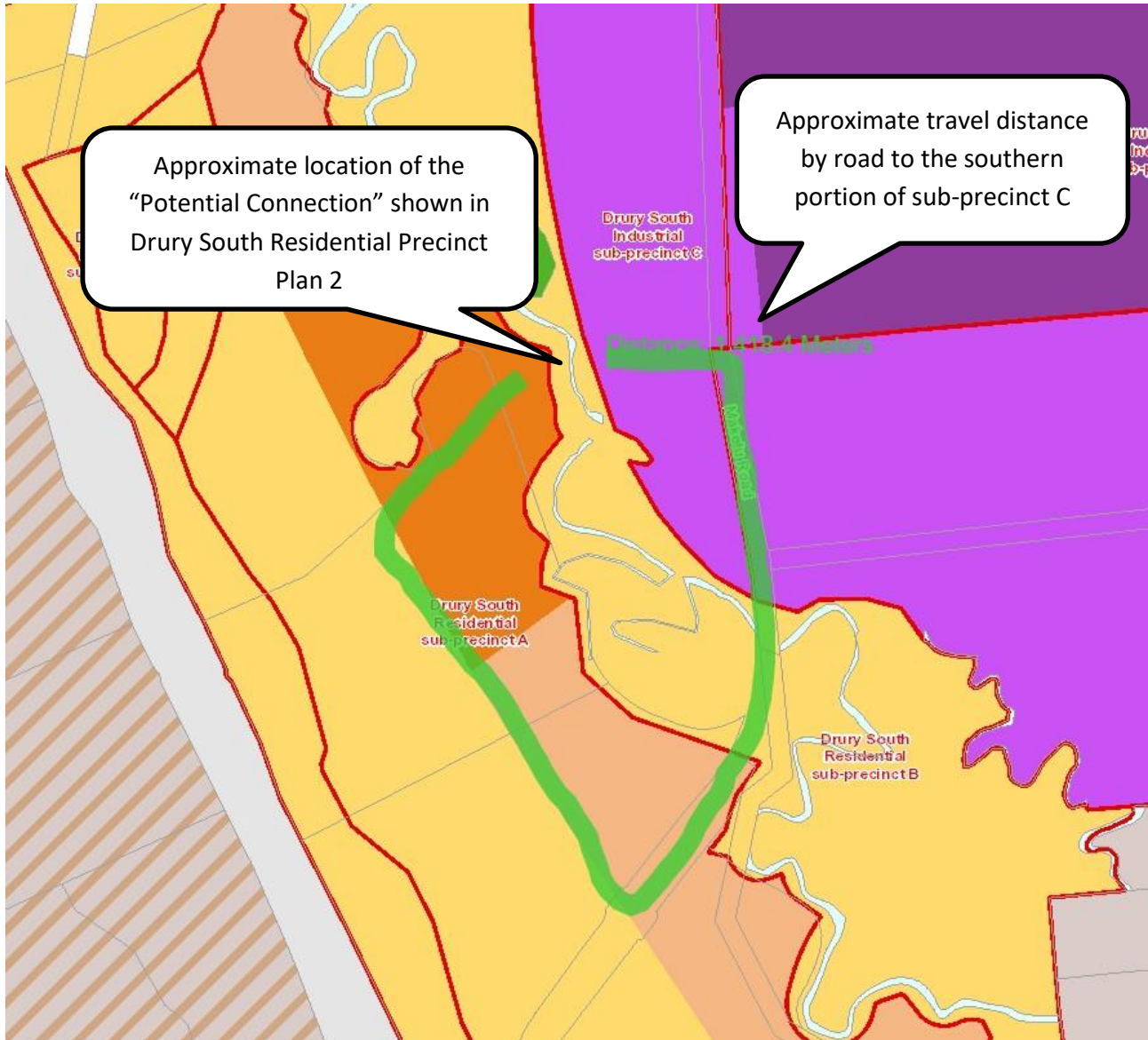


Figure 4: Approximate travel distance by road between Drury South Residential and sub-precinct C



4.4 Traffic distribution

Section 3.2 and 4.2 of the TAR note that there may be some change in traffic distribution as a result of the PPC, however, Beca consider that this will likely be balanced by a greater range and number of employment options will be in the Drury East area, as proposed in Council's Structure Plan. We agree with Beca's conclusion, and for comparison have included the expected employment numbers for Drury South and Drury East for the Scenario I11.4 land use (used for recent traffic modelling for Drury South) and the current Scenario I11.5 land use scenario, as shown in Table 2. This shows approximately 1,800 additional jobs as a result of Council's Structure Plan.

Table 2: Employment assumptions for Drury South and Drury East

Zone	Assumed employment numbers	
	I11.4	I11.5
Drury East	362 (Zone 522)	1585 (Zone 554) 545 (Zone 555)
Drury South	5,553 (Zone 523)	5,580 (Zone 555)
Total employment	5,915	7,710

Provided our request that the proposed exemption from Standard E27.6.1 is removed and a cap is placed on Trade Retail, as discussed in Section 4.1 of this report, we are comfortable that no further assessment of vehicle trip distribution is needed at this stage. However for completeness, and to respond to NZTA concerns, please confirm the change in the estimated number of jobs within Drury South that will result from the PPC.

Request 5. Please confirm the expected change in estimated number of jobs within Drury South that will result from the PPC.

4.5 “Mix 5” vs maximum development potential in sub-precinct C

In our pre-application feedback memo (dated 18 September 2019) we made the following comment concerning the potential transport effects generated by sub-precinct C, and whether a “maximum development potential” scenario should be assessed instead of the “Mix 5” scenario adopted by the applicant

“We are of the view that the full effect should be assessed, and note that if this is not the case, that the proposed Sub-Precinct C activity table which is proposed to provide floor area thresholds be aligned with what is assessed and understood, in terms of network performance and reasonable infrastructure requirements.”

We have reviewed the proposed sub-precinct C activity table. Provided our request that a cap is included for Trade Retail GFA and that the proposed exemption from E27.6.1 is removed, as discussed in Section 4.1 of this report, we are comfortable that no further assessment of vehicle trip generation is needed at this stage.

4.6 Light industrial vehicle trip generation rate

In our pre-application feedback memo (dated 18 September 2019) we made the following comment concerning the trip generation rate for Light Industry zoned land

“We request that the Transport Assessment supporting the Private Plan Change includes a robust commentary on appropriate trip generation rates for Light Industry. We recommend that this include sensitivity testing to reflect the range of land-use outcomes that are enabled by Light Industry zoning.”

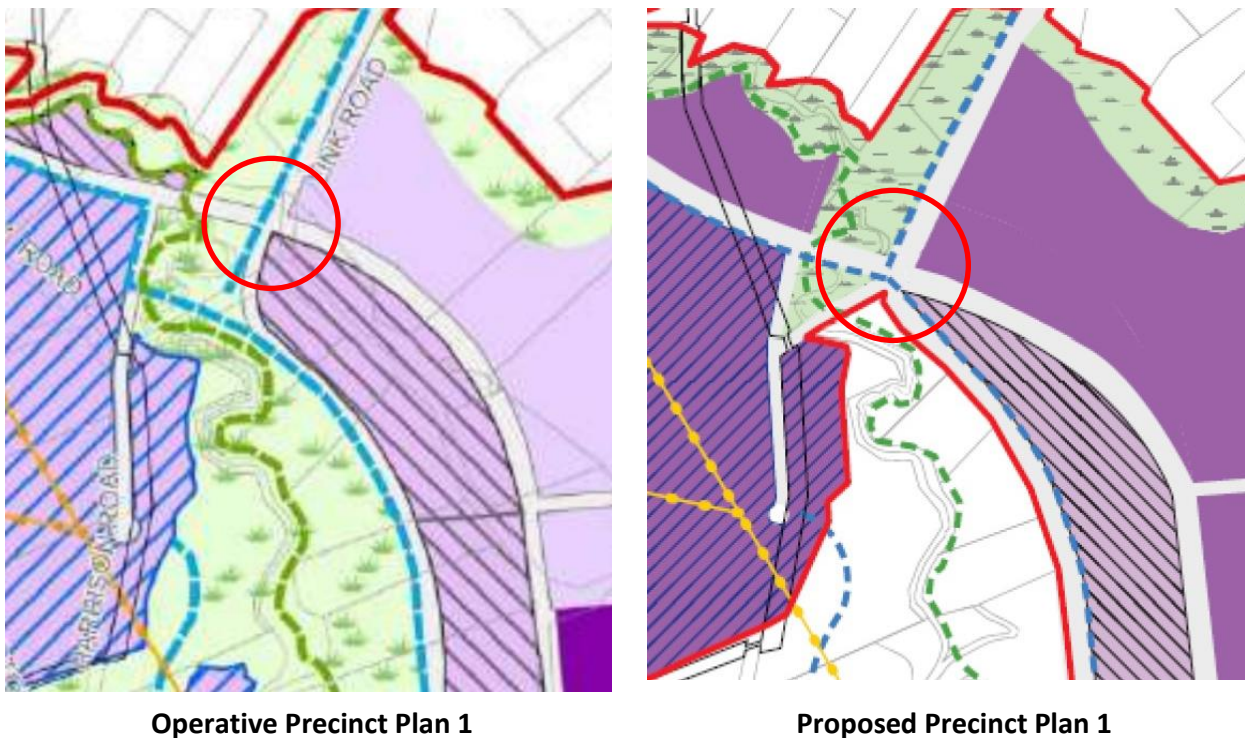
We acknowledge the sensitivity testing included in the TAR. Provided that the proposed exemption from Standard E27.6.1 is removed and a cap is placed on Trade Retail, as discussed in Section 4.1 of this report, we are comfortable that no further assessment of vehicle trip generation is needed at this stage.

4.7 Road 3 design and Plan Change Design Guidelines

Section 2.1 of the TAR discusses how the intersection of Avenue Road (Road 3) with Link Road may be affected by the Mill Road corridor, which is currently under investigation by the Supporting Growth Alliance. Beca suggests that the northern intersection of Avenue Road may need to be moved south to connect with the east-west road (Road 5). We support this conclusion and associated changes to Standard I410.6.3.(1).

Section 3.3 of the TAR discusses how the alignment of the northern Avenue Road has been amended to align with the developable area. We note that this has resulted in a less than desirable intersection arrangement between Spine Road, Link Road, and Avenue Road, as shown in Figure 5. We consider that the alignment shown in Precinct Plan 1 and Precinct Plan 2 may create safety and operational issues for this intersection.

Figure 5: Spine Road / Link Road / Avenue Road alignment



Request 6. *Please provide assessment of the benefits and disbenefits of the proposed intersection between Link Road, Spine Road, and Avenue Road. This should include a discussion about safety and efficiency of operation.*

Plan Change Design Guidelines: Design Element 3 – Roads and Accessways provides minimum dimensions for common elements of road cross sections. We recommend that these dimensions are removed as some no longer meet the minimum specifications contained in Auckland Transport

standards and guidance documents. Instead, we recommend that the directs the reader to Auckland Transport’s Roads and Streets Framework, Code of Practice, and other relevant design guidance.

Advisory Note (Non-Clause 23): We recommend that the road element dimensions included in Plan Change Design Guidelines: Design Element 3 – Roads and accessways are updated or removed, as these are not consistent with current Auckland Transport standards and guidance.

Request 7. *Please explain why the road element dimensions included in Plan Change Design Guidelines: Design Element 3 – Roads and accessways are not consistent with Auckland Transport design standards, and comment on whether this may be problematic for future consenting.*

The typical cross sections included in *Plan Change Design Guidelines: Attachment 1 – Typical Road Cross Sections* should be updated so they are consistent with Auckland Transport minimum design specifications, or otherwise be removed from the document.

Further to the above, the “Indicative Road Cross Section”, which would apply to Avenue Road, is not suitable for Mixed Use Zone land-use activities. For example, wider footpaths are required, space for loading zones and a greater amount of on-street parking may be desirable, etc.

We recommend that minimum corridor widths are specified, and street elements are listed (for example two lane carriageway, on-street parking, cycleway, etc), but that the detailed arrangement is confirmed as part of future resource consents and engineering plan approvals.

Advisory Note (Non-Clause 23): We recommend that the Typical Road Cross Sections included in Plan Change Design Guidelines: Attachment 1 are updated or removed, as these are not consistent with current Auckland Transport standards and guidance. Further, Avenue Road will require a different road form and function due to the proposed change in land use zoning.

Request 8. *Please explain why the Typical Road Cross Sections included in Plan Change Design Guidelines: Attachment 1 are not consistent with Auckland Transport design standards and do not reflect the proposed land use zoning for sub-precinct C. Please comment on whether this may be problematic for future consenting.*

4.8 Minor edits and additions

We request that a “Base case” column is added to Table 4-1 and 4-2 of the TAR so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.

Request 9. *Please add a “Base case” Column to Table 4-1 and 4-2 of the TAR so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.*

TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the “with” and “without” pedestrian phase scenario results are correct.

Request 10. TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the “with” and “without” pedestrian phase scenario results are correct.

Reference: P:\ACXX\360 Drury South Plan Change\Reporting\TN3C200508 - Clause 23 requests.docx - Mat Collins

Table 3: Summary of Clause 23 correspondence

Flow Request (4 February 2020)	Applicant Response (22 April 2020)	Flow response (28 April 2020 and 16 June 2020)	Status
<p>Request 1 Please explain whether a restricted discretionary activity status triggered when Trade Retail exceeds a total of 5,500m² GFA across sub-precinct A and C has been considered to enable an assessment of effects on the safe and efficient operation of the transport network.</p>	<p>It is proposed that the Precinct provisions will be amended to apply a restricted discretionary activity status to Trade Suppliers of 11,000m² GFA across Sub-precincts A and C.</p> <p>The Beca Transport Assessment Report (TAR) has already assessed the effects associated with up to 5,500m² GFA of Trade Suppliers within Sub-precinct C. Having reviewed this activity further, it is noted that the typical GFA for Trade Suppliers can range from around 5,500 up to around 11,000m² GFA. As such, to enable some flexibility for the Trade Suppliers across Sub-precincts A and C (i.e. a larger single or two smaller sites), a restricted discretionary activity threshold at 11,000m² GFA is proposed.</p> <p>An additional allowance for a further 5,500m² GFA of Trade Supplier activity in Sub-precinct A and C has been considered, above the 5,500m² already assumed and assessed. This would equate to an additional 165 vehicle movements per hour. Noting that the typical peak traffic period for Trade Suppliers is on weekends and the weekday morning peak period vehicle movements are much lower. This activity would replace 5,500m² GFA of an activity already assessed in Sub-precinct A or C, depending on its location. In Sub-precinct A, this would replace Light Industrial activity, which would equate to around 30 vehicle movements per hour.</p> <p>The net additional movements for Trade Supplier activities is therefore around 135 vehicle movements per hour [emphasis added] in the weekday evening peak hour. This compares with the total of around 2,000 vehicle movements in the weekday evening peak hour across Sub-precinct C and the re-zoned 20 hectares of Sub-precinct A. Moreover, in the context of the overall Industrial Precinct traffic generation in the weekday evening peak hour (3,800-3,900 vehicle movements), the additional 5,500m² GFA of Trade Suppliers is around a 3% increase in vehicle movements.</p> <p>This is considered to be a relatively small change in vehicle movements spread across the Precinct and wider transport network. It is therefore considered that allowing the potential for Trade Suppliers up to 11,000m² GFA within Sub-precincts A and C, as permitted activities, will still be manageable in terms of the safe and efficient operation of the network. On the basis of the above, it is proposed that the Trade Suppliers threshold for a restricted discretionary activity status apply at 11,000m² GFA in Sub-Precincts A and C [emphasis added].</p> <p>The revised Precinct provisions, including the associated matters of discretion / assessment criteria, are attached to this response, which it is considered are appropriately limited to the relevant transport matters.</p>	<p>1410.8.1(5)(a) amendment</p> <p>We recommend the following amendment to 1410.8.1(5)(a), as transport effects may result at locations beyond the “adjacent” transport network. Our amendment is consistent with Policy 1410.3(10)</p> <p><i>1410.8.1. Matters of discretion</i></p> <p>5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area</p> <p>a. the extent to which the activity affects the safe and efficient operation of the adjacent surrounding transport network including pedestrian movement, particularly at peak traffic times;</p> <p>Intersection Safety Improvements</p> <p>We note that the additional traffic movements from the additional 5,500 m² of proposed permitted Trade Retail are minor relative to the overall peak hour vehicle generation for the Precinct.</p> <p>In noting this however, we highlight previously raised concerns regarding the safe and efficient operation of the Quarry Road/Great South Road intersection and Great South Road/SH22 intersection. We seek confirmation that the requirement for the upgrade of Quarry Road/Great South Road, and Great South Road/SH22 intersections as required by SUB60325513 conditions 44 – 49 and 51 will continue to apply to balance lots within the PPC.</p> <p>Flow follow up comment (16/06/20)</p> <p>In an email to Council dated 12/06/20 the applicant’s planner (B&A) confirmed that</p> <p><i>“the subdivision works that have been approved under SUB60325513 will continue to be required to comply with the conditions of the consent irrespective of the Plan Change. Any further subdivision of the balance lots, or development preceding a further subdivision of the balance lots, would in any case require resource consent under rule 1410.4.1(A1) as a restricted discretionary activity and all of the existing assessment criteria regarding required transport upgrades in clause 1410.8.2(1)(f) would be considered as part of that.”</i></p> <p>Further, B&A’s amended Precinct provisions dated 28 May 2020 has adopted our recommended change to E410.8.1(5).</p> <p>We consider that this adequately addresses our concerns.</p>	<p>Closed</p>
<p>Request 2 Please explain and justify the proposed exemption from Standard E27.6.1 Trip Generation from 1140.6 Standards. Please confirm</p>	<p>Beca: Within Standard E27.6.1(2), it is stated that Standard E27.6.1 does not apply where:</p> <p><i>“(b) development is being undertaken in accordance with a consent or provisions approved on the basis of an Integrated Transport Assessment, where the land use and associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous assessment;” ... “(d) there are requirements to assess transport, traffic or trip-</i></p>	<p>We consider that E27.6.1(2) is clear and does not require clarification within the Precinct Provisions. Additionally, we consider that repeating standards across different Chapters within the AUP creates the opportunity for confusion and/or contradiction.</p>	<p>We do not support applicant’s response, no further</p>

<p>how potential transport effects from land-use activities in sub-precinct C would be mitigated in the instance that subdivision consent applications are not accompanied with a land-use consent, or where the transport effects fall outside of the scope of I410.8.2(1)(f).</p>	<p><i>generation effects for the activity in the applicable zone rules or precinct rules for any controlled or restricted discretionary activity land use.”</i></p> <p>These rules mean that development in the Precinct would not need to be subject to the trip generation rule and the intent of the proposed exclusion is to make this clear. In our view, this is a clarification rather than a substantive amendment for the Plan Change that would impact the transport effects / outcomes considered, as discussed below.</p> <p>The TAR has considered the trip generation effects of the proposed Precinct and this has been reflected in the proposed Precinct provisions. This includes providing for some retail and office activity as a restricted discretionary activity beyond identified thresholds. As identified above, this now includes providing for Trade Suppliers as a restricted discretionary activity beyond 11,000m² GFA. The TAR has also demonstrated that the overall trip generation effects of the Precinct will be similar to the activities already enabled through the current Precinct provisions and that the previously identified transportation network development requirements remain appropriate.</p> <p>The TAR has addressed and considered the changing environment in the vicinity of the Drury South Industrial Precinct, including the Structure Plan prepared by the Council and the work currently being undertaken by the Supporting Growth Alliance (SGA) in relation to the associated transport infrastructure. This has included consideration of the potential effects of the Mill Road Corridor and the opportunities for other future connections, such as the northern end of Ramarama Road remaining open to provide for local connection with the Structure Plan to the north.</p> <p>The Drury South Industrial Precinct is already live zoned and the trip generation effects remain similar with the proposed activities. As such, it is considered that the ongoing investigations by the SGA will be able to appropriately consider and address any transport outcomes in the adjacent areas associated with the future ‘live zoning’ of those areas. Noting that the TAR has also identified that, whilst not reliant on that future infrastructure (such as the Mill Road Corridor), the Precinct is able to develop in a manner that can respond and benefit from that future transport infrastructure.</p> <p>Within the Industrial Precinct any subdivision or any development which precedes subdivision is a restricted discretionary activity provided it complies with I410.6.3, as identified in Table I410.4.1. For restricted discretionary activities, the assessment matters previously included the design and layout, transportation network development requirements, as well as vehicle access to and from the Maketu Road.</p> <p>In addition, the proposed Precinct provisions include matters relating to the effects of retail and offices activities exceeding identified GFA thresholds, as well as now including Trade Suppliers. These GFA thresholds relate to those activities that have potentially to be high trip generating activities, and would also apply to later land use consents, so enable the transport effects of those activities to be effectively managed. By comparison, other activities (such as residential activities) will have less impact, noting also that the projections of those activities assessed in the Transport Assessment report are already considered to be at the upper end of the quantum of activity that would eventuate. As such, it is considered that the provisions appropriately consider and will address the effects of the Precinct.</p> <p>On this basis, it is considered that assessment of future land-use consents are appropriately addressed through the combination of the proposed Precinct provisions relating to restricted discretionary activities, including:</p> <ul style="list-style-type: none"> • the thresholds for certain retail and office activities, and now Trade Suppliers; and • the matters relating to the transport network design and layout, Maketu Road access and the transport network development requirements. <p>In relation to Standard E27.6.1, it is therefore considered that development in the Precinct would not need to be subject to the trip generation rule and the intent of the proposed exclusion is to make this clear, noting effects will be addressed by other Precinct provisions. Moreover, the SGA will be able to appropriately consider and address any transport outcomes in the adjacent areas associated with the future ‘live zoning’ of those areas and this ‘live zoned’ Precinct.</p>	<p>Further, per Beca’s response to Request 1, the full transport effects have not been assessed for Trade Retail.</p> <p>information required. We will assess the application based on the information provided.</p>
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<p>Request 3 Please consider whether the Retail and Office GFA caps for sub-precinct C would be more clearly identified if located in Table I410.4.4 rather than in Standard I410.6.1.</p>	<p>Given that the GFA caps are proposed to apply across multiple precincts we have retained the provisions in a separate rule. However, we would be happy to consider any alternative wording suggested by the Council.</p>	<p>Noted, we recommend that Council's Planner consider the most appropriate method of identifying GFA caps. Flow follow up comment (16/06/20) In an email dated 09 June 2020, Council's Planner advised that the structure of the provisions was appropriate.</p>	<p>Closed</p>
<p>Request 4 Please explain whether a walking and cycling link between sub-precinct C and the Drury South Residential Precinct has been considered.</p>	<p>B&A: Precinct Plan 1 has been updated to show the indicative connection between the Drury South Residential Precinct and Sub-Precinct C. An additional assessment criterion is proposed to enable this to be assessed as part of resource consent applications for development (refer proposed criterion I410.8.2(c)(iii)).</p> <p>Beca: The walking and cycling connection between the Residential and Industrial Precincts, as illustrated on the Residential Precinct Plans 1 and 2, is currently being enabled by the earthworks currently being undertaken at Drury South to establish the stormwater management areas between the Precincts. This connection is now shown on a revised Industrial and Mixed Use Precinct Plan 1 included in the planning RFI response.</p> <p>The Industrial and Mixed Use Precinct Plan 2 does not illustrate such connections. This is unnecessary, as Precinct Plan 2 shows only the transport network requirements in I4.10.8.2(f) of the Industrial and Mixed Use Precinct.</p>	<p>Accepted.</p>	<p>Closed</p>
<p>Request 5 Please confirm the expected change in estimated number of jobs that will result within Drury South from the PPC.</p>	<p>Information has been provided by Market Economics in relation to the expected number of jobs within the proposed Industrial and Mixed Use Precinct, which has been used to inform its economic assessment.</p> <p>This indicates that by around 2043, the proposed Precinct is expected to accommodate at the lower end around 5,000 jobs and up to 6,400 jobs. This range is comparable and potentially exceeds the around 5,500 jobs identified by Council, which are assumed in the regional traffic models.</p> <p>It is noted that the recent Government announcement in relation to the New Zealand Upgrade Programme (NZUP) for Transport includes committed transport infrastructure in the Drury area, which will likely accelerate the growth of this area from that previously planned, supporting employment growth.</p> <p>Notwithstanding that 5,500 or more jobs are planned to be delivered in Drury South, it is noted that there are now planned to be some 2,000 or more jobs (around 1,800 additional jobs in the wider Drury area at Drury East). According to recent media releases, we understand that the developers in Drury East may be seeking to provide a greater number of jobs than stated above.</p>	<p>Accepted.</p>	<p>Closed</p>
<p>Request 6 Please provide assessment of the benefits and disbenefits of the proposed intersection between Link Road, Spine Road, and Avenue Road. This should include a discussion about safety and efficiency of operation.</p>	<p>B&A: The previously identified Link Road and Avenue Road intersection with the Maketu Road is now much less likely to eventuate. While the connection of the Avenue Road with the Spine Road and Link Road intersection will result in an unconventional alignment, there is the potential that this indicative connection can be further reviewed and addressed through subsequent design phases, should this need to be progressed. We assess connectivity in this area in the transport RFI response.</p> <p>Beca: The recent Government announcement in relation to the NZUP for Transport includes the southern section of the Mill Road Corridor and the associated interchange with State Highway 1. Discussions between the applicant and the SGA are ongoing in relation to the alignment of this corridor. However, the greater certainty on the delivery of this corridor means that the previously identified Link Road and Avenue Road intersection with the Maketu Road is now much less likely to eventuate.</p> <p>It was for this reason, albeit the status of the Mill Road Corridor was more uncertain at the time of preparing the TAR, that the proposed Precinct provisions identified the need for flexibility in the alignment of the Avenue Road (and other Precinct corridors).</p>	<p>We accept that the connection of Avenue Road to Maketu Road may need to move due to Mill Road. However are concerned that I410.8.2(1)(f)(vi) may not provide sufficient robustness to ensure the PPC area has sufficient permeability with Maketu Road (e.g. Avenue Road could get developed as a cul-de-sac).</p> <p>We recommend the following amendment <i>I410.8.2(1)(f)(vi) whether the 'Avenue' Road and the portion of the Spine Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and that 'Avenue' Road is connected with Spine Road to the north and south.</i></p> <p>Flow follow up comment (16/06/20)</p>	<p>Closed</p>

