



Drury Metropolitan Centre Stage 2

64, 68, 108, 120 & 132 Flanagan Road, Drury

Fast Track Application

Urban Design Assessment

26 February 2025

B&A
Urban & Environmental

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Contents

1.0	Introduction	4
1.1	Purpose	4
1.2	Statement of Qualifications and Experience	4
2.0	Site Context	5
2.1	The Site	5
3.0	Planning Context	7
3.1	National Policy Statement – Urban Development	7
3.2	Auckland Regional Policy Statement	7
3.3	Auckland Unitary Plan Zoning	8
3.4	Drury Centre Precinct	8
3.5	Reasons for Consent	10
4.0	Design Response	10
4.1	Opportunities & Constraints	10
4.2	The Proposal	11
5.0	Assessment	13
5.1	Assessment Methodology	13
5.2	Street Network and Block Structure	14
5.3	Open Space provisions and response to natural features	21
5.4	Residential Development	26
5.5	Vacant Residential Lots (Stage 1)	30
5.6	Commercial Building design and interfaces	33
5.7	Large Format Retail (Lot C)	39
5.8	Signage	40
6.0	Conclusion	41

1.0 Introduction

1.1 Purpose

This urban design assessment (“**assessment**” or “**report**”) has been prepared for a proposal by Kiwi Property Holdings No. 2 Ltd (“**Kiwi Property**” or “**the Applicant**”). The proposal is a Listed Project in Part A of Schedule 2 of the Fast-track Approvals Act 2024 (“**FTAA**”).

In summary, Stage 2 of the Drury Metropolitan Centre involves the development of retail, commercial, community, residential and visitor accommodation activities, the creation of public and private streets, the creation of publicly accessible open spaces, including restoration and enhancements along the Hingaia Stream, and associated enabling bulk earthworks. It also includes the development of 292 vacant lots located within ‘Stage 1’ Drury Metropolitan Centre (the “**project**” or the “**proposal**”). The project site is across multiple contiguous properties on Flanagan Road, Drury (the “**Site**”).

This report assesses the urban design merits of the Project in terms of its consistency with good urban design principles. These principles are set out in the following report and are derived from a series of statutory and non-statutory documents including; The Auckland Unitary Plan (“**AUP**”), New Zealand Urban Design Protocol and the Auckland Design Manual.

1.2 Statement of Qualifications and Experience

Alicia Lawrie

I am an Associate Urban Designer at Barker & Associates (**B&A**). B&A is a planning, urban design and landscape consultancy with offices located around New Zealand. I have been employed by B&A since January 2022.

I hold a Masters of Architecture (Professional) and a Bachelor of Architectural Studies from Victoria University of Wellington. I am an associate member of the New Zealand Planning Institute. I have approximately 8 years’ experience working in the field of urban design in the public and private sectors.

I have a broad experience working on behalf of a range of clients including land developers, commercial entities and Councils in Northland and around New Zealand. This has involved urban design assessments to support resource consent applications, urban design peer reviews, the development of urban design guidelines, strategic planning and master planning.

I confirm that, in my capacity as co-author of this report, I have read and abide by Environment Court of New Zealand’s Code of Conduct for Expert Witnesses Practice Note 2023.

Cam Wallace

I am an Urban Designer / Partner at B&A. B&A is a planning, urban design and landscape consultancy with offices around New Zealand. I have been employed at B&A since November 2018.

I hold the qualifications of Bachelor of Planning (First Class Hons) and Masters of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute and am a Registered Urban Designer with the Urban Designers Institute of Aotearoa

(UDIA). I have 17 years of experience in the urban design, strategic planning and transport development, across both the private and public sector in New Zealand and United Kingdom.

I have a broad range of experience in urban design working on behalf of a range of clients including land developers, commercial entities and Councils in Auckland and around New Zealand. This has involved lead masterplanning projects for greenfield and brownfield redevelopment projects, design review and assessment for resource consent and private plan change applications of varying scales, strategic and spatial planning projects, and preparation / presentation of urban design evidence at Council hearings and the Environment Court.

