

Decision on an application for resource consent under the Resource Management Act 1991



Non-complying activity

Application numbers:	LUC60419150 (s9 land use consent) DIS60419235 (s14 & s15 stormwater permit)
Applicant:	Kiwi Property Holdings No. 2 Limited
Site address:	133, 139, 155, 173 and 189 Fitzgerald Road, 61 and 97 Brookfield Road, and 108, 116, 120, 124, 128 and 132 Flanagan Road, Drury
Legal description:	Lot 1 DP 87159, Lot 1 DP 62094, Lot 1 DP 80559, Lot 1 57466, Lot 2 DP 57466, Lot 3 DP 57466, Lot 4 DP 57466, Lot 5 DP 57466, Lot 2 DP 24845, Lot 1 DP 165262, Lot 1 DP 101367, Lot 9 DP 105988, and Part Allotment 33 Parish of Opaheke.

Proposal:

To develop two new retail buildings within the Drury Centre Precinct. The first building, M12B, will be a standalone structure, while the second will be an extension to the previously approved M10 building, known as the M10 Extension.

The development will include at-grade parking and loading areas to support the retail activities. Comprehensive landscaping and lighting will be implemented throughout the site. The proposal also includes the diversion and discharge of stormwater via a private network to manage runoff from the impervious surfaces created by the new buildings and parking areas.

Resource consents are required for the following reasons:

Land use consent (s9) – LUC60419150

Auckland Unitary Plan (Operative in part)

District land use (operative plan provisions)

Signs

- To establish comprehensive development signage associated with Drury Centre, proposed retail activities, and the buildings proposed, is a restricted discretionary activity under rule E23.4.2(A53).

Noise and Vibration

- The proposed construction activities will occur in the Business - Metropolitan Centre Zone. For any receiver not in the Business - Metropolitan Centre Zone, the construction noise levels must comply with the standards in E25.6.27(1). The predicted noise level at 105 Brookfield Road located within the Business - Mixed Use Zone is 73 dB LAeq for no more than 5 days, which exceeds the relevant standard in E25.6.27(1). This is a restricted discretionary activity under rule E25.4.1(A2).

Transport

- Parking, loading and access which is an accessory activity, but which does not comply with the standards for parking, loading and access is a restricted discretionary activity under rule E27.4.1(A2). The following standards are not met:
 - The maximum vehicle crossing width for vehicle crossings servicing 10 or more parking spaces in a centre zone is 6m under standard E27.6.4.2(2) and table E27.6.4.3.2(T153). The proposed crossing from the roundabout servicing M12B is designed as a continuation of the public road carriageway and therefore exceeds this maximum width.
 - All vehicle crossings must be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority under standard E27.6.4.2(3). The proposed crossing from the roundabout servicing M12B is designed as a continuation of the public road carriageway and therefore does not provide for a continuous footpath over the 'crossing'.
- Construction or use of a vehicle crossing where a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3) is a restricted discretionary activity under rule E27.4.1(A5). The proposed vehicle access to M12B is via a roundabout intersection, which will be vested as a public road. This access is 'within' 10 metres of an intersection.

Temporary Activities

- For temporary activities associated with building and construction (including structures and buildings that are accessory activities) for a duration of more than 24 months as provided for in rule E40.4.1(A20). These temporary activities include the construction of the Large Format Retail buildings (LFR) buildings and is a restricted discretionary activity under rule E40.4.1(A24).

Business – Metropolitan Centre Zone

- To develop and use new Large Format Retail buildings (LFR) in the Metropolitan Centre zone is a restricted discretionary activity under rule H9.4.1(A33).

Drury Centre Precinct

- To develop new buildings in the Drury Centre Precinct is a restricted discretionary activity under rule I450.4.1(A3).
- To construct additions and alterations to building M10 which is not otherwise provided for is a restricted discretionary activity under rule I450.4.1(A4).
- To develop an additional 8,000m² retail GFA in the precinct (total 32,000m²) that does not comply with standard 1450.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to upgrade in row (c) relating to Drury Central train station is a non-complying activity under rule I450.4.1(A5).

- To develop an additional 8,000m² retail GFA in the precinct (total 32,000m²) that does not comply with standard 1450.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to upgrade in row (c) relating to the Direct connection from State Highway 1 to the Drury Centre is a discretionary activity under rule 1450.4.1(A6).

Regional land use (operative plan provisions)

Stormwater management area - Flow 1 and Flow 2

- To develop new impervious area other than for a road greater than 50m² within the Stormwater management area control – Flow 1 (SMAF 1) control complying with standard E10.6.1 and E10.6.4.1 is a restricted discretionary activity under rule E10.4.1(A3).

Stormwater quality - High contaminant generating car parks and high use roads

- To construct a new high contaminant generating car park greater than 5,000m² of car parking and associated accessways proposed within the development area which complies with controlled activity standards E9.6.2.1 is a controlled activity under rule E9.6.2.1(A7).

Stormwater permit (ss14 & 15) - DIS60419235

Auckland Unitary Plan (Operative in part)

Stormwater - Discharge and diversion

- Diversion and discharge of stormwater runoff from a new stormwater network is a discretionary activity under rule E8.4.1(A11).

Decision

I have read the application, supporting documents, and the report and recommendations on the application for resource consent. I am satisfied that I have adequate information to consider the matters required by the Resource Management Act 1991 (RMA) and make a decision under delegated authority on the application.

Acting under delegated authority, under sections 104, 104D, 104B, s105 and s107 and Part 2 of the RMA, the resource consents are **GRANTED**.

Reasons

The reasons for this decision are:

1. In accordance with an assessment under ss104(1)(a) and (ab) of the RMA, the actual and potential effects from the proposal will be acceptable as:
 - a. The Large Format Retail buildings are of an appropriate design for the centre and precinct. The bulk and scale of the buildings comply with the relevant development standards including height and yards. The buildings do have a large footprint but are located centrally in the overall subject site and well setback from any surrounding residential zone(s). The design of the buildings will have high quality architectural value

will providing for the operational and functional requirements. The buildings are orientated to the public roads to provide for streetscape activation and passive surveillance, avoiding adverse safety effects, and encouraging use. The car parking areas have been broken down to provide for better pedestrian amenity and appropriate human scale proportions. The buildings, surrounds, and car parking areas will be judiciously landscaped, including lighting, to provide for a high level of amenity and safety.

- b. The comprehensive development signage for the buildings is shown in indicative areas on the elevation plans for the proposed buildings. These areas for signage are integrated into the design of the buildings and will not screen or dominate any architectural features of the buildings or surrounds. The signage will function as required to signal the activity in the building without being overly distracting to result in any adverse traffic effects.
- c. The flood plains and overland flow paths on the site have been modelled to assess the pre- and post- development scenarios to determine the effects. The flooding effects both downstream and upstream effects will remain no different than approved under the overall Drury Centre development. Overland flow paths will be diverted or modified as part of the bulk earthworks consent and do not adversely affect the buildings. The overland flow path on the southern side of the M12 building will be properly formed and constructed to above overtopping into any adjacent land, and an easement in gross will be created to allow for the council to gain access for maintenance and clearance of any obstructions if necessary. Overall, potential flooding effects have been mitigated and are acceptable.
- d. The infrastructure and servicing of the site can be provided for by the local reticulated systems. It has been confirmed that the stormwater, wastewater, and potable water systems have sufficient capacity to provide for the proposal. The overall stormwater network for the development is proposed to be privately managed until such time that it meets the necessary requirements to be vested as part of Auckland's public stormwater network.
- e. The stormwater discharge proposal includes mechanisms to mitigate the quality and quantity of the run-off including 'Stormfilter' devices, underground detention tanks, retention tanks for roof runoff, inert roofing materials, and a pass forward flows management approach to avoid coincidence of peak flows from the upper catchment reach area. Contaminant effects from carparking surfaces will be remedied. Considering the approach to managing the stormwater, the associated adverse effects are being mitigated and remedied, and will overall be acceptable.
- f. Regarding transport effects, the road network servicing the proposal has a logical layout that will provide safe movement and sufficient capacity for the anticipated demand. Pedestrian and cycling connectivity has been provided and these uses have been encouraged. The Drury Centre train station will provide additional transportation options to the proposed development area and the wider centre. The applicant has volunteered an Augier condition that the retail activities will not commence until the train station and a number of other transport upgrades are operational to ensure that there will be sufficient transport options and capacity to cater for the overall centre development.

- g. Construction noise will be managed to mitigate and minimise potential adverse effects. The applicant proposes to undertake works in accordance with a Construction Noise and Vibration Management Plan (CNVMP), which will include best practice mitigation measures including limitations on work hours, using low noise or smaller equipment, applying local barriers, communication with neighbours, and adopting the best practicable option for reducing noise emissions. The real-world effect from noise is comparable to that which is permitted by the plan, being only 3dB over the maximum. The applicant will provide advance notification of works to surrounding neighbours. The overall noise effects are concluded to have been sufficiently mitigated and are acceptable overall.
 - h. The construction duration is longer than is permitted in the AUP(OP), due to the scale of the proposal. The adverse effects from this extended duration of works are acceptable, noting that most land surrounding the site is owned by the consent holder and forms part of the wider Drury Centre development. Nearby land that remains occupied by dwellings is well separated from the proposed works with no likely adverse effects in terms of vehicle access that are greater than already forms part of the receiving environment under the granted fast-track consents. The applicant has prepared a draft Construction Traffic Management Plan (CTMP) that sets out the specific measures to ensure that construction traffic is well managed. A finalised CTMP will be prepared and provided to the council for certification prior to the commencement of any works. Adverse construction effects will be mitigated and will be acceptable overall.
 - i. In terms of positive effects, the proposal results in new high amenity retail and services options for the local area, with good connections to a variety of transport modes including road, rail, and cycling.
 - j. With reference to s104(1)(ab), there are no specific offsetting or environmental compensation measures proposed or agreed to by the applicant to ensure positive effects on the environment.
2. In accordance with an assessment under s104(1)(b) of the RMA, the proposal is consistent with the relevant statutory documents. The proposal supports the overall intent of the National Policy Statement for Urban Development (NPSUD) in regard to providing land and buildings for business in what will become a high-quality urban environment. With regard to the objectives and policies of the AUP(OP):
- a. I450 Drury Centre Precinct: The proposal contributes to goal of creating a vibrant and intensive transit-orientated development. The Drury Centre train station provides for non-personal vehicle rapid transit. The additional retail activities will provide for social and economic needs of the area and be part of creating employment activities. While building M12B does not have a continuous frontage with the other buildings on the site, sufficient connectivity and amenity has been provided to ensure the pedestrians are not discouraged from walking from one building to another.

The traffic demand has been mitigated by the focus multimodal access and will not result on adverse traffic effects on the local transport infrastructure. The development can be fully serviced for all required water, energy, and communications infrastructure. There is an integrated stormwater approach, including treatments as detailed above which should improve or at least maintain the freshwater, sediment quality, and biodiversity of the

area. Large format retail is located in Sub-Precinct B as required by the policies. The flooding effects have been considered so that the risks to people and property (including infrastructure) are not increased.

- b. H9 Business – Metropolitan Centre Zone: The proposed development will be a substantial part of creating a new centre to contribute to the wider network of centres in Auckland. The development area will be an attractive environment due to the high-quality design of the buildings and landscaping. The proposal will be a focal point of the community, and this is reinforced by the close proximity of the upcoming Drury Centre train station.

The additional retail space will provide for ongoing investment and provide for the planned future form and quality of the area. Universal access is readily available as the parking is practically the same level as buildings. The buildings have high ceilings and a large footprint to provide for potential future changes in use. The lay-out and landscaping of the parking areas avoids adverse effects on pedestrian amenity and the streetscape. The buildings are to the south of the nearest open space, avoiding shading effects on these reserves.

- c. E8 Stormwater - Discharge and diversion: Adverse effects from stormwater runoff have been minimised and mitigated as far as practicable. The stormwater arrangement is integrated with the overall proposed development. The proposal includes mechanisms to filter the water for contaminants, and retention and detention to control the flow from the additional impervious surfaces.
- d. E25 Signs: The signage will provide identification to identify the retail activities, contribute to the social and economic well-being of communities. The proposed indicative signage areas are incorporated into the designs and materials of the buildings. They will not significantly detract from the profile or appearance of a building or cover any significant architectural features on the façade of a building. The signs will be located adjacent to carparking areas; however, these are low speed roads and the signs are not proposed to have changeable messages, be illuminated, flashing, or revolving, which provides for safety.
- e. E25 Noise and Vibration: The noise from the construction activity are being managed and mitigated via best practicable options to ensure that people are protected from unreasonable levels. The residential zones in the area will also be protected and no noisy works are proposed to occur at night. Construction activities are provided for/enabled in the objectives because they can be noisy; however, construction is necessary for development.
- f. E27 Transport: The overall Drury Centre development will provide for all common modes of transportation, including vehicular, bicycle, pedestrian, and train. The development area is located at the centre of an approved local road network that has sufficient capacity to provide for the additional demand. The network is also safe for vehicles and pedestrians. The parking and loading on the site will provide for the functional and operational requirements of the retail activities. Bicycle use is promoted by the provision of the required parking spaces. The parking areas are well landscaped to provide for pedestrian amenity. Access points onto the future public roads have been considered with regard to safety and functionality.

- g. E36 Natural Hazards and Flooding: The proposal has accommodated the risks of development in an urban area affected by flood hazards. The upstream and downstream conveyance of the flood waters will not be obstructed. The underlying earthworks consent has redirected the overland flow paths to the roads, avoiding effects on people and buildings. The overland flow path on the southern side of the M12 building will be properly formed and constructed to above overtopping into any adjacent land, and an easement in gross will be created to allow for the council to gain access for maintenance and clearance of any obstructions if necessary.
 - h. E40 Temporary Activities: The duration of the construction of the proposal contributes to the social, economic, and cultural well-being of the community by providing a large section of the overall Drury centre. The adverse effects from the construction, including construction traffic and noise effects, are managed to mitigate the effects on the amenity values, communities, natural environment, and any open spaces.
- 3. In accordance with an assessment under s104(1)(c) of the RMA, no other matters are considered relevant or reasonably necessary to consider in determining the application.
 - 4. In accordance with an assessment under ss105 and 107 of the RMA, it has been determined that the proposed discharge of stormwater will not have significant adverse effects on the receiving environment. The type of stormwater management proposed is appropriate for the site and particular development and regards has been given to alternative methods. Regarding s107, there are restrictions on the grant of certain discharge permits that would contravene s15 or s15A where specific types of adverse effects occur. The proposal will not give rise to any of the effects listed in s107(1).
 - 5. There is no prohibition under s104D of the RMA on granting this non-complying activity proposal. This is because the proposal is not contrary to the objectives and policies of the relevant plan and will have only minor adverse effects on the environment.
 - 6. In the context of this non-complying activity application for land use and stormwater discharge, where the objectives and policies of the relevant statutory documents were prepared having regard to Part 2 of the RMA, they capture all relevant planning considerations and contain a coherent set of policies designed to achieve clear environmental outcomes. They also provide a clear framework for assessing all relevant potential effects and there is no need to go beyond these provisions and look to Part 2 in making this decision as an assessment against Part 2 would not add anything to the evaluative exercise.
 - 7. Overall, the adverse effects from the proposal have been avoided, mitigated, and remedied and the proposal is overall concluded to be consistent with the relevant planning framework. The resource consents are granted.

Conditions

Under sections 108 and 108AA of the RMA, these consents are subject to the following conditions:

General conditions

These conditions apply to all resource consents.