	<p>As identified by Council, the TAR also identified that (with the Mill Road Corridor) a more appropriate outcome would be achieved by relocating the Avenue Road connection with the Spine Road further to the south. It is acknowledged that the connection of the Avenue Road with the Spine Road and Link Road intersection, as illustrated on the proposed Precinct Plans 1 and 2 will result in an unconventional alignment for the Avenue Road approach. However, there is the potential that, what is essentially an indicative connection, can be further reviewed and addressed through subsequent design phases, should this need to be progressed.</p> <p>The design options could include considering the associated alignment of the Link Road to the north. Alternatively, the alignment of the Avenue Road connection could be relocated further to the south of the Link Road, similar to the arrangement shown in Figure 4-2 of the TAR for the 'with Mill Road Corridor' situation. This could consider a combined intersection with the northern east-west road to the east of the Spine Road, or a separate intersection. For this reason, the proposed Precinct provisions enabled some flexibility in the alignment of the Avenue Road and other roads.</p>	<p>B&A's amended Precinct provisions dated 28 May 2020 has adopted our recommended change to I4108.8.2(1)(f)(vi) with minor amendments.</p> <p>We consider that this adequately addresses our concerns.</p>	
<p>Request 7 Please explain why the road element dimensions included in Plan Change Design Guidelines: Design Element 3 – Roads and accessways are not consistent with Auckland Transport design standards, and comment on whether this may be problematic for consenting.</p>	<p>We agree and propose to delete these references from the Appendix 1 Design Guidelines.</p>	<p>Accepted</p>	<p>Closed</p>
<p>Request 8 Please explain why the Typical Road Cross Sections included in Plan Change Design Guidelines: Attachment 1 are not consistent with Auckland Transport design standards and do not reflect the proposed land use zoning for sub-precinct C. Please comment on whether this may be problematic for future consenting.</p>	<p>We agree and propose to delete these references from the Appendix 1 Design Guidelines.</p>	<p>Accepted</p>	<p>Closed</p>
<p>Request 9 Please add a "Base case" column to Table 4-1 and 4-2 of the TAR so PPC volumes can be compared with potential volumes from the existing precinct, as assessed in the Housing Infrastructure business case assessment.</p>	<p>An updated Table 4-1 is provided in Appendix A below.</p> <p>It is noted that a comparison with earlier assessments for the Housing Infrastructure business case is not helpful, as only a very limited number of key links were reported on and that previous modelling was based on different modelling assumptions. In particular, the 'With Mill Road Corridor' scenario was based on a much longer-term 2046 future year, so included a further 20-year growth period and other associated transport infrastructure.</p> <p>That modelling also utilised the Scenario I9 land use from the legacy Auckland Regional Traffic (ART 3.2) model. However, the proposed Plan Change models utilised the Scenario I11 land use from the Macro Strategic Model.</p> <p>As such, the revised Table 4-1 instead provides comparison with 'Base case' traffic volumes obtained from the Beca Transport Assessment report (16 July 2018) for the initial industrial subdivision consent. Again a direct comparison needs to consider:</p>	<p>Accepted, subject to Flow's responses to Request 1 and Request 2</p>	<p>Refer to Request 1 and Request 2.</p>

- The 'Without Mill Road Corridor' scenario from the subdivision consent modelling only included 65 hectares of industrial land and 300 residential dwellings in the Residential Precinct, not full build-out
- The 'With Mill Road Corridor' scenario from the subdivision consent modelling has full build-out, but was based on a 2036 future year, not 2026.

It is therefore important the results for the 'Base Case' as presented in the revised Table 4-1, from the initial subdivision consent reporting, are considered within this context. It is also noted that traffic volumes on the Spine Road, Road 5A, Road 4 and the Road 2 are affected by the additional inclusion of the Northern East-West Road in the proposed Plan Change models. The traffic volumes have been provided, where available in the 'Base case' modelling, with other locations marked 'n/a'. For similar same reasons, it is not possible to provide a revised Table 4-2. The earlier assessments did not include a 'With Fitzgerald Road Connection' scenario, as reported in Table 4-2. So, there is no 'Base Case' traffic volumes for this scenario. The 'Without Fitzgerald Road Connection' volumes in Table 4-2 simply replicate those already in the revised Table 4-1.

Appendix A

Revised Transport Assessment Table 4-1

Predicted Daily Traffic Volumes – With Proposed Plan Change versus the 'Base Case' scenario¹

Road	Without Mill Road Corridor		With Mill Road Corridor	
	2026 Plan Change	2026 Base Case ²	2026 Plan Change	2036 Base Case ³
Spine Road (Road 1) – South of Intersection 2	9,100	3,600	6,300	6,300
Spine Road (Road 1A) – North of Intersection 2	3,500	1,200	4,000	7,900
Spine Road (Road 1B) – North of Intersection 1	16,200	n/a	20,200	17,200
New Quarry Access Road (Road 2W) – East of Intersection 2	4,900	3,500	3,700	6,300
Avenue Road (Road 3) – West of Intersection 1	4,600	n/a	5,500	1,800
Avenue Road (Road 3) – West of Intersection 2	3,300	n/a	2,500	2,800
Road 4 – North End	4,300	n/a	5,900	n/a
Road 4 – South End	4,100	5,100	5,000	2,600
Road 5A – East of Intersection 1	3,400	3,300	4,800	8,100
Northern East-West Road – East of Spine Road	6,800	n/a	7,600	n/a
Link Road (Mill Road Corridor) – North of Spine Road	9,000	n/a	14,000	26,000
Spine Road / Quarry Rd crossing SH1	9,400	3,300	4,400	3,700

Notes

- ¹ 'Base case' traffic volumes are taken from Beca Transport Assessment report (16 July 2018) for the initial Industrial Precinct subdivision.
- ² 'Without Mill Road Corridor' scenario in 'Base case' results include 65 hectares of industrial land and 300 residential dwellings in the Residential Precinct, not full build-out of the Precincts as in the proposed Plan Change models.
- ³ 'With Mill Road Corridor' scenario in 'Base case' results are based on 2036 background land use growth, not 2026 as in the proposed Plan Change models.

<p>Request 10 TAR Table 4-5 does not show any difference in performance between the PM peak scenarios. Please check whether the “with” and “without” pedestrian phase scenario results are correct.</p>	<p>It is confirmed that the with and without pedestrian phase results are correctly recorded from the traffic modelling results included in Appendix D.</p>	<p>Accepted.</p>	<p>Closed</p>
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APPENDIX B

Post notification precinct provisions mark up

I410. Drury South Industrial and Mixed Use Precinct

Additional changes made following the close of primary submissions shown underlined and ~~strikethrough~~.

I410.1. Precinct description

The Drury South Industrial and Mixed Use Precinct applies to approximately ~~364~~ 257ha of land, bounded by State Highway 1 in the west, the Drury Quarry and the Hunua foothills in the east, the rural areas of Fitzgerald Road in the north and Ararimu Road in the south, as shown on Precinct Plan 1. The transportation network development requirements of the precinct are shown on Precinct plan 2. The precinct is characterised by a flat to subdued contour and is traversed by the Hingaia Stream and its tributaries including the Maketu Streams. Land which surrounds and defines the precinct has more pronounced topographical contours. The precinct lies between the Drury and Ramarama interchanges on State Highway 1 and local traffic patterns are dominated by truck traffic accessing the Drury Quarry.

The zones within the precinct are Business – Light Industry Zone, Business – Heavy Industry Zone, Business – Mixed Use, and Open Space – Conservation Zone. The purpose of the precinct is to provide for land extensive industrial activity ~~and~~ employment opportunities, and a mix of residential and supporting commercial in identified areas, as well as provide for areas of stormwater management, existing and proposed network utility infrastructure, public open space and proposed roads, while recognising the ecological, cultural, landscape and other environmental constraints of the locality.

The precinct is divided into the following sub-precincts:

- Sub-precinct A Light Industry (approximately ~~445~~ 130 ha)
- Sub-precinct B Motorway Edge (Light Industry) (approximately ~~80~~ 45ha)
- Sub-precinct C ~~Commercial Services~~ Mixed Use (Light Industry) (approximately ~~24~~ 10 ha)
- Sub-precinct D Open Space / Stormwater Management (approximately ~~404~~ 41 ha)
- Sub-precinct E: Heavy Industry (approximately ~~46~~ 24 ha).

Sub-precinct A is zoned Business – Light Industry Zone. Activities within the sub-precinct are subject to additional standards.

Sub-precinct B is zoned Business – Light Industry Zone. The Transpower switchyard is located within this sub-precinct. Activities in the sub-precinct are subject to additional landscaping and building layout design standards.

Sub-precinct C is zoned Business - Mixed Use. Activities within this sub-precinct are subject to additional standards. The sub-precinct also provides for certain commercial activities to enable a mix of residential and supporting commercial uses. ~~Business~~

~~Light Industry Zone. The sub-precinct provides for offices, commercial services and small scale retail activities (such as food) and activities to support the industrial activities in the majority of the precinct.~~

Sub-precinct D is zoned Business – Light Industry Zone but provides for recreational uses and will be rezoned to an appropriate zone (e.g. Open Space - Informal Recreation Zone) once the Public Open Space / Stormwater Management Areas shown on Precinct Plan 1 are developed and vested.

Sub-precinct E has an underlying zoning of Business – Heavy Industry Zone. Activities within the sub-precinct are subject to additional standards.

I410.2. Objectives [rp/dp]

The objectives of the underlying Business – Light Industry Zone apply in sub-precincts A-~~CB~~, the objectives of the underlying Mixed Use zone apply in sub-Precinct C, the objectives of the Open Space – Informal Recreation Zone apply in sub-precinct D, the objectives of the underlying Business – Heavy Industry Zone apply in sub-precinct E and the Auckland-wide objectives as well as the precinct objectives below apply throughout in this the precinct, unless there is a conflict between the precinct objectives and the Auckland-wide objectives or underlying zone objectives, in which case the precinct objectives prevail.

- (1) Development maintains and enhances the stream ecology and the natural vegetation and habitat values of the Hingaia and Maketu streams.
- (2) The cultural heritage values of the precinct are maintained and enhanced.
- (3) Landscape and visual amenity values within the precinct are maintained and enhanced (particularly when viewed from State Highway 1).
- (4) The air quality, acoustic and other amenity values of surrounding areas are protected.
- (5) The establishment of a convenient and well-designed industrial area with good quality streetscapes and a ~~commercial service~~ mixed use precinct is facilitated.
- (6) The timely and co-ordinated provision of robust and sustainable transport road, stormwater, water, wastewater, energy and communications infrastructure networks are provided.
- (7) A transport network to facilitate the safe and efficient movement of people, goods and services and manage effects on the safe and efficient operation of the surrounding transport network.
- (8) ~~Development and subsequent land use within the precinct avoids reverse-sensitivity effects on the operations of t~~ The Drury Quarry, activities within

Commented [RM1]: NZTA – submission point 4.

the Business – Heavy Industry Zone or the adjoining rural area operate efficiently and are not unreasonably constrained by other activities.

- (9) Development and land use within the precinct avoids or minimises adverse effects on significant existing high voltage electricity, natural gas and communications infrastructure.
- (10) Subdivision and development in the precinct area avoids or mitigates the adverse effects of stormwater runoff on surface and groundwater quality and avoids increased flood risks to habitable buildings upstream and downstream of the precinct.
- (11) Visual and physical links to the surrounding area are protected.
- (12) Landscaping themes are complementary, consistent and coherent throughout the precinct.
- (13) Activities sensitive to traffic noise are controlled on adjacent to the strategic freight network (Spine Maketu Road and New Quarry Access Road) serving the Drury Quarry are protected from unreasonable levels of transport noise.

~~(14) Activities sensitive to noise in Sub-Precinct C are protected from unreasonable levels of land transport noise.~~

- (14)(15) Activities in sub-precinct C do not compromise the function, role and amenity of the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone (either zoned or identified in the Council approved Structure Plan for Drury).

I410.3. Policies [rp/dp]

The policies of the underlying Light Industry zone apply in sub-precincts A-B, the policies of the underlying Mixed Use zone apply in sub-Precinct C, the policies of the Open Space – Informal Recreation Zone apply in Sub-precinct D, the policies of the Business – Heavy Industry Zone apply in sub-precinct E and the Auckland-wide policies as well as the precinct policies below apply throughout the precinct unless there is a conflict between the precinct policies or underlying zone policies and the Auckland- wide policies, in which case the precinct policies prevail.

- (1) Protect and enhance the significant streams and vegetation within Sub-precinct D.
- (2) Enhance the biodiversity of ecological resources and linkages and restore degraded ecosystems while reducing stream bank erosion through riparian planting along retained watercourses in sub-precincts B and D.
- (3) Reflect the cultural heritage values of the Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas in the development of sub-precinct D.

Commented [RM2]: NZTA – submission point 6.

Amended to in line with submission, except for reference to Mill Road.

Commented [RM3]: NZTA – submission point 7 and AT seek changes

Propose deleting this objective and integrating with amended Objective 13 above.

- (4) Maintain a sense of openness and naturalness on land adjacent to State Highway 1.
- (5) Maintain visual and physical links to the surrounding area within the precinct.
- (6) Utilise complementary, consistent and coherent landscaping themes throughout the precinct.
- (7) Design and construct attractive wetland areas for stormwater treatment and detention that also provide reserve and visual amenity opportunities.
- (8) Provide public open space buffer areas between the land to be developed for business activities and surrounding rural land.
- (9) Ensure buildings in Sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian safety and convenience.
- ~~(10) Locate higher employee-generating activities in Sub-precinct C close to potential public transport routes.~~
- (140) Provide for **adequate** transport infrastructure and connections including the ~~spine~~ **Maketu** road to support safe and efficient movement within the precinct and to and from the surrounding transport network.
- (121) Provide high quality public open spaces in Sub-precinct D that result in opportunities for passive surveillance.
- ~~(132)~~ Provide adequate stormwater, water, wastewater, communications and energy networks in a timely and co-ordinated manner to service ~~industrial activity~~ **development** within the precinct.
- (143) Co-ordinate **road-transport** network (including the state highway) improvements both within and outside the precinct with development within the precinct to manage adverse effects on the safe and efficient operation of the surrounding **road-transport** network.
- (154) Make adequate provision within Sub-precinct D to detain the 100 year Average Recurrence Interval (ARI) event without adverse effects on the extent of flooding of upstream and downstream areas.
- (165) Provide sufficient floodplain storage within Sub-precinct D to avoid increasing flood risk upstream and downstream, and manage increased flood risk within the precinct, to habitable rooms for all flood events from the 50% and up to the 1% AEP.
- (176) Undertake earthworks to form the modified floodplain in a manner which ensures flood effects on downstream or upstream areas are not exacerbated.
- ~~(187)~~ Avoid locating buildings within the 100 year ARI modified floodplain.

Commented [RM4]: NZTA-9 and AT seek removal of 'adequate'.
Amendment made.

Commented [RM5]: NZTA-10 and AT seek reference to transport network.
Amendment made.

- (198) Avoid locating infrastructure within the 100 year modified ARI floodplain unless it can be designed to be resilient to flood related damage and does not exacerbate flood risks for upstream or downstream activities.
- (2019) Identify overland flowpaths in a stormwater management plan or discharge consent and ensure that that they remain unobstructed and able to convey surface water runoff safely into the reticulated stormwater network.
- (240) Avoid or mitigate adverse effects on surface or groundwater quality from stormwater runoff within the precinct through on-site stormwater management and containment and the provision of catchment based stormwater treatment ponds.
- (221) Mitigate any diversion or piping of existing degraded or modified watercourses by the ecological enhancement and landscape planting of existing natural and diverted watercourses within and immediately adjacent to the precinct.
- (232) In Sub-precinct A, B, D and E, ~~avoid~~ the establishment of sensitive residential land uses ~~within the precinct.~~
- ~~(24) Avoid locating potentially sensitive commercial services within 500 metres of the Quarry zone boundary or within 100 metres of the Business – Heavy Industry Zone or any rural zone boundary.~~
- (253) Control activities ~~potentially sensitive to traffic noise~~ **adjacent to** ~~en~~ the strategic freight network (~~Spine Maketu~~ Road and New Quarry Access Road) serving the Drury Quarry, so that occupants are not exposed to unreasonable levels of transport noise.
- (264) Manage development and subsequent land use to minimise adverse effects on the efficient and safe operation of existing high voltage electrical transmission and distribution lines, fibre optic cables and the Vector natural gas pipeline.
- (25) Encourage a mix of residential and commercial uses within Sub-precinct C close to potential public transport routes and open space amenity, which provides opportunities to integrate with the Drury South Residential Precinct and the balance of the Drury South Industrial and Mixed Use Precinct.
- (26) Provide for a range of commercial activities in Sub-Precinct C that will not compromise the role and amenity of the Business – Metropolitan Centre zone, Business – Town Centre zone (either zoned or identified in the Council approved Structure Plan for Drury) beyond those effects ordinarily associated with trade effects on trade competitors. In particular:

Commented [RM6]: NZTA-11. Minor amendments made.

- (a) Discourage the concentration of retail activity in one part of sub-precinct C, having regard to the effects of the scale and type of retail activity proposed;
- (b) Appropriately stage the provision of retail (including supermarkets) in Sub-Precinct C over time as development in the surrounding area occurs;
- (c) Enable appropriately scaled office activities to establish in sub-precinct C that support surrounding land uses in the Drury South precinct.

(27) Encourage a complementary mix of convenience activities to locate in the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.

I410.4. Activity table

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

In the event of a conflict between the zone or Auckland-wide rules and the precinct rules, the precinct rules prevail.

Table I410.4.1 specifies the activity status of development and subdivision activities in the sub-precincts A-C and E pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I410.4.1 Activity table 1 – Sub-precincts A to E

Activity		Activity status
Development		
(A1)	Subdivision ₁ or any development of land which precedes a subdivision ₁ being undertaken which complies with Standard I410.6.3 below. (Note that for the purposes of this rule "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building)	RD
(A2)	Subdivision ₁ or any development of land which precedes a subdivision ₁ being undertaken which does not comply with Standard I410.6.3 below, or results in increased flood risk to habitable rooms for all flood events from the 50% and up to 1% AEP flood event downstream and upstream of the Structure Plan area.	NC
(A3)	The creation of vehicle access to any site with frontage to or from the Spine-Maketu Road shown on Precinct Plan 2 which also has frontage to another road shown on that Plan	RD

(A4)	Residential activities in sub-precinct C which do not comply with Standard I410.6.5 (no-complaints covenant)	NC
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Table I410.4.2 specifies the activity status of land use activities in Sub-precinct A pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.2 Activity table 2 – Sub-precinct A (Light Industry)

Activity		Activity status
Use		
Commerce		
(A45)	Commercial services	NC
(A56)	Dairies	NC
(A67)	Drive-through restaurants	NC
(A78)	Entertainment facilities	NC
(A89)	Food and beverage	NC
(A910)	Retail over 450m ² <u>except for Trade Suppliers</u>	Pr
A11)	<u>Trade Suppliers</u>	P
(A10)	Activities that do not comply with standards in I410.6.2(9)	D

Table I410.4.3 specifies the activity status of land use and development activities in Sub-precinct B pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.3 Activity table 3 – Sub-precinct B (Light Industry - Motorway Edge)

Activity		Activity status
Use		
Commerce		
(A142)	Commercial services	NC
(A123)	Dairies	NC

(A134)	Drive-through restaurants	NC
(A145)	Entertainment facilities	NC
(A156)	Food and beverage	NC
(A167)	Retail over 450m ²	Pr
Development		
(A178)	New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities	C
(A189)	Additions to buildings that are less than: <ul style="list-style-type: none"> • 10 per cent of the existing gross floor area of the building; or • 250m² whichever is the lesser	P
(A19-20)	Internal alterations to buildings	P
(A20)	Activities that do not comply with the standards in I410.6.2(9)	D

Table I410.4.4 specifies the activity status of land use and development activities in Sub-precinct C pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.4 Activity table 4 – Sub-precinct C (~~Light Industry – Commercial Services Business - Mixed Use~~)

Activity		Activity status
<u>Use</u>		
<u>Commerce</u>		
(A21)	<u>Trade Suppliers</u>	<u>P</u>
(A22)	<u>Garden Centres</u>	<u>P</u>
(A23)	<u>Motor Vehicle Sales</u>	<u>P</u>
(A24)	<u>Marine Retail</u>	<u>P</u>
(A25)	<u>Department Stores</u>	<u>NC</u>

(A26)	A single supermarket greater than 2000m ² gross floor area	RD
(A27)	Retail not otherwise permitted up to 200m ² gross floor area per tenancy	P
(A28)	Retail not otherwise permitted greater than 200m ² gross floor area per tenancy	D
(A29)	Offices up to 500m ² per tenancy	P
(A30)	Offices between 501m ² – 1000m ² per tenancy	RD
(A31)	Offices greater than 1000m ² per tenancy	D
(A32)	Activities that do not comply with the standards in I410.6.2(9)	D

Activity	Activity status	
Use		
Commerce		
(A21)	Commercial services	P
(A22)	Dairies up to 200m ² gross floor area	P
(A23)	Drive-through restaurants	P
(A24)	Retail over 450m ²	Pr
(A25)	Offices	P
Community		
(A26)	Childcare centres	P
(A27)	Tertiary Education facilities for industrial training purposes only	P
(A28)	Healthcare facilities	P
Development		
(A29)	New buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities	G

(A30)	Additions to buildings that are less than: <ul style="list-style-type: none"> • 10 per cent of the existing GFA of the building; or • 250m² whichever is the lesser	P
(A31)	Internal alterations to buildings	P
(A32)	Activities that do not comply with Standards I410.6.1.1 – I410.6.1.4	NC
(A33)	Activities that do not comply with the standards in I410.6.2	D

Table I410.4.5 specifies the activity status of land use activities in Sub-precinct D pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.5 Activity table 5 – Sub-Precinct D (Open Space – Informal Recreation Zone / Stormwater Management)

Activity	Activity status	
Use		
Community		
(A342)	Any activity listed as a permitted activity in the Open Space – Informal Recreation Zone	P
(A353)	Stormwater management devices	P
(A364)	Activities that do not comply with the standards in I410.6.2	D

Table I410.4.6 specifies the activity status of land use activities in Sub-precinct E pursuant to section 9(3) of the Resource Management Act 1991.