I confirm that, in my capacity as co-author and reviewer of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023 and the UDIA Code of Practice – Version A June 2024.

2.0 Site Context

2.1 The Site

The majority of the stage 2 site is located at 64, 68, 108, 120 and 132 Flanagan Road, Drury. The proposed vacant lots are located at 133, 139, 155, 173 and 189 Fitzgerald Road; 61 and 97 Brookfield Road, which were previously a part of Drury Metropolitan Centre Stage 1.

The stage 2 project site sits within the centre of the Drury Centre Precinct. It is approximately 24 hectares with an existing mix of pastoral farm land and lifestyle blocks. Flanagan Road abuts the site to the north-west with the Hingaia Stream forming the western most boundary of the site. The western most portion of the site is also characterised by the presence of an overhead electricity transmission corridor. The southern and eastern boundaries terminate within the Drury Centre Precinct. The majority of the sites southern boundary is shared with Kiwi Property's other land holdings where development of the Drury Metropolitan Centre Stage 1 ("**Stage 1**") works is currently ongoing. The proposal also includes land which is located within Stage 1, and abuts Brookfield Road to the South. The eastern boundary abuts privately owned lots which are currently in use as rural lifestyle blocks as well as Fitzgerald Road.

Drury is located approximately 35km south of Auckland City's Centre, and 5.5km south of Papakura Metropolitan Centre and 15km north east of the Pukekohe Town Centre. The site is also located approximately 20km south-east of the Auckland Airport.

The State Highway 1 (SH1) interchange is located north-west of the site and is accessible via Flanagan and Waihoehoe Roads. The future Drury Central Rail Station directly adjoins the site to the north and will be accessible via an eastern entrance onto Flanagan Road.

2.1.1 Zoning

The site is zoned a mixture of Business – Metropolitan Centre ("**MCZ**"), Business – Mixed Use Zone ("**MUZ**") to the south east, and Open Space – Informal Recreation Zone ("**OSZ**") to the west and falls within the Drury Centre Precinct. The zoning extent was approved in November 2022 as part of Private Plan Change 48 (PC48) to the AUP.

The full Drury Centre Precinct area is an approximate 95-hectare site comprised of several land parcels. It is bound by Hingaia Stream to the west, Brookfield Road to the south, Fitzgerald Road

to the east and Great South Road, Waihoehoe Road and the North Island Main Trunk Line to the north.