1. The retail development activity must be as described in the application and assessment of environmental effects prepared by Mary Wong of Barker & Associates Ltd, dated 26 May 2023 and must be carried out in accordance with the plans stamped and referenced by the council as resource consent numbers LUC60419150 and DIS60419235.

The consent must also be carried out in accordance with all other reports and information detailed below and all referenced by the council as consent numbers LUC60419150 and DIS60419235.

Report title and reference	Author	Rev	Dated
Landscape Design Report - Drury Metropolitan Centre - Phase 1 Resource Consent Application – S21-003	Oculus	B	29/06/23
Civil Design Report for Resource Consent – Drury Centre Project – 510611	Aurecon New Zealand Ltd.	0	18/05/2023
Transportation Assessment – Drury Centre Precinct – Additional Large Format Retail – 310203562	Stantec	2	26/05/2023
Drury Centre Precinct Flood Assessment – Development of large format retail buildings – P16-335	Woods	-	22/05/2024
Acoustic Assessment – Drury Centre Precinct Project: Large Format Retail Buildings (M10 & M12B) - Rp 05 20190076	Marshall Day Acoustics	00	22/05/2023
Drury Centre Precinct Large Format Retail - Draft Travel Plan	Stantec	3	20/06/2023
Assessment of Ecological Effects - Drury Centre Project - 1003297.6001 v2	Tonkin + Taylor	2	21/11/2022
Other additional information	Author	Rev	Dated
Healthy Waters s92 Response 26022024.xlsx and associated images, as a consolidated further information response set	Healthy Waters and Applicant	NA	26/02/2024
Email with subject “FW: [#CKL A22378] Travel Plan - feedback -133 Fitzgerald Road- Drury- LUC60419150-“ regarding additional travel plan information	Pamela Santos	NA	09/02/2024

Email with subject "FW: [#CKL A22378] LUC60419150 and DIS60419235 - 133 Fitzgerald Road, Drury - Auckland Transport RFI" regarding transport design	Pamela Santos	NA	30/01/2024
Email with subject "RE: LUC60419150 - 133 Fitzgerald Road Drury - Watercare, DE and Healthy Waters RFI Matters" regarding stream and overland flow path to south of M12B	Mary Wong	NA	16/01/2024
Email with subject "[#CKL A22378] Drury Kiwi transport comments" regarding transport design	Daryl Hughes	NA	15/05/2023
Email with subject "FW: LUC60419150 - 133 Fitzgerald Road, Drury - Urban Design Further Information Matters" regarding urban design further information matters	Mary Wong	NA	24/07/2023
Memorandum with Subject "Kiwi Property - Drury Centre Precinct Fast Track Response related to Stormwater #2"	Aurecon	NA	21/06/2023

2. Under section 125 of the RMA, these consents lapse five years after the date they are granted unless:
 - a. The consents are given effect to; or
 - b. The council extends the period after which the consents lapse.
3. The consent holder must pay the council an initial consent compliance monitoring charge of \$1116.00 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs incurred to ensure compliance with the conditions attached to these consents.

Advice note:

The initial monitoring deposit is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance with the resource consents. In order to recover actual and reasonable costs, monitoring of conditions, in excess of those covered by the deposit, should be charged at the relevant hourly rate applicable at the time. The consent holder will be advised of the further monitoring charge. Only after all conditions of the resource consents have been met, will the council issue a letter confirming compliance on request of the consent holder.

Specific conditions – Land use consent LUC60419150

Management Plan Conditions

General

4. Any subsequent amendment of a management plan certified under these conditions that comprises material changes must be tracked, and the revised management plan submitted to the council for further certification. Changes to any plan must be prepared by a suitably qualified and experienced person.
5. A copy of the management plans certified under these conditions must be made available on request to authorised council staff during monitoring inspections.

Construction Traffic Management Plan (CTMP)

6. Prior to the commencement of any works on the site, the consent holder must submit to and have certified by the council a Construction Traffic Management Plan (CTMP). The CTMP must be prepared in accordance with the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport or CTMPs (as applicable) and New Zealand Transport Agency's Code of Practice for Temporary Traffic Management and must address the surrounding environment including pedestrian and bicycle traffic as well as public transport.

No construction activity can commence until the CTMP has been certified by the council and all construction traffic must be managed at all times in accordance with the approved CTMP.

Advice Note:

The CTMP should contain sufficient detail to address the following matters: measures to ensure the safe and efficient movement of the travelling public (pedestrians, vehicle occupants, local residents etc.), restrict hours of vehicle movements to protect amenity of surrounding environment during earthworks phase, etc.

It is the responsibility of the applicant to seek approval for the CTMP from Auckland Transport. Please contact Auckland Transport on (09) 355 3553 and review www.beforeudig.co.nz before you begin works.

The CTMP must be included in the application for a Corridor Access Request.

Construction Noise and Vibration Monitoring Plan (CNVMP)

7. Prior to the commencement of any works on site, the consent holder must provide to the council for certification a Construction Noise and Vibration Management Plan (CNVMP) based on the acoustic assessment dated 22/05/23 prepared by Marshall Day (referenced in Condition 1). The CNVMP must be provided at least twenty (20) days prior to the commencement of any works on site. The objective of the CNVMP is to set out the Best Practicable Option for the management of noise and vibration effects during earthworks and construction. The CNVMP must be prepared with reference to Annex E, New Zealand Standard NZS6803:1999 Acoustics – Construction noise and

Appendix B in DIN 4150-3:1999 Structural Vibration – Part 3 Effects of vibration on structures. The CNVMP must address the following matters:

- a. Details for providing written advice of the works to receivers within 50m of the site,
- b. Neighbour consultation and engagement procedures including identification of any special needs of those neighbours,
- c. Scheduling of noisy and/or high vibration creating works, particularly those works assessed as giving rise to exceedances, outside of normal business hours,
- d. The construction noise and vibration limits for the project,
- e. The limitations on days and hours,
- f. Brief description of the works and equipment to be used,
- g. Requirements and specifications for acoustically effective barriers on and/or within site boundaries and additional localised screening around individual noisy machinery,
- h. Minimum separation distances for compliance (mitigated and unmitigated),
- i. A procedure for responding to any noise and vibration complaints,
- j. A procedure for noise and vibration monitoring during the works, and how any corrective actions that may be required will be applied,
- k. Details of the best practicable noise and vibration mitigation measures to be applied during the various stages of the construction period, and
- l. Procedures for ensuring that all contractors and operators on site are aware of the requirement to minimise noise and vibration effects as far as practicable on neighbouring sites.

No works on site can commence until confirmation is provided from the council that the CNVMP satisfactorily meets the requirements above, and all measures identified in that plan as needing to be put in place prior to the commencement of works have been.

All works must be carried out in accordance with the certified CNVMP.

Prior to Commencement Conditions

Drury Centre Enabling Works

8. The construction of the LFR buildings approved under this resource consent must not commence until:
 - a. All pre-commencement conditions of the Drury Centre Precinct fast-track consent (EPA reference: FTC50A) have been satisfied, and
 - b. The earthworks, subdivision, and infrastructure works necessary to service the LFR development, as approved under the Drury Centre Precinct fast-track consent, and the bulk earthworks consent (BUN60380224), have been completed.

Detailed Design Drawings

9. Prior to lodgement of any building consent application for the 'Façade/Building Envelope' stage of construction, a finalised set of architectural detail drawings must be provided to the council for written confirmation of design compliance. The finalised set of drawings must demonstrate that the building's proposed architectural details, materiality and finished appearance is consistent with the plans and information referenced at Condition 1, including architectural treatment, colour, and depth / articulation of glazing. The information must include the following:
 - a. Details of the building's façade treatment / architectural features / fenestration and canopies, including detail of the pedestrian entrance to Building 12B from Road 25;
 - b. A materials schedule and specification; sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations and materials sheets.

No construction activity involving external materials can commence until confirmation is provided from the council that the detailed design drawings satisfactorily meet the requirements of this condition. This information must be implemented as part of the approved resource consent.

Advice note:

As part of the condition monitoring process, the council's monitoring officer will liaise with members of the council's Tāmaki Makaurau Design Ope to provide confirmation of design compliance in relation to architectural drawings and materials specifications under this condition. The confirmation of design compliance does not relate to Building Act 2004 or Building Code compliance. A separate building consent application is required, and all building work must comply with the provisions of the Building Act and Building Code. We recommend that you seek appropriate specialist advice to ensure coordination between compliance with design requirements and Building Act and Building Code compliance.

Lighting Design

10. Prior to lodgement of the building consent application(s) for the building(s), the consent holder must provide to the council a certified lighting plan demonstrating that all parking and manoeuvring areas, and associated pedestrian routes, will be adequately lit during all hours, in accordance with standard E27.6.3.7 in the Auckland Unitary Plan (Operative in Part).

The plan and any accompanying technical specifications must be certified by a qualified lighting specialist.

No installation of lighting can commence until confirmation is provided from the council that the certified lighting plan satisfactorily meets the requirements of this condition. This plan must be implemented as part of the approved resource consent.

Signage

11. Prior to erection or installation of any signs, the consent holder must provide to the council for certification final signage and wayfinding design information. This information must contain details of all signs to be erected on the subject site and/or the proposed buildings, including (but not limited to):
 - a. All exterior building signs, including tenancy identification and building naming signs. Signage must be generally as per the precedent images included in the stamped Ignite Architectural Plans, and
 - b. All exterior directional, way finding, traffic and parking signs associated with the management of vehicle access to and from the site. This includes but is not limited to loading bays, car parking areas, and pedestrian walkways.

To ensure that proposed signage is cohesive and does not detract from the architectural quality of the buildings and immediate surrounding area and avoids visual clutter and/or obstruction, this information must include the location, dimensions, placement, materiality, colour, and method of attachment or placement of each sign. Any sign structures must be visually recessive in terms of form and colour.

All signs must be designed and maintained to meet defined structural and safety standards to ensure that they do not contravene the safety and maintenance requirements of the Auckland Signs Bylaw 2022.

No signage installation can commence until confirmation is provided from the council that the submitted information satisfactorily meets the requirements of this condition. The certified information must be implemented as part of the approved resource consent.

Landscaping Design

12. Prior to lodgement of the building consent application(s) for the building(s), the consent holder must provide to the council for certification a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect or suitably qualified professional. The submitted information must be consistent with the report titled "Landscape Design Report" prepared by Oculus, dated 29 June 2023, Rev B, and at a minimum, must include landscape design drawings, specifications and maintenance requirements including:
 - a. An annotated planting plan(s) which communicate the proposed location and extent of all areas of planting,
 - b. Annotated cross-sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for planter boxes and garden beds,
 - c. A plant schedule based on the submitted planting plan(s) which details specific plant species, plant sourcing, the number of plants, height and/or grade (litre) / Pb size at time of planting,
 - d. Details of draft specification documentation for any specific drainage, soil preparation, tree pits, staking, irrigation, and mulching requirements,

- e. An annotated pavement plan and related specifications, detailing proposed site levels and the materiality and colour of all proposed hard surfacing,
- f. An annotated street furniture plan and related specifications which confirm the location and design of any seating, bins, lights, balustrades, retaining walls and other structural landscape design elements. These areas must be designed to a high quality to discourage vandalism,
- g. A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design, including in relation to the following requirements:
 - (i) Irrigation,
 - (ii) Weed and pest control,
 - (iii) Plant replacement,
 - (iv) Inspection timeframes, and
 - (v) Contractor responsibilities.

The finalised landscape design must be consistent with the landscape design intent / objectives identified in the report titled “Landscape Design Report” prepared by Oculus, dated 29 June 2023, Rev B, and confirm responsibilities for ongoing maintenance requirements.

Advice note:

It is recommended that the consent holder consider a minimum three-year management / maintenance programme for plant establishment and provide details of maintenance methodology and frequency, allowance for fertilising, weed removal / spraying, replacement of plants, including specimen trees in case plants are severely damaged / die over the first three years of the planting being established and watering to maintain soil moisture.

Mechanical plant and equipment

- 13. Prior to the commencement of construction, the consent holder must submit to the council for certification a report prepared by a suitably qualified acoustic specialist demonstrating that the selection and design of mechanical plant and equipment for the proposed buildings will ensure compliance with the operational noise limits set out in Condition 25.

Pre-Start Meeting

Pre-Start Meeting Requirements

- 14. Prior to the commencement of any works on site, the consent holder must hold a pre-start meeting that is:
 - a. is located on the subject site,
 - b. scheduled not less than five (5) and not more than ten (10) days before the anticipated commencement of works,

- c. includes the Auckland Council Monitoring Officer, Noise Specialist, and other relevant parties including the site stormwater engineer, and
- d. includes representation from the contractors who will undertake the works and any suitably qualified professionals if required by other conditions.

The pre-start meeting must discuss at a minimum:

- e. Management of construction noise and traffic effects, and
- f. Any potential modifications to the stormwater management system, which may be reviewed by Auckland Council at this time.

The following information must be made available at the pre-start meeting:

- g. Timeframes for key stages of the works authorised under this consent, including the construction of stormwater devices,
- h. Resource consent conditions,
- i. Certified CTMP (required by Condition 6),
- j. Certified CNMP (required by Condition 7),
- k. Contact details of the site contractor and site stormwater engineer, and
- l. Approved (signed/stamped) construction plans for stormwater devices.

Works in Progress Conditions

Ensure construction and earthworks activities do not obstruct access

- 15. There must be no obstruction of access to public footpaths, berms, private properties, public services/utilities, or public reserves resulting from the construction activity. All materials and equipment must be stored within the subject site's boundaries.

Protection of Road Assets

- 16. Unless specifically provided for by this consent, there must be no damage to public roads, footpaths, berms, kerbs, drains, or other public assets arising from the earthworks and construction activities. If such damage does occur, the council must be notified by the consent holder within 72 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition must be met by the consent holder.

Construction Activities and Parking

- 17. The consent holder must ensure that all construction work, including the storage of materials and heavy equipment, is carried out within the subject site and not on any surrounding roads. The consent holder must also provide adequate parking facilities for all construction staff within the confines of the development site.

Dust Management

18. There must be no airborne or deposited dust beyond the subject site as a result of the construction activity, that in the opinion of the Council, is noxious, offensive, or objectionable.

Advice Note:

In accordance with the above condition in order to manage dust on the site consideration should be given to adopting the following management techniques:

- *Stopping works during high winds*

In assessing whether the effects are noxious, offensive, or objectionable, the following factors will form important considerations.

- *The frequency of dust nuisance events*
- *The intensity of events, as indicated by dust quantity and the degree of nuisance.*
- *The duration of each dust nuisance event*
- *The offensiveness of the discharge, having regard to the nature of the dust*
- *The location of the dust nuisance, having regard to the sensitivity of the receiving environment.*

It is recommended that potential measures as discussed with the council's monitoring officer who will guide you on the most appropriate approach to take. Please contact Team Leader Environmental Monitoring South at monitoring@aucklandcouncil.govt.nz for more details. Alternatively, please refer to the Ministry for the Environment publication "Good Practice Guide for Assessing and Managing the Environmental Effects of Dust Emissions."

Advance Notification of Works

19. The consent holder must advise all occupants of all sites within 50 m of the extent of the construction works, in writing, no less than three (3) days prior to the works commencing on the site. The written advice must include a description of the works, the expected duration of the works, the mitigation to be implemented, the working hours, and the contact details for any concerns regarding noise and vibration.