Table I410.4.6 Activity table 6 – Sub-precinct E (Heavy Industry)

Activity	Activity status	
Use		
Commerce		
(A375)	Dairies	NC

(A386)	Food and beverage	NC
(A397)	Activities that do not comply with the standards in I410.6.2	D

I410.5. Notification

- (1) An application for resource consent for a controlled activity listed in Tables I410.4.1 - I410.4.6 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.
- (2) ~~Any application for resource consent for an activity listed in Tables I410.4.1 - I410.4.6 and which is not listed in I410.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.~~ The council will consider applications for subdivision or development of land that is a restricted discretionary activity listed in the activity tables of the underlying zone or in I410.4 above, without the need for public or limited notification.
- (3) 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).

Commented [RM7]: NZTA-15 and AT – retain operative notification provisions.
Amendments to clarify that this provision only applies to RD activities listed in the activity tables i.e. does not apply to rule infringements.

I410.6. Standards

The overlay, Auckland-wide and zone standards apply in this precinct, unless otherwise specified below.

~~Rule E27.6.1 does not apply in the Drury South Industrial and Mixed Use Precinct.~~

For the purposes of Rule E27.6.1(2)(b), the following activities have been assessed as part of an Integrated Transport Assessment on which the Drury South Industrial and Mixed Use Precinct provisions for Sub-precinct A and C are based:

Activity	GFA (m²)
<u>Supermarket</u>	<u>4,500</u>
<u>Retail</u>	<u>4,400</u>
<u>Offices</u>	<u>15,000</u>
<u>Trade suppliers</u>	<u>11,000</u>
<u>Supporting commercial services</u>	<u>3,300</u>
<u>Residential – apartments</u>	<u>12,300</u>

Commented [RM8]: NZTA-16 and AT seek to delete this rule.
Amendments made to clarify which activities are exempt from the rule, which aligns with the transport assessment. See also additional memo from Joe Phillips on the office threshold.

Activity	GFA (m ²)
Residential – Retirement Villages	22,000

I410.6.1. Sub-precinct C

All activities listed as permitted in Table I410.4.4 must comply with the following standards

I410.6.1.1 Retail and Office Gross Floor Area

- (1) Retail must not exceed a total of 1000m² gross floor area in Sub-Precinct C. This excludes one supermarket greater than 2000m², service stations, trade suppliers, garden centres, motor vehicle sales, marine retail and food and beverage.
- (2) Retail activities specified in (1) above, greater than 1000m² and up to and including 4,500m² in Sub-Precinct C will be assessed as a restricted discretionary activity on a non-notified basis.
- (3) Retail activities specified in (1) above, greater than 4,500m² in Sub-Precinct C will be assessed as a discretionary activity.
- (4) Offices must not exceed 15,000m² in total in Sub-Precinct C. Offices greater than 15,000m² will be assessed as a discretionary activity.
- (5) Trade suppliers within Sub-Precincts A and C must not exceed a total of 11,000m² gross floor area. Trade suppliers that are greater than 11,000m² gross floor area will be assessed as a restricted discretionary activity on a non-notified basis.

I410.6.1.1.1 Dairies

- (4) ~~Dairies must not exceed 200m² gross floor area.~~
- (5) ~~Dairies must be located more than 100 metres from the nearest rural zone boundary.~~

I410.6.1.1.2 Food and beverage

- (1) ~~Food and beverage must not exceed 200m² gross floor area.~~
- (2) ~~Food and beverage must be located more than 100 metres from the nearest rural zone boundary.~~

I410.6.1.1.3 Childcare centres

- (1) ~~Childcare centres must be located more than 500 metres from the nearest Business – Heavy Industry Zone boundary.~~

~~(2) Childcare centres must be located more than 100 metres from the nearest rural zone boundary.~~

1410.6.1.4. Healthcare facilities

~~(1) Healthcare facilities must be located more than 500 metres from the nearest Business – Heavy Industry Zone boundary.~~

~~(2) Healthcare facilities must be located more than 100 metres from the nearest rural zone boundary.~~

1410.6.2. Sub-precincts A-E

The standards are those listed in the Auckland-wide rules (in respect of sub-precincts A-E), Business – Light Industry Zone (in respect of sub-precincts A-B), Business – Mixed Use Zone (in respect of sub-precinct C), the Open Space – Informal Recreation Zone (in respect of sub-precinct D) and the Business – Heavy Industry Zone (in respect of Sub-precinct E) except as follows:

~~(1) A minimum parking rate of 1 space per 40m² gross floor area applies to commercial services in Sub-precinct C.~~

~~(2) Buildings must not exceed 25m in height in Sub-precinct E and Sub-Precinct C.~~

~~(3) Within the Drury South Industrial and Mixed Use Precinct the industrial zone height in relation to boundary control will not apply, and instead, buildings must not project beyond a 45 degree recession plane measured from a point 2 metres vertically above ground level along the residential or public open space boundary.~~

~~(4) All new roads must be designed and constructed to comply with the provisions of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads".~~

~~(5) The upward waste light ratio from any luminaire must not be more than 3 per cent. The upward waste light ratio is defined as: "The ratio of the light flux emitted above the horizontal by a luminaire to the total light flux emitted, expressed as a percentage, evaluated for the upcast angle".~~

~~(6) The front yard landscaping of sites used for an industrial purpose must comprise a 3 metre wide continuous (except for those areas used for vehicle and pedestrian access) planting of multi row Phormium tenax (flax) planted at 1.5 metre centres in staggered rows on a grid. This planting requirement must not apply to sites within sub-precincts B or C. Any required security fence must be setback a minimum of 3 metres from the front boundary and such fencing (whether in front yards or on rear or side boundaries) must be 2 metre maximum height and must not incorporate barbed or razor wire or an angled top. Fence posts and wire mesh are to be black coloured.~~

~~(7) All side boundaries of sites in the Business – Light Industry Zone and all side and rear boundaries of sites in the Business – Heavy Industry Zone must be planted with a row of either Leyland Cypress, Casuarina (sheoak) or Macrocarpa at 3 metre centres.~~

located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 3.5 metres. This requirement must not apply to sites within sub-precincts B, C or D. Where sites with side or rear boundaries abut State Highway 1 within Sub-precinct B, all such boundaries must be planted with a double row of Leyland Cypress with 2 metres between rows and trees within each row planted at 3 metre centres. Tree rows are to be staggered and the first row is to be located 1.5 metres in from the side or rear boundary and buildings must be setback from the relevant boundary by a minimum of 5.5 metres accordingly. Any noise attenuation wall or fence designed to deflect noise arising from State Highway 1 must be fully screened by planting in views from the motorway.

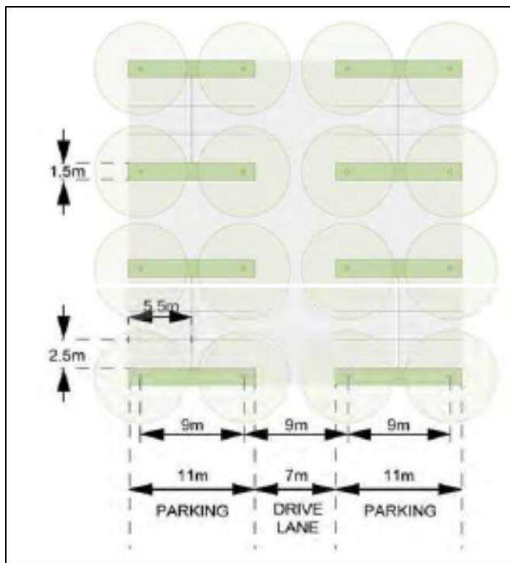
Commented [RM9]: Counties Power – seek amendments to provide for more appropriate tree species that provide access to the transmission line.

Deleted this rule and replaced with additional assessment criteria below for subdivision and new buildings in sub-precinct B.

(7) Where any new building is proposed, the reflectivity value of the roof or roofs must not exceed 30 per cent.

(8) Within Sub-precinct B no less than 30 per cent of the net site area of each site is to be in permeable landscape area (including any on site stormwater treatment). Where on site car parking adopts a layout fully conforming with the fully planted permeable carpark design layout detailed in Figure I410.6.2.1 below, the permeable landscape area may be reduced to no less than 20 per cent of the site area.

Figure I410.6.2.1 Carpark design



~~(9) Within the Sub-precinct C the ground floor of all buildings must have a minimum floor to ceiling height of 4.5 metres to allow long term adaptive reuse of light industrial buildings for commercial services activities.~~

(10) Any land modification to form the 1% AEP modified flood plain must:

- (a) not reduce flood storage capacity in the precinct; and
- (b) not change the flood characteristics upstream or downstream of the precinct for all flood events from the 50% and up to the 1% AEP flood event in ways that result in an increase in peak flood levels.

I410.6.3. Subdivision or development preceding subdivision in Sub-precincts A– E

- (1) Proposed roads (including pedestrian and bicycle routes) identified on the Precinct Plan 1 and Precinct Plan 2, must be ~~constructed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed roads must be~~ located generally in the position indicated on Precinct plan 1 and Precinct Plan 2, but the precise location will be subject to detailed engineering and subdivision design. An alternative roading layout may be proposed provided that an integrated approach to land use and transport can be achieved throughout the Drury South Industrial and Drury South Residential precincts.
- (2) The land identified as part of Sub-precinct D on ~~the Precinct plan 1 and Precinct Plan 2~~ must be developed ~~and vested in council~~ upon subdivision or development of the relevant area ~~at no cost to the council~~. Proposed ~~reserves and~~ stormwater management areas must be located generally in the position indicated on Precinct Plan 1, and must be offered to the Council, the structure plan but precise location will be subject to detailed engineering and subdivision design. Vegetated buffers not less than 40 metres in total width are to be provided along stream corridors within stormwater management areas and must include a minimum of 10 metres of native riparian planting either side of the stream edge. Off-site stormwater management services including wetlands and the primary and secondary stormwater conveyance system is to be vested at no cost to the council in accordance with a network discharge consent or other relevant discharge consent or a stormwater management plan approved by the Council. All stormwater management areas and wetlands must be designed to serve a dual function to treat stormwater and provide ecological benefits.
- (3) Reticulated water services must be supplied to the precinct and all new water infrastructure must be fully funded (including consenting costs) by the developer(s) of the land within the precinct. Such services must be provided to the relevant part of the precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have

been granted.

- (4) Wastewater services are to be provided to the precinct either by (in no particular order):
- (a) the construction of a connection to Watercare's existing wastewater network and any necessary upgrading of that network that is required to service the Precinct; and/or
 - (b) the construction of a Wastewater Treatment Plant to service the Precinct, or a larger catchment if required.

In either case wastewater services are to be provided in a manner approved by Watercare and constructed to Watercare's design and operational standards. The developer(s) must fully fund (including consenting costs) all new wastewater infrastructure required to service the Precinct. Wastewater services must be provided to the relevant part of the Precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have been granted. In the event that a new regional wastewater treatment plant becomes available to service the precinct, and subject to approval from Watercare, the precinct could be connected to that plant.

Note: that for the purposes of the Standards I410.6.3(1)-(4) above, references to "Watercare" means Watercare Services Limited and references to "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building.

I410.6.4 Sub-Precinct C (Noise and Ventilation)

- (1) Any building containing a noise sensitive space within Sub-Precinct C must be located and/or designed and/or insulated, or screened by suitable barriers, so that the design internal noise levels in those rooms do not exceed:
- (a) 40 dB $L_{Aeq(24 \text{ hours})}$ inside any noise sensitive space; and
 - (b) 70 dB $L_{Aeq(24 \text{ hour})}$. ~~In addition, the assessed incident noise level on any to a façade of any building facing Maketu Road that accommodates a noise sensitive space must not exceed 70 dB $L_{Aeq(24 \text{ hour})}$.~~
- (2) Compliance with Standard I410.6.4(1) must be determined For the purpose of this rule, based on a road traffic noise level 10m from the nearest traffic lane of Maketu Road shall be based on a road traffic noise level 10m from the nearest traffic lane of 75 dB $L_{Aeq(24 \text{ hour})}$, 83 dB $L_{Aeq(24 \text{ hour})}$ at 63 Hz and 79 dB $L_{Aeq(24 \text{ hour})}$ at 125 Hz.
- (3) For residential dwellings, where the internal noise levels in Standard 1 can

Commented [RM10]: NZTA-19.

Minor amendments made.

only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve:

- (a) an internal temperature no greater than 25 degrees Celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees celsius or;
- (b) a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
 - (i) six air changes per hour (ACH) for rooms with less than 30 percent of the façade area glazed; or
 - (ii) fifteen air changes per hour (ACH) for rooms with greater than 30 percent of the façade area glazed; or
 - (iii) three air changes per hour for rooms with façades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight

(3)(4) For all other noise sensitive spaces, where the internal noise levels in Standard I451.6.4.1 above can only be complied with when doors or windows to those rooms are closed, those rooms must be mechanically ventilated and/or cooled to achieve an internal temperature of no greater than 25 degrees celsius based on external design conditions of dry bulb conditions 25.1 degrees celsius and wet bulb 20.1 degrees Celsius; and

- (a) provide relief for equivalent volumes of spill air; and
- (b) be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system; and
- (c) have a mechanical ventilation and/or cooling system that generates a noise level of no greater than L_{Aeq} 35dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows.

(4)(5) For the avoidance of doubt, this rule applies in addition to the relevant provisions of Chapter E25 – Noise and Vibration.

I410.6.5 Sub-Precinct C (Restrictive non-complaint covenant)

(1) Residential activities in Sub-precinct C shall be subject to a restrictive non-complaint covenant* in favour of the operator of Drury Quarry.

*For the purposes of the Drury South Industrial and Mixed Use precinct and of this rule a 'restrictive non-complaint covenant' is defined as a restrictive covenant registered on the Title to the property or a binding agreement to covenant, in favour of the operator of Drury Quarry, by the landowner (and binding any successors in title) not to complain as to effects generated by the lawful operation

of the quarry, including heavy vehicle movement noise. The restrictive non-complaint covenant is limited to the effects that could be lawfully generated by the quarry activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to quarry activities (although an individual restrictive non-complaint covenant may do so.) Details of the existence of covenant documents may be obtained from the Quarry Operator, its solicitors, or in the case of registered covenants by searching the Title to the property.

I410.7. Assessment – controlled activities

I410.7.1. Matters of control

The Council will reserve its control to all of the following matters when assessing a controlled activity resource consent application:

- (1) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct B:
 - (a) retention of existing vegetation;
 - (b) planting;
 - (c) building design and appearance;
 - (d) parking area design;
 - (e) storage and waste management location and design; and
 - (f) vehicular access;
- ~~(2) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:~~
 - ~~(a) building design;~~
 - ~~(b) parking area design;~~
 - ~~(c) signs;~~
 - ~~(d) service area location;~~
 - ~~(e) vehicular access; and~~
 - ~~(f) mitigation of traffic noise.~~

Commented [RM11]: Note additional assessment criteria to address Counties Power submission points covered by this matter of discretion.

I410.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

(1) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct B:

(a) retention of existing vegetation:

- (i) the extent to which layouts retain and protect existing mature trees, particularly those of indigenous species, where these contribute to the site character and amenity.

(b) planting:

- (i) the extent to which planting is designed to have a large scale landscape effect and combine native as well as appropriate exotic species to provide seasonal change and quality amenity; or
- (ii) where public open space land adjoins the motorway, the extent to which boundary planting that creates a continuous visual barrier to eastward views from the State Highway 1 corridor is avoided and whether landscape design emphasises the current sequence of intermittent views to the Hunua Ranges from the State Highway 1 corridor and the pattern of variable depth of such views;

(iii) the extent to which planting is provided in side and rear boundaries adjoining State Highway 1 to provide a visually attractive frontage and maintain safe access to the National Grid for maintenance purposes. Appropriate species include: *Pittosporum crassifolium* (Karo), *Pittosporum tenuifolium* (Black Matipo), *Phormium tenax* (Harakeke), *Phormium cookianum* (Wharariki), *Hebe stricta* (Koromiko) and *Carex*.

Commented [RM12]: Counties Power, as noted above.

(c) building design and appearance:

- (i) the extent to which buildings are located with design consideration for their visibility and reduced visual impact as viewed from the State Highway 1 corridor and the desirability of maintaining a sense of openness as seen from the motorway; or
- (ii) the extent to which the visual mass of larger buildings is minimised by employing the following methods:
 - utilising subdued, recessive colours;
 - providing variation in materials and finish for facades viewed from the motorway;
 - creating variation of roof profiles with consideration given to the overall roofscape viewed from the motorway;
 - all rooftop servicing and plant should be designed as an integral part of the roofscape with particular consideration

given to the view from the motorway;

(d) parking area design:

- (i) the extent to which parking areas are designed to incorporate trees to break up the scale of hard surface areas; or
- (ii) the extent to which the fully planted permeable carpark design layout (refer Figure I410.6.2.1 above) style of parking is adopted within Sub-precinct B;

(e) storage and waste management location and design:

- (i) the extent to which storage and waste management activities are located and/or designed to be screened from view of State Highway 1;

(f) vehicular access:

- (i) the extent to which proposed vehicle access to sites adjoining the Spine Market Road and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;

~~(2) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:~~

~~(a) building design:~~

- ~~(i) the extent to which buildings on corner lots are designed to provide for a quality architectural response to the corner. Appropriate design responses would be provision of additional height at the corner, windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner; or~~
- ~~(ii) the extent to which built development fronts the street with a quality recognisable pedestrian entry to the street;~~

~~(b) parking area design:~~

- ~~(i) the extent to which parking is provided on the road network adjacent to sub-precinct C areas and on-site parking layouts are designed in accordance with the typical layout identified in Appendix I410.11.1.~~

~~(c) signs:~~

- ~~(i) the extent to which signs for each sub-precinct C development are coordinated including the physical location of signs, their type, face, style and content;~~

~~(d) service area location:~~

~~(i) the extent to which service areas are located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas;~~

~~(e) vehicular access:~~

~~(i) the extent to which proposed vehicle access to sites adjoining the Spine Road and New Quarry Access Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;~~

~~(f) mitigation of traffic noise:~~

~~(i) the extent to which premises offering food and beverages, health professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) are designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.~~

I410.8. Assessment – restricted discretionary activities

I410.8.1. Matters of discretion

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 or zone provisions:

- (1) subdivision or any development of land which precedes a subdivision being undertaken which complies with Standard I410.6.3:
 - (a) the relevant council and Auckland Transport development code or codes of practice;
 - (b) geotechnical and seismic;
 - (c) servicing and development sequencing;
 - (d) design and layout;
 - (e) earthworks;
 - (f) transportation network development requirements;
 - (g) ecology;
 - (h) Counties Power 110 Kv sub-transmission lines; and
 - (i) stormwater management;

- (2) the creation of vehicle access to any site with frontage to or from the ~~Spine~~ Maketu Road shown on Precinct Plan 2 which also has frontage to another road shown on that plan:
- (a) effect of the location and design of the access on the safe and efficient operation of the adjacent transport network; and
 - (b) adequacy of access arrangements.
- (3) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:
- (a) building design;
 - (b) parking area design;
 - (c) signs;
 - (d) service area location;
 - (e) vehicular access; and
 - (f) mitigation of traffic noise.
- (4) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C
- (a) the compatibility of the effects of intensity and scale of the development arising from the numbers of people and/or vehicles using the site, with the existing and expected future amenity values of the surrounding area and any practicable mitigation measures that would be appropriate to manage those effects;
 - (b) the effects of the design and location of parking areas and vehicle access and servicing arrangements on visual amenity of the streetscape and on pedestrian safety;
 - (c) the effects of the size, composition, characteristics, and concentration of retail or office activities proposed in Sub-precinct C on the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan for Drury, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;
 - (d) In determining (c) above, whether the activity is coordinated with the rate of residential and commercial development in the local area to ensure that the activity individually, or in combination with other consented or

permitted activities, meets the needs of the local catchment:

- (e) whether the retail or office proposal, individually, or in combination with other consented or permitted activities, meets the needs of the local residential and employment catchment;
- (f) the assessment of the above matters having regard to the need to provide for the functional requirements of the activity.

(5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area

(a) Effects of the activity on the safe and efficient operation of the surrounding transport network.

(6) Infringement I410.6.4 – Sub-Precinct C (Noise and Ventilation)

- (a) the effects of land transport noise of the noise sensitive activity;
- (b) the potential reverse sensitivity effects of the infringement.

I410.8.2. Assessment criteria

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) subdivision, or any development of land which precedes a subdivision being undertaken, which complies with Standard I410.6.3:
 - (a) the extent to which the subdivision or development is in accordance with the relevant codes or codes of practice or engineering standards, **and whether the road network is consistent with its intended function as set out within those codes or codes of practice;**
 - (b) the extent to which the subdivided lots or the land on which the development is to be undertaken are geotechnically suitable for the development of a permitted activity or an activity for which resource consent has been obtained. This may include an assessment of the following:
 - (i) any proposed fill materials;
 - (ii) stability in areas of deep cut particularly adjacent to the boundaries of the Precinct;
 - (iii) settlement and stability issues associated with the Hingaia and Maketu streams;
 - (iv) time dependent settlement;

Commented [RM13]: AT seek an additional assessment criterion addressing the function of the roads. Suggest minor amendments to link the function with the relevant codes of practice.