2.1.2 Topography

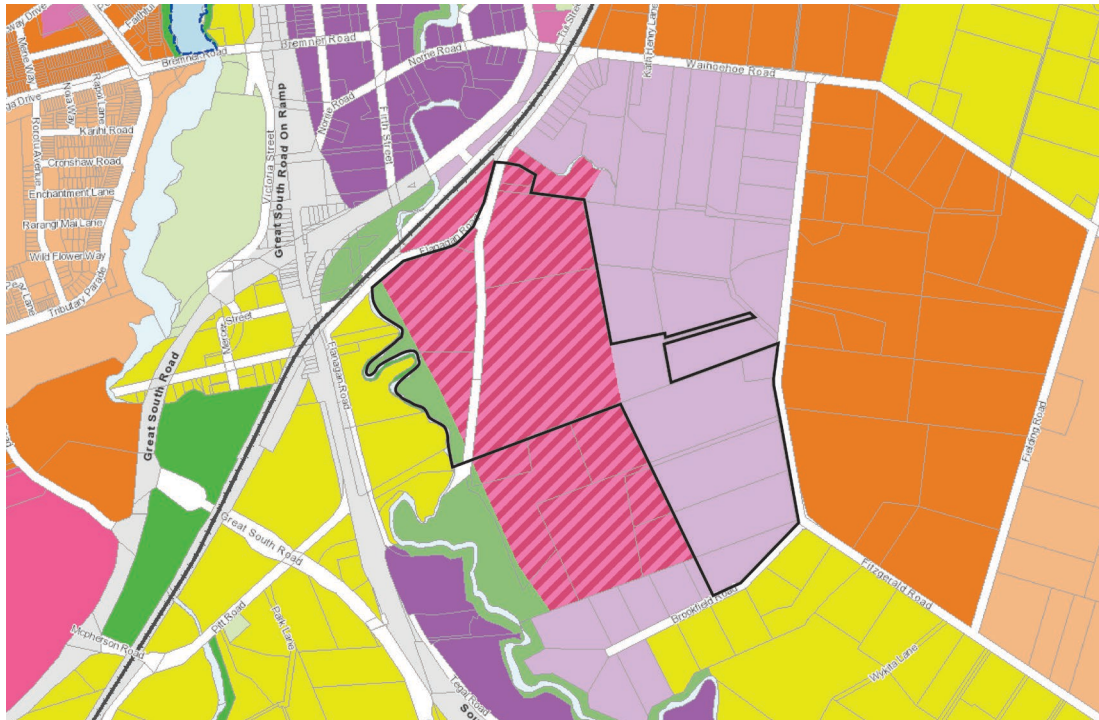


Figure 1 - Project site in relation to underlying AUP(OP) Zones

The site's topography is made up of gently rolling land and a western edge defined by a ridgeline which falls primarily from east-to-northwest towards the Hingaia Stream valley and the motorway corridor. The site also slopes to the north-east towards Fitzgerald Stream and its tributary (identified as "Stream A"), located in the north-eastern corner of the site. The site generally falls from south to north.

Resource consents have previously been obtained by Kiwi Property authorising bulk earthworks over a significant portion of the wider project area (LUC60435472) to prepare the land for development in support of Stage 1 of the Drury Metropolitan Centre. This consent has been given effect to which has included the removal of existing buildings/structures, removal of contaminated soils, decommissioning and removal of existing infrastructure.

3.0 Planning Context

3.1 National Policy Statement – Urban Development

The National Policy Statement on Urban Development (NPS-UD) came into effect in August 2020 and requires councils to amend their plans to meet the expected demand for housing and business land over the short, medium and long term. Areas over which local authorities have jurisdiction are classed as Tier 1, 2 or 3 urban environments. Auckland is classed as a Tier 1 urban environment.

Some of the objectives associated with the NPS-UD that are of particular relevance to this urban design assessment include:

- **Objective 1:** New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- **Objective 3:** Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
 - the area is in or near a centre zone or other area with many employment opportunities
 - the area is well-serviced by existing or planned public transport
 - there is high demand for housing or for business land in the area, relative to other areas within the urban environment;
- **Objective 4:** New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- **Objective 8:** New Zealand’s urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.

3.2 Auckland Regional Policy Statement

Chapter B2 of the AUP(OP) sets out the Regional Policy Statement (“RPS”) as it relates to urban growth and form. It establishes a strategic goal for a “quality compact urban form” in Auckland. Implicit within this goal is the need to support residential and commercial intensification.

The policies in the RPS, particularly those policies contained in Section B2.3 include the following issues relevant to this assessment:

- Providing for the re-zoning of Future Urban zoned land to urban zoned land where it supports a quality compact urban form and a range of housing typologies;
- Enabling higher levels of intensification and growth along public transport corridors and near open space;
- Subdivision and development respond to the physical characteristics and intrinsic qualities of the site;
- Ensuring that infrastructure is in place or can be provided to support new development; and

- Promotes the efficient use of land and enables a range of built forms to support choice for a diverse and growing population.