Wastewater Reticulation Networks (Connection to Public Network)

20. The consent holder must design and construct connections to the public wastewater reticulation network to serve the building(s) in accordance with the requirements of the wastewater utility provider. Certification from the utility provider that works have been satisfactorily undertaken must be provided to the council prior to occupation of the building(s).

Advice Note:

- *Acceptable forms of Evidence from the Utility Providers include a Certificate of Acceptance.*

- *Alterations to the public wastewater reticulation network require Engineering Plan Approval. Additional approval is required from Watercare/Veolia as part of the Engineering Plan Approval Process.*
- *Public connections are to be constructed in accordance with the Water and Wastewater Code of Practice.*
- *Plans approved under Resource Consent do not constitute an Engineering Plan Approval and should not be used for the purposes of constructing public reticulation works in the absence of that approval.*
- *In the former Papakura District, water and wastewater services are provided by Veolia under a Franchise Agreement. The consent holder must deal directly with Veolia for approval in relation to all water and wastewater servicing matters throughout the development. Compliance certification must be obtained from Veolia prior to connection to any Veolia network:*
papakura.developments@veolia.com.

Water Reticulation Networks (Connections to Public Network)

21. The consent holder must design and construct connections to the public water reticulation network to serve the building(s) in accordance with the requirements of the water utility provider. Certification from the utility provider that works have been satisfactorily undertaken must be provided to the council prior to occupation of the building(s).

Advice Note:

- *Acceptable forms of evidence from the Utility Providers include a Certificate of Acceptance.*
- *Alterations to the public water reticulation network require Engineering Plan Approval. Additional approval is required from Watercare/Veolia as part of the Engineering Plan Approval Process.*
- *Public water supply is required to ensure an acceptable water supply for each lot, including for fire-fighting purposes.*
- *Public connections are to be constructed in accordance with the Water and Wastewater Code of Practice.*
- *Plans approved under Resource Consent do not constitute an Engineering Plan Approval and should not be used for the purposes of constructing public reticulation works in the absence of that approval.*
- *In the former Papakura District, water and wastewater services are provided by Veolia under a Franchise Agreement. The consent holder must deal directly with Veolia for approval in relation to all water and wastewater servicing matters throughout the development. Compliance certification be obtained from Veolia prior to connection to any Veolia network: papakura.developments@veolia.com*

Utilities

22. The consent holder must make provision for telecommunications and electricity to the building(s) in accordance with the requirements of the respective utility operators. If reticulated, these utilities must be underground. Certification from the utility providers that works have been satisfactorily undertaken must be provided to the council prior to occupation of the building(s).

Construction times

23. All construction works must be undertaken between 7.30am and 6.00pm from Monday to Saturday only. There must be no works on Sundays or public holidays. The restriction on hours of works must not apply to low noise generating activities, such as site set up or staff meetings, which may occur outside of these hours.

Construction noise limits

24. Noise arising from construction work activities on the site, with the exception 105 Brookfield Road where 73 dB LAeq applies, must not exceed limits of 70 dB LAeq and 85 dB L_{Amax} measured 1m from the façade of any occupied building in accordance with the requirements of NZS6803:1999 that is occupied during the works.

Post Construction Conditions

Operational noise

25. The noise (rating) level and maximum noise emission from the operation of proposed buildings and any commercial activity on site must not exceed the maximum noise levels below
- a. When measured or assessed as the incident level on the façade of any building on any other site in the Business Zones:

Time	Business Mixed Use Zone	Business – Metropolitan Centre Zone
7am-11pm	65 dB LAeq	65 dB LAeq
11pm-7am	55 dB LAeq 65 dB Leq at 63 Hz 60 dB Leq at 125 Hz 75 dB L _{Amax}	60 dB LAeq 65 dB Leq at 63 Hz 60 dB Leq at 125 Hz 75 dB L _{Amax}

Note: The 63Hz and 125Hz octave band limits do not apply to fixed mechanical plant.

- b. when measured within the boundary of a site in a residential zone:

Time	Noise level
Monday to Saturday 7am-10pm	55dB L _{Aeq}
Sunday 9am-6pm	
All other times	45dB L _{Aeq} 60dB L _{eq} at 63 Hz 55dB L _{eq} at 125 Hz 75dB L _{AFmax}

Note: Noise levels must be measured and assessed in accordance with the New Zealand Standard NZS 6801:2008 Measurement of environmental sound and the New Zealand Standard NZS 6802:2008 Acoustics - Environmental noise except where more specific requirements apply.

26. The consent holder must ensure the selection, installation of any mechanical plant serviced the proposed building has been overseen and supervised by an experienced acoustic consultant; and prior to or at the lodgement of building consent application for construction of the proposed building, a certificate prepared by an experienced acoustic expert must be submitted to the Council for certification that the mechanical plant has been designed, installed and mitigated to comply with the relevant noise requirement of this consent.

Acoustic certificate and noise report

27. Within three months of the buildings being tenanted and open, a certificate prepared by an experienced acoustic expert must be submitted to the council confirming with noise measurement results that the operational noise limits referred in Condition 25 are met.

Advice note:

If these noise limits cannot be met, further mitigation may need to be provided, and additional consents may be required for any infringement not approved in this consent.

Lighting Certification

28. Within thirty (30) days of any certified lighting under Condition 10 being installed and put into service, the consent holder must submit to the council a report prepared by a suitably qualified and experienced lighting practitioner confirming the following:
- a. That illuminance levels (horizontal and vertical) within public spaces on site comply with the selected lighting category parameters, and
 - b. That there is no obtrusive glare to road users and/or to the pedestrians, including those internally within the site.

Landscape Implementation

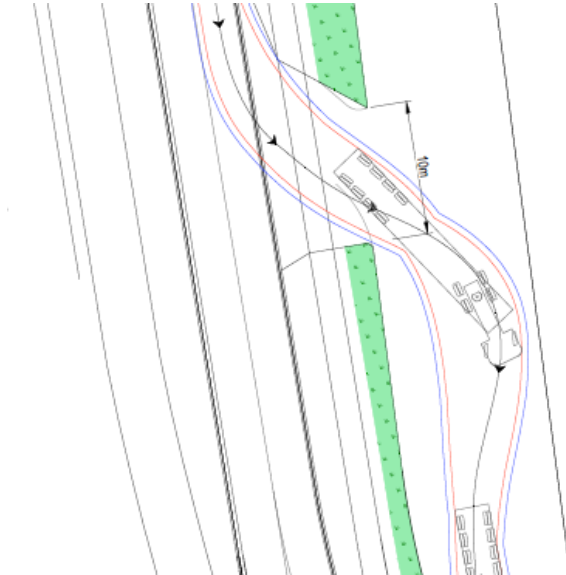
29. The consent holder must implement the finalised landscape design, which has been certified by the council under Condition 12, prior to the building(s) being occupied or otherwise used for their intended purpose, provided that this aligns with an appropriate planting season. If the completion of works does not align with an appropriate planting season, the landscaping must be implemented in the first planting season immediately following the completion of works. Thereafter, the consent holder must retain and maintain this landscaping (planting, pavement, and street furniture) in perpetuity in accordance with the detailed design and maintenance plan which has been certified under Condition 12.

Advice note:

In Auckland the appropriate planting season typically falls between the months of April and September.

Entry Only Signage – M10

30. The consent holder must install signage at the western vehicle crossing onto Creek Road South to the rear of Building M10 (as shown in the image below) that clearly indicates that the crossing is for entry only. This signage must be installed before the crossing is used by vehicles and must be maintained in good condition in perpetuity.



Advice Note:

The purpose of this signage is to ensure safe and efficient vehicle movements on and off the site, especially for loading vehicles, as per the vehicle tracking curves submitted by the consent holder.

This condition is required based on the submitted vehicle tracking curves. As per the revised curves, a loading vehicle will enter from the western vehicle crossing and no tracking curve has been provided to demonstrate that the loading vehicle can exit site safely at the western vehicle crossing.

Cycle Parking

31. Prior to the commencement of any retail activities, a minimum of 16 visitor cycle parking spaces must be installed in publicly accessible areas on site, with 8 spaces provided for the M10 Building Extension and 8 spaces provided for the M12B Building, in general accordance with the plan titled *Site Facilities – Indicative*, Revision A, dated 25 January 2024. The cycle parking spaces must be accessible and well-maintained at all times.
32. Prior to the commencement of any retail activities, a minimum of 26 long-stay cycle parking spaces must be provided for staff in secure areas, with 13 spaces provided within the M10 Building Extension and 13 spaces provided within the M12B Building. The cycle parking spaces must be accessible, secure and well-maintained at all times.

End-of-Trip Facilities

33. Prior to the commencement of any retail activities, the consent holder must provide a minimum of 4 showers with storage lockers (changing area with space for storage of clothing) for staff in association with the 8,000m² GFA of buildings M10 and M12B. The showers and lockers must be accessible, secure, and well-maintained at all times.

Wheel Stops

34. Prior to the commencement of any retail activities, the consent holder must install and maintain wheel stops for all car parks. The wheel stops must be designed to prevent vehicles from overhanging or encroaching on or into landscaped areas and pedestrian walkways.

Prior to Occupation Conditions

Transport Infrastructure

35. The 8,000m² GFA of buildings M10 and M12B as approved under this consent must not be occupied until such that the following transport infrastructure upgrades or projects are constructed and operational:
- Interim upgrade to Great South Road/Waihoehoe Road roundabout to signals in accordance with Drury Centre Precinct Appendix 1 and 1a, including pedestrian connections to existing footpaths,
 - Interim upgrade of Waihoehoe Road in accordance with Drury Centre Precinct Appendix 1 and 1a, including walking and cycling provisions on the Waihoehoe Road bridge,
 - State Highway 1 widening – Stage 1, being six lanes between the Papakura interchange and Drury interchange, and
 - Drury Central train station, including a pedestrian connection to Waihoehoe Road.

Advice Note:

For the purposes of Condition 35, “occupied” and “operational” is as defined in standard I450.6.2(3) of the Drury Centre precinct provisions.

Travel Plan

36. Prior to the occupation of the 8,000m² GFA of buildings M10 and M12B as approved under this consent, the consent holder must implement the “Drury Centre Large Format Retail Travel Plan” prepared by Stantec and dated June 2023, Revision 3. Any tenants and activities occurring within these buildings must operate in accordance with this Travel Plan for the duration of this consent.

Advice note:

The consent holder should consider the below for the future Travel Plan Coordinator (TPC).

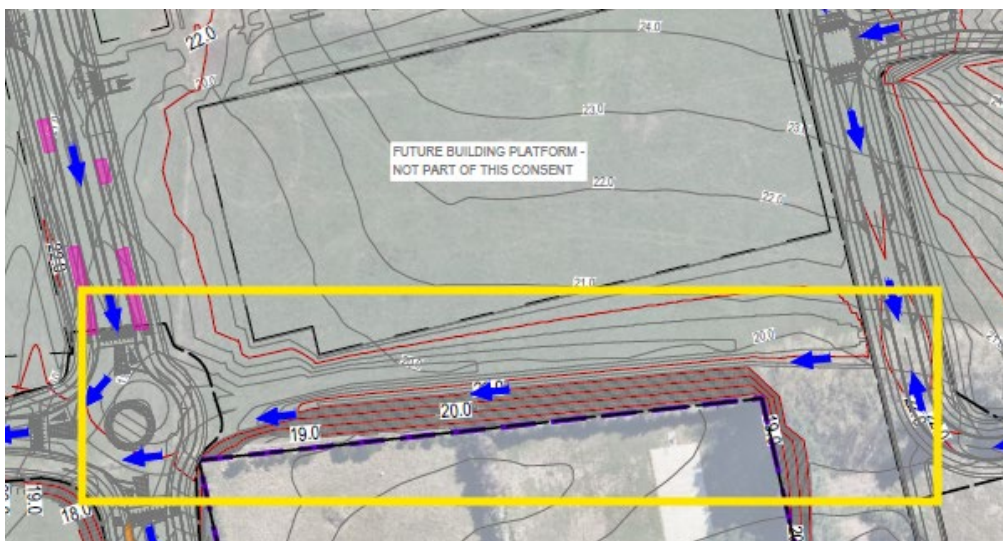
- Tenants should be aware of the Travel Plan and that it is intended as a live document and the likely date of the travel survey after occupation.*
- It would be useful for tenants to identify a person in the business/organisation who can be a point of contact for the Travel Plan Coordinator, to assist with implementing initiatives in that specific business context (e.g., considering protocols/processes). This will be particularly important to get a good travel survey response rate. It may be useful for the TPC to set-up regular (e.g., six-weekly) meetings to discuss travel planning initiatives. Ideally, where possible, this person would be in HR,*

sustainability, or facilities management roles as they tend to have a greater ability to influence/implement travel initiatives in their role.

- *This will be particularly critical in the first few months as the tenants recruit employees. Providing information and incentives to use sustainable travel options before people start on the first day will have the greatest success for behaviour change.*
- *The objectives of the Travel Plan reflect the requirements under the Precinct. Successful travel plans should also reflect the needs and aspirations of the future tenants who will help to implement the Travel Plan (for example, there may be a focus on health and wellbeing, or creating a vibrant culture and place to work). The TPC should consider reviewing the objectives (and initiatives) in the future e.g., after the first survey.*

Flooding and overland flow path (OLFP)

37. The consent holder must design and construct an overland flow path (OLFP) (as shown in the image below for a 100-year ARI event (with a climate change temperature increase of 3.8 degrees)). Flows are to be fully contained within the loading bay and adjacent circulation areas to the south of the M12B Building, or catered for in a dedicated channel, without overtopping onto the neighbouring sites (e.g., 69 & 77 Brookfield Road), in accordance with the Auckland Council Stormwater Code of Practice (SWCoP). The OLFP design must be prepared by a suitably qualified engineer and submitted to the council for certification prior to construction.



38. Within thirty (30) days of practical completion of works for the OLFP in Condition 37, the consent holder must:
- a. Provide to the council an as-built plan prepared by a suitably qualified registered surveyor or engineer demonstrating that the final overland flow path meets the certified design requirements, and
 - b. Provide evidence to the council that an easement in gross in favour of Auckland Council has been registered on the relevant Records of Title over the area required for the overland flow path. The purpose of the easement is to ensure that unobstructed flow through the overland flow path is maintained, and that access is provided to the territorial authority to allow for this to occur if necessary.

Advice Note:

The detailed design of the loading bay, including an Emergency Spill Management strategy and hazardous substances plan, will be addressed through the Building Consent process.

Specific conditions – Land use consent LUC60419150 and Discharge consent DIS60419235**Staging**

39. Impervious areas under this resource consent must not be constructed until the downstream stormwater management works required by the Drury Centre Fast-track Consent (FTC50A) and the Engineering Plan Approval (ENG60429650) are completed and have been accepted by the council.

Stormwater Management Works

40. The following stormwater management works must be constructed for the following catchment areas and design guidelines. All stormwater works must be completed and operational prior to construction of any impervious surfaces.

Works to be undertaken	Catchment Area	Design guideline(s)
<i>Stormwater 360 Stormfilters</i>	Catchment A and B carparks and trafficked impervious surfaces, and any areas of the site used for refuse storage	<ul style="list-style-type: none">• Water quality treatment in accordance with GD01• Offline configuration with high flow bypass for each treatment device• The use of gross pollutant traps such as EnviroPod filters fitted into catchpits is considered acceptable management of gross pollutants in refuse storage areas where rubbish bins include lids/are covered. If rubbish bins are not covered, further treatment measurements for refuse storage areas will be required.