- (v) ground seismicity and buffer zone; or
 - (vi) liquefaction;
- (c) the extent to which subdivision and development occurs in a logical and sequential manner in relation to:
- (i) the implementation of improvements and/or upgrades to the roading network;
 - (ii) the implementation of a potential pedestrian and cycling connection shown on Precinct Plan 1 between the Drury South Residential Precinct and Sub-Precinct C and the integration of this with proposed built development in Sub-Precinct C;
 - (iii) the establishment of the stormwater management areas within sub-precinct D identified on Precinct Plan 1 and catchment wide stormwater management devices as identified in the relevant discharge consent and/or stormwater management plan required by the special information requirements below;
 - (iv) the provision for overland flowpaths identified in an approved discharge consent and/or stormwater management plan required by the special information requirements below; or
 - (v) the provision of wastewater facilities, water supply, electricity, gas and telecommunications, including the protection and /or relocation of any existing local electricity, gas and communications assets;
- (d) the extent to which subdivision design and layout gives effect to the objectives and policies identified for the Drury South Industrial and Mixed Use Precinct and the subdivision design assessment criteria set out in Appendix I410.11.1.
- (e) the extent to which the earthworks required by the subdivision or development:
- (i) avoid or mitigate adverse effects on land stability, existing underground infrastructure facilities (such as the Vector gas pipeline and Telecom telecommunications cables), and groundwater quantity and quality;
 - (ii) avoid or mitigate adverse effects on the visual quality of the landscape or natural landforms, watercourses, habitats or vegetation;
 - (iii) avoid or mitigate adverse effects on traffic management within the area or create damage, danger, or nuisance to surrounding residents or the Ramarama School;
 - (iv) consider opportunities to recharge the aquifer using treated

- stormwater where permeable soils are available;
- (v) ensure that the creation of level development platforms are contoured to integrate with the surrounding street environment and open space corridors;
- (vi) screen retaining walls from public view;
- (vii) provide and maintain continuity of overland flow paths both within the site, as well as upstream and downstream; and where overland flow paths are diverted and/or altered show how:
- potential effects on other properties from the diversion or alteration is avoided or mitigated;
 - effects from scouring and erosion are mitigated;
 - further changes to the overland flow path will be limited, when appropriate through an easement in favour of Council;
- (viii) if located in the 1% AEP modified flood plain, including earthworks for the formation of stormwater management devices such as wetlands and/or for necessary infrastructure (including associated landscaping and accessways), whether:
- the design of the device, including associated earthworks, landscaping and accessways avoids impeding flood flows or otherwise exacerbating flood risk upstream or downstream of the site and how such effects can be avoided;
 - the design of the device or mitigation works is resilient to damage from the full range of flood events;
 - access to the device for maintenance is provided and maintenance plans address potential effects that may result from the proposed access route;
- (f) the extent to which the following transportation network requirements are met:
- (i) whether subdivision or development will result in the central '~~Spine~~ Maketu Road' being progressively constructed on an alignment consistent with that indicated in Precinct plan 2;
- (ii) whether the following road projects indicatively shown on Precinct plan 2 will be completed before any buildings within the precinct are occupied:
- the realignment of existing Quarry Road onto the alignment of the '~~Spine~~ Maketu Road' from the State Highway 1 over-

- bridge to the southern extent of the first stage of subdivision;
- the upgrading of the existing Quarry Road/Great South Road intersection;
 - the provision of traffic signals or an alternative upgrade which achieves equivalent transport performance at the existing Great South Road/State Highway 22 (Karaka Road) intersection;
 - under the scenario where development of the Precinct proceeds in advance of the Mill Road Corridor Project, the upgrading of the right turn bay on Waihoehoe Road at the Waihoehoe Road/Fitzgerald Road intersection;
- (iii) whether a new dedicated pedestrian path and cycleway has been be constructed between the existing Drury township and the precinct before development and occupation of more than 25 hectares of Industrial zoned land within the precinct occurs;
- (iv) whether Ramarama Road, at the northern boundary of the precinct remains open is closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area as defined on Precinct Plan 2 has been subdivided or developed;
- (v) whether the Link Road from the ~~Spine-Maketu~~ Road to Fitzgerald Road shown on Precinct Plan 2 is provided and shoulder widening, intersection treatments and localised widening works within the existing road reserve on Fitzgerald Road between the Link Road and Waihoehoe Road is undertaken before Ramarama Road is closed at the northern boundary of the Precinct;
- (vi) whether the 'Avenue' Road and the portion of the ~~Spine-Maketu~~ Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and whether the 'Avenue' Road is connected with Maketu Road at the northern and southern ends of Sub-precinct C. An alternative location for vehicle access through a portion of Sub-precinct C (the 'Avenue Road') may be appropriate where it is safe and efficient, and provided that a continuous and high amenity pedestrian and cycle connection is located along the western edge.
- (vii) whether Ramarama Road, at the southern boundary of the precinct is closed to all vehicular traffic by the time 89 hectares of Industrial zoned land within the precinct has been subdivided or developed;
- (viii) whether the southern portion of the ~~Spine-Maketu~~ Road that connects to Ararimu Road is constructed before:

Commented [RM14]: AT seek amendments to ensure Ramarama Rd remains open.
Amendments made.

- Ramarama Road is closed at the southern boundary of the Precinct; or
 - any development of the precinct south of the New Quarry Access Road shown on Precinct Plan 2 occurs;
- (ix) whether State Highway 1 Ramarama Interchange is capable of accommodating the traffic from the subdivided and developed portion of the precinct including the predicted traffic from the land which is the subject of the application. To enable assessment of this criterion, applications for subdivision or development must include a traffic assessment of the effects of the subdivision or development on the interchange prepared by a qualified and experienced traffic engineer.
- Note: This criterion will be considered to be met where such an assessment includes a review undertaken by or on behalf of NZTA which confirms that there is sufficient capacity or planned capacity at this interchange to accommodate the predicted increase in traffic;
- (g) in respect of those new areas of planting in stormwater management and wetland areas in Sub-precinct D the extent to which:
- (i) plants should be eco-sourced as close as possible to the developed area;
 - (ii) the mechanisms proposed ensure the weed and pest management programme and the herpetofaunal mitigation/rehabilitation plan are implemented;
 - (iii) The public open space area that adjoins the southern boundary of the Precinct will provide the basis of an ecological corridor linkage of 30 metres in width between the southern buffer in the Precinct and bush areas in the Special Purpose – Quarry Zone when planted with suitable tree species at the time of subdivision of the adjoining industrial zoned land;
- (h) whether the existing 110kV Counties Power electricity lines are provided for in the existing positions in any subdivision or whether the existing lines can be relocated in agreement with Counties Power;
- (i) whether the stormwater management plan and works proposed as part of the subdivision or development:
- (i) comply with any approved discharge consent;
 - (ii) are effective in avoiding, remedying or mitigating the potential adverse effects of stormwater discharge on water quality and flood hazards. In the case of stormwater management facilities within private land this assessment will include how the operation and maintenance of such

- facilities is to be secured by way of appropriate covenants or consent notices;
- (iii) can effectively contain all the natural and diverted streams and their margins, wetlands, and other off-site stormwater management devices;
 - (iv) provide for overland flowpaths;
 - (v) require a bond or other security to be provided to ensure that the stormwater management works will be completed, with such bond to be released when the works are completed and the stormwater management areas and their devices are vested in council;
 - (vi) ensure that subdivision and development does not result in increased flood risk to habitable rooms for all flood events from the 50% and up to 1% AEP flood event downstream and upstream of the precinct;
- (2) the creation of vehicle access to any site with frontage to or from the ~~Spine~~ Maketu Road shown on Precinct plan 2 which also has frontage to another road shown on that plan:
- (a) any adverse effect from the location and design of the access on the safe and efficient operation of the adjacent transport network, including public transport, cyclists and general traffic, having regard to:
 - (i) the number of other access points to or from the ~~Spine~~ Maketu Road in the vicinity of the proposed access;
 - (ii) whether conflicts will be reduced by the presence of a raised central median which prevents right turning in the vicinity of the site;
 - (iii) visibility and safe sight distances particularly the extent to which vehicles entering/exiting the site can see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway;
 - (iv) existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring in all weathers;
 - (v) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the this Plan; and
 - (vi) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.
 - (b) whether the access arrangements are practicable and adequate having regard to site limitations and layout, and arrangement of buildings and

activities, users and operational requirements, and having regard to whether the site can reasonably be served by shared or amalgamated access with another site or sites on the Spine-Maketu Road where the sites in question are held in the same ownership.

(3) new buildings (excluding buildings for network utilities) or additions to buildings not otherwise provided for as permitted activities in Sub-precinct C:

(a) building design:

- (i) the extent to which buildings on corner lots are designed to provide for a quality architectural response to the corner. Appropriate design responses include the provision of additional height at the corner, windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner;
- (ii) the extent to which built development fronts the street and open space with a quality recognisable pedestrian entry or entries to the street.
- (iii) Where buildings are required to be setback from Maketu Road for acoustic amenity reasons, a safe and attractive edge to Maketu Road should be provided. Methods to achieve this include providing landscaping at the street edge and providing a good degree of glazing on the building facade overlooking Maketu Road;
- (iv) the extent to which developments for trade suppliers, garden centres, marine retail, motor vehicle sales or supermarkets provide a quality frontage to the street and provide appropriate treatments to side and rear boundaries, including quality fencing and landscaping, to recognise the broader range of activities enabled in sub-precinct C and the higher standard of amenity expected in the Mixed Use zone, while also taking into account the functional requirements of the activity.

(b) parking area design:

- (i) the extent to which parking is provided on the road network adjacent to sub-precinct C areas and on-site parking layouts are designed in accordance with the typical layout identified in Appendix I410.11.1.

(c) signs:

- (i) the extent to which signs for each sub-precinct C development are coordinated including the physical location of signs, their type-face, style and content;

(d) service area location:

- (i) the extent to which service areas are located so as to avoid

observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas;

(e) vehicular access:

(i) the extent to which proposed vehicle access to sites adjoining the Maketu Road shown on the Precinct plan 2 minimises any conflict with safety and efficiency of these routes as part of the strategic freight network;

(f) mitigation of traffic noise:

(i) the extent to which premises offering food and beverages, health professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) are designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.

(g) Drury South Industrial and Mixed Use precinct Appendix

(i) The extent to which buildings and development in Sub-Precinct C are consistent with the criteria in Appendix I410.11.2.

(4) A single supermarket greater than 2000m², supermarkets exceeding 450m² and up to 2000m² gross floor area per tenancy, offices between 501m² – 1000m² per tenancy and retail greater than 1000m² and up to and including 4,500m² in Sub-Precinct C

(a) The extent to which the effects of the size, composition, characteristics and concentration of retail or office activities in Sub-precinct C will be complementary to the existing and expected future function, role and amenity of other Metropolitan or Town Centres that are zoned or are identified in a Council approved Structure Plan, having regard to the need to enable convenient access of communities to commercial and community services while disregarding any effects ordinarily associated with trade effects on trade competitors;

(b) The extent to which retail that meets local convenience needs is located at the southern part of sub-precinct C, where it would be most accessible to the Drury South Residential precinct and would support a local community focal point.

(c) The extent to which the activity is coordinated with the rate of residential and commercial development in the wider area to ensure that the activity individually, or in combination with other consented or permitted activities, meets the needs of the local catchment;

- (d) The extent to which the size, composition and characteristics of any office activity would serve a local function and support adjoining businesses in Drury South.
- (5) Trade Suppliers in Sub-Precincts A and C greater than 11,000m² gross floor area
- (a) the extent to which the activity affects the safe and efficient operation of the adjacent transport network including pedestrian and cycling movement, particularly at peak traffic times;
- (b) the extent to which the proposal incorporates mitigation measures to address adverse effects.
- (6) Infringement I410.6.4 – Sub-Precinct C (Noise and Ventilation)
- (a) the extent to which the type of activity proposed is likely to be adversely affected by the expected levels of transport noise;
- (b) the extent to which any characteristics of the proposed use or area make compliance with of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads" unnecessary;
- (c) whether the building and any outdoor living areas are appropriately located, and/or setback an appropriate distance from the Spine Road and/or State Highway 1 to minimise the potential for adverse effects from land transport noise.

Commented [RM15]: NZTA-23 and AT.

I410.9. Special information requirements

I410.9.1. Earthworks plans

- (1) Any application for subdivision or development must be accompanied by detailed earthworks plans. Such plans must:
- (a) describe the nature and scale of the proposed earthworks, such as the extent of cut and/or fill, sources of fill and how the cut and fill is to be transported;
- (b) describe the construction management and communication methods to be followed to minimise nuisances and disruption to surrounding residents and Ramarama School (in particular, dust, traffic and noise impacts) during the construction period; and
- (c) provide detailed design of the modified flood plain.

I410.9.2. Ecological management plans

- (1) In respect of any new areas of planting in Sub-precinct D the following must be provided:

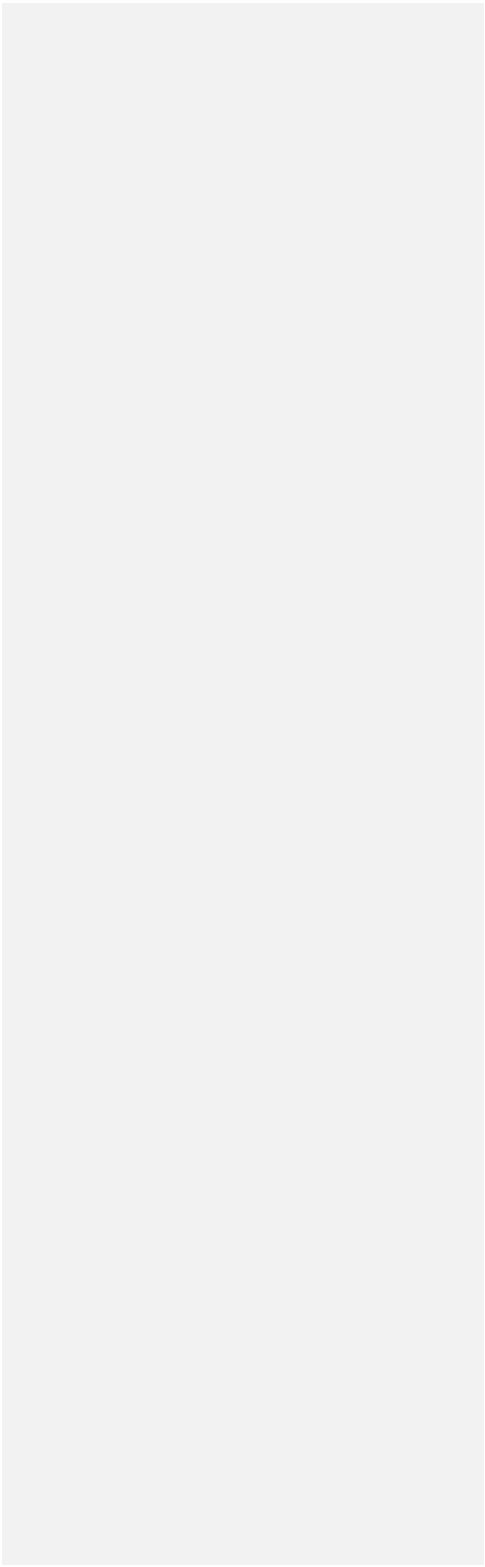
- (a) a weed and pest management programme for any new areas of planting within the stormwater management areas and wetland areas and remaining indigenous forest fragments in Sub-precinct D; and
- (b) a herpetofaunal mitigation/rehabilitation plan which targets only potentially suitable lizard habitat for relocation searches.

I410.9.3. Stormwater management report and plans

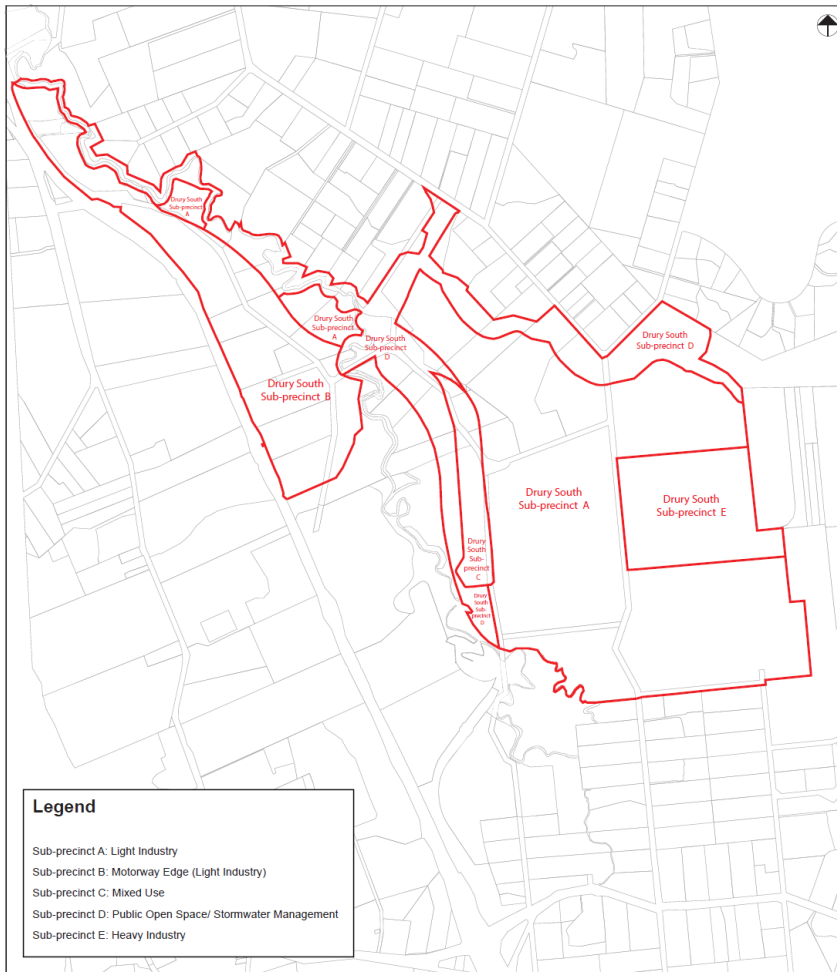
- (1) Any application for subdivision or development preceding subdivision must be accompanied by detailed stormwater management report and plans. Such report and plans must:
 - (a) describe how the plans comply with the conditions of any relevant discharge consent;
 - (b) identify overland flow paths;
 - (c) describe the nature and extent of any off-site stormwater management devices and how these devices are to be delivered if they are on land outside the application site;
 - (d) if stormwater management devices are to be located within the modified 1% AEP floodplain, describe how these devices are to be designed to be resilient to flood-related damage while not exacerbating flood risks for upstream or downstream activities;
 - (e) where streams are to be diverted and/or recreated as identified on the precinct plan, describe how this is to be achieved in a way that ensures that they function in a manner similar to natural stream systems. Detailed landscape treatment plans will be required to demonstrate:
 - (i) the proposed long section and cross sections;
 - (ii) how the new stream banks are to be stabilised;
 - (iii) how pool – riffles - run sequences are to be formed; and
 - (iv) how stormwater outlets are controlled.
- (2) A subdivision application for vacant lot subdivision or a land use application for a new building or buildings in Sub-precinct C must be accompanied by an indicative 'integration plan' showing how the proposed development integrates with potential future development in the remainder of Sub-precinct C, including existing or potential transport connections and activities.

To avoid doubt, this plan is not subject to any approval from the Council and is for information only. Its purpose is to inform how a particular stage of development will positively contribute to the visual quality and interest of

streets, public open spaces and pedestrian amenity, movement and safety (Policy H13.3(3)), in an integrated manner across Sub-precinct C.

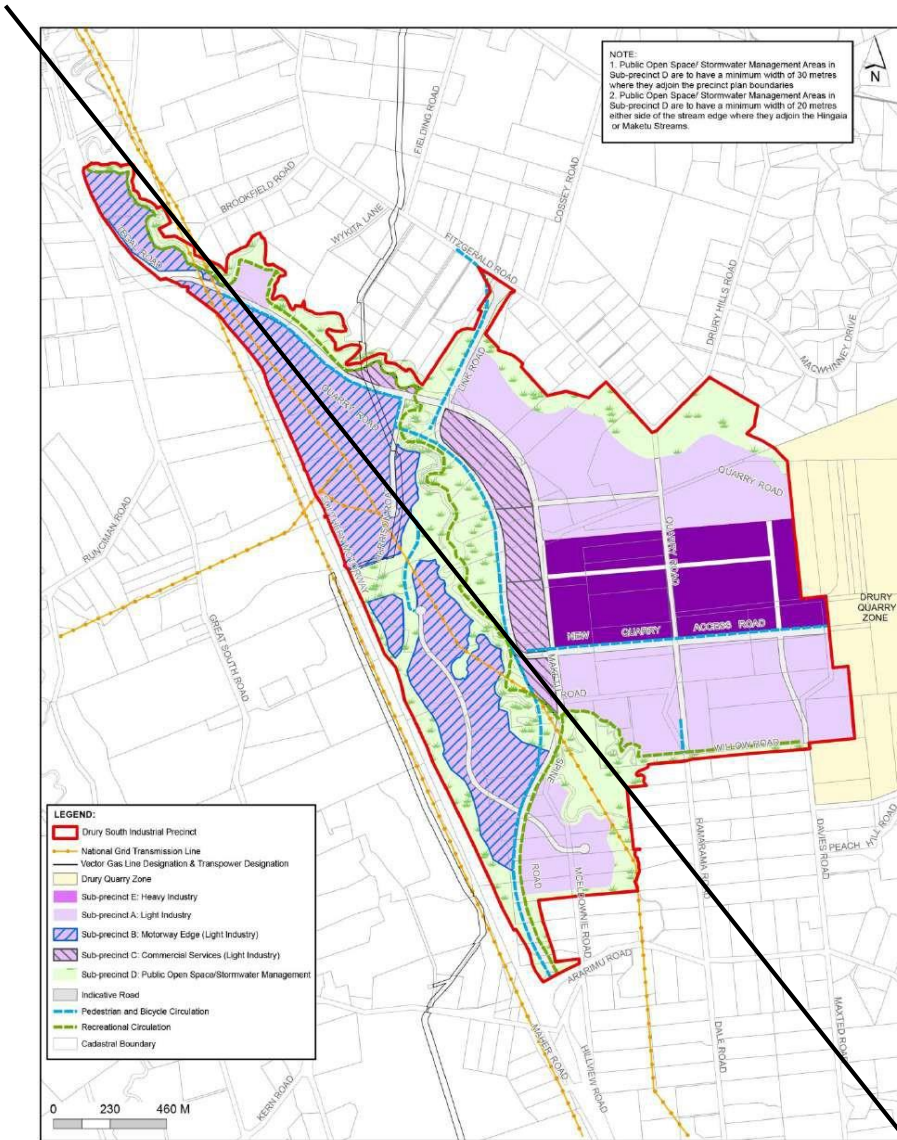


Amend the sub-precinct boundaries and naming in the GIS Viewer as follows:



I410.10. Precinct plans

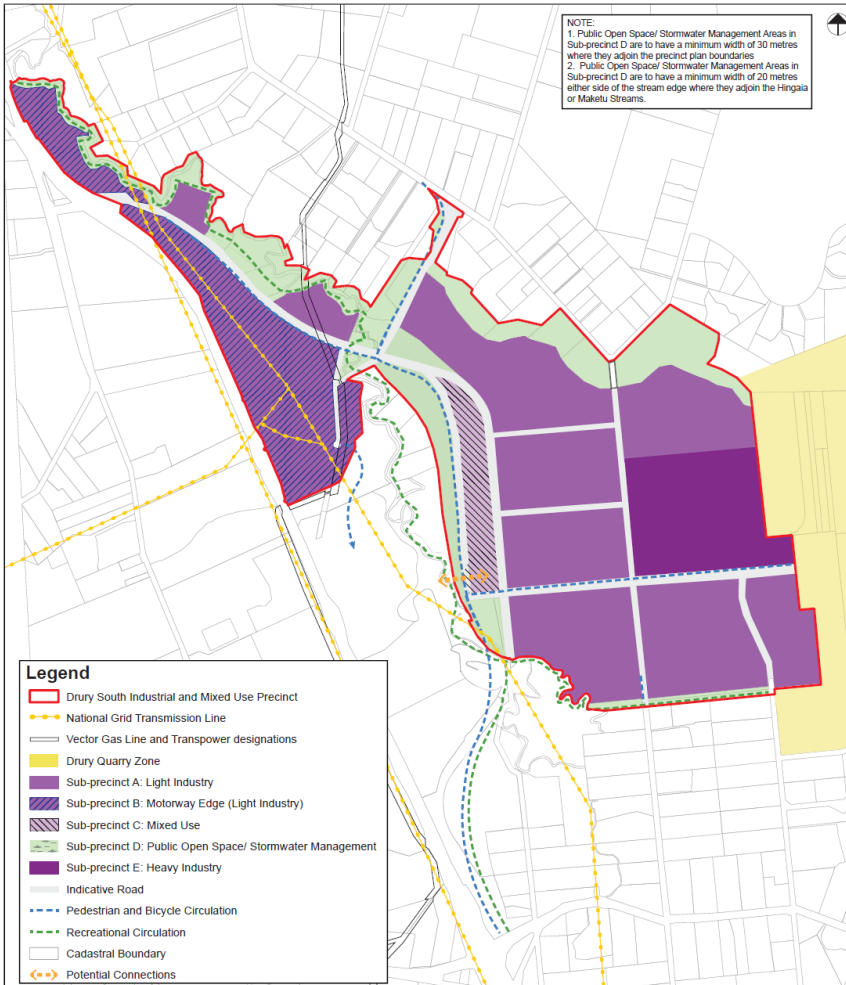
I410.10.1 Drury South Industrial and Mixed Use: Precinct plan 1