3.3 Auckland Unitary Plan Zoning

Of particular relevance to this urban design assessment of the provisions of the MCZ and MUZ. Key urban design outcomes of the MCZ and MUZ of particular relevance to this assessment include:

- Development is of a form, scale and design quality that reinforces centres as the focal points for the community;
- Development positively contributes towards the planned future form and quality, and creates a sense of place;
- Large-scale developments should be of a design quality that is commensurate with the prominence and visual effects of the development;
- The functional and operational requirements of activities and development should be recognised and provided for as part of the design process;
- Buildings with frontages to identified “Key Retail Frontages” should maximise street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality;
- The development of intensive residential activities should be supported/ enabled; and
- Development should be of a standard that recognises/ provides for increases in residential densities and avoids significant adverse effects on future residents.

3.4 Drury Centre Precinct

Development of the site is also subject to the provisions of the Drury Centre Precinct. The proposal site is located in Sub-Precinct A, which is intended to contain the primary retail area, key retail street, civic and green open spaces. It is intended to act as the focal point for intensive retail, commercial and civic development and pedestrian activity in close proximity to the Drury Central Rail Station.

Key structuring elements intended to inform development of the site are set out in Precinct Plan 2: Structuring Elements (**Figure 2**). Of particular relevance to this application, the following features of the Drury Central Precinct need to be considered:

- Indicative collector roads, including the north south connections of “Drury Boulevard” and the continuation of “Creek Road” and the east west connection of “Station Road”;
- An indicative key retail street leading to the Drury Central Rail Station;
- A series of open spaces including “Valley Park”, “Town Square”, “Homestead Park” and riparian margins along “Stream A”;
- Controls associated with the application of the Key Retail Frontage and General Commercial Frontage along the key retail street, Drury Boulevard and Station Road.