Works to be undertaken	Catchment Area	Design guideline(s)
<i>Catchment A (East of Main Street South) detention tank</i>	Approximately 3.8ha	Provide detention with a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24-hour rainfall event
<i>Catchment B (West of Main Street South) detention tank</i>	Approximately 0.5ha	Provide detention with a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24-hour rainfall event
<i>Retention tank for each building (20m³ each)</i>	Roof area of 4,000m ² for each building	<p>Rainwater harvesting in accordance with GD01. Where harvesting cannot be achieved in accordance with GD01, add remaining retention volume to the detention volume in accordance with AUP Table E10.6.3.1.1 Hydrology mitigation requirements.</p> <p>Onsite reuse tanks must be sized in accordance with GD01 to demonstrate that the retention volume can be drawn down within 72 hours.</p>
<i>Roof catchments</i>	No exposed, unpainted metal surfaces. Must comply with Auckland Unitary Plan Drury Centre Precinct Standard I450.6.8(2).	
<i>Pervious area</i>	Impervious area percentage must be less than 90%, and the pervious area percentage must be 10% or more across the development area of Catchment A (East of Main Street South)	

Advice Note:

In the event that any minor modifications to the stormwater management system are required, the following information must be provided:

- *Plans and drawings outlining the details of the modifications; and*

- *Supporting information that details how the proposal does not affect the capacity or performance of stormwater management system.*

*All information must be submitted to, and verified by the council, **prior to implementation.***

Any changes to the proposal which will affect the capacity or performance of the stormwater management system will require an application to council pursuant to section 127 of the RMA. An example of a minor modification can be a change to the location of a pipe or slight changes to the site layout. If there is a change of device type (even proprietary), the consent will have to be varied (s127 under the RMA).

Hydrology Mitigation – Percolation Tests

41. Onsite percolation test(s) must be undertaken following earthworks and prior to the stormwater works under Condition 40 being implemented and impervious surfaces constructed. These test(s) must demonstrate that soil infiltration rates are less than 2mm/hr. If the infiltration rates achieved are greater than 2mm/hr, stormwater retention for car parking and trafficked impervious surfaces must be provided. The test results must be provided to the council prior to commencement of stormwater management works under Condition 40.

Post-Construction Meeting

42. Within thirty (30) days of practical completion of the stormwater management works set out in Condition 40, and prior to operation of any stormwater management works, the consent holder must arrange and hold a post-construction site meeting between the council and all relevant parties, including the site stormwater engineer. As-built certification and plans as required by Condition 43 and the Specialist Maintenance Contract required by Condition 45 must be provided to the council at least five (5) working days before the scheduled meeting.

Certification of stormwater management works

43. Within thirty (30) days of practical completion of the stormwater management works set out in Condition 40, the consent holder must submit to the council as-built plans of the stormwater management works, which are certified (signed) by a suitably qualified registered surveyor or engineer as a true record of the stormwater management system.

The certified as-built plans must include, but are not limited to:

- a. The surveyed location (to the nearest 0.1m) and level (to the nearest 0.01m) of the discharge structure, with co-ordinates expressed in terms of NZTM and LINZ datum,
- b. Plans and cross sections of all stormwater management devices, including confirmation of the storage volumes and levels of any outflow control structure, and
- c. Documentation of any discrepancies between the design plans and the As-Built plans.

Stormwater Operation and Maintenance Plan (SOMP)

44. Within thirty (30) days of practical completion of the stormwater management works set out in Condition 40, the consent holder must submit to the council for certification a Stormwater Operation and Maintenance Plan (SOMP). The objective of the SOMP is to set out how the stormwater management and treatment system will be operated and maintained to ensure adverse environmental effects are minimised.

The SOMP must include, but not be limited to:

- a. A programme for regular maintenance and inspection of the stormwater management system,
- b. A programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices,
- c. General inspection checklists for all aspects of the stormwater management system, including visual checks,
- d. Details on how the stormwater management system will be maintained to minimise erosion and hazards to safety, and
- e. Procedures for ensuring that all contractors and operators on site are aware of the requirements to maintain the stormwater management system in accordance with the SOMP.

The stormwater management and treatment system must be managed in accordance with the certified SOMP.

Any amendments to the SOMP must be submitted to and certified by the council in writing prior to implementation.

No operation of the stormwater management and treatment system can commence until confirmation is provided from the council that the SOMP satisfactorily meets the requirements above, and all measures identified in that plan as needing to be put in place prior to the commencement of operation have been implemented.

Specialist Maintenance Contract

45. Prior to the operation of any proprietary stormwater management devices, the consent holder must enter into a written maintenance contract with an appropriate stormwater management system operator for the on-going maintenance of the proprietary device(s). The maintenance contract must be maintained for the duration of the consent. The consent holder must:
- a. Forward a signed copy of the maintenance contract for the first three years of operation to the council at least five (5) days prior to the post-construction meeting required under Condition 42, and
 - b. Provide a copy of the current maintenance contract to the council upon request throughout the duration of the consent.

Specific conditions – Discharge consent DIS60419235

Consent Expiry Date

46. Stormwater discharge consent DIS60419235 expires 35 years from the date of commencement unless it has been surrendered or been cancelled at an earlier date pursuant to the RMA.

Advice notes

1. Any reference to number of days within this decision refers to working days as defined in s2 of the RMA.
2. For the purpose of compliance with the conditions of consent, “the council” refers to the council’s monitoring officer unless otherwise specified. Please email monitoring@aucklandcouncil.govt.nz to identify your allocated officer.
3. For more information on the resource consent process with Auckland Council see the council’s website: www.aucklandcouncil.govt.nz. General information on resource consents, including making an application to vary or cancel consent conditions can be found on the Ministry for the Environment’s website: www.mfe.govt.nz.
4. If you disagree with any of the above conditions, and/or disagree with the additional charges relating to the processing of the application(s), you have a right of objection pursuant to sections 357A and/or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of your receipt of this decision (for s357A) or receipt of the council invoice (for s357B).
5. The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety at Work Act 2015), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004.
6. The engineering assessment of this resource consent is limited to an effects-based assessment allowed by the Unitary Plan. Plans approved under Resource Consent do not constitute an Engineering Plan Approval. A separate engineering approval will be required for the design of any infrastructure that is to vest in council.
7. The consent holder is advised to refer to the Watercare approval letter (Watercare application number RC-186352) dated 25 January 2024, which outlines the conditions and requirements for the provision of water and wastewater services to the proposed development. The consent holder should be aware of and comply with the conditions contained within the Watercare approval letter.
8. Prior to constricting any public infrastructure, the consent holder will need to submit engineering plans (including engineering calculations and other specifications) to the council for Engineering Plan Approval (EPA). The engineering plans submitted for approval must detail all works associated with the development, and must be in

accordance with current Auckland Council Engineering Standards, including but not limited to;

- a. Public Wastewater Reticulation
- b. Public Water Reticulation

The Engineering Plan Application forms including lodgement and fees can be found at the following Auckland Council website:

<https://www.aucklandcouncil.govt.nz/building-and-consents/engineering-approvals/Pages/default.aspx>

9. The council acknowledges that the Construction Traffic Management Plan and Construction Noise and Vibration Management Plan are intended to provide flexibility both for the consent holder and the council for the management of the construction activity. Accordingly, the Management Plan(s) may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the management plan and limited to the scope of this consent.
10. Certification of the Construction Traffic Management Plan and Construction Noise and Vibration Management Plan by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.
11. This consent is to be read in conjunction with any other relevant approved resource consent(s) and does not negate the consent holder's requirement to continue to comply with the conditions of any previously granted resource consents that have been implemented.
12. All work in the road reserve must be carried out in accordance with the general requirements of the National Code of Practice for Utility Operators' Access to Transport Corridors <https://nzuaq.org.nz/wp-content/uploads/2018/11/National-Code-amended-version-29-Nov-2018.pdf> and Auckland Transport Design Manual <https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual>
13. Prior to carrying out any work in the road corridor, the consent holder must submit to Auckland Transport a Corridor Access Request (CAR) and temporary Traffic management plan (TMP), the latter prepared by an NZ Transport Agency qualified person and work must not commence until such a time as the applicant has approval in the form of a Works Access Permit (WAP). The application may be made at <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests> and fifteen (15) working days should be allowed for approval.
14. The [Transport Design Manual \(TDM\)](#) sets out the engineering design requirements for works within the transport corridor. Please note, any future works within an AT transport corridor, or land to vest with AT will need to be designed to comply with the TDM. Design which cannot be executed in accordance with the TDM will require a Departure from Standards, which is at the discretion of AT to approve.

Delegated decision maker:

Name: Russell Butchers

Title: Principal Project Lead, Resource Consents

Signed:

A handwritten signature in black ink that reads "R Butchers". The "R" is stylized with a large loop, and the rest of the name is written in a cursive, flowing script.

Date: 30 April 2024

Resource Consent Notice of Works Starting

Please email this form to monitoring@aucklandcouncil.govt.nz at least 5 days prior to work starting on your development or post it to the address at the bottom of the page.

Site address:				
AREA (please tick the box)	Auckland CBD <input type="checkbox"/>	Auckland Isthmus <input type="checkbox"/>	Hauraki Gulf Islands <input type="checkbox"/>	Waitakere <input type="checkbox"/>
Manukau <input type="checkbox"/>	Rodney <input type="checkbox"/>	North Shore <input type="checkbox"/>	Papakura <input type="checkbox"/>	Franklin <input type="checkbox"/>
Resource consent number:			Associated building consent:	
Expected start date of work:			Expected duration of work:	

Primary contact	Name	Mobile / Landline	Address	Email address
Owner				
Project manager				
Builder				
Earthmover				
Arborist				
Other (specify)				

Signature: Owner / Project Manager (indicate which)	Date:
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Once you have been contacted by the Monitoring Officer, all correspondence should be sent directly to them.

SAVE \$\$\$ minimise monitoring costs!

The council will review your property for start of works every three months from the date of issue of the resource consent and charge for the time spent. You can contact your Resource Consent Monitoring Officer on 09 301 0101 or via monitoring@aucklandcouncil.govt.nz to discuss a likely timetable of works before the inspection is carried out and to avoid incurring this cost.

DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

RESOURCE CONSENT 2023



RC - DRAWING REGISTER INDEX		
Rev	Sheet No.	Sheet Name

RC - 000 GENERAL

	RC 000	COVER SHEET
	RC 001	DRAWING REGISTER INDEX

RC - 100 ANALYSIS

	RC 100	SITE LOCATION
	RC 110	SITE LOCATION - DRURY MASTERPLAN
	RC 120	PLAN - EXISTING SITE (25.03.2021)
	RC 121	PLAN - EXISTING SITE FEATURES
	RC 130	PRE - EXISTING SITE PHOTOS 01 (25.03.2021)
	RC 131	PRE - EXISTING SITE PHOTOS 02 (25.03.2021)

RC - 200 CONCEPT

	RC 200	ARCHITECTURE - KEY MOVES
	RC 201	A BUILDING EDGE TREATMENTS
	RC 202	A ACTIVE FRONTAGES
	RC 203	A DRY ROUTES + CANOPIES
	RC 204	A PEDESTRIAN AND CYCLING ROUTES
	RC 205	A VEHICLE CIRCULATION AND PARKING
	RC 206	A SERVICE VEHICLE CIRCULATION
	RC 207	A SITE FACILITIES - INDICATIVE
	RC 208	A DIMENSIONED CARPARKING LAYOUT
	RC 290	BENCHMARK IMAGES - SAMPLE ARCHITECTURAL TREATMENTS 01
	RC 291	BENCHMARK IMAGES - SAMPLE ARCHITECTURAL TREATMENTS 02

RC - 300 PROPOSED PLANS

	RC 300	PROPOSED VESTING - ROADS + RESERVE
	RC 321	A SITE ANALYSIS
	RC 322	A SITE PLAN - STAGE 01 BOUNDARY
	RC 336	A PLAN - GROUND FLOOR LEVEL - WITH REFS
	RC 338	A PLAN - ROOF LEVEL
	RC 339	A PLAN - INDICATIVE SOLAR ARRAY PLAN
	RC 360	SITE ELEVATIONS
	RC 370	SITE SECTIONS 01
	RC 371	SITE SECTIONS 02
	RC 380	AERIAL SKETCH 01 - SOUTHEAST VIEW
	RC 381	AERIAL SKETCH 02 - NORTHWEST VIEW
	RC 391	RETAIL SHOPFRONT LFR + GATEWAY BENCHMARK
	RC 392	SCREEN ('CLOAK') TO LOADING AREA

RC - 500 BUILDING M10

	RC 500	A M10 - PROPOSED PLANS
	RC 510	M10 - PROPOSED EXTERNAL ELEVATIONS
	RC 520	M10 - PROPOSED SECTIONS
	RC 590	M10 - PERSPECTIVE

RC - 700 BUILDING M12B

	RC 700	A M12B - PROPOSED PLANS
	RC 710	M12B - PROPOSED EXTERNAL ELEVATIONS
	RC 720	M12B - PROPOSED SECTIONS
	RC 790	M12B - PERSPECTIVE (Carpark View)

RC - 1000 SCHEDULE

	RC 1000	A SCHEDULES - PARKING & AREAS
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Total sheets: 41

Client



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Rev Description

By Date

RESOURCE CONSENT 2023

Drawing Title

DRAWING REGISTER INDEX

RC - 000 GENERAL

PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

Project Number.

0460-119

Original Size. Scale.

Drawing Number.

RC 001

Revision.



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Rev	Description	By	Date
RESOURCE CONSENT 2023			



Drawing Title
SITE LOCATION

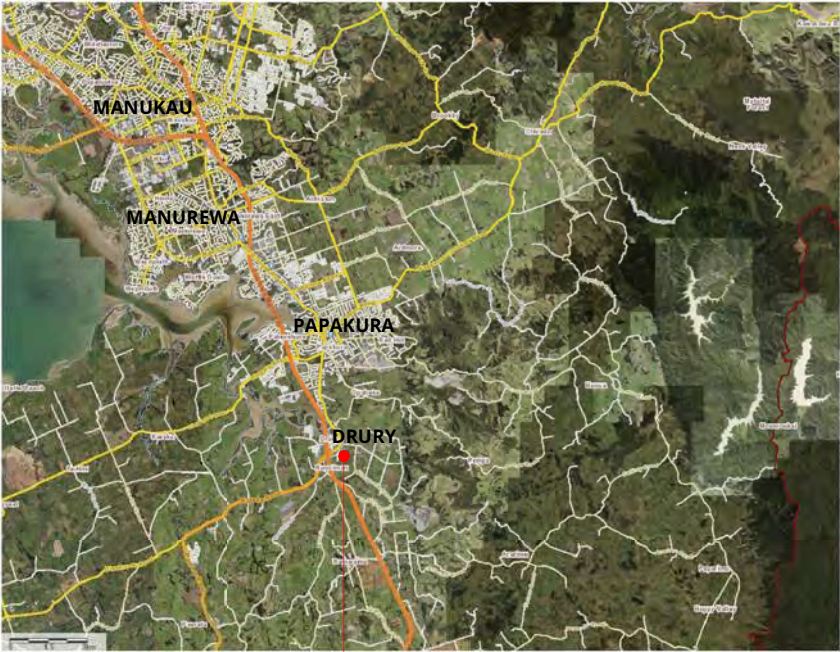
RC - 100 ANALYSIS
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

Project Number.
0460-119

Original Size. Scale.

Drawing Number.
RC 100

Revision.