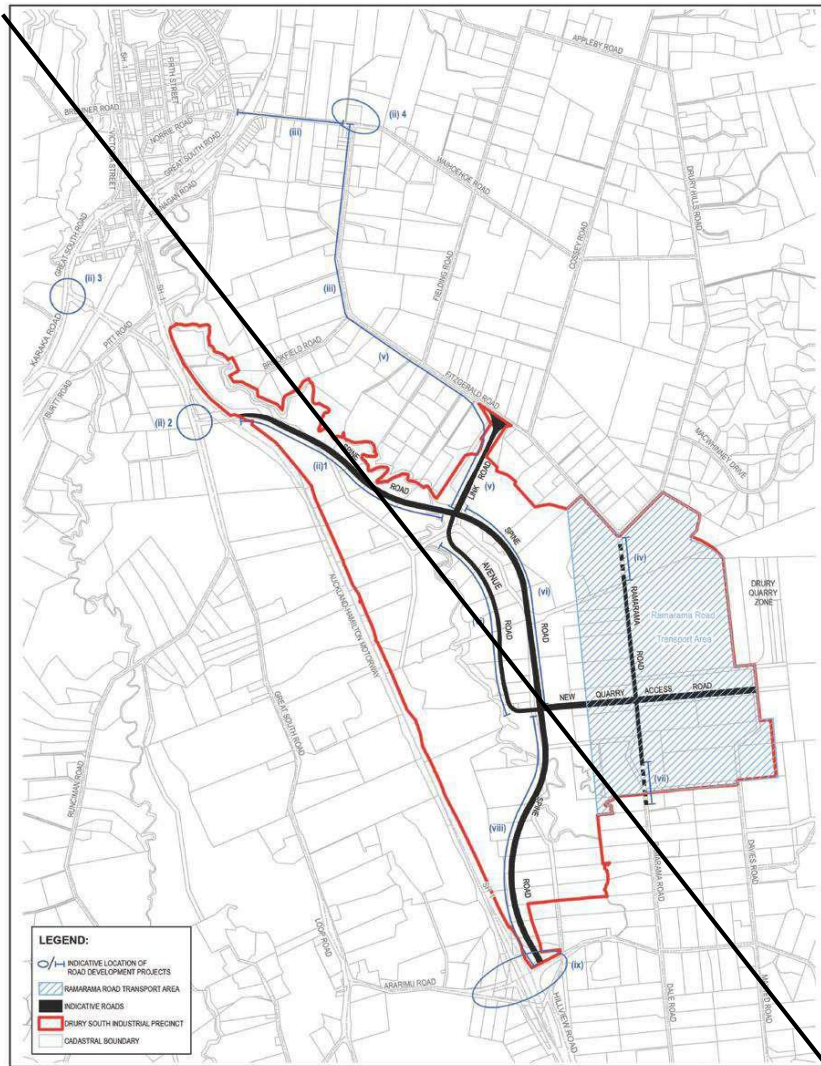
Insert new Precinct Plan 1 as follows:

Commented [RM16]: AT/NZTA - amend to show alternative location of avenue road and show the northern end of Ramarama Road remaining open.

I410.10.2 Drury South Industrial and Mixed Use: Precinct Plan 1

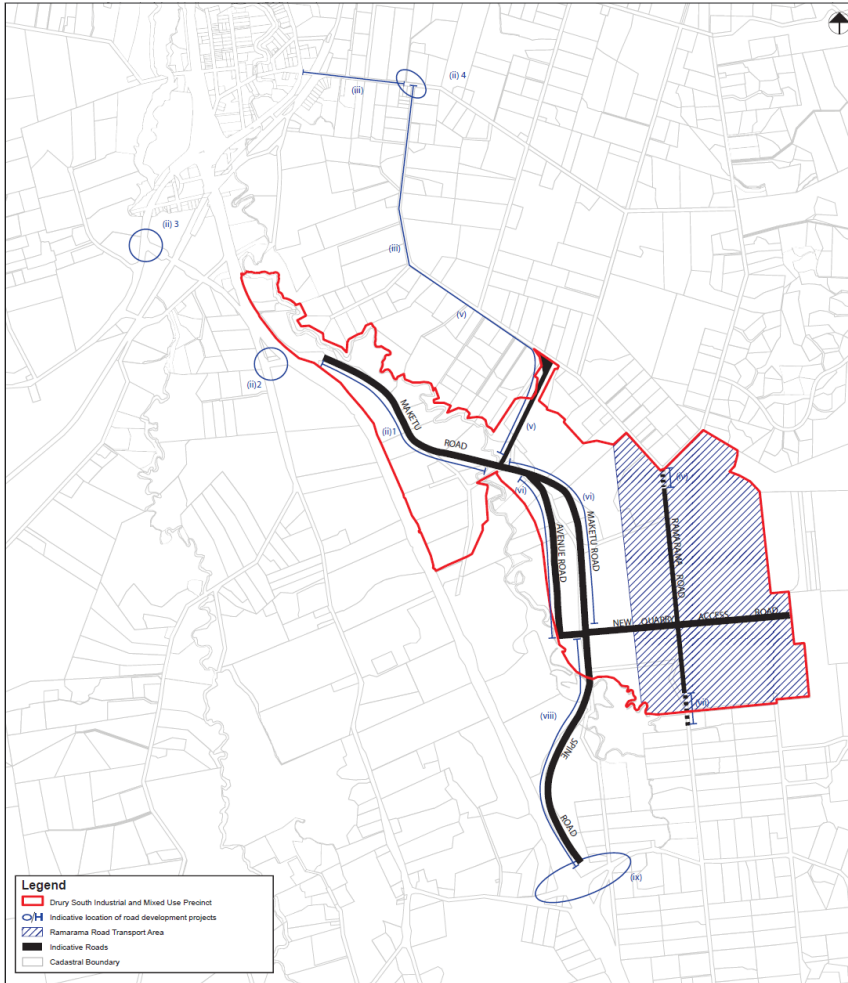


I410.10.2 Drury South Industrial and Mixed Use: Precinct plan 2



Insert new Precinct Plan 2 as follows:

I410.10.2 Drury South Industrial and Mixed Use: Precinct plan 2



Commented [RM17]: AT/NZTA AT - amend to show alternative location of avenue road and show the northern end of Ramarama Road remaining open.

I410.11. Appendices

Drury South Industrial Appendix 1

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

6 November 2020

To: Sanjay Bangs, Planner, Auckland Council

From: Tracy Ogden-Cork, Principal Urban Designer,
Motu Design Ltd, on behalf of Auckland Council.

Subject: Plan Change 46 (Private) Drury South
Urban Design Assessment of Effects
Specialist Technical Review

1.0 Introduction

I have undertaken a review of the Private Plan Change 46 on behalf of Auckland Council in relation to urban design effects. Plan Change 46 is a private plan change request to the Auckland Unitary Plan (Operative in Part) (**'Unitary Plan'**) from Drury South Limited (**'DSL'**) under Schedule 1 to the Resource Management Act 1991 (**'RMA'**).

DSL are seeking to rezone land and amend the provisions of the Drury South Industrial Precinct at Maketu Road, Quarry Road and Fitzgerald Road, Drury. The focus of the plan change request is to rezone land identified as Sub-precinct C within the precinct from Light Industry to Mixed Use to enable a greater range of commercial and residential activities to locate in this area; and to rezone a further 20 hectares of the precinct area from Heavy Industry to Light Industry.

The plan change also seeks to amend some of the precinct provisions to help manage the greater mix of uses to avoid reverse sensitive effects related to the Drury Quarry and providing for residential activity within the Mixed Use Zone.

1.1 *Experience and Qualifications*

I hold a Bachelor of Architectural Studies, a Bachelor of Architecture (Hons) and a Master of Architecture (Hons) from the University of Auckland. My Master's thesis was on Tikanga Maori and Urban Design in the context of Tamaki Makaurau.

I am currently the Director of Motu Design Limited (Motu Design), which I established in 2005. My team in Motu Design includes urban designers from both architecture and landscape architectural backgrounds and includes landscape designers. I have 20 years of experience in urban design and strategic planning, and more recently landscape design through my practice Motu Design Ltd.

I have been a member of the Auckland Urban Design Panel since 2012 and have just been re-appointed to the Panel as Chair for 2021-2023 term. I am an affiliate member of the New Zealand Institute of Architects and a member of the Urban Design Forum.

My previous work experience relevant to this proposed plan change includes:

- Plan Change 24 - Auckland Unitary Plan - Waiata Shores - to re-zone residential land to a Local Centre Zone. Urban Design Assessment (for Auckland Council, 2019)
- Plan Change 21 - Auckland Unitary Plan - Brightside Road - Urban Design Services and Expert Evidence for Southern Cross - A Private Plan change to rezone land from Mixed Housing Suburban and Single House Zone to Special Purpose – Healthcare Facility and Hospital zone. (for Southern Cross Hospitals 2019 – 2020).

- Plan Change 30 - Auckland Unitary Plan - Master planning and Urban Design Assessment for a private plan change to rezone land surplus to club requirements from Special Purpose – Major Recreation Facility Zone to Business – Light Industry Zone. (Counties Racing Club, Pukekohe 2019)
- Proposed Auckland Unitary Plan - Urban Design Expert Evidence on behalf of Auckland Council, 2015-16, in response to submissions and including recommended changes to provisions for:
 - o Design Statements - Information Requirements
 - o Kingseat Precinct Provisions
 - o Albany Centre Precinct Provisions
- Milford Town Centre - North Shore District Plan - expert urban design evidence in support of submissions opposing the proposed plan change for existing shopping mall site (for Milford Residents, 2012)
- Learning Quarter - Auckland Central Area - urban design analysis, testing of built form options, consultation with key stakeholders and collaboration with Boffa Miskell on the development of plan change provisions, urban design assessment, and reporting in response to submissions. Plan Change made operative. (for Auckland Council, 2009-2011)
- Albany Centre - Vision and Development Strategy and Business 11 zone, North Shore District Plan – development of proposed plan change in collaboration with Kobus Mentz (previously SKM now Urbanism+), including public consultation and preparation of the Albany Centre development strategy (while working for North Shore City Council 2002-2004)
- Working for North Shore City Council as part of the City Blueprint team on the 20-year Strategy for Managing Growth and Change in the North Shore City. (2000 -2002)

1.2 Documents Reviewed

In undertaking my urban design assessment and writing this memo, I have reviewed the following documents:

The summary of submissions and all the submissions received

DRURY SOUTH - PROPOSED PRIVATE PLAN CHANGE - APRIL 2020 by Barkers and Associates Ltd, and:

- Appendix 1.1 : Proposed Plan Change
- Appendix 1.2 Proposed Plan Change Design Guidelines
- Appendix 2: Auckland Unitary Plan Objectives and Policies Assessment Table
- Appendix 4: Landscape and Visual Effects Assessment
- Appendix 6a: Urban Design Report
- Appendix 6b: Urban Design Report

Clause 23 Request for information:

- Summary of responses to Council's RFI – Drury South Private Plan Change request
- Revised Precinct Plan
- Response Urban Design
- Response Urban Design Attachments 1 – 3

In addition to the above, I have taken into consideration the follow strategic planning and urban design guidance documents:

- Auckland Council's Drury-Opaheke Structure Plan
- Regional Policy Statement – Auckland Unitary Plan
- National Policy Statement – Urban Development 2020
- Urban Design Protocol, Ministry for Environment 2005
- People, Places, Spaces, Ministry for Environment 2002

2.0 Precinct Context

The Drury South precinct is located at the Southernmost edge of Auckland's urban area and was created to form a business and industrial area to service the city. It is bordered by the State Highway 1 to the west and Drury Quarry to the east.

Immediately to the north is the Future Urban zoned land, which is now subject to Auckland Council's Drury-Opaheke Structure Plan. Further to the east, and to the south are the foothills of the Hunua Ranges. The Hingaia Stream passes through the area.

The Drury South Precinct within the AUP includes a series of planned streets that provide that strategically important access routes into the through the precinct. The 'spine road' that runs through roughly north/south through the precinct is in the process of being constructed and is now called Maketu Road. It's northern end connects with Quarry Road that connects with Great South Road south of Drury. Its southern end connects the precinct to the new Ramarama Motorway interchange.

The precinct also includes a range of stormwater provisions to manage water quality and its effect on the Hingaia Stream

Although originally planned as solely business and industrial area, the Drury South Residential Precinct had now been established on the western side of Hingaia stream, between the stream and the motorway. Development of this area is underway.

2.1 *Drury-Opaheke Structure Plan*

The Drury – Opāheke structure plan was approved by Auckland Council in 2019 and sets the strategic direction for the future development of the area between Drury South and Papakura. Attachment A shows the area which is substantial.

Overall the development of the Drury – Opāheke structure plan area over 30 years 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.¹

The Drury – Opāheke structure includes:

- two new train stations
- a large centre on the eastern side of SH1, south of the existing Drury Village\
- a smaller centre on the western side of SH1.
- A large expanse of Light Industry zone to the west of SH1 and secondary area to the North-East of the Drury Precinct.
- A range of residential zones, including Mixed Housing Suburban around the rural and coastal perimeter of the structure plan, and Terraced Housing and Apartments close to the centres.

The planned new train station by the existing township of Drury is about 3km away (as the crow flies), from the centre of the plan change Sub-Precinct.

2.2 Mill Road

Mill Road is a planned strategic transport route that will provide an alternative north route north from Drury to Manukau City. Attachment B illustrates the alignment. As part of this work a new motorway interchange is proposed. Page 18 of Appendix 6b shows the relationship of the Sub-precinct with the Mill Road corridor, which is in close proximity to its northern end, and the proposed intersection of The Avenue Road with Maketu Road. With the construction of the Mill Road interchange, the precinct will be well connected and accessible to the wider south Auckland Area via the motorway and this alternative arterial routes as well as via the newly constructed southern interchange.

3.0 The Proposed Plan Change

The proposed plan change seeks to;

- *Reduce the size of sub-precinct C to approximately 101 hectares and rezone it from Light Industry to Mixed Use and amend the provisions that apply within the sub-precinct to provide for a greater range of activities, reflecting the changing nature of the surrounding environment;*
- *Rezone approximately 20 hectares of land fronting Maketu Road, from Heavy Industry to Light Industry, to better meet current and future demand, and to manage potential reverse sensitivity and amenity effects arising from the proposed change of use in sub-precinct C.²*

¹ *Drury – Opāheke structure plan pg*

² Barkers and Associates Pg 5

The Plan Change also seeks to:

- And increase in building height in Sub-precinct C;
- Removal of landscaping requirements to instead rely on the landscaping rules of the Light Industry and Heavy Industry Zones;
- Enable trade suppliers to locate within the precinct;

The change to a Mixed use zone will enable a greater range of retail activities, offices and residential activity with sub-precinct C than the Light Industry Zone. To manage the potential for amenity conflicts between the residential, retail and commercial with the industrial activities to the east of Sub-Precinct C, a range of new provisions are proposed. These include :

- New provisions that require activities sensitive to noise and vibration, such as residential, to be designed and located to avoid or mitigate effects from the operation of roads and the Drury Quarry that would impact on residents health and amenity;
- Changes to some of the assessment criteria to ensure the provision of key pedestrian and cycle linkages to the open space and residential areas to the west of Sub-Precinct C.
- Limits on the amount and type of retail activity so as to not detract from the planned centres to the north; but to ensure that the day to day needs of residents and workers in the Drury South Precinct are able to be met locally through the provision of supermarket and a small neighbourhood scale mix of ancillary retail and entertainment activities.
- Enabling provision of Trade Sales, Garden Centre, Motor Vehicle Sales and others low rise retail activities in Sub-Precinct C.
- New and additional assessment criteria to help manage the design of new buildings, streets and pathways, including the provision of integration plans to help manage the likelihood of staged development and a diverse mix of uses.

4.0 Summary of Urban Design Issues

The proposed plan change raises a range of urban design issues that primarily revolve around the suitability of the site for a greater mix of activities, and character of urban development, through a change to an underlying mixed use zone for Sub-Precinct C; and how to ensure a series of good urban design outcomes appropriate to the enabled mix of activities. Key issues include the:

- Staging and integration of such a broad mix of uses
- Provision of public infrastructure and a connected street network to support multi-mode transportation.
- Quality of the pedestrian environment and public realm created, in particular alongside both the Hingaia Stream reserve and Maketu Road.
- Quality of residential environment created
- Location and extent of retail activities, and in particular the provision for a supermarket, and the extent that this design and located to support the creation of neighbourhood service centre for local residents and workers with the Drury South Precinct; and

- How to ensure Mana Whenua values are integrated into design processes and development outcomes.

4.1 *Pre-lodgement*

The majority of the above issues were discussed with the applicant in a series of pre-lodgement meetings, and in the preparation of additional information for inclusion in the notified documents. Some changes were also made to the draft provisions to address some of the key issues. In particular the inclusion of a Special information requirement related to the provision of an 'integration plan' and some minor changes to the wording of some provisions.

4.2 *Adequacy of Information*

In assessing the potential effects of the proposed plan change alongside the issues raised by submitters, the following gaps in the information provided and/or assessed were identified.

a) *Mill Road*

In response to the submissions made on the impact on Mill Road, I consider that there is insufficient information to understand the urban design implications of the recommendations made by submitters in regard to limiting access of it (e.g. NZTA submission), or enabling access off it via the Resource Consent process. (eg. Kainga Ora submission).

5.0 **Applicant's assessment**

The applicant has provided a specialist urban design assessment of the proposed plan change that has been undertaken by Mathew Riley of Barkers Associates.

5.1 *Methodology*

I consider that the applicant's team of specialist have used a reasonably robust methodology for the assessment of urban design effects, and the formation of the proposed precinct provisions.

This includes the preparation of a detailed site and context analysis, a concept design by Warren and Mahoney Architects (WAM) to test a possible build out option. The WAM testing and analysis documentation illustrates some of the key challenges to the development of the site that will revolve around the relationship of any development with Maketu Road and The Avenue Road alongside the park.

The lack of car parking and limited access for vehicle crossings may result in a desire to have a slip road alongside it. Ensuring a high quality public realm frontage to the reserve area will also be important. The WAM proposal suggests that some of The Avenue route could be pressured into become a pedestrian and cycle only routes, but I consider that this

may only be appropriate for a short section of the routes, subject to the quality and character of the adjoining activity.

Development Scenario

A concern that I have about the development scenario illustrated in the WAM documents is unrealistic in the short-medium term of a likely development cycle. This is because it assumes multi-storey buildings and structured car parking that are unlikely to be financially viable for such a large expanse of land, on the outskirts of the city, within the foreseeable future. I note that the cross-sections provided for in Attachment 2 of the Clause 23 Response for information to show a range of finished ground levels that in some instances may make structured car parking feasible, subject to the particular land use activity. But, whilst a 25m high development is enabled by the Mixed Use zone, so is single storey commercial activity, and 1-2 storey residential activity. The provisions for the precinct also enable trade suppliers and other low density activities.

However, whilst I consider that the proposed development scenario has limited relevance in terms of land use activity and intensity, there is enough information to assess the urban design issues, effects and merits of the proposed plan change.

5.2 Key points of difference / Overall Assessment

In general I concur with the Urban Design Assessment provided by the applicant's urban design specialist. However, in reviewing the submissions I have noted some additional issues in relation to cultural expression and residential amenity that are discussed in the urban design assessment section below and in relation to submissions.

6.0 Urban Design Assessment

Having assessed all of the information provided and submissions made, I have concluded that the urban design related effects of the proposed changes in underlying land use zones, and the introduction of the Mixed Use zone, can be managed by the proposed site specific precinct provisions with some modifications to address matters raised by submitters and to ensure environmental outcomes are appropriate the increased density and diversity of activity.

Overall, I consider that the proposal will support the residential amenity of the Drury South Residential Precinct, and the vibrancy of the Industrial zoned areas, by providing for a mix of activities, including a supermarket, to service the new community. I generally agree with the Urban Design Assessment undertaken by Matt Riley of Barkers and Associates but note the following matters of particular relevance to my urban design assessment of effects, some of which have been addressed through the application process, with others being related to submissions or other issues identified in the course of assessing the proposal plan change.

a) *Managing the staging and integration of development*

This issue has been addressed with the proposed information requirement within the precinct provisions, but would benefit from having its own heading so not mistaken as being focused on stormwater. As discussed in below I also recommend a change in wording to assist in ensuring an integrated approach is also taken to addressing mana whenua cultural values and relationships, not just the physical infrastructure.

b) *Additional height*

The Plan Change proposes to increase the maximum permitted building height in Sub-Precinct C from 20m to 25m and whilst I have not assessed the visual effects of this change, I consider that this is appropriate to the location to ensure efficiency of development in the event of a multi-storey building being proposed, and this will also help to make them more viable.

c) *The Avenue*

The design, continuity and connectivity of this route is important to ensure a safe, active and attractive relationship between the park and the mix of activities enabled via the change a Mixed Use zone and the precinct provision. This includes both low and high density issues. Access should not be limited to pedestrians and cyclists for the majority of the route, as passing traffic can support its use and increase safety in terms of CPTED. However there may be instances where a shared zone or limited vehicle use will get a better design outcome subject to the proposed land use activity and building design. Some flexibility as provided in the proposed precinct provisions is acceptable. However, it is important that The Avenue is vested with council as public asset due to its importance in providing public connectivity to the reserve.

d) *Residential activity*

The mixed use zone allows for residential activities and throughout the city this typically takes the form of apartment buildings on brownfield sites. However, the development economics for greenfield areas on the outskirts of the city have a different set of economic parameters that can limit the viability of apartment development. A recent development in Coatesville is an example of a Mixed Use zone on the outskirts of the city where the current market for apartments, offices or retail activities is limited, over two thirds of the site is being developed for two-storey residential houses, and the remaining third of the site, that fronts the main road, has a small amount of commercial ground floor spaces, with some apartments above.

Demand in commercial and retail activity can also vary considerably. In the pre-lodgement discussions the likely development options for the precinct land, in the short – medium term include:

- A single supermarket
- Convenience retail
- Trade suppliers
- Petrol Stations
- Garden Centres
- Motor Vehicle Sales, and
- Limited office space.

However, there is also likely to be a strong demand for residential, in advance of more land becoming available within the Drury-Opaheke structure plan. The mixed use zones enable ground floor residential activity and there is the risk of a large amount of the land proposed being used for residential development, including 2 storey terraced houses.

The potential effects of this, that includes loss of anticipated business activity, is not necessarily problematic, due to the expanse of business land that is with Drury South Precinct, and planned for the Drury-Opaheke structure plan. However, of concern is that both the Mixed Use Zone and the Precinct provisions provide minimal scope to ensure a good standard of residential amenity is achieved. The site is also distant from an established town centre, and the mix of high-amenity features that often support the development of apartments in the Mixed-Use Zone within brownfield sites and thus is used as reason for less on site amenity. Given the unpredictability of potential land use, and the range of activities that could occur at either a low or high density, including a variety of residential activities, I consider that an additional assessment criteria to support residential amenity is important.