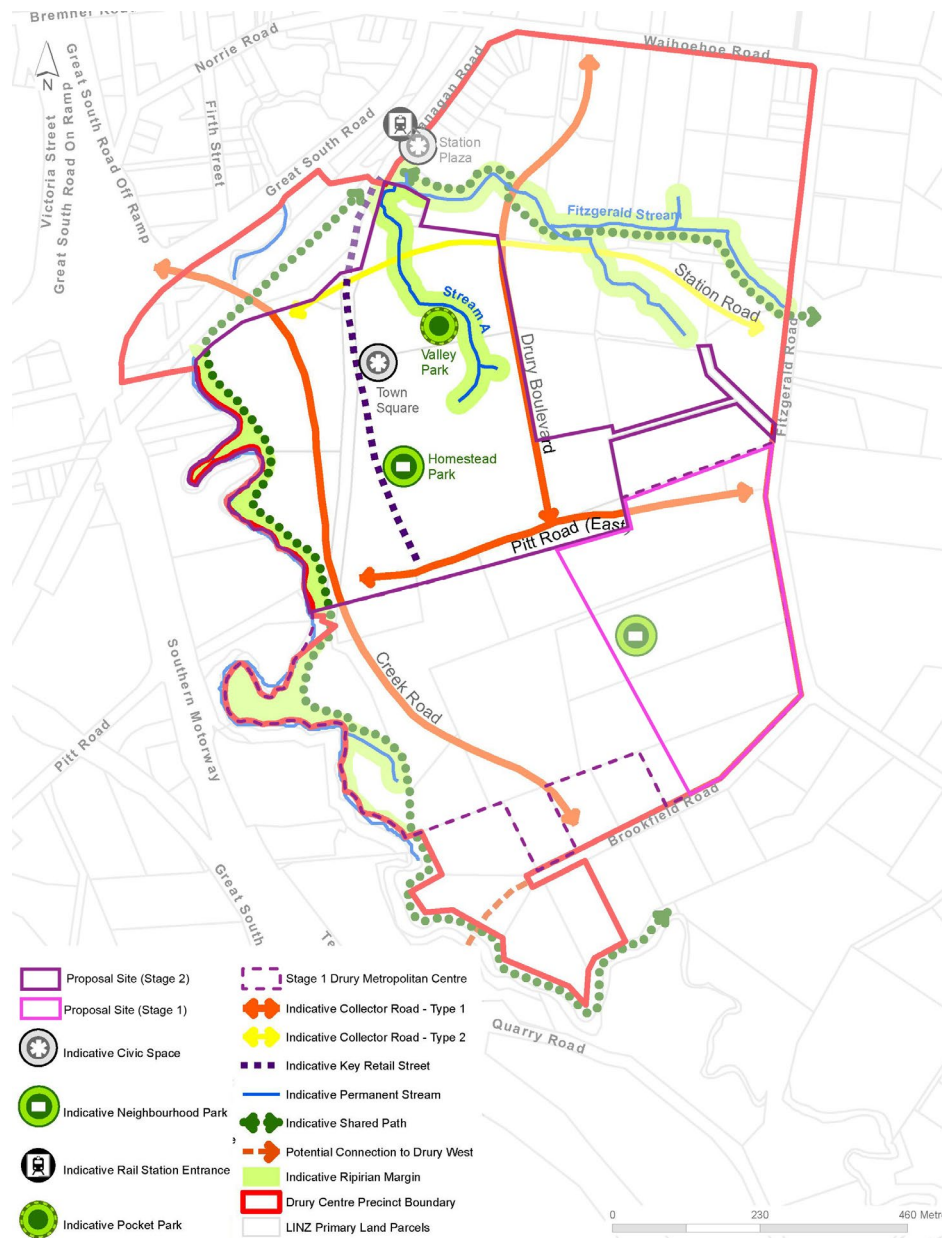


Figure 2 – The site (purple & pink) in the context of Drury Centre Precinct Plan 2 – Structuring Elements from the AUP(OP)

Key urban design outcomes for the Drury Centre Precinct, which are of relevance to this urban design assessment include:

- Provide for the greatest density of retail and commercial activities with supporting community and residential activities within Sub-Precinct A and discourage activities which do not support an active and lively retail street frontage with a fine grained, pedestrian orientated outcome;
- Development and subdivision need to ensure the future road network achieves a highly connected and walkable street layout;
- An efficient block structure and layout within the precinct suitable to the proposed activities should be provided; and

- The recreation and amenity needs of future residents should be supported by suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood.

3.5 Reasons for Consent

The Project requires resource consent for a number of regional and district level activities under the AUP. Overall, resource consent as a **non-complying activity** is required.

For the purposes of this assessment the key matters of consent in relation to urban design are those applicable under the MCZ, MUZ and Drury Centre Precinct and include:

E38 Subdivision

- The proposal includes subdivision resulting in vacant lots within a business zone which comply with Standard E38.9.2.3. This is a restricted discretionary activity pursuant to Rule E38.4.3(A35).

H9 Business – Metropolitan Centre Zone

- The proposal involves the development of new buildings in the Metropolitan Centre zone, which is a restricted discretionary activity under H9.4.1 (A3).
- The proposal involves the development of residential activity at ground floor on the proposed Lot J. This does not comply with standard H9.6.5 and requires consent as a restricted discretionary activity.

H13 Business – Mixed Use Zone

- The proposal involves the development of new buildings in the Mixed Use zone, which is a restricted discretionary activity under H13.4.1 (A45).

I450 - Drury Centre Precinct

- The proposal involves the subdivision of land including private roads in the Precinct, which is a restricted discretionary activity under I450.4.1(A1).
- The proposal involves the development of publicly accessible open spaces in the Precinct greater than 1,000m² in the form of Valley Park, which is a restricted discretionary activity under I450.4.1(A2).
- The proposal involves the development of new buildings in the Precinct, which is a restricted discretionary activity under I450.4.1(A3).