SITE LOCATION

--- KIWI PROPERTY LAND OWNERSHIP BOUNDARY
--- PROJECT AREA BOUNDARY



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Rev Description

By Date



Drawing Title
PLAN - EXISTING SITE (25.03.2021)

RC - 100 ANALYSIS
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

Project Number.
0460-119

Original Size. Scale.
A1 1 : 2500 A3 1 : 5000

Drawing Number. Revision.
RC 120

RED DASH INDICATES KIWI
PROPERTY LAND OWNERSHIP
EXTENT

BLUE DASH INDICATES
RIPARIAN MARGIN OFFSET

NATIONAL GRID
CORRIDOR OVERLAY
220KV CABLES

110KV CABLES



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Rev Description

By Date



Drawing Title
PLAN - EXISTING SITE FEATURES

RC - 100 ANALYSIS
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT

STAGE 01

Project Number.
0460-119

Original Size. Scale.

Drawing Number. Revision.
RC 121



PROJECT AREA
BOUNDARY

Client



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Rev Description

By Date

RESOURCE CONSENT 2023



Drawing Title
PRE - EXISTING SITE PHOTOS 01 (25.03.2021)

RC - 100 ANALYSIS
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

Project Number.
0460-119

Original Size.	Scale.	A3	1 : 5000
A1	1 : 2500		

Drawing Number.	Revision.
RC 130	



PROJECT AREA
BOUNDARY

Client



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Rev	Description	By	Date
RESOURCE CONSENT 2023			



Drawing Title
PRE - EXISTING SITE PHOTOS 02 (25.03.2021)

RC - 100 ANALYSIS
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

Project Number.	0460-119
Original Size.	Scale.
A1	1 : 2500 A3 1 : 5000
Drawing Number.	Revision.
RC 131	

Retail and Mixed-Use Precincts

The key drivers for Stage 1 of the Drury Centre Masterplan involve the integration of the proposed mixed-use precinct into the landscape with good connections via the retail zone to the adjacent amenity space at Hingaia Reserve.

A landscaped spine will run between a green park, within the mixed-use precinct, and the newly landscaped reserve alongside the Hingaia Stream.

At the core of the retail ‘Homewares Precinct’ the intent is to create a ‘Market Square’ character that encourages pedestrian movement, with ample tree planting and public amenity space.

The East to West landscaped route, to ultimately be animated with smaller-grain retail and some food and beverage outlets, is conceived as an area that would support local public activity alongside and outside of trading hours in support of a mixed-use zone that will, likewise benefit the retail precinct by encouraging more consistent public activity.

The buildings within the ‘Square’ are conceived as signature structures that support a more urban approach and act as waypoints along the green E-W spine.

Building M12A at Main St is proposed as a structure with colonnade at street level and will intersect with this route opening to the North directly off the E/W reserve.

Being central to the whole precinct, this will act as point of orientation for both routes running, North to South (Main St) and East to West.

This building is inspired by traditional market buildings with public retail access and wc’s at the ground level that serves as a focus and waypoint for activity throughout the precinct.

It may eventually provide a suitable location to support local transport initiatives running along Main St. back to the planned mixed-use zones in support of retail at this location and convenience for locals to access the heart of the retail precinct.

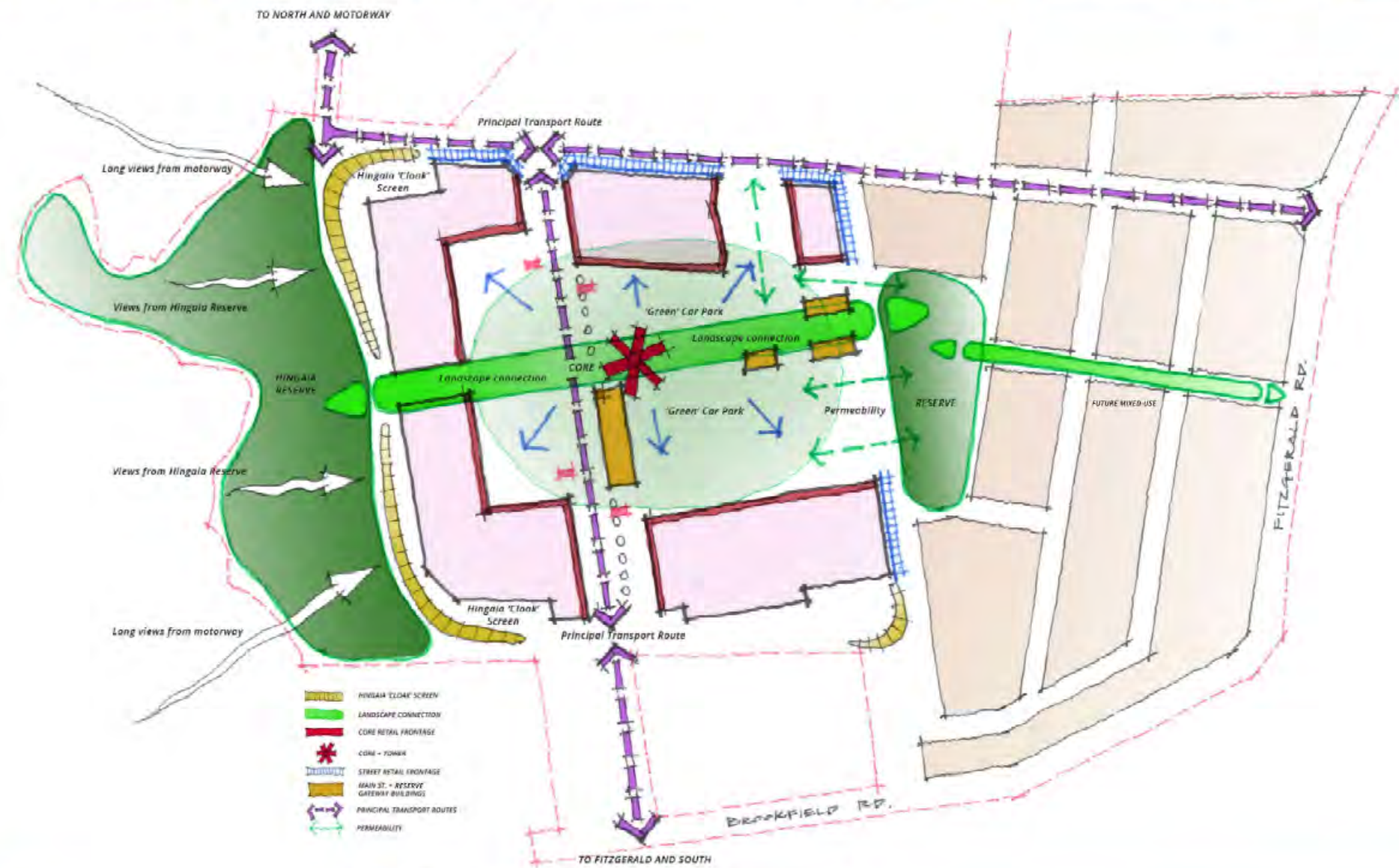
Buildings M13B-M13C create a form of gateway between the mixed-use zone and the green pedestrian route through to the Hingaia Reserve. The scale and placing of these structures would be well suited to the accommodation of retail that directly supports the adjacent mixed-use zone.

Drury Centre in the Landscape

Approaching from the motorway and, in the foreground, from the Hingaia Reserve, screening to the loading and service areas creates an opportunity to not just screen the ‘back of house’ functions of the retail centre but instead to create a positive presence in the landscape, whilst being functional also serves to announce the new Drury Centre proudly as a new and unique, high quality, development from its inception and to herald the aspirations of the town centre development to come.

Referencing landscape and the nearby Hunua Ranges, this screen ‘cloak’ would incorporate landscaping in the form of ground based and climbing plants over cables suspended from an engineered structure; it would be reminiscent of common agricultural shelter belt planting and other traditional structures widespread in the NZ countryside.

At street level foliage and intermittent panels will screen the yards while the planted cable structures would create a signature form from a distance that could carry strategic signage to promote the new retail and residential precincts.



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By Date



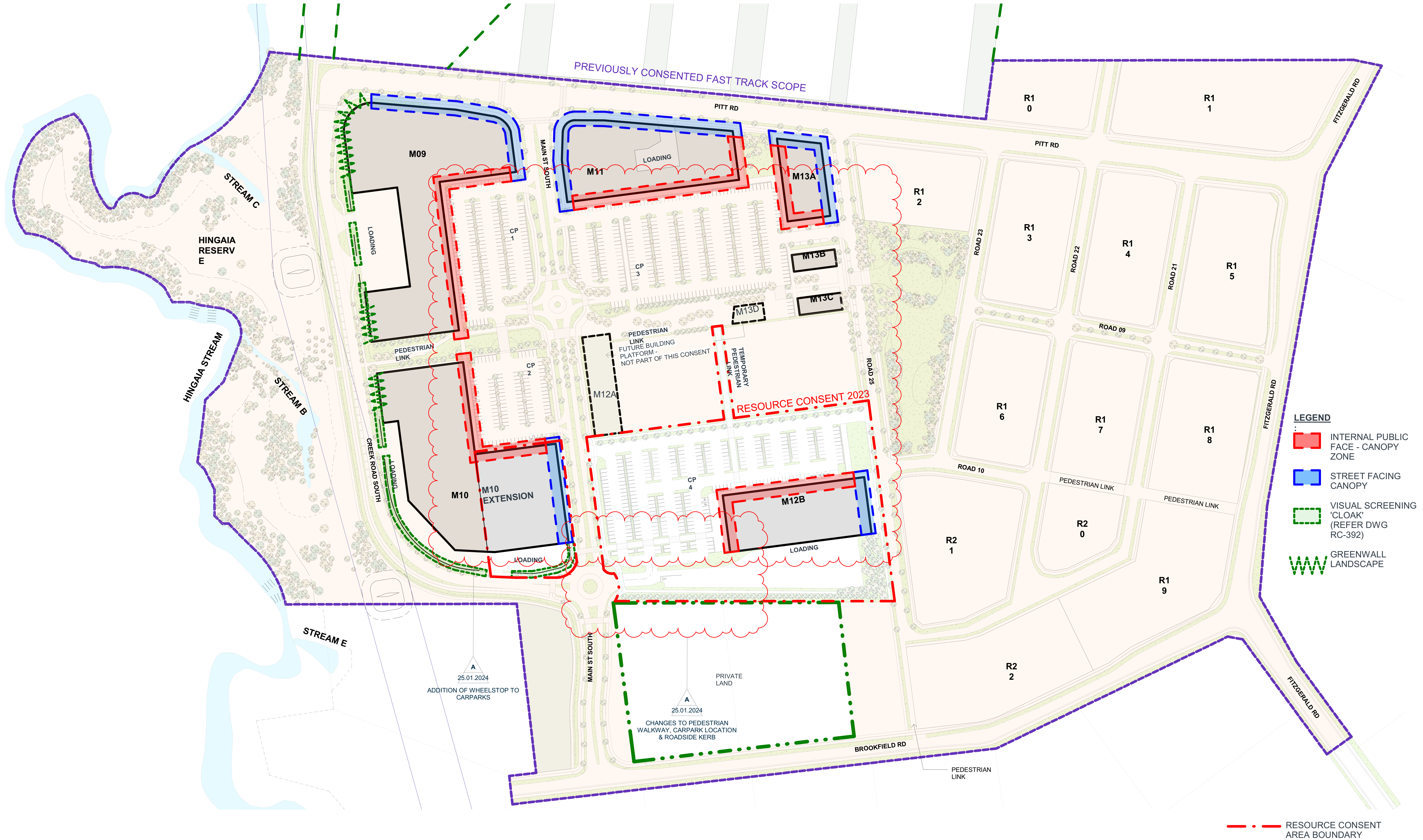
Drawing Title
ARCHITECTURE - KEY MOVES

RC - 200 CONCEPT
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

Project Number.
0460-119

Original Size. Scale.

Drawing Number. Revision.
RC 200



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Re Description
Y A RC 2023 - RFI

By Date
25.01.2024

RESOURCE CONSENT 2023



Drawing Title
BUILDING EDGE TREATMENTS

RC - 200 CONCEPT
PROJECT
DRYDEN METROPOLITAN CENTRE DEVELOPMENT

STAGE 01

Project Number.
0460-119

Original Size. Scale.

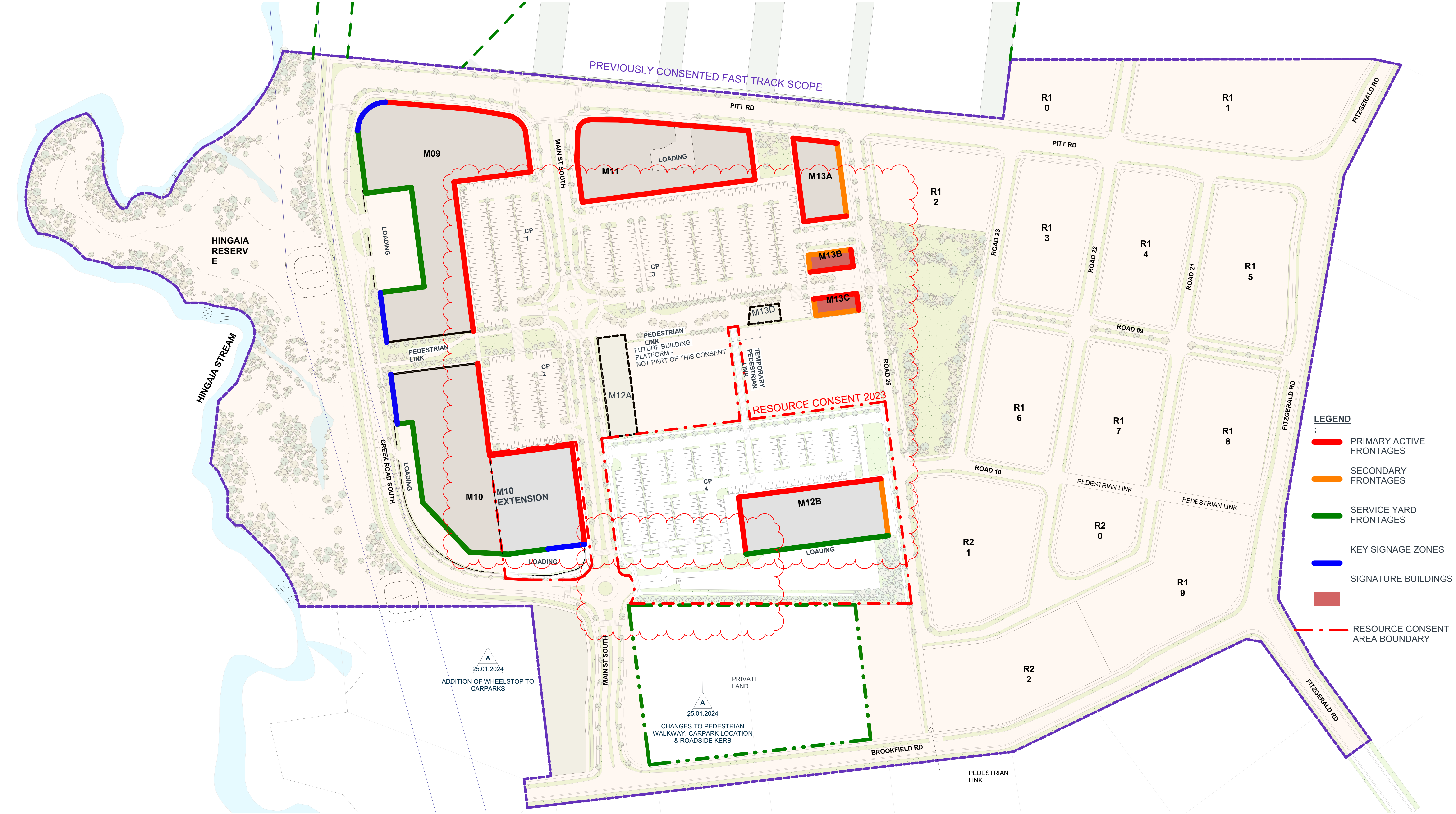
A 3 1 : 2500

Drawing Number.