The recommendation below is based on the provisions of the THAB zone, as found on the opposite side of the Hingaia Stream and within the Drury South precinct.

Recommendation:

Add an additional Matter of Discretion for Residential Amenity.

Add an assessment criteria specific to residential amenity such as the following:

That extent to which accommodation is designed to meet the day to day needs of residents by providing privacy and outlook; access to daylight and sunlight; and the amenities necessary for those residents. To ensure a reasonable standard of residential amenity, appropriate to the proposed typology and its location with the precinct.

7.0 Submissions

The plan change was publicly notified and a total of seven submissions were received, with two further submissions. Of the issues raised there were none specific to urban design only, and the concerns raised overlap with transportation, public health, integrated planning and expression of mana whenua values.

Key points relevant to urban design from each of the submitters is discussed below.

7.1 Lomai Properties Limited

Lomai Properties is tentatively in support of the greater mix of uses being enabled by the Plan change, on the proviso of traffic effects being managed so as to not negatively impact on infrastructure being planned for within the Drury-Opāheke Structure Plan. This highlights the importance of the NZTA and AT amendments with respect to Mill Road in particular. Ensuring the effectiveness of the transportation network to respond to the change in activities and

integrated with the Drury-Opāheke Structure Plan will be addressed by council's transportation specialist.

7.2 New Zealand Transport Agency (NZTA)

NZTA are requesting a series of amendments to the plan change provisions. Overall I consider that the NZTA submission was detailed and comprehensive, and raised a range of good points that will support and not prevent urban design outcomes from being achieved.

Council's transportation specialists will be assessing the transportation effects of the proposed plan change, and the matters raised in the NZTA submission but in terms of urban design I note the following aspects of relevance

a) *A focus on transport instead of roads*

A series of amendments are proposed by NZTA to ensure a broader focus on transportation not just roads to encourage greater consideration of pedestrian and cycle facilities and connectivity to public transport services including to the proposed new rail stations with the Structure Plan. An example is the request to amend I410.2(6) as follows:

(6) The timely and co-ordinated provision of robust and sustainable transport ~~road~~, stormwater, water, wastewater, energy and communications infrastructure networks are provided.

This is relevant to urban design, and enables pedestrian and cycle infrastructure to be given a greater weighting. This is particularly important as result of the change from an underlying zone of Light Industrial to Mixed Use which will enable residential activity and a greater range of trips. Ensuring safe and well connected pedestrian and cycle network will provide future residents with more choices for local trips, and support a more active and attractive public realm.

I also note that there is no school in the local area, but that it reasonable for several to be planned for the Drury- Opaheke structure plan area and cycle access from the precinct and residential area to any future school will be important.

b) *Mill Road*

The NZTA submission requests the inclusion of Mill Road into the provisions for managing reverse sensitivity effects. An example the request to amend Policy I410.3(23)

(23) (~~Control~~ Ensure activities sensitive to noise adjacent to ~~on~~ the strategic freight network (Maketu Road and New Quarry Access Road) serving the Drury Quarry and the Mill Road Corridor are provided with reasonable levels of amenity and human health protection ~~.so that occupants are not exposed to unreasonable levels of transport noise.~~

And to ensure the planning and provision of Mill Road is anticipated by and integrated with the future development of land within the precinct. An example being the request to include a new Policy I140.3(28):

(28) Subdivision and development in the Precinct provides for and does not preclude the construction and operation of the Mill Road Corridor.

Whilst I have no concerns in principle about the inclusion of provision in the precinct to manage reverse sensitivity with the planned Mill Road corridor, I also don't have information to determine the urban design effects of these changes. I do however think that Mill Road should be included in, and shown on the Precinct Maps due to its significance and its proximity to the Sub-Precinct C.

c) Recommendations

In general, I support each of the points raised in the NZTA submission and didn't note any significant conflict with the urban design outcomes sought for the Drury South Precinct.

Overall I consider that it is important to ensure a well-connected public network of streets and pathways to ensure:

- a choice of routes throughout the Drury South Precinct;
- ease of access to public transport routes, bus stops and rail stations for future residents and workers via walking and cycling;
- the public amenity, safety and accessibility of the stream reserve is maximised through a public street frontage to the greatest extent practicable;
- integration of future development with the planned Mill Road works that will be strategically important connection to areas immediately to the north, north-west and north-east of the precinct;
- integration of land use and street design, including staging and integration of development;
- the creation of a transport network that better supports residential and retail activities (in particular through the pedestrian cycle amenity created) in conjunction with the Mixed Use Zoning, whilst still ensuring ease and efficiency of freight and business traffic including large trucks.

I consider that the NZTA's recommended amendments should be adopted.

7.3 Classic Developments NZ Limited

The Classic Developments submission supports the urban design benefits of mixed use to support the residential precinct, and I agree that the proposed plan change will have a significant positive effect on the residential amenity of the Drury South residential area.

7.4 Auckland Transport (AT)

Auckland Transport's submission recommends decline unless amended. Auckland Council's transportation specialist will be assessing the transportation effects the proposed plan change,

and the matters raised in Auckland Transport's submission, but in terms of urban design I note the following points of relevance.

a) *Improved pedestrian and cycling connections, including to rail stations.*

Similar to NZTA's submission AT recommend a range of amendments that will strengthen the provision of pedestrian and cycle networks and that are important to support the diversity of activities enabled in the Mixed Use zone. This includes the following change to Policy I410.3(10). For example, it could change from:

(10) Provide for adequate transport infrastructure and connections including the ~~spine~~ Maketu road to support safe and efficient movement within the precinct and to and from the surrounding transport network.

To the following more specific policy:

(10) Provide for transport infrastructure and connections to support safe and efficient movement within the precinct and to and from the surrounding transport network. This shall include the collector roads Maketu Road, Link Road, New Quarry Access Road and Ramarama Road through to Fitzgerald Road providing good public transport, walking and cycling connections through the precinct and between the two future rail stations in Drury.

I consider that from an urban design perspective there is merit to the inclusion of this more specific policy direction as it will help to ensure that these critical routes are designed to accommodate multiple transportation options that are important to support the change in potential mix and density of activities enabled by the proposed plan change. The rail stations are some distance from the site. (over 3km), so I am not sure that mentioning them specifically is as important, as also referral to the social amenities and employment opportunities planned for the Drury area, including future schools.

b) *Mill Road*

Similar to NZTA's submission, AT have asked for amended to provide more protection and certainty on impact of development in the Precinct with the planned Mill Road. Whilst I have no concerns in principle about these, I also don't have information to assess the pros and cons to limiting access to Mill Road.

c) *Intersection of the Avenue Road and Maketu Road.*

AT have requested an amendment to "*Precinct Plan 1 and Precinct Plan 2 to show an acceptable high-level design for the intersection of Avenue Road with Maketu Road.*"

I support this request in principle as the alignment shown in the proposed new Precinct Plans is not optimal in terms of providing for an intersection with an arterial road, or the future land use development. And, it differs substantially to the intersection illustrated in the existing precinct plans. However, the design of this intersection could vary substantially dependent on the design of the local street network within the Precinct and anticipated traffic volumes that could also vary substantially dependent the density and distribution of specific land use activities; and the design of any intersection between Maketu Road and the future Mill Road. For this reason, even

a high level intersection design could be problematic. However, it may be possible to provide a more acceptable general alignment and location in the precinct plans for the northern connection. I also understand that consents have been granted for Maketu Road, with construction eminent. This provides a timely opportunity to undertake the additional design work required to confirm a revised alignment.

In terms of urban design effects, the design and location of the northern intersection with Maketu Road will be critical in terms of ensuring pedestrian and cycle amenity and connectivity along the alignment shown for the Avenue Road and up to Mill Road. It is also important to support the public use, safety and amenity of the stream reserve along its western boundary. In, in the pre-lodgement discussions on the indicative concept plan the option of having part of the Avenue Road formed as a pedestrian and cycle route only was discussed, as well ideas for shared space design and even one-way segments may be acceptable. This is dependent on the quality and character of the public realm being created and the nature of the adjoining land use activities. Having a section of the Avenue Road without vehicle use is based on the concept development produced by Warren and Mahoney and submitted with the urban design assessment. This concept also anticipates the potential for the main vehicle entry/exit into the Sub Precinct C area to be direct from Maketu Road and not necessarily via the Avenue Road.

As a result, one of the provisions proposed by the plan change is to enable some flexibility in the design and extent of the Avenue Road so that it could have limited vehicle use for part of the route shown.

1410.8.2. Assessment criteria (f) (vi) whether the 'Avenue' Road and the portion of the ~~Spine~~ Maketu Road shown on Precinct Plan 2 is provided as the adjacent Sub-precinct C is developed, and whether the 'Avenue' Road is connected with Maketu Road at the northern and southern ends of Sub-precinct C. An alternative location for vehicle access through a portion of Sub-precinct C (the 'Avenue Road') may be appropriate where it is safe and efficient, and provided that a continuous and high amenity pedestrian and cycle connection is located along the western edge.

This change in assessment criteria enables some flexibility in terms of traffic volumes and major/minor vehicle routes and intersections, but with the directions that the pedestrian and cycle connection are to be maintained along the route shown. This flexibility will enable more choices as to the design and location of street connections to Maketu Road with the potential for less vehicle use of the Avenue Road intersection with Maketu Road.

However, if in response to AT submission a change is made to the location and alignment of Avenue Road's northern connection with Maketu Road, provision for a pedestrian/cycle route that continue along edge of the stream reserve to connect with ped/cycle Route along Maketu Road may still be required, separate to, or in addition to the street intersection.

d) *Ramarama Road*

A significant amendment being requested by AT is the a change to "*Precinct Plan 1 and Precinct Plan 2 to show the northern end of Ramarama Road as Indicative Road intended to link through to Fitzgerald Road*" and other associated provisions to support the provision of this link. The urban design effects of this change have not been assessed and I would need to

review council's transportation specialist's assessment report before being able to do so. This should include some explanation as to why the existing precinct plans don't show Ramarama Road connecting to Fitzgerald Road.

However, in terms of urban design principles, the more connected the transport routes and streets are, the more robust is the network for all users. Thus I recommend that the feasibility of this change be further investigated along with the an assessment of effects.

7.5 Ngāti Te Ata Waiohua

The proposed plan change reflects one point, or aspect to what should be a long standing relationship and engagement process with Mana Whenua, including any consultation that may have been undertaken in the formation of the existing Drury South Precinct, and other decisions like the introduction of the residential precinct or works within the stormwater management areas adjoining Hingaia Stream in sub-precinct D.

Ngāti Te Ata Waiohua's submission is of concern as it indicates a breakdown in communication between them and the applicant's team, and potentially with other Iwi that have interest in the area as descendants from Te Waiohua. I note that in Appendix 2: Auckland Unitary Plan Objectives and Policies Assessment Table, under B6.2 Recognition of Treaty of Waitangi/Te Tiriti o Waitangi partnerships and participation, the applicant has said:

Ngati Tamaoho and Ngati Te Ata Waiohua have been involved in the previous Plan Changes for Drury South, and more recently the resource consenting for development. Both iwi have been contacted regarding this Plan Change and to date no response has been received.

I also note that the applicant in the Response to the Request for Information indicated that they had met with Ngati Tamaoho, and contacted other Iwi who had not responded.

As discussed, it is reasonable to anticipate that some discussion between Ngatia Te Ata Waiohua and the applicant have been undertaken on receipt of their submission. However, I offer the following comments and recommendations as an option for discussion and assessment as a means to provide a potential pathway to address the concerns raised by Ngati Te Ata Waiohua and to ensure better alignment between the objectives and policies of B6.2 and the proposed plan change.

a) Objectives and Policies

In terms of addressing Ngāti Te Ata Waiohua's concerns, it is important to note that existing stormwater provisions within the precinct are intended to help ensure water quality, stream protection and ecology matters are addressed through the environment focused objectives, policies, assessment criteria and guidelines.

There are also specific provisions with the existing Drury South Precinct related to cultural heritage values that provide for Mana Whenua expression within the area. for example:

Objective I410.2. (2) says that “*The cultural heritage values of the precinct are maintained and enhanced*” And policy I410.3.(3) sets a direction to “*Reflect the cultural heritage values of the Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas in the development of sub-precinct D*”

The proposed plan change area is within the catchment of Hingaia Stream and immediately to the west of Sub-Precinct C is sub-precinct D that includes land set aside to manage stormwater to avoid or minimise effects on Hingaia stream, and to provide open space amenity. Sub-Precinct C is also located to the North-West of where Maketu Stream joins Hingaia Stream, and the planned spine road is now named Maketu Road in acknowledgement perhaps of this stream and/or the significance of the ancestral associations with the stream and this area of land.

The plan change will enable an underlying mixed use zone in sub-precinct C, including residential activities and a cluster of retail and commercial services along with a supermarket to support a local community focal point³. Taking into consideration this new focus, and the importance of the public realm to be created along with proposed residential and retail activity, to support the new community which will live and work in the area, I consider it appropriate to include sub-precinct C in I410.3 (3) above. This will uphold the mana of Ngāti Te Ata Waiohū and other Iwi who share an ancestral relationship with the area by providing for expression of their values in the more publicly prominent area of the precinct, as well as alongside the streams.

This change will also provide an opportunity to ensure that the relationship of the neighbourhood focal point, the people, and day to day activities that occur in the Mixed Use Zone are strengthened in their relationship with the Hingaia and Maketu stream and the hill top pa. This supports the values and practices of kaitiakitanga and whanaungatanga, and the mana of Ngāti Te Ata Waiohū in relationship with their ancestors by providing them with the opportunity for cultural expression to support Ahi Kā and potentially Mahi Toi. It also acknowledges the significance of these natural features as tohu which is another of the Te Aranga Design Principles.

b) *Assessment Criteria*

Whilst there is the potential to refer within the precinct’s assessment criteria to Te Aranga Design Principles, I would recommend the above change and an approach similar to that undertaken in the Central Business District where there is the following criteria under the heading building design and external appearance (H8.8.2. (1) (a))

Cultural identity

(xxiii) the extent to which development integrates mātauranga and tikanga into the design of new buildings and public open spaces;

Proposed Private Plan Change 44 – George Street Precinct, Newmarket also proposes a criteria that requires ‘*the design process integrates mātauranga and tikanga*’.

I note that the AUP does not include a translation for either mātauranga or tikanga in its definitions. Mātauranga can be translated as ‘*Māori / mana whenua knowledge and*

³I410.8.2. Assessment criteria (4)(b)),

understanding.⁴ Tikanga is the 'correct procedure, custom, habit, lore, method, manner, rule, way, code, meaning, plan, practice, convention, protocol - the customary system of values and practices that have developed over time and are deeply embedded in the social context.'⁵

In my opinion a criteria that combines both and is not specific to buildings, but includes provision of works at subdivision stage would be appropriate. For example a new criteria could be inserted under *1410.8.2 (1) for subdivision, or any development of land which precedes a subdivision being undertaken ...* and under *1410.8.2 (3) new buildings ... in Sub-Precinct C* that focuses on:

the extent to which the design process and development integrates mātauranga and tikanga into the design of new buildings and public open spaces.

This acknowledges that the requirements of the Treaty of Waitangi and the RMA, as well as the Te Aranga Design Principles, which are about both process (involving Mana Whenua and in particular to ensure appropriate application of mātauranga and tikanga) and outcomes that address environmental and cultural values and provide amenity through a range of methods.

I recommend this approach instead of referring directly to Te Aranga Design Principles so that Mana Whenua are not limited in scope to the Te Aranga Design Principles for ensuring that their values, knowledge, practices and processes are achieved within urban development. This because whilst the Te Aranga Design Principles provide a good example of an established methodology for assisting with the integration of Maori design outcomes into urban design, landscape and planning outcomes. And,

*The principles also provide other stakeholders and the design community with a clearer picture as to how iwi/hapū are likely to view, value and wish to participate in the design and development of the built environment within their ancestral rohe.*⁶

Mana Whenua shouldn't be limited to the Te Aranga Design Principles in terms of scope and approach for ensuring that their mātauranga and tikanga (values, knowledge, practices and processes) are achieved within urban development.

An alternative approach to potentially addressing Ngāti Te Ata Waiohū's concerns would be to include more detailed precinct specific provisions that go into greater depth and identify the specific cultural and heritage values that are to be retained or enhanced and expressed, and how this is to be achieved. Examples of this approach include some of the south Auckland precincts such as 1422 Māngere Gateway Precinct, and in central Auckland the 1326 Ōrākei 1 Precinct. Ōrākei 1 Precinct is structured to ensure its policies align with Ngāti Whātua Ōrākei's

⁴ http://www.aucklanddesignmanual.co.nz/design-subjects/maori-design/te_aranga_principles#/design-subjects/maori-design/te_aranga_principles/guidance/about/core_maori_values

⁵ <https://maoridictionary.co.nz/search?keywords=tikanga>

⁶ http://www.aucklanddesignmanual.co.nz/design-subjects/maori-design/te_aranga_principles#/design-subjects/maori-design/te_aranga_principles/guidance/about/description

values, and these are similar to (but not the same as) the Te Aranga Principles that are generic to Maori not specific to an Iwi or hapu and the context of their application.

To certain extent policy I410.3.(3) in the Drury precinct does that by making specific reference to “*Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas*”. And whilst there may be merit in additional and more specific provisions, I consider that this approach is potentially more appropriate for the establishment of a whole new precinct, or a structure planned area, and is perhaps less applicable to a variation plan change to existing provisions.

c) *Information requirements*

In order to give effect to the objective, policy, and proposed assessment criteria discussed above, I consider that it is important to support a holistic and integrated approach to the design of the precinct to ensure Mana Whenua input is effective and well placed. It can also help to ensure cultural narratives can be established and agreed for key areas to ensure the best fit between values and the specific interpretation and expression of them, relative to the proposed development, and at a time in the process to have best effect and not create delays or frustrations.

For these reasons I suggest that the proposed requirement for an Integration plan should have its own heading that also reflects the cultural importance of relationships to Mana Whenua and be modified with the underlined text reflecting the recommended edits as follows:

I410.9.4 Integration and Relationship Management Plan

A subdivision application for vacant lot subdivision or a land use application for a new building or buildings in Sub-precinct C must be accompanied by an indicative ‘integration plan’ showing how the proposed development integrates with potential future development in the remainder of Sub- precinct C and D including existing or potential transport connections, ~~and~~ activities, landscaping and expression of cultural values and narratives.

To avoid doubt, this plan is not subject to any approval from the Council and is for information only. Its purpose is to inform how a particular stage of development will positively contribute to the visual quality and interest of streets, public open spaces and pedestrian amenity, movement and safety (Policy H13.3(3)), and the expression of Mana Whenua values (Objective I410.2. (2) and Policy I410.3.(3)) in an integrated manner that supports positive relationships between the proposed places and activities across Sub-precinct C

7.6 *Kāinga Ora Homes and Communities*

The submission from Kainga Ora focuses on acoustics and the management of reverse sensitivity issues between residential and industrial activities. From an urban design perspective I consider this matter to be critical to the plan change, due to planned focus of the original Drury South Precinct to enable, and prioritise the provision of industrial activities, and

the high volume of trucks anticipated in the locality due to the Quarry and the industrial uses enabled. The specific provisions and methods for ensuring a high standard of residential amenity, and resident health and well-being is important. However this is not a urban design specific issue and it falls outside of my expertise to determine the appropriate provisions to manage this issue.

8.0 CONCLUSIONS AND RECOMMENDATIONS

Having reviewed the information provided, and the submissions made, I have reached the following overall conclusions.

8.1 *Applicant's Assessment of Effects*

I consider that the applicant has undertaken a robust urban design assessment of the proposed plan change, that includes precinct specific provisions to support good urban design outcomes. There is no substantial disagreement in our assessment of effects, but I do consider that some modifications as discussed above, will assist in addressing submitters concerns and further strengthen the urban design outcomes anticipated from the plan change.

8.2 *Consistency with the Auckland Unitary Plan (Operative in part)*

I consider that the proposal is consistent with the Auckland Unitary Plan and the objectives and policies of the Regional Policy Statement.

8.3 *Effect to any relevant National Policy Statement*

I have considered the new National Policy Statement – Urban Development (NPS-UD) in my review of the proposed plan change and consider it to be in line with my understanding of the outcomes sought by the NPS-UD. However, I have not undertaken a detailed assessment of it against the provision of the NPS-UD.

8.4 *Consistent with any other relevant non-RMA strategies/plans*

I have considered Auckland Council's Drury-Opaheke Structure Plan in my review of the proposed plan change and consider it to be in line with my understanding of the outcomes sought by Structure Plan. However, I have not undertaken a detailed assessment of it against the provisions of the Structure Plan and note that transport and economic assessment issues that have the potential for greater effect are addressed by others.

8.5 *Outstanding Information Gaps*

There are no information gaps, with the exception of uncertainty around the provision of Mill Road and how that may impact on the development of Sub-Precinct C.

8.6 *Overall Recommendation*

I am able support the proposed plan change subject to the modifications recommended above, as it will provide for:

- The creation of a mixed use neighbourhood to support the health and well-being of future residents from Drury South residential area being developed on the western side of the Hingaia stream, and workers within the area;
- Additional residential options in close proximity to areas of employment;
- A wider range of commercial and business activities including a supermarket and trade suppliers to service the area, and the proposed mix is complementary to the planned development of the Drury-Opaheke Structure Plan; and
- The urban design effects can be managed through the combination or proposed precinct provisions, and the recommended changes noted above.

railway, and Transpower’s transmission lines for Auckland. Land use is predominantly rural including countryside living and some business uses. The existing Drury village is located near the middle but is not part of the Drury – Opāheke structure planning area.

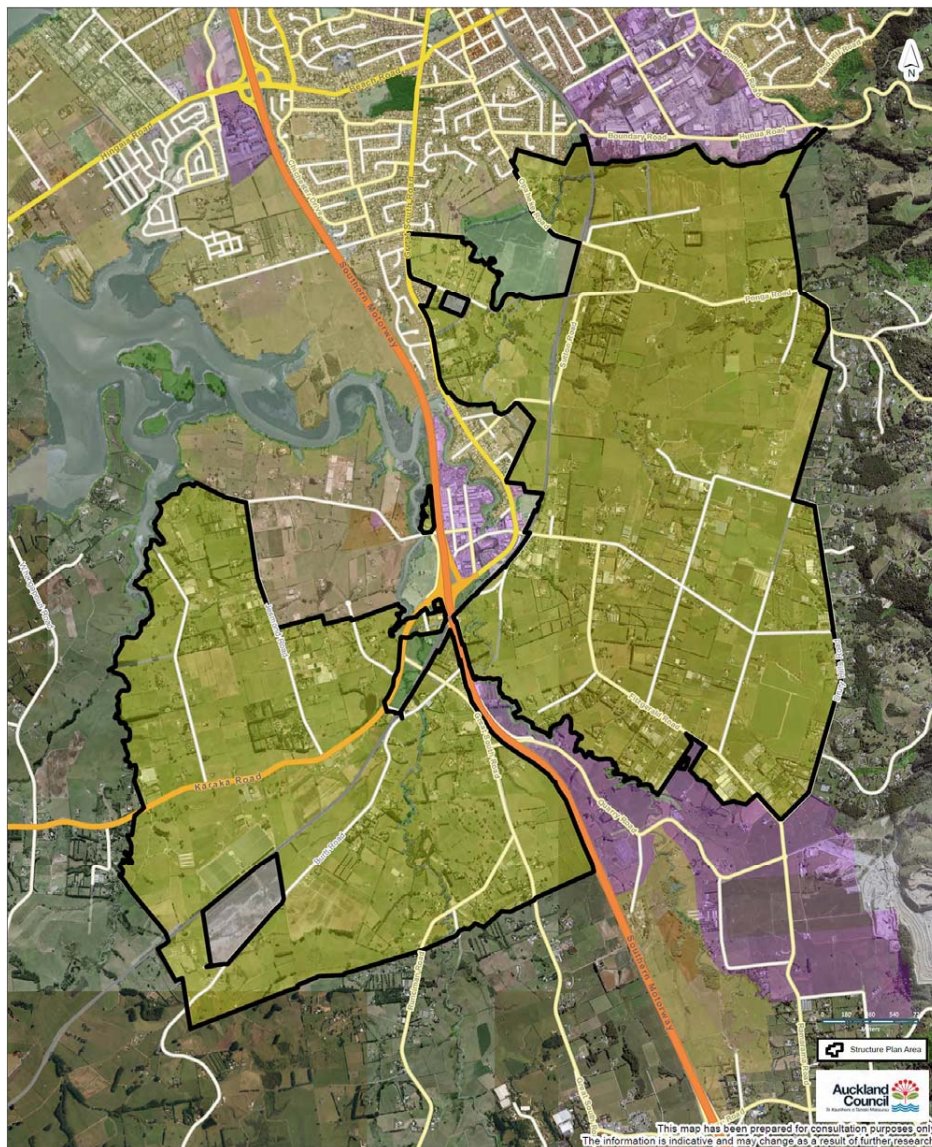


Figure 2 Drury – Opāheke structure planning area

Mill Road Route

<https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/auckland-package/mill-road/>



APPENDIX SEVEN

COUNCIL DECISION TO ACCEPT PLAN CHANGE 46 UNDER CLAUSE 25 TO FIRST SCHEDULE RMA

Private plan change from Drury South Limited at Maketu Road, Quarry Road and Fitzgerald Road and surrounds, Drury

Clause 25, Schedule 1, Resource Management Act 1991



Te take mō te pūrongo

Purpose of the report

1. To decide how to process the private plan change request to the Auckland Unitary Plan from Drury South Limited in relation to 257 ha of land at Maketu Road, Quarry Road and Fitzgerald Road and surrounds, Drury.