4.0 Design Response

4.1 Opportunities & Constraints

As part of the Urban Design Assessment accompanying this Fast-Track Consent Application, the high-level urban design opportunities and constraints that the site presents to development have been identified to assist in this urban design assessment. These include:

- Street frontage controls along Hotiki Road (key retail frontage), Te Hononga Road, Rauika Road, and Road 6 (general commercial frontage) will limit vehicle crossings and access points into the proposed blocks. This could help provide for efficient and safe cycling and public transport infrastructure, as well as building continuity, pedestrian amenity and safety, and visual quality along key frontages;
- Provision of convenient and direct access through Kiwi Property's landholdings to the proposed Drury Central Rail Station to the north along with more intensive activities, could support uptake of public transport use to and from the site;
- High amenity could be afforded via an elevated, northerly outlook from the Project site back over the Hingaia and Fitzgerald Stream gullies;
- Existing transmission lines, topography, and the infrastructure associated with the State Highway (including the future Drury SH1 off-ramp), limits connectivity and urban development opportunities along the western portion of the site. This could also adversely affect amenity, if urban-development is provided along this edge;
- The location of Hingaia stream and Stream A in the context of the site, provide fixed constraints impacting on street and block layouts, as well as opportunities to enhance the natural features and leverage their amenity for development purposes;
- The eastern boundary of the application site features irregularly geometry which can impact on any subsequent street and block network. Nevertheless, opportunities for future connections through adjoining sites will be necessary to support an integrated and connected environment;
- The site is large and relatively flat in areas which is suitable for more intensive residential and commercial uses. The areas of steeper topography to the west of the site, may present challenges for access to amenities such as Hingaia Stream; and
- The development needs to align with the consented Stage 1 to the south and the Drury Central Rail Station Park n Ride to the north. These developments help to establish an existing street network that development will need to integrate with.
- The existing consented superlots (within the Stage 1 area) have established a well-proportioned and flexible block structure, generally along a north-south axis, suitable to accommodate a range of different uses and building forms.
- Vehicle access restrictions along Fitzgerald, Brookfield Roads and Pitt (Rauika) Roads will necessitate the use of rear access or JOALs if vehicle access is intended to be provided.

4.2 The Proposal

In broad terms, the project involves the development of the remainder of the Drury Metropolitan Centre between Stage 1 and the future Drury Central Train Station (**Figure 3**). This includes approximately 106,00m² of commercial, retail, food and beverage, entertainment and community activities as well as 102 residential units and 282 hotel rooms across 10 lots (A-H, J and K). In addition, 292 vacant residential lots are also proposed within the original 13 residential superlots previously consented as part of Stage 1.



Figure 3 - Stage 2 Masterplan within the consented site context and proposed vacant lot subdivision within Stage 1 (source: Boffa Miskell)

Within Stage 2, Lots A, B, D and E form the main retail component of the development and feature a number of larger anchor / destination tenants along with finer-grain street facing retail which also function to sleeve internal carparking and larger format tenancies. Lot E also incorporates food and beverage and entertainment precincts and an office building at upper levels. The uses amongst each of these lots is connected via external streets and internal pedestrian laneways. Car parking, where provided is generally orientated towards external roads which have a greater movement function as opposed to the more pedestrian focussed streets at the heart of the development.

Lot C (which falls within the MUZ) features a single-storey large format retail building with associated carparking, landscaping and service areas.

Lot F forms the main civic / community uses with a proposed aquatic leisure centre and library. This leisure centre comprises of an indoor swimming pool, multi-purpose leisure and learning spaces, gym and changing facilities together with areas for staff and spectators over two (generous) storeys. The library will comprise spaces for common learning, private meeting rooms, computer and study spaces, and café area over two storeys. Lot F also includes ancillary surface car parking areas to the rear of the buildings and adjacent to the motorway off-ramp.

Lot G features a combination of retail, food and beverage, office and visitor accommodation uses. These activities are housed in buildings which have frontage to the main retail street and “Valley Park. These key open spaces are connected by a series of plaza spaces while Valley Park also functions as a key stormwater treatment, attenuation and amenity area for the wider development. The Hotel (Building G1) incorporates 142 rooms over six-storeys as well as spa, restaurant, bar and function facilities. Building G2 also extends up to six-storeys in height and incorporates approximately 11,700m² of commercial office space.