RC 201

Revision.

A



- LEGEND**
- PRIMARY ACTIVE FRONTAGES
 - SECONDARY FRONTAGES
 - SERVICE YARD FRONTAGES
 - KEY SIGNAGE ZONES
 - SIGNATURE BUILDINGS
 - RESOURCE CONSENT AREA BOUNDARY

Client



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X RC 2023 - RFI

By Date
25.01.2024

RESOURCE CONSENT 2023



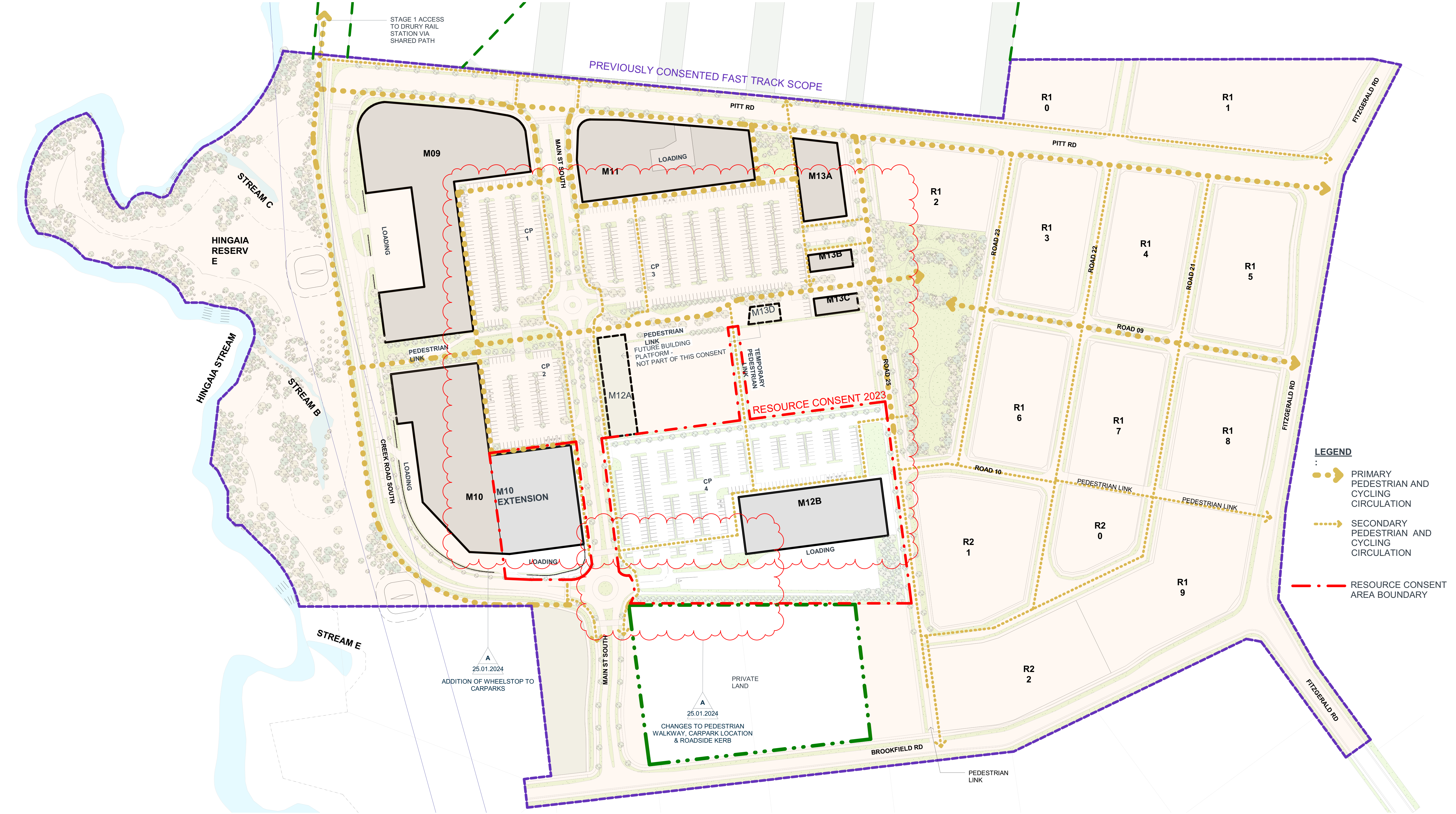
Drawing Title
ACTIVE FRONTAGES

RC - 200 CONCEPT
PROJECT
DRURY METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

Project Number.
0460-119

Original Size. Scale.

A 3 1 : 2500
Drawing Number. Revision.
RC 202 A



- LEGEND**
- PRIMARY PEDESTRIAN AND CYCLING CIRCULATION
 - SECONDARY PEDESTRIAN AND CYCLING CIRCULATION
 - RESOURCE CONSENT AREA BOUNDARY

Client



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Re	Description	By	Date
Y A	RC 2023 - RFI		25.01.2024

RESOURCE CONSENT 2023

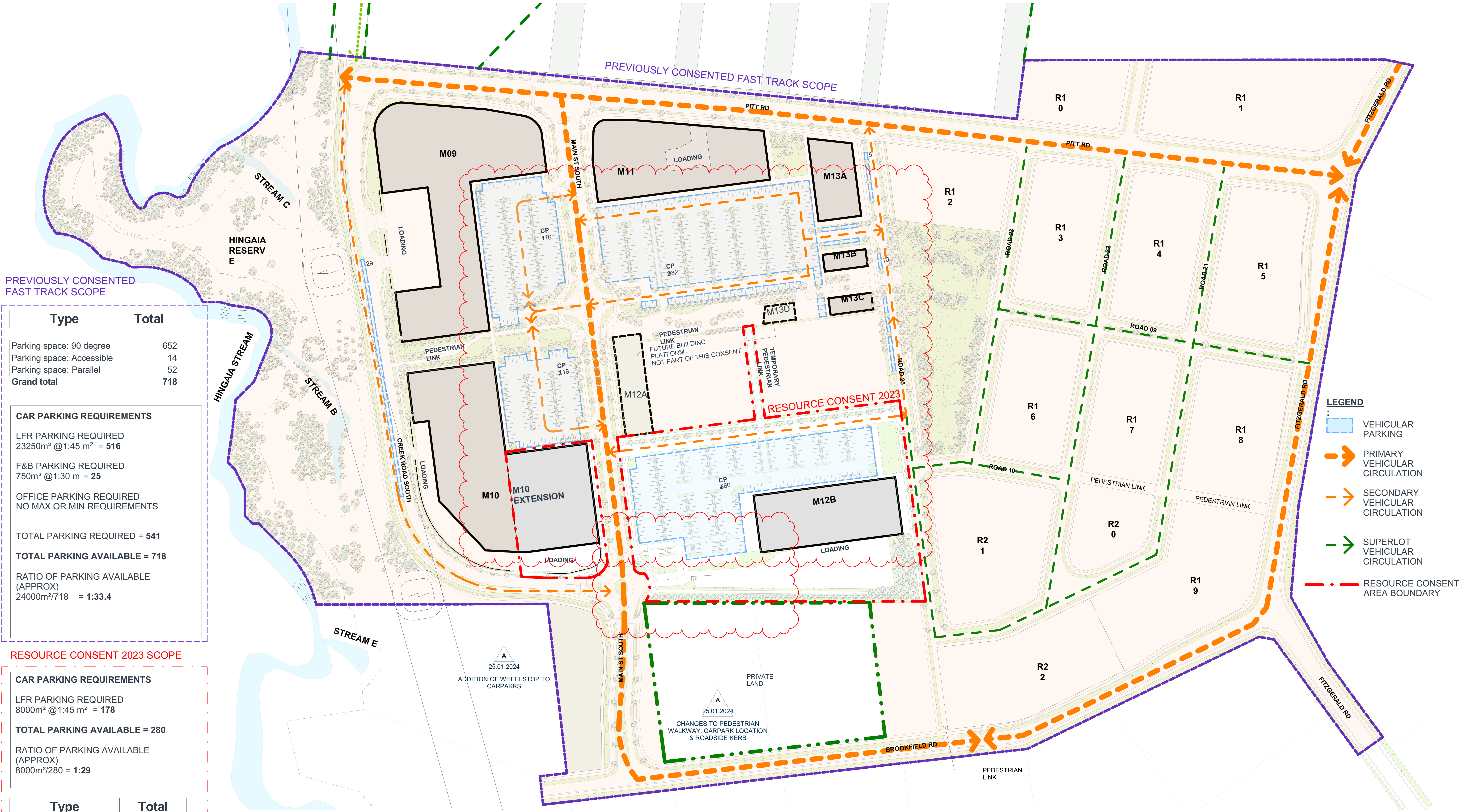


Drawing Title
PEDESTRIAN AND CYCLING ROUTES

RC - 200 CONCEPT
PROJECT
DRURY METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

Project Number.
0460-119

Original Size. Scale. A 3 1 : 2500
Drawing Number. Revision. A
RC 204



PREVIOUSLY CONSENTED
FAST TRACK SCOPE

Type	Total
Parking space: 90 degree	652
Parking space: Accessible	14
Parking space: Parallel	52
Grand total	718

CAR PARKING REQUIREMENTS

LFR PARKING REQUIRED
23250m² @1:45 m² = 516

F&B PARKING REQUIRED
750m² @1:30 m = 25

OFFICE PARKING REQUIRED
NO MAX OR MIN REQUIREMENTS

TOTAL PARKING REQUIRED = 541

TOTAL PARKING AVAILABLE = 718

RATIO OF PARKING AVAILABLE
(APPROX)
24000m²/718 = 1:33.4

RESOURCE CONSENT 2023 SCOPE

CAR PARKING REQUIREMENTS

LFR PARKING REQUIRED
8000m² @1:45 m² = 178

TOTAL PARKING AVAILABLE = 280

RATIO OF PARKING AVAILABLE
(APPROX)
8000m²/280 = 1:29

Type	Total
Parking space: 90 degree	273
Parking space: Accessible	7
Grand total	280

Client

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Re	Description	By	Date
Y A	RC 2023 - RFI		25.01.2024