Whakarāpopototanga matua

Executive summary

2. Auckland Council must decide how a private plan change request is processed. Under the Resource Management Act 1991¹ the council may either:
 - a) adopt the request as if it were a proposed plan change made by the council, or
 - b) accept the private plan change request in whole or in part, or
 - c) reject the private plan change request in whole or in part, if one of the limited grounds for rejection is satisfied, or
 - d) deal with the request as if it were an application for a resource consent, or
 - e) a combination of options a) to c).
3. I recommend that the private plan change request is accepted under clause 25(2)(b) Schedule 1 of the Resource Management Act 1991.
4. Drury South Limited seeks to rezone land at Maketu Road, Quarry Road and Fitzgerald Road, Drury and amend the provisions and spatial extent of the operative Drury South Industrial Precinct in the Auckland Unitary Plan (Operative in Part) 2016. Specifically, the plan change request seeks to:
 - a) Reduce the extent of the Drury South Industrial Precinct: Sub-precinct C from 21ha to 10ha, and rezone the land from Business - Light Industry to Business – Mixed Use;
 - b) Rezone approx. 20ha of land from Business – Heavy Industry to Business – Light Industry
 - c) Amend the Drury South Industrial Precinct provisions to enable a greater scale of commercial activity and greater building height in Sub-precinct C, remove bespoke landscaping provisions, provide for trade suppliers, amongst other amendments to the precinct provisions; and
 - d) Realign the boundaries of Precinct Plan 1 in the Drury South Industrial Precinct as depicted in Precinct Plan 1 to align with the extent shown on the Unitary Plan Viewer and exclude the land that now falls within the Drury South Residential Precinct.
5. The private plan change relates to district plan provisions of the Auckland Unitary Plan. A copy of the private plan change is included as Attachment A.
6. Drury South Limited considers that the proposed private plan change is the most appropriate method to provide for a greater range of activities within the Drury South Industrial Precinct,

¹ Clause 25, Schedule 1, Resource Management Act 1991.

more appropriately provide for light industrial activities and more efficiently and effectively manage the visual effects of development on the surrounding area.

Ngā tūtohunga Recommendation/s

7. That the Manager Planning – Central and South Planning, having had particular regard to the applicant's section 32 evaluation report, accepts the private plan change request by Drury South Limited, included as Attachment A, pursuant to clause 25(2)(b) Schedule 1 Resource Management Act 1991, for the following reasons:
 - a. The applicant's section 32 evaluation report considers different options, including rezoning the subject area without amending precinct provisions, applying the Business – Local Centre Zone to Sub-precinct C, and a 'do nothing' approach. This report considers that the option put forward in the plan change proposal is the most appropriate to achieve the purpose of the Resource Management Act 1991.
 - b. Accepting the private plan change request enables the matters raised by the applicant to be considered on their merits, during a public participatory planning process.
 - c. It is inappropriate to adopt the private plan change. The private plan change proposal is not a matter under consideration in council's policy work programme. The private plan change does not address a gap in the Auckland Unitary Plan (Operative in Part) 2016, introduce a new policy direction, nor does the private plan change have broad application by seeking to change provisions that apply across the region. The proposed rezoning and precinct amendments relate only to a geographically discrete area and does not include provisions that fundamentally differ from the policy direction of the Auckland Unitary Plan (Operative in Part) 2016.
 - d. The grounds to reject a private plan change request under clause 25(4) are limited and no ground is met by this private plan change.
 - i. The request is not frivolous. The applicant provided supporting technical information and the private plan change has a resource management purpose of enabling a more efficient use of the land and more effectively avoiding, remedying or mitigating the adverse effects on surrounding land. The request is not vexatious. The applicant is not acting in bad faith by lodging a private plan change request. The applicant is not requiring council to consider matters in this process that have already been decided or the subject of extensive community engagement or investment.
 - ii. The substance of the request has not been considered within the last two years.
 - iii. The coarse-grain assessment of the request does not indicate that the private plan change is not in accordance with sound resource management practice. Whether the private plan change request's objectives are the most appropriate way of achieving the promotion of sustainable management will be tested through the submission and hearing processes.
 - iv. The provisions of the Auckland Unitary Plan (Operative in Part) 2016 subject to the private plan change request have been operative for at least two years.
 - e. It is not appropriate to deal with the private plan change as if it was resource consent application because the broader range of activities sought to be enabled by the plan change would be inconsistent with the existing objectives and policies of the relevant zones² and the Drury South Industrial precinct in the Auckland Unitary Plan (Operative in Part) 2016.
 - f. The applicant requested that council accept the private plan change request.

² Business – Light Industry Zone and Business – Heavy Industry Zone

Horopaki

Context

Site and surrounding area

8. The proposed plan change relates to land at Maketu Road, Quarry Road and Fitzgerald Road, Drury, located within the Drury South Industrial Precinct in the Auckland Unitary Plan (Operative in Part) 2016 (refer to **Figure 1** below). The Drury South Industrial Precinct comprises 257 hectares of land located at the southern extent of the Drury area contained within the Rural Urban Boundary. It is positioned east of State Highway 1, close to the State Highway corridor. Immediately to the west of the site is the Drury Quarry, operated by Stevenson Aggregates.
9. Broadly speaking, the purpose of the precinct is to provide for land extensive industrial activity, employment opportunities and areas of stormwater management, whilst ensuring that critical infrastructure is provided and potential ecological, cultural and landscape effects are managed.
10. The precinct is zoned Business – Light Industry and Heavy Industry, and is divided into five sub-precincts. Of particular relevance to this private plan change request are:
 - a) Sub-precinct A Light Industry, which applies to the majority of the precinct (approximately 115ha);
 - b) Sub-precinct C Commercial Services, which applies to 21ha of land and seeks to enable office activity, and limited supporting activities such as commercial services, food and beverage and childcare and healthcare facilities;
 - c) Sub-precinct E Heavy Industry, which applies to 46ha of land.
11. The precinct was created through a private plan change request to the former Papakura District Plan, Franklin District Plan, Auckland Regional Policy Statement and Auckland Regional Plan³. This plan change request was approved in 2013 and carried over into the Auckland Unitary Plan (Operative in Part) 2016.
12. The precinct is currently being developed in accordance with the operative provisions. A number of resource consents have been granted within the precinct, including for land development works including bulk earthworks, streamworks and vegetation removal⁴, subdivision to create a high-use spine road serving the precinct⁵, subdivision to create 26 industrial lots within Sub-precinct E⁶ and a Network Discharge Consent to divert and discharge stormwater from future development to the stream network⁷. Part of the roading network has been constructed and bulk earthworks are currently being undertaken.
13. Immediately to the west of the site is land identified within the Drury South Residential Precinct in the Auckland Unitary Plan (Operative in Part) 2016. This land initially formed part of the Drury South Industrial Precinct⁸, before being rezoned as residential⁹ through the Housing Accords and Special Housing Areas Act 2013. Sub-precinct C of the Drury South Industrial Precinct adjoins this precinct for much of its length.

³ PC12 to the Papakura District Plan, PC38 to the Franklin District Plan and PC19 to the Auckland Regional Policy Statement and PC19 to the Auckland Regional Policy Statement and PC3 to the Auckland Regional Plan: Air, Land and Water.

⁴ BUN60305778

⁵ SUB60311999 and LUC60319074

⁶ SUB60325513

⁷ DIS60313540

⁸ In the aforementioned private plan change to legacy plans, and in the recommendations version of the Auckland Unitary Plan.

⁹ Specifically Residential – Mixed Housing Suburban Zone, Residential – Mixed Housing Urban Zone and Residential – Terrace Housing and Apartment Buildings Zone.

Figure 1: Aerial map of Drury South Industrial Precinct and surrounds

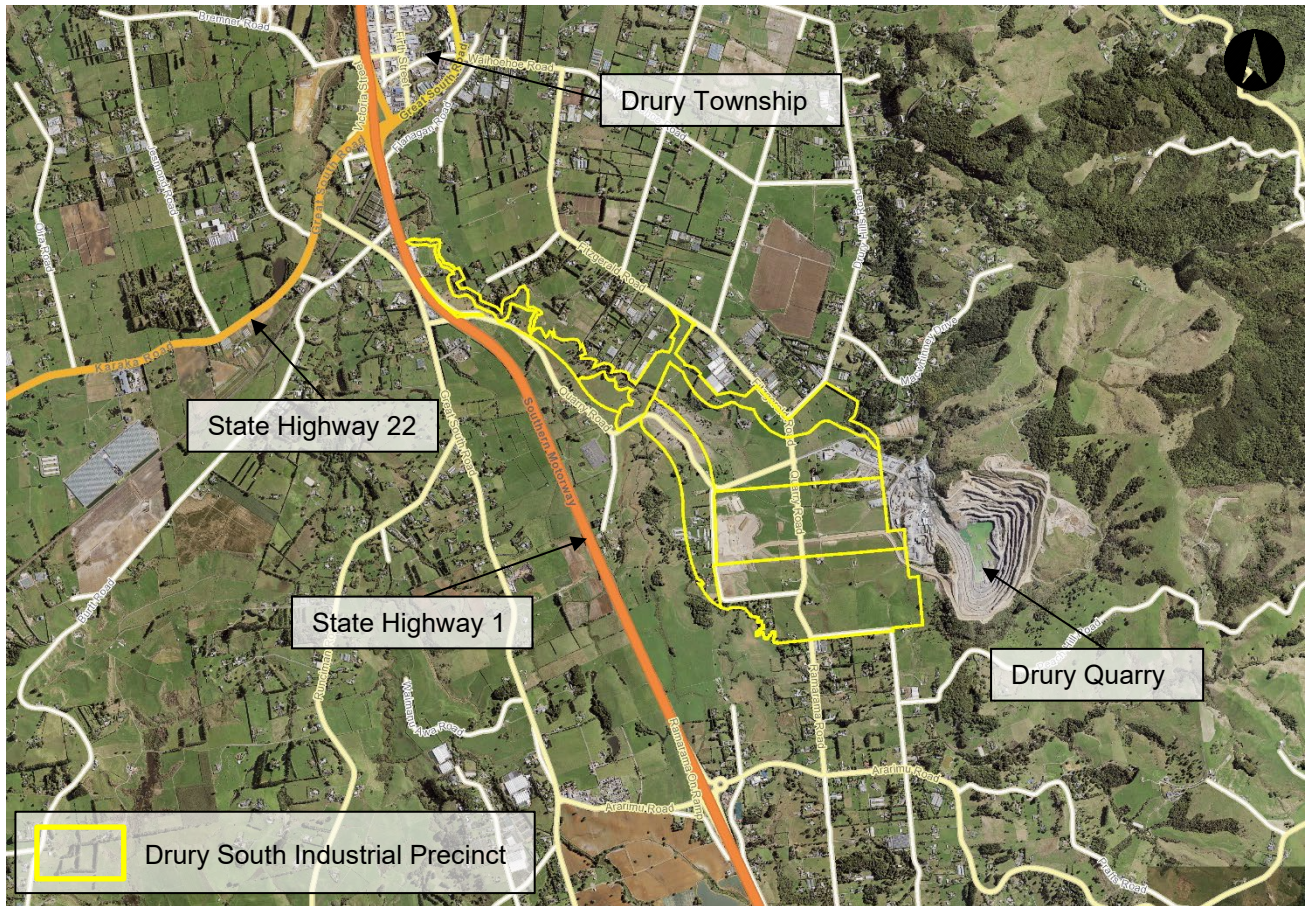
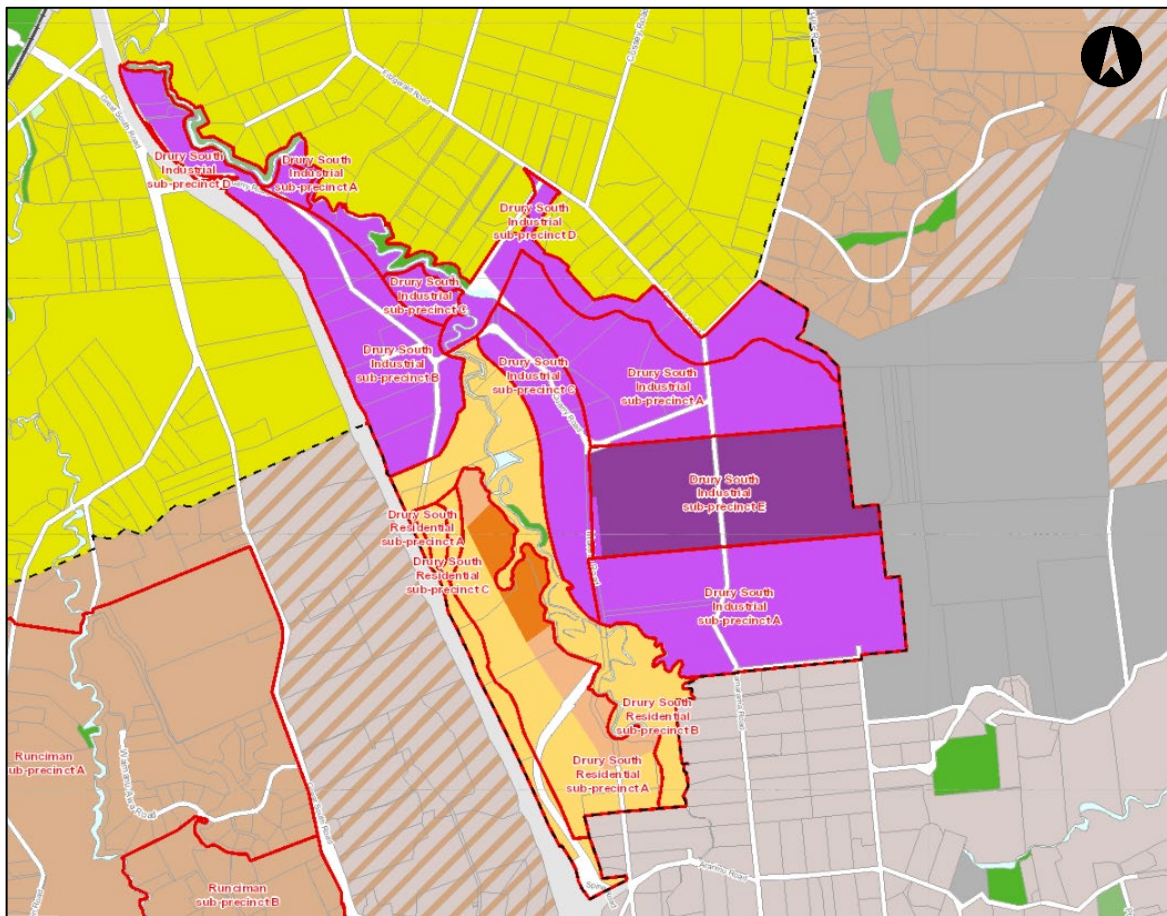


Figure 2: Operative zoning and precincts in Auckland Unitary Plan (Operative in Part) 2016



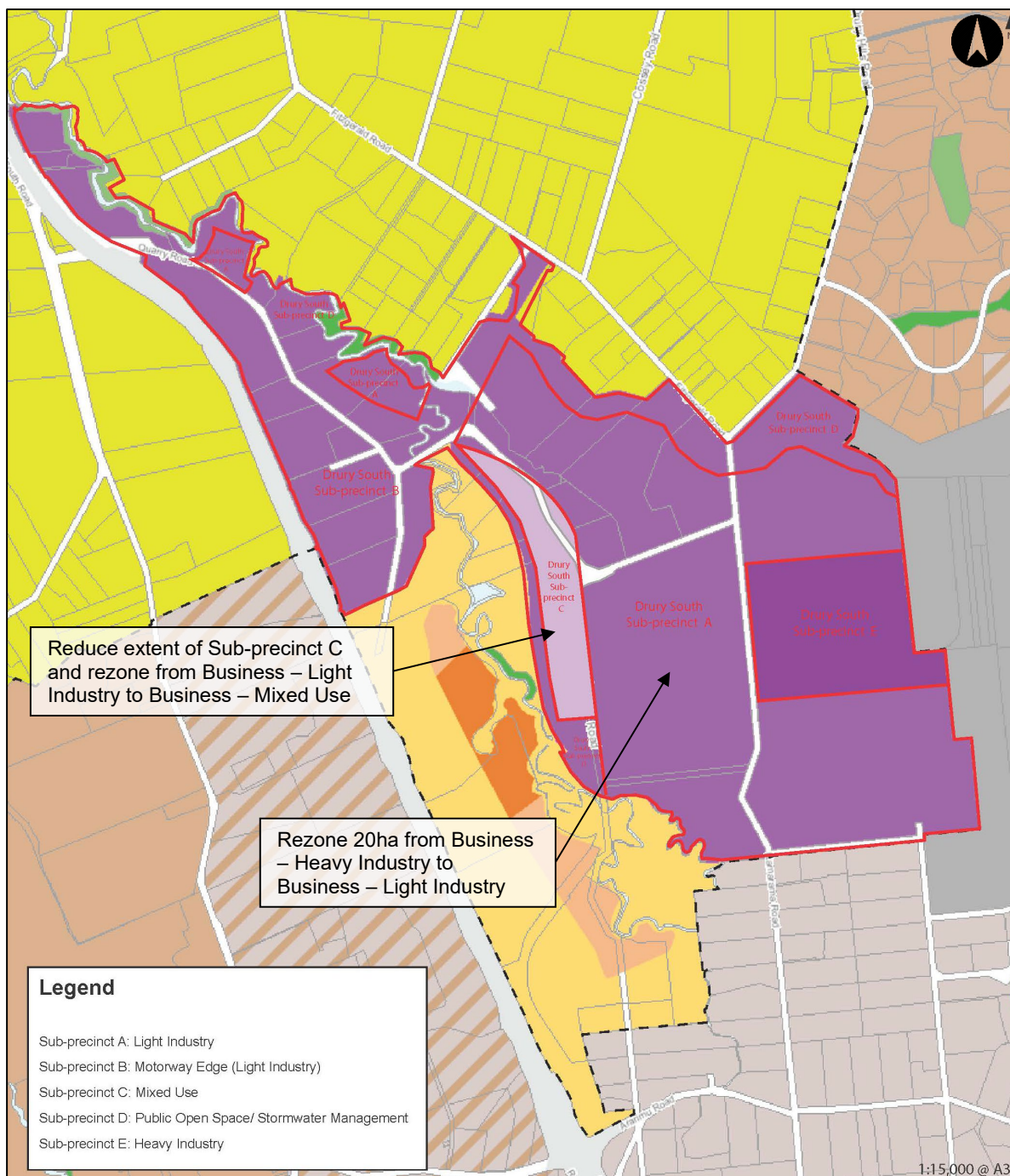
Private plan change content

14. The plan change request is set out in Attachment A. The proposed plan change seeks to:
- a) Reduce the extent of the Drury South Industrial Precinct: Sub-precinct C from 21ha to 10ha, and rezone the land from Business - Light Industry Zone to Business – Mixed Use Zone.
 - b) Rezone approximately 20ha of land from Business – Heavy Industry to Business – Light Industry to provide an appropriate separation distance between the proposed Business – Mixed Use and the Business – Heavy Industry Zone;
 - c) Amend the Drury South Industrial Precinct: Sub-precinct C provisions to:
 - i. enable a greater range and scale of commercial activity by providing for retail, offices and one supermarket in the sub-precinct. The applicant proposes to address potential effects on surrounding centres¹⁰ and the transport network by applying controls on the scale of retail and office tenancies, and gross floor area thresholds that apply to retail, offices and trade suppliers cumulative across the sub-precinct;
 - ii. provide for greater height by enabling buildings up to 25m in height;
 - iii. manage noise and vibration effects at the interface with high-use roads and industrial zones, particularly the interface with Māketu Road;

¹⁰ Including those signalled in the Drury-Opāheke Structure Plan.

- d) Make amendments to the Drury South Industrial Precinct provisions, including:
 - i. removing bespoke landscaping provisions and instead relying on the Business – Light Industry provisions;
 - ii. precluding restricted discretionary activities from public or limited notification;
 - iii. enabling trade suppliers to locate in Sub-precincts A (Light Industry) and C;
- e) Realign the boundary of the Drury South Industrial Precinct as depicted in Precinct Plan 1 to align with the extent shown on the Unitary Plan Viewer and exclude the land that now falls within the Drury South Residential Precinct.

Figure 3: Proposed zoning in Auckland Unitary Plan (Operative in Part) 2016



15. The objective of the plan change, as stated by the applicant is to:
- provide for a greater range of activities in sub-precinct C reflecting the changing planning and policy context; more appropriately provide for light industrial activities, and more efficiently and effectively manage the visual effects of development on the surrounding area through amendments to the landscaping and building form precinct provisions.*¹¹
16. The applicant provided the following information to support the plan change request:
- Private plan change request, including drafted changes to the Auckland Unitary Plan
 - Section 32 evaluation report
 - Specialist reports:
 - Economic assessment
 - Landscape and visual effects assessment
 - Transport assessment
 - Urban design report
 - Stormwater assessment
 - Acoustic report
 - AUP objectives and policies assessment

Timeframes

17. Drury South Limited lodged the private plan change request on 17 February 2020.
18. Further information was provided pursuant to Clause 23(1) of Schedule 1, RMA on 23 April 2020. Additional information sought under Clause 23(6) of Schedule 1, RMA was provided on 16 June 2020.
19. Modifications were made to the request under Clause 24 of Schedule 1, RMA on 8 June 2020.
20. Council is required to decide how the private plan change request is processed within 30 working days of the latest date specified above. That period ends on 27 July 2020.

Decision-maker

21. Council delegated¹² to Plans and Places' tier four managers the authority to make decisions how to process private plan change requests. A Unit Manager can decide under clause 25, Schedule 1, RMA, how council will process this private plan change request.