Lot H incorporates a further hotel (H1) and commercial office building (H2). The hotel includes 140 rooms over five-storeys while the office building includes 5,325m² of open plan floor space over a six-storey building.

Lot J features a residential apartment complex spread across three separate buildings. This includes a mixture of one, two and three-bedroom units (60 in total) spread across three-storeys with communal / commercial amenity spaces provided for at ground floor. Lot J also features an internal communal car park and outdoor amenity spaces.

Lot K runs parallel to “Drury Boulevard” and includes a series of live/work terraced units. This includes provision for flexible ground floor commercial space with living spaces located on levels one and two. These are accessed / serviced by a rear lane.

In addition to the building / activities, the proposal includes the development of a number of public and private streets, as well as publicly accessible (private) open spaces. A key element of the proposal includes “Valley Park” which incorporates a daylighted / naturalised Stream A in addition to a stormwater basin, extensive vegetation, a hardscaped promenade and terracing down to the stormwater basin. Further riparian enhancement is proposed along the extent of Stream A (adjacent to Lot H) as well as the Hingaia. Valley Park “bleeds out” to a number of connected open spaces in the form of plazas (on Lots G and E) and a shared space / pedestrianised Road 11.



Figure 4 - Artistic Render of the Stage 2 development looking south (over Lot H and Valley Park) from the vicinity of Drury Central Rail Station (source: Ignite)

Within Stage 1, the proposed 292 vacant lots follow the original configuration of the previously consented residential superlots. Located at the centre of Fitzgerald Road, Te Hononga Road, Brookfield Road, and Rauika Road, the vacant lots are accessible via a series of JOAL's. It is connected to the wider proposal site via Te Hononga Road to the west and Rauika Road to the north. A community park is located to the west of the proposal adjoining Te Hononga Road.

5.0 Assessment

5.1 Assessment Methodology

The relevant policy framework and rules of the MCZ and MUZ, along with the Drury Central Precinct has been used to inform how this proposal has been assessed. For ease of reference, the

key urban design matters established by relevant documents identified in Section 3.0 have been consolidated into the following theme-based headings:

- Street network and block structure;
- Open space provision and response to natural features;
- Residential Development;
- Vacant Residential Lots;
- Commercial Building Design;
- Large Format Retail; and
- Signage.

5.2 Street Network and Block Structure

5.2.1 Block Structure and Connectivity

The configuration of the blocks and street network has been designed to respond to the identified constraints and opportunities of the site, and the key structuring elements identified in Precinct Plan 2 of the Drury Centre Precinct (**Figure 2**). The project also logically aligns with the Stage 1 development, located to the south, and the key amenities (in particular the Drury Centre Train Station) to the north. The proposal will provide for a future road connection (Station Road on Precinct Plan 2) into adjoining sites to the east for ease of future development ensuring the proposal contributes to the connectivity within the wider Drury development area.

Hotiki Road provides the primary north-south connection. It was identified in the Drury Centre Precinct as the 'key retail street' and creates a continuation of 'Main Street' in the Stage 1 development providing a continuous connection between the Rail Station and the diverse retail offering across the Centre. Hotiki Road generally aligns with the indicative 'key retail street' identified in the Precinct Plan 2. The north-south collector roads of Te Hononga Road (formerly identified as Drury Boulevard) and Te Ara Hingaia Road (formerly Creek Road) also generally align with the 'indicative collector roads (type 1)' identified in the Precinct Plan 2. Both Te Hononga Road, and Hotiki Road establish strong links between Stage 1 to the south and the future Drury Centre Train Station to the north, while Te Ara Hingaia Road connects the State Highway 1 Drury centre off-ramp to the proposal.