RESOURCE CONSENT 2023

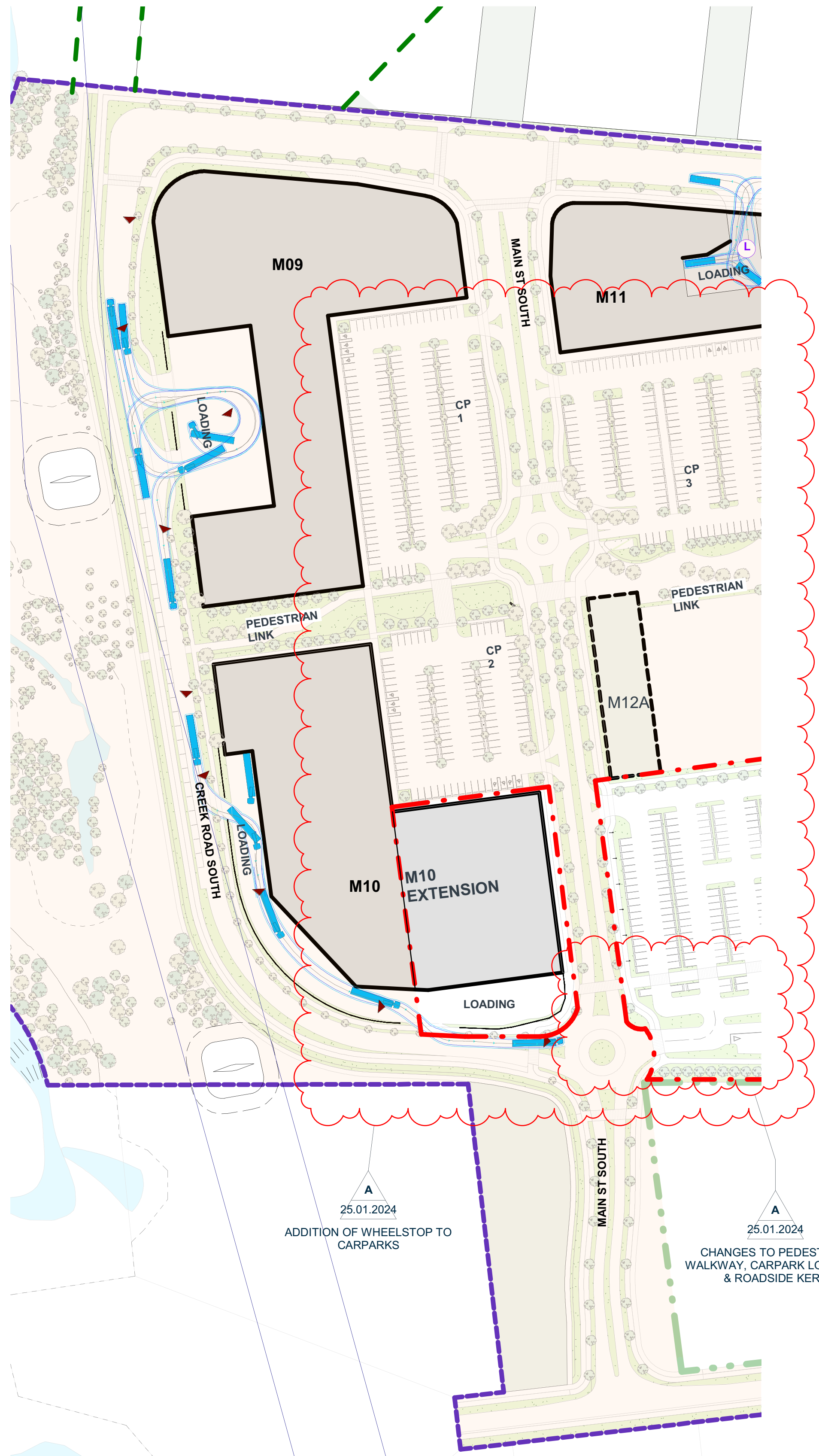


Drawing Title
VEHICLE CIRCULATION AND PARKING

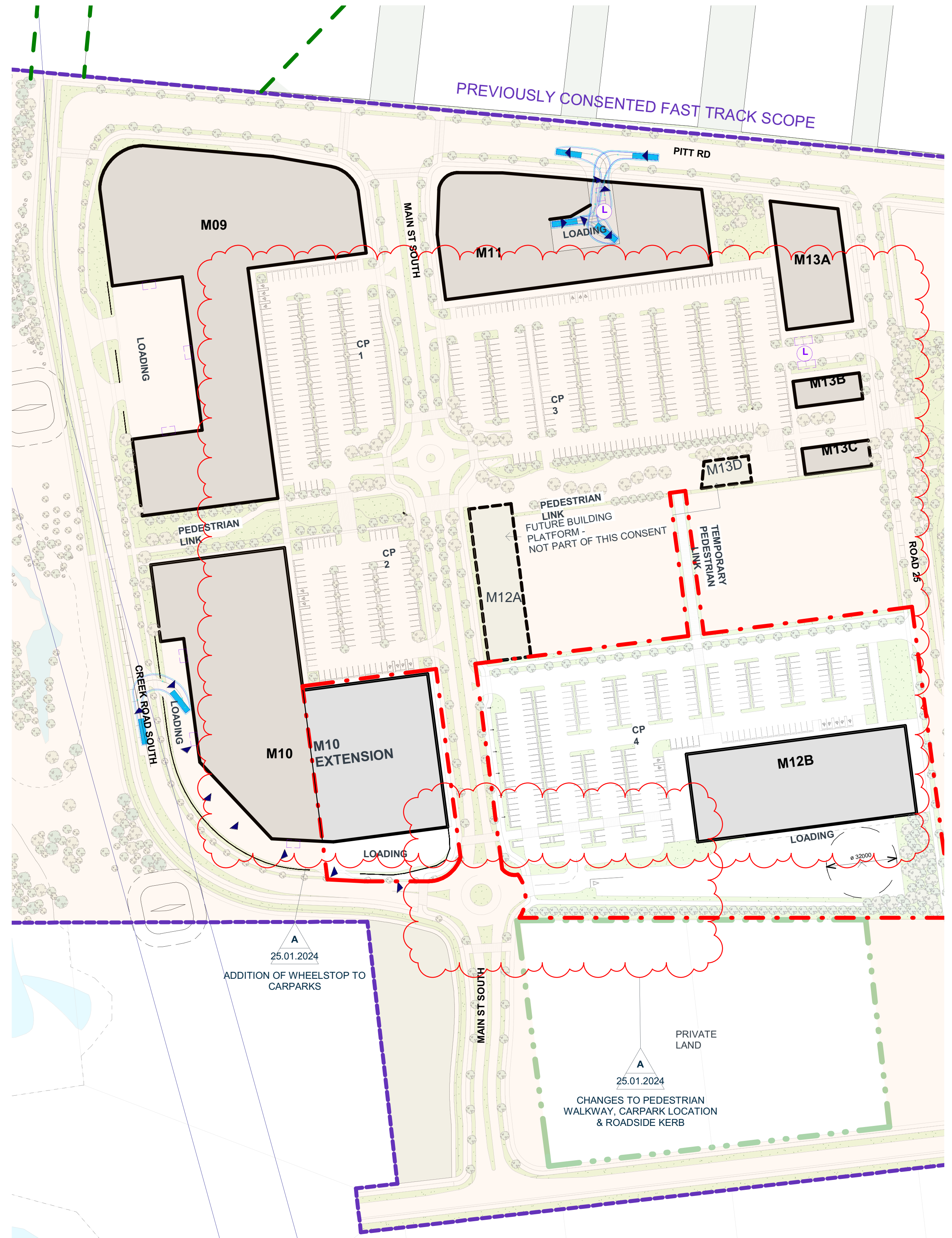
RC - 200 CONCEPT
PROJECT
DRYDEN METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

Project Number.
0460-119

Original Size. Scale. A 1 : 2500
3
Drawing Number.
RC 205
Revision. A



1
B TRAIN TRACKING
A1 SCALE 1 : 1250



2
11M TRACKING
A1 SCALE 1 : 1250

- LEGEND**
- LOADING ZONE (REF. RC-1000)
 - B TRAIN TRACKING
 - 11m TRUCK TRACKING
 - RESOURCE CONSENT AREA BOUNDARY

Client



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Y A	RC 2023 - RFI		25.01.2024

RESOURCE CONSENT 2023



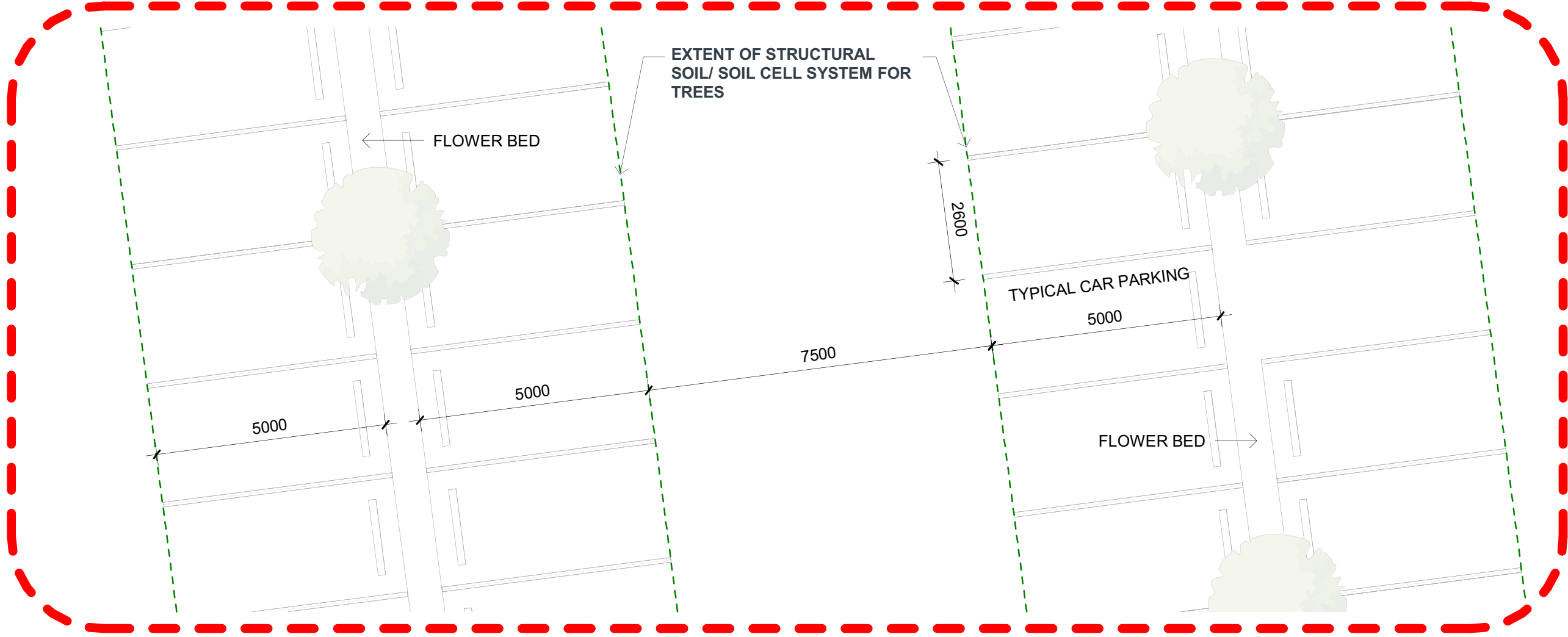
Drawing Title
SERVICE VEHICLE CIRCULATION

RC - 200 CONCEPT
PROJECT
DURRY METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

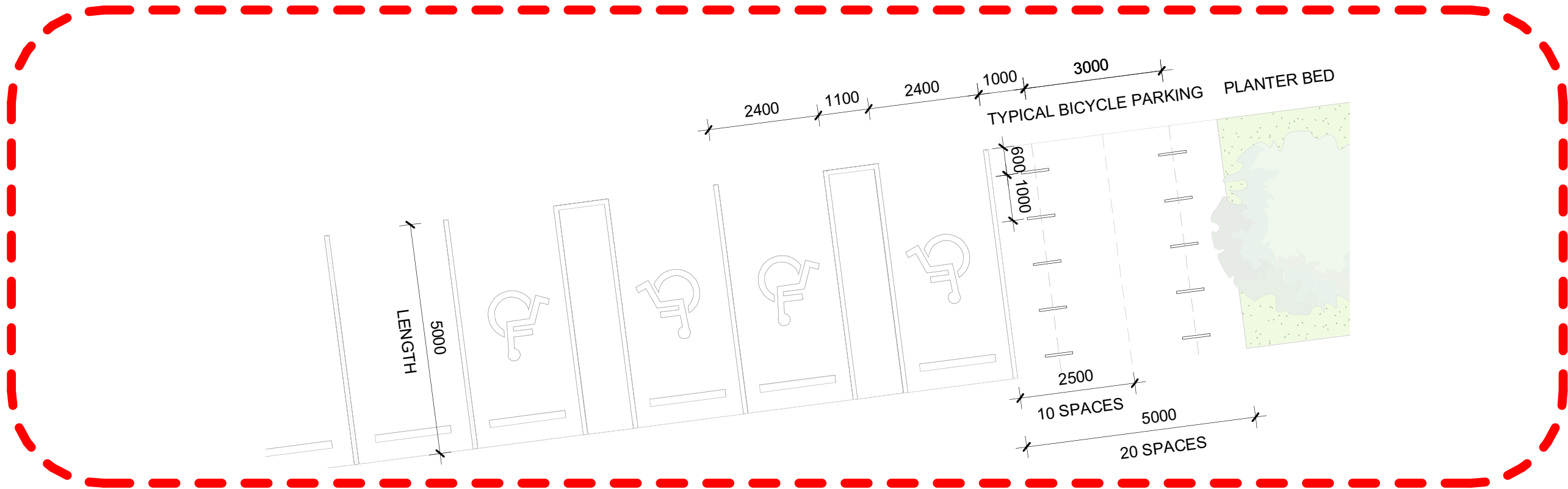
Project Number.
0460-119

Original Size.	Scale.	Revision.
A	1 : 2500	A
3		

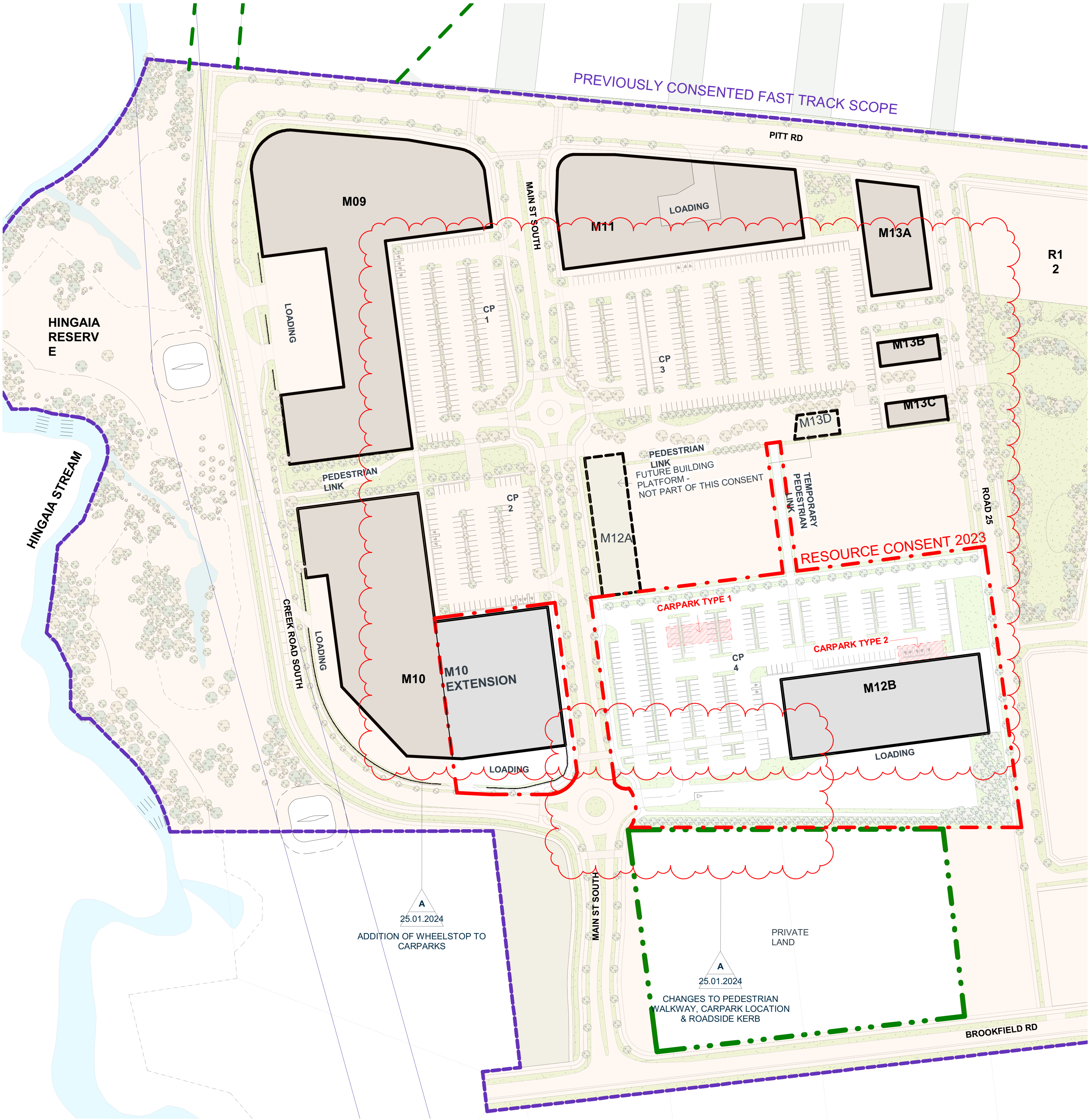
Drawing Number.
RC 206



CARPARK TYPE 1



CARPARK TYPE 2



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Re	Description	By	Date
Y A	RC 2023 - RFI		25.01.2024
RESOURCE CONSENT 2023			

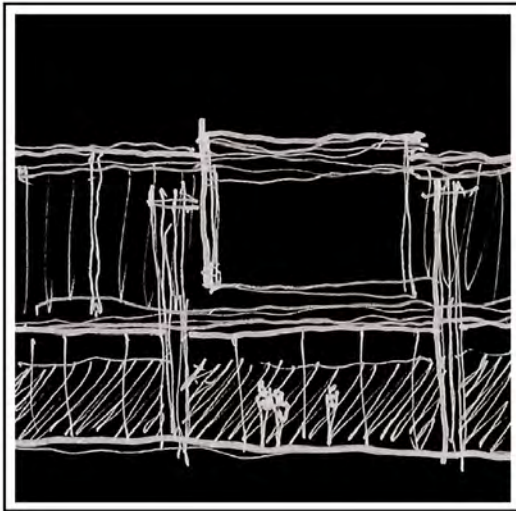
Drawing Title
DIMENSIONED CARPARKING LAYOUT

RC - 200 CONCEPT
PROJECT
DURRY METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

Project Number.
0460-119

Original Size. Scale.
A 3 1 : 2500
Drawing Number.
RC 208
Revision.
A

A



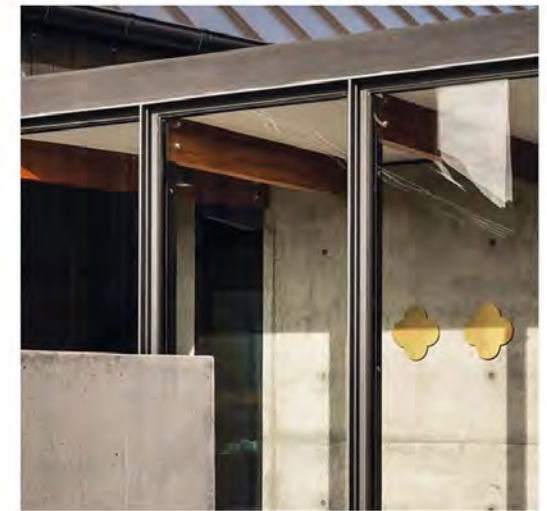
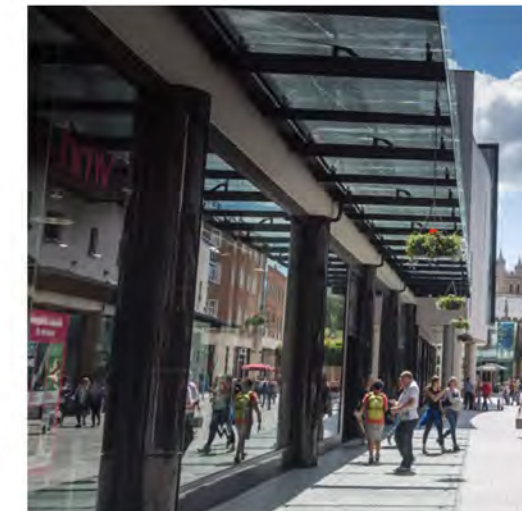
INTERNAL CANOPIES