Tātaritanga me ngā tohutohu Analysis and advice

Statutory context: Resource Management Act 1991

22. Any person may request a change to a district plan, a regional plan or a regional coastal plan.¹³ The procedure for private plan change requests is set out in Part 2 of Schedule 1, RMA. The process council follows as a plan-maker is adapted,¹⁴ and procedural steps added¹⁵ including the opportunity to request information.

¹¹ p.41 Section 32 Assessment (Attachment A)

¹² Auckland Council Combined Chief Executive's Delegation Register (updated June 2019). All powers, functions and duties under Schedule 1 of the Resource Management Act 1991, except for the power to approve a proposed policy statement or plan under clause 17 of Schedule 1, are delegated to the relevant Tier 4 Manager

¹³ Clause 21, Schedule 1, Resource Management Act 1991.

¹⁴ Part 1 Schedule 1 applies, as modified by clause 29 Part 2 Schedule 1, Resource Management Act 1991.

¹⁵ Part 2 Schedule 1 Resource Management Act 1991.

23. Council must decide under clause 25 which is the most appropriate processing option for each private plan change request. In making this decision council must have particular regard to the applicant's section 32 evaluation report when deciding. The clause 25 decision is the subject of this report and clause 25 is set out in full in Attachment B.
24. In my opinion the applicant has provided sufficient information for the request to be considered. I consider that the insufficient information grounds for rejection in clause 23(6) are not available in this instance.
25. I evaluate the options available under clause 25 in the next sections of this report. I have had particular regard to the applicant's section 32 evaluation report in undertaking the assessment of clause 25 options.

Options available to the council

Option 1: Adopt the request, or part of the request, as if it were a proposed plan change made by the council itself

26. The council can decide to adopt the request, or part of the request. The council would then process it as though it were a council-initiated plan change.
27. If the plan change
 - a) includes a rule that protects or relates to any natural or historical resource specified in section 86B RMA, or
 - b) provides for or relates to aquaculture activities
 it may be appropriate for the plan change to have legal effect from notification. If there is a proposed rule of this kind, immediate legal effect could be desirable to prevent a "goldrush" of resource (over)use that could occur until the plan change is made operative.
28. Only a council initiated, or an adopted private plan change, could have immediate legal effect.
29. The subject plan change does not include any proposed rule that would protect, or relate to, any natural or historical resource specified in section 86B. The subject private plan change is unrelated to aquaculture activities. It is unnecessary to adopt the private plan change request to enable a rule to have immediate legal effect.
30. The private plan change does not address a gap in the Auckland Unitary Plan, introduce a new policy direction, nor does the private plan change have broad application by seeking to change provisions that apply across the region. The private plan change proposal is not a matter under consideration in council's policy work programme. The proposed rezoning and precinct amendments relate only to a geographically discrete area and does not include provisions that fundamentally differ from the policy direction of the Auckland Unitary Plan (Operative in Part) 2016.
31. The council meets all costs of processing the plan change if the request is adopted. The council should not carry these costs if the request is primarily of direct benefit to the applicant, rather than the wider public, or have other public policy benefits. The request is a site-specific proposal. The most immediate or direct benefit, if any, is to the applicant.
32. The applicant did not request that council adopt the private plan change request.
33. I recommend the private plan change request not be adopted.

Option 2 – Reject the request, in whole or in part

34. The council has the power to reject a private plan change request, in whole or in part, in reliance on one of the limited grounds set out in clause 25(4).
35. The grounds for rejection under clause 25(4) are as follows:
 - a) the request or part of the request is frivolous or vexatious; or
 - b) within the last two years, the substance of the request or part of the request;

- i. has been considered, and given effect to, or rejected by, the local authority or the Environment Court; or
- ii. has been given effect to by regulations made under section 360A; or
- c) the request or part of the request is not in accordance with sound resource management practice; or
- d) the request or part of the request would make the policy statement or plan inconsistent with Part 5; or
- e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than two years.

Is the request frivolous or vexatious?

36. The objective of the plan change is to provide for a wider range of activities and more effectively manage adverse traffic, landscape and visual, and urban design effects that may arise. The request includes a section 32 evaluation report which is supported by specialist assessments on relevant matters, including transport, economic effects, landscape and visual effects, urban design and stormwater management. I consider the request is not frivolous as the private plan change:
- a) was considered thoroughly in the application materials
 - b) is supported by expert independent opinion, and a section 32 analysis, and
 - c) cannot be said to have no reasonable chance of succeeding.
37. The applicant is not acting in bad faith by lodging a private plan change request. The applicant is not requiring council to consider matters in this process that have already been decided or the subject of extensive community engagement or investment. Accordingly, I do not consider the private plan change request to be vexatious.
38. I recommend the private plan change request not be rejected on this ground.

Has the substance of the request been considered and been given effect, or rejected by the council within the last two years?

39. The request seeks to apply a commercial zone and reduce the extent of the Heavy Industry zone, whilst making amendments to landscaping, maximum height, and noise and vibration standards amongst other provisions, within the Drury South Industrial precinct. These matters have not been considered by the council within the last two years.
40. I recommend the private plan change request not be rejected on this ground.

Has the substance of the request been given effect to by regulations made under section 360A?

41. Section 360A relates to regulations amending regional coastal plans pertaining to aquaculture activities. The site is not within the coastal marine area, or involve aquaculture activities, and therefore section 360A regulations are not relevant.
42. I recommend the private plan change request not be rejected on this ground.

Is the request in accordance with sound resource management?

43. The term 'sound resource management practice' is not defined in the RMA.
44. In the recent Environment Court decision **Orakei Point Trustee v Auckland Council** [2019] NZEnvC 117, the Court stated:
- “[13] What *not in accordance with sound resource management practice* means has been discussed by both the Environment Court and High Court in cases such as **Malory Corporation Limited v Rodney District Council** (CIV-2009-404-005572, dated 17 May 2010), **Malory Corporation Limited v Rodney District Council** (**Malory Corporation Ltd v Rodney District Council** [2010] NZRMA 1

(ENC)) and **Kerikeri Falls Investments Limited v Far North District Council (Kerikeri Falls Investments Limited v Far North District Council**, Decision No. A068/2009)

[14] Priestley J said in **Malory Corporation Limited v Rodney District Council** (CIV-2009-404-005572, dated 17 May 2010, at 95) that the words *sound resource management practice* should, if they are to be given any coherent meaning, be tied to the Act's purpose and principles. He agreed with the Environment Court's observation that the words should be limited to only a coarse scale merits assessment, and that a private plan change which does not accord with the Act's purposes and principles will not cross the threshold for acceptance or adoption (CIV-2009-404-005572, dated 17 May 2010, at 95)

[15] Where there is doubt as to whether the threshold has been reached, the cautious approach would suggest that the matter go through to the public and participatory process envisaged by a notified plan change (Malory Corporation Ltd v Rodney District Council [2010] NZRMA 1 (ENC), at para 22)."

45. I understand the consideration of this ground should involve a coarse assessment of the merits of the private plan change request - "at a threshold level" - and take into account the RMA's purpose and principles – noting that if the request is accepted or adopted the full merits assessment will be undertaken when the plan change is determined.
46. The RMA's purpose is set out at section 5 and the principles are set out at sections 6 to 8. Regarding these RMA Part 2 matters, the private plan change seeks to enable people and communities to provide for social and economic well-being in accordance with section 5(2). With regard to the RMA's principles, sections 7(b), 7(c), 7(d) and 7(f) apply because:
- a) The proposal may provide for a more efficient use of the plan change land¹⁶ by enabling a greater range of commercial and residential activities to locate within Sub-precinct C;
 - b) The proposal includes precinct provisions that may enhance amenity values¹⁷ within Sub-precinct C by result of enabling convenience retail close to proposed residential activity¹⁸ and providing for a walkable mixed-use environment;
 - c) The plan change seeks to protect intrinsic ecosystem values¹⁹ and maintain the quality of the environment²⁰ particularly in relation to stormwater management and landscape and visual effects.
47. The applicant supplied technical reports and a section 32 evaluation report in support of the private plan change request. The private plan change request relates to land located within the Rural Urban Boundary, which can be served by the necessary critical infrastructure, including the existing and planned transport, stormwater and utilities networks. The plan change proposes to amend existing precinct provisions to enable a place-based response to advise effects that may arise, including those related to the transport network, centres²¹, stormwater, amenity and noise and vibration.
48. Having reviewed the applicant's planning and specialist reports, undertaken a coarse scale merits assessment of the private plan change request, and taken the purpose and principles of RMA into account, the private plan change request is considered to be in accordance with sound resource management practice for the purposes of consideration under Clause 25(4)(c), Schedule 1.
49. I recommend the private plan change request not be rejected on this ground.

¹⁶ In accordance with s5(2) and s7(b) RMA

¹⁷ s7(c) RMA

¹⁸ Within Sub-precinct C itself in which dwellings would be permitted, and also within the Drury South Residential Precinct area which does not accommodate a centre zone.

¹⁹ s7(d) RMA

²⁰ s7(f) RMA

²¹ Including future planned centres identified in the Drury-Opāheke Structure Plan

Would the request or part of the request make the policy statement or plan inconsistent with Part 5 of the RMA?

50. Part 5 of the RMA sets out the role and purpose of planning documents created under the RMA, including that they must assist a local authority to give effect to the sustainable management purpose of the RMA. Regional and district plan provisions must give effect to the regional policy statement and higher order RMA documents, plus not be inconsistent with any (other) regional plan. The relevant sections in Part 5 are determined by the nature of the private plan change.
51. The most relevant part of the AUP(OP) in regard to this test is Chapter B Regional Policy Statement ('RPS') of the Auckland Unitary Plan. The plan change applicant has undertaken an assessment of the plan change against the objectives and policies of the AUP(OP), with particular reference to relevant chapters of the RPS²², and has concluded that the private plan change supports the policy direction of these provisions.
52. A preliminary assessment indicated that the proposed plan change will not make the Auckland Unitary Plan inconsistent with Part 5, but this conclusion will need to be tested through the submissions and hearing process so that these matters can be considered in full.
53. I recommend the private plan change request not be rejected on this ground.

Has the plan to which the request relates been operative for less than two years?

54. The plan provisions of the AUP relevant to this request were made operative on 15 November 2016. The provisions have therefore been operative for more than two years.
55. I recommend the private plan change request not be rejected on this ground.

Option 3 – Decide to deal with the request as if it were an application for a resource consent

56. The council may decide to deal with the request as if it were an application for a resource consent and the provisions of Part 6 would then apply accordingly.
57. I consider that the plan change process is the most appropriate process because the broader range of activities sought to be enabled by the plan change, including retail, residential and a supermarket, are contrary to the existing objectives and policies of the relevant zones²³ and Drury South Industrial Precinct in the Auckland Unitary Plan (Operative in Part) 2016.
58. I recommend the private plan change request not be dealt with as if it were an application for a resource consent.

Option 4 - Accept the private plan change request, in whole or in part

59. Council can decide to accept the request in whole, or in part. If accepted, the plan change cannot have legal effect until it is operative. In my opinion the private plan change may be accepted as there isn't a demonstrable need for any rule to have immediate legal effect; adoption is not required.
60. The private plan change mechanism is an opportunity for an applicant to have their proposal considered between a council's ten-yearly plan review cycle. The subject matter of this private plan change request is not a priority matter in Plans and Places' work programme, and is not presently being considered. The private plan change process is a means by which this matter can be considered before the next plan review.
61. If the private plan change is accepted the matters raised by the applicant can be considered on their merits, during a public participatory planning process.
62. The applicant did not request that council adopt the private plan change request.

Conclusion: options assessment

²² B2 Urban growth and form, B3 Infrastructure, transport and energy, and B7 Natural resources

²³ Business – Mixed Use and Business – Light Industry

63. I have assessed the private plan change request against the options available and the relevant matters. These include clause 25 Schedule 1 matters, having particular regard to the applicant's section 32 evaluation, and case law²⁴ that provides guidance on the statutory criteria for rejection of a private plan change request. I recommend the private plan change request is accepted.

Tauākī whakaaweawe āhuarangi

Climate impact statement

64. Council declared a climate emergency in Auckland, in June 2019. The decision included a commitment for all council decision-makers to consider the climate implications of their decisions. In particular, consideration needs to be given in two key ways:
- a) how the proposed decision will impact on greenhouse gas emissions and the approach to reduce emissions
 - b) what effect climate change could have over the lifetime of a proposed decision and how these effects are being taken into account.
65. The decision whether to adopt, accept, reject or deal with the private plan change request is a decision relative to those procedural options, rather than a substantive decision on the plan change request itself. The clause 25 decision is unrelated to any greenhouse gas emissions. The decision requested is a decision of short duration. Climate impacts can be considered in the future hearing report on the private plan change request, and any submissions received.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

66. Comment has been sought from Auckland Transport and Veolia Limited on the proposed plan change. Auckland Transport and Veolia Limited have not provided formal comment on the proposed plan change to date. Both CCOs reserve the right to make a submission on the plan change upon notification.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

67. Local boards' views are important in Auckland Council's co-governance framework. The views of the Franklin Local Board will be sought on the content of the private plan change request after the submission period closes. All formal local board feedback will be included in the hearing report and the local board will present its views to hearing commissioners, if the local board chooses to do so. These actions support the local board in its responsibility to identify and communicate the interests and preferences of people in its area, in relation to the content of Auckland Council plans.
68. Local board views have not been sought on the options to adopt, accept, reject or deal with the private plan change request as a resource consent application. Although council is required to consider local board views prior to making a regulatory decision, that requirement applies when the decision affects, or may affect, the responsibilities or operation of the local board or the well-being of communities within its local board area. The clause 25 decision does not affect the Franklin Local Board's responsibilities or operation, nor the well-being of local communities.

Tauākī whakaaweawe Māori

Māori impact statement

Consequence of clause 25 options for future consultation

²⁴ Malory Corporation Limited v Rodney District Council [2010] NZRMA 392 (HC)

69. If council accepts a private plan change request, it is not required to complete pre-notification engagement with iwi authorities. If the council accepts the request and subsequently notifies it, iwi authorities have the opportunity to make submissions. No changes can be made to the private plan change prior to notification.
70. If council adopts a private plan change the same consultation requirements apply as though the plan change was initiated by council: consultation with iwi authorities is mandatory prior to notification.²⁵ Changes can be made to the plan change prior to notification. Iwi authorities have the opportunity to make submissions after notification.
71. None of the clause 25 options trigger any signed mana whakahono a rohe (iwi participation arrangement).

Substance of private plan change request

72. Many of the resources that can be afforded protection by a rule that has immediate legal effect may be of interest to Māori, for example water, air or significant indigenous vegetation. The private plan change request does not include any rules that should have immediate legal effect, utilising section 86B, and should not be adopted as a council plan change.
73. The proposed plan change does not relate to Maori Land or Treaty Settlement Land, nor does it relate to any identified Sites of Significance to Mana Whenua identified in the Auckland Unitary Plan (Operative in Part) 2016.

Record of applicant's consultation

74. An applicant should engage with iwi authorities in preparing a private plan change request, as a matter of best practice. It is also best practice for an applicant to document changes to the private plan change request and/or supporting technical information arising from iwi engagement.
75. Drury South Limited advises that it has engaged with the following iwi authorities with an interest in the area (see below) providing the opportunity for feedback before the request was formally lodged with council.

Iwi authority	Detail
Ngati Tamaoho Trust	Meeting held on 24 June 2019 with Lucie Rutherford and Dennis Kirkwood and Ngati Te Ata representative Karl Flavell. DSL provided a full outline of the proposed plan change. Those present generally indicated they were not concerned with the proposed plan change. No further feedback has been received to date.
Ngati Te Ata Waiohua	
Ngati Maru	Drury South Limited sent out consultation letters on the proposed plan change to these Iwi Groups on 3 March 2020. To date, no responses have been received.
Ngati Tamaoho	
Ngati Te Ata	
Ngati Whanaunga	
Te Ahiwaru – Waiohua	
Te Akitai Waiohua	
Waikato – Taihui	

²⁵ Clauses 3, 4A Schedule 1, Resource Management Act 1991.

Ngā ritenga ā-pūtea Financial implications

76. If the request is adopted, the council would pay all costs associated with processing it. The council would be required to cover this unbudgeted expenditure; there would be less funding available to progress the department's work programme.
77. If the request is accepted or, if the request is dealt with as a resource consent application, the applicant would pay all reasonable costs associated with processing it on a user-pays basis.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

78. An applicant may appeal to the Environment Court a decision to:
- adopt the private plan change request in part only under clause 25(2)
 - accept the private plan change request in part only under clause 25(2)
 - reject the private plan change in whole or in part under clause 23(6)
 - deal with the private plan change request as if it were an application for a resource consent.²⁶
79. I recommend that all of the private plan change request is accepted. The applicant requested the private plan change be accepted. The risk of a legal challenge by the applicant utilising the clause 27 appeal rights is negligible. No avenue for appeal would be available.
80. No substantial changes can be made to the private plan change request following the clause 25 decision. I have worked with the applicant on the plan change leading up to this clause 25 report. As a result, Drury South Limited has agreed to modify the plan change request in accordance with Clause 24 of Schedule 1, RMA to address matters raised in relation to traffic effects, urban design matters, noise and vibration effects and stormwater discharge and diversion. The proposal itself also seeks to better align the Drury South Industrial Precinct provisions with the Auckland Unitary Plan (Operative in Part) 2016.

Ngā koringa ā-muri Next steps

81. If accepted, the private plan change must be notified within four months of its acceptance.
82. A separate evaluation and decision will be required regarding extent of notification.
83. I will seek the views and preferences of the Franklin Local Board after submissions close for inclusion in the section 42A hearing report.
84. Council will need to hold a hearing to consider any submissions, and local board views, and a decision would then be made on the private plan change request in accordance with Schedule 1 of the RMA.



Clause 25 recommendation

85. This private plan change request requires decision-making pursuant to clause 25 of Part 2 of Schedule 1 of the Resource Management Act 1991, to determine whether it will be adopted, accepted, rejected or dealt with as if it were a resource consent application.
86. I recommend that the private plan change request from Drury South Limited to rezone land and amend precinct provisions within the Drury South Industrial Precinct be **accepted** under

²⁶ Clause 27, Schedule 1 Resource Management Act 1991.


Clause 25(2)(b) of Schedule 1 of the Resource Management Act 1991 for the reasons set out in this report²⁷.

Ngā kaihaina Signatories

Author	<p>Sanjay Bangs Planner</p>  <p style="text-align: right;">Date: 29 June 2020</p>
Reviewer	<p>Craig Cairncross Team Leader, Planning Central South</p>  <p style="text-align: right;">Date: 29 June 2020</p>

Clause 25 authority and decision

87. In accordance with Auckland Council Combined Chief Executives' Delegation Register (updated June 2019), all powers, functions and duties under Schedule 1 of the Resource Management Act 1991, except for the power to approve a proposed policy statement or plan under clause 17 of Schedule 1, are **delegated** to Plans and Places Department Tier 4 Managers.
88. I have read the planner's report and recommendations on the private plan change request. I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 and to make a decision under delegated authority.

Decision	<p>I accept the private plan change request by Drury South Limited for Maketu Road, Quarry Road and Fitzgerald Road and surrounds under Clause 25 of Schedule 1 of the Resource Management Act 1991</p>
Authoriser	<p>Celia Davison Unit Manager, Planning Central South</p> 

²⁷ Refer paragraph 7 of this report.

Instructions from Unit Manager

Instructions from Unit Manager to Planner

Following my decision under delegated authority you must:

1. Save (if electronic signatures used) or scan and save (if conventional signatures used) a copy of this report to the relevant modifications folder in the U drive.
2. Write to the applicant to advise of the decision. Use the Clause 25 letter to applicant template on Kotahi <https://acintranet.aklc.govt.nz/EN/departments/PlansandPlaces/Pages/Plan-Changes.aspx>
3. Email Unitary Plan inbox to record the clause 25 decision, and to provide sufficient information to update the Planning Committee. Complete the following information, then copy and paste in an email to unitaryplan@aucklandcouncil.govt.nz

Use subject line "Clause 25 info for inclusion in Planning Committee memo"

Plan change	Location	Plan change purpose	Decision	Decision date
PC insert name	2 Kakariki Street, Onehunga	Protect historic heritage values	Accepted	3 June 2020

Ensure you send the email to the Unitary Plan inbox promptly. The monthly info memo to the committee will be incomplete if you tarry.

Ngā tāpirihanga

Attachments

A Private plan change

B Clause 25 Schedule 1, Resource Management Act 1991

A Private plan change

B Clause 25 Schedule 1, Resource Management Act 1991

Cls 25 Local authority to consider request

- (1) A local authority shall, within 30 working days of—
(a) receiving a request under [clause 21](#); or
(b) receiving all required information or any report which was commissioned under [clause 23](#); or
(c) modifying the request under [clause 24](#)—
whichever is the latest, decide under which of subclauses (2), (3), and (4), or a combination of subclauses (2) and (4), the request shall be dealt with.
- (1A) The local authority must have particular regard to the evaluation report prepared for the proposed plan or change in accordance with [clause 22\(1\)](#)—
(a) when making a decision under subclause (1); and
(b) when dealing with the request under subclause (2), (3), or (4).
- (2) The local authority may either—
(a) adopt the request, or part of the request, as if it were a proposed policy statement or plan made by the local authority itself and, if it does so,—
(i) the request must be notified in accordance with [clause 5](#) or [5A](#) within 4 months of the local authority adopting the request; and
(ii) the provisions of [Part 1](#) or [4](#) must apply; and
(iii) the request has legal effect once publicly notified; or
(b) accept the request, in whole or in part, and proceed to notify the request, or part of the request, under [clause 26](#).
- (2AA) However, if a direction is applied for under [section 80C](#), the period between the date of that application and the date when the application is declined under [clause 77\(1\)](#) must not be included in the calculation of the 4-month period specified by subclause (2)(a)(i).
- (2A) Subclause (2)(a)(iii) is subject to [section 86B](#).
- (3) The local authority may decide to deal with the request as if it were an application for a resource consent and the provisions of [Part 6](#) shall apply accordingly.
- (4) The local authority may reject the request in whole or in part, but only on the grounds that—
(a) the request or part of the request is frivolous or vexatious; or
(b) within the last 2 years, the substance of the request or part of the request—
(i) has been considered and given effect to, or rejected by, the local authority or the Environment Court; or
(ii) has been given effect to by regulations made under [section 360A](#); or
(c) the request or part of the request is not in accordance with sound resource management practice; or
(d) the request or part of the request would make the policy statement or plan inconsistent with [Part 5](#); or
(e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than 2 years.
- (5) The local authority shall notify the person who made the request, within 10 working days, of its decision under this clause, and the reasons for that decision, including the decision on notification.

APPENDIX EIGHT
CV AND CODE OF CONDUCT

SANJAY BANGS – CV & CODE OF CONDUCT

- 1.1 I have been involved with the processing and reporting on Plan Change (Private) 46 – Drury South to the Auckland Unitary Plan (Operative in part) 2016. Details of my qualifications and relevant past experience is set out below.
- 1.2 While it is not necessary for an Auckland Council hearing, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that the matters I have given advice and recommendations on is within my area of expertise, except where it is states that I am relying on the evidence of another person.

CAREER SUMMARY

PERIOD	ORGANISATION	ROLE
2012 – 2016, 2018 – present	Auckland Council	Planner, Plans and Places
2017	Auckland Council	Intermediate Planner, Western Resource Consenting

RELEVANT PROJECTS INCLUDE:

- Plan Change 24 (Private) Waiata Shores Local Centre (Reporting planner)
- Plan Change 6 (Private) Auranga B1 Drury West (Co-reporting planner)

QUALIFICATIONS

Bachelor of Planning (Hons), University of Auckland, 2011

AFFILIATIONS

New Zealand Planning Institute (Intermediate Member) 2019 - present