'Station Road' was identified as a key east-west collector road in the Precinct Plan 2 (Collector Road – Type 2) and was initially intended to link the State Highway to Fitzgerald Road to the east of the site. However, the design of the off-ramp (by NZTA) prohibits the opportunity to create a continuous east-west connection at the north end of the site. Road 6 is proposed as an alternative road which generally aligns with the location of 'Station Road.' It is positioned to connect Hotiki Road to Te Hononga Road and begins to establish an eastern connection beyond the proposal site to Fitzgerald Road and runs alongside Fittsgerald Stream which is intended to function as a key ecological / active mode corridor across the wider Drury East development. Rauika Road (formerly Pitt Road) was also established as a key collector road in Stage 1 and Precinct Plan 2. It will eventually form the key east-west connection between Te Ara Hingaia Road/State highway off-ramp, to Fitzgerald Road.

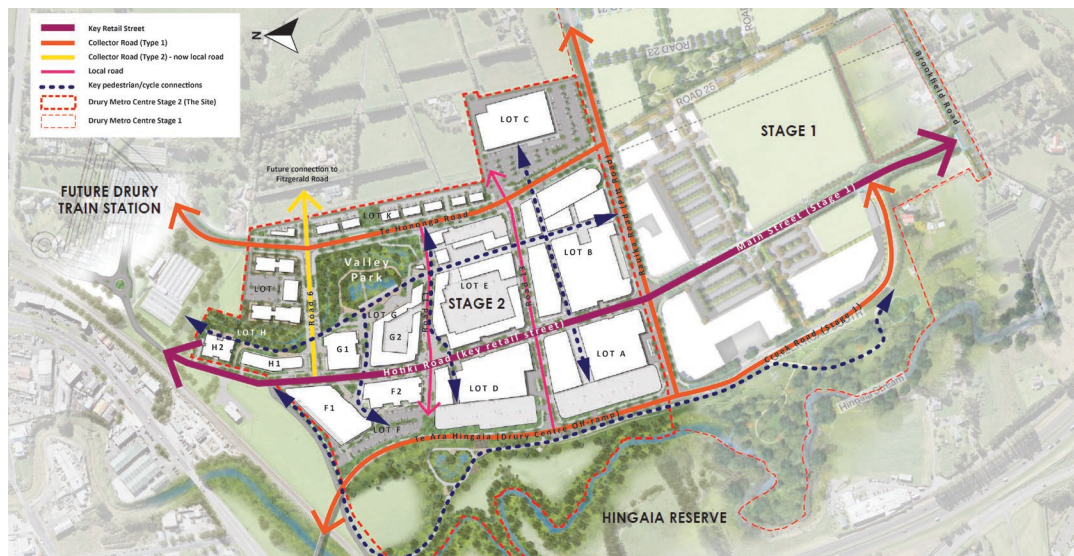


Figure 5 - The Site (Stage 2) in the context of Stage 1 and the Future Drury Tran Station, with the key connections and proposed Lot/Block layout.

A series of 16m wide streets stem from the 'collector roads' and the 'key retail street,' to form the proposed Blocks in a gridded formation. Combined with the location and configuration of Valley Park, the street network serves to funnel future pedestrians towards the Drury Central Rail Station. The perimeter of the Blocks range between approximately 430 – 600m (when measured along the street frontage) with Lot B being the largest at a total perimeter of approximately 600m. The majority have a perimeter of 500m or less. However, Lot B, and the other proposed blocks (Including E, G, F and K) are further broken down by a series of pedestrian accessways, plazas and landscaped areas which reduce the maximum block perimeter. In the case of Lot B, the 600m perimeter is reduced to approximately 380m at its largest. This helps to provide greater accessibility and connectivity across the proposal to support a more walkable pedestrian network. Depending on the nature of future development adjacent to Lots C and K, a less permeable block structure could eventuate. Opportunities for an additional connection could be provided for through the proposed 30m wide landscaped strip, which could be utilised to provide additional connectivity to sites to the east in the future.

The provision of the pedestrian accessway