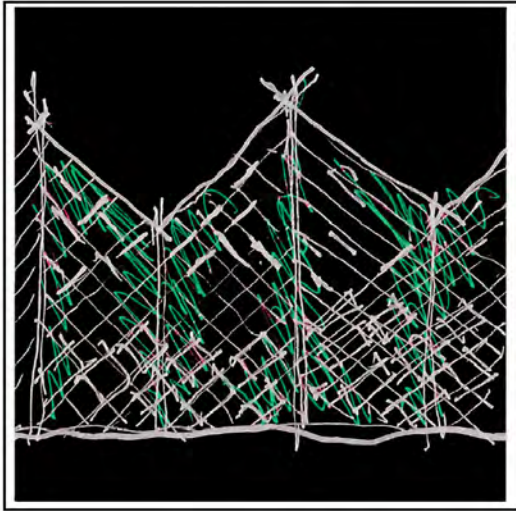
B



STREET CANOPIES + PAVILLIONS



C



HINGAIA 'CLOAK' SCREEN



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Rev Description

By Date

RESOURCE CONSENT 2023

Drawing Title
**BENCHMARK IMAGES - SAMPLE
ARCHITECTURAL TREATMENTS 01**

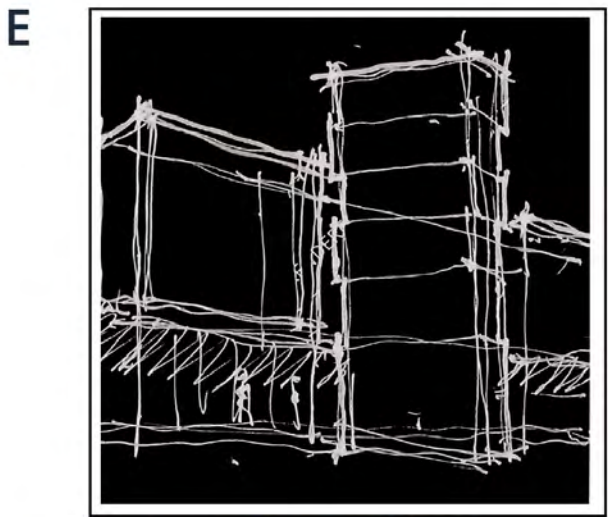
RC - 200 CONCEPT
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT

STAGE 01

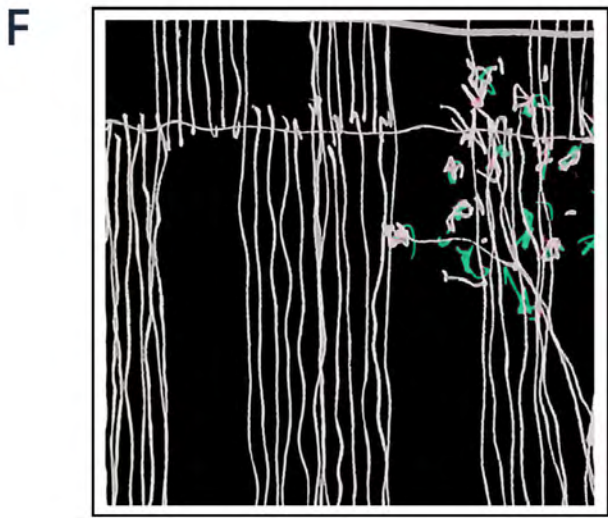
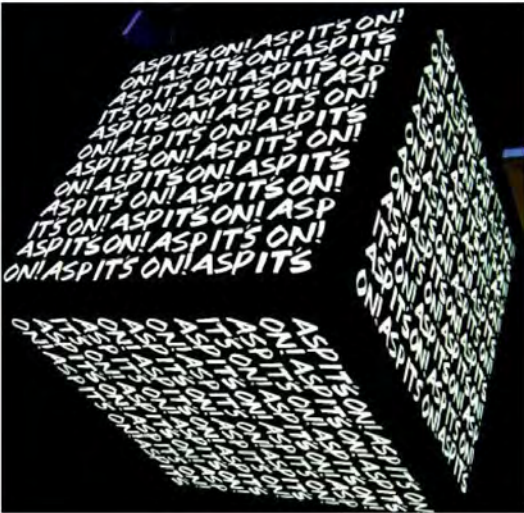
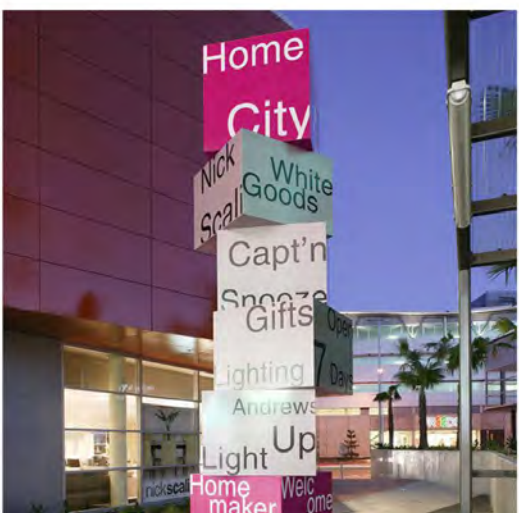
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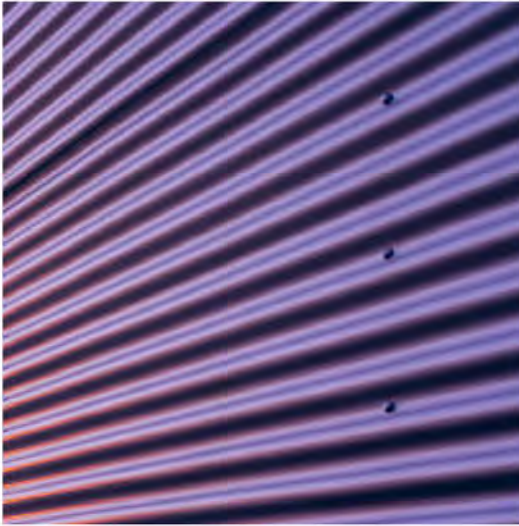
Drawing Number. Revision.
RC 290



SIGNAGE AND PYLONS



MATERIALS PALETTE



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RESOURCE CONSENT 2023

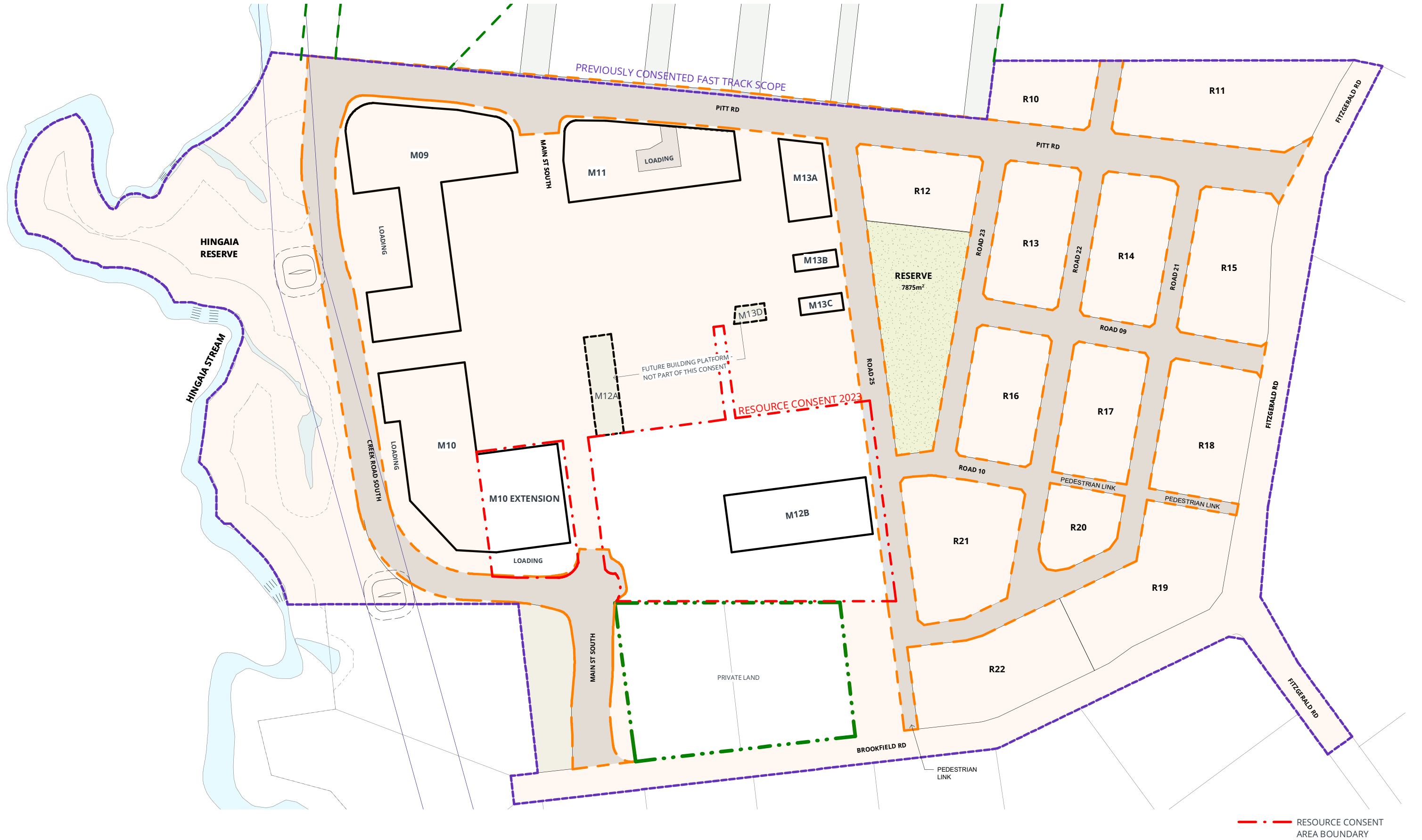
Drawing Title
**BENCHMARK IMAGES - SAMPLE
ARCHITECTURAL TREATMENTS 02**

RC - 200 CONCEPT
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT STAGE 01

Project Number.
0460-119

Original Size. Scale.

Drawing Number. Revision.
RC 291



--- RESOURCE CONSENT
AREA BOUNDARY

Client



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RESOURCE CONSENT 2023			



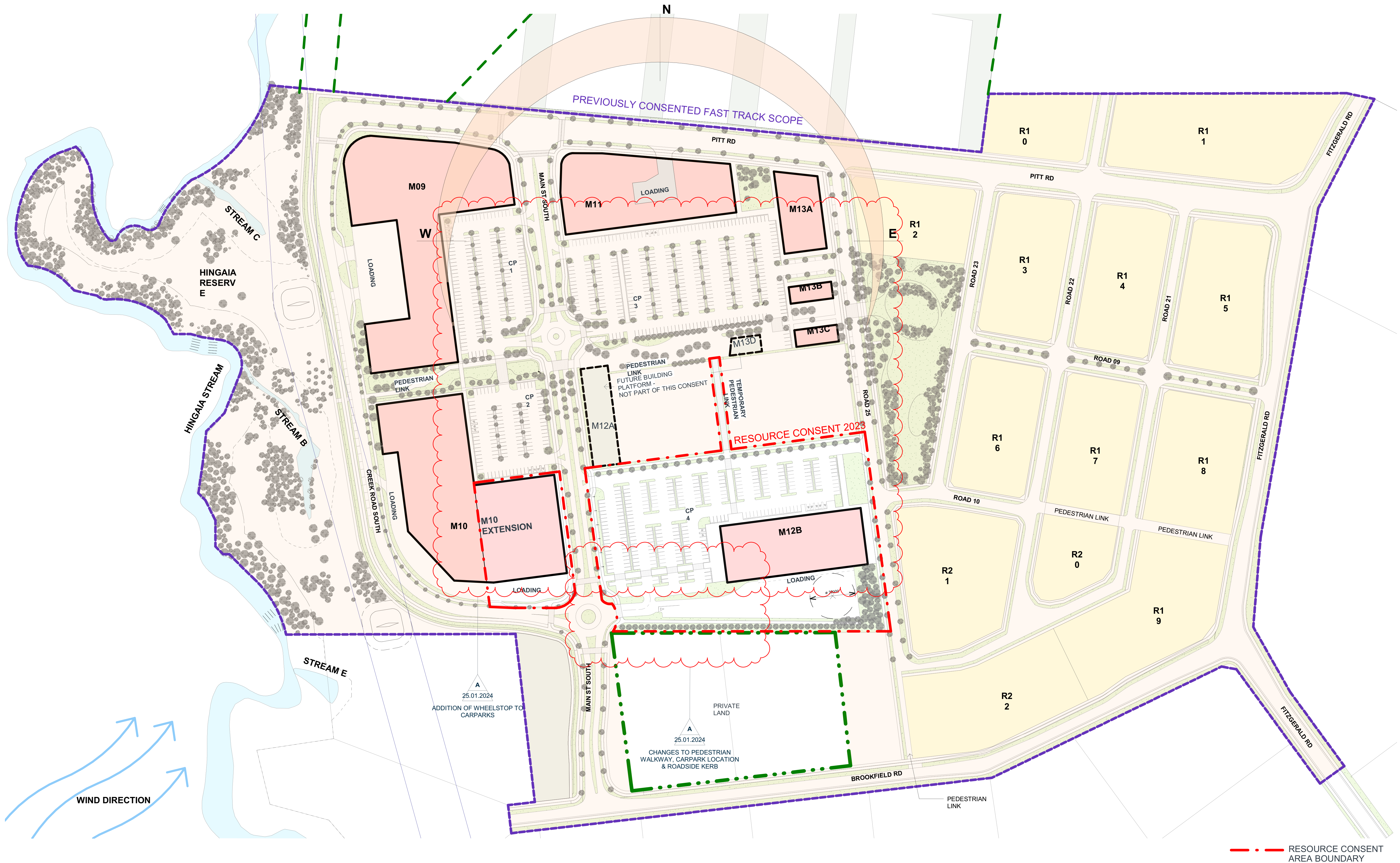
Drawing Title
PROPOSED VESTING - ROADS + RESERVE

RC - 300 PROPOSED PLANS
PROJECT NAME
DRURY METROPOLITAN CENTRE DEVELOPMENT
STAGE 01

Project Number.
0460-119

Original Size. Scale.
A3 1 : 2500

Drawing Number.
RC 300
Revision.



--- RESOURCE CONSENT AREA BOUNDARY

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Re	Description	By	Date
X	RC 2023 - RFI		25.01.2024

RESOURCE CONSENT 2023

Drawing Title
SITE ANALYSIS

RC - 300 PROPOSED PLANS
PROJECT
DURRY METROPOLITAN CENTRE DEVELOPMENT

STAGE 01

Project Number.
0460-119

Original Size.	Scale.	
A1	As indicated	A3 1 : 2500

Drawing Number.	Revision.
RC 321	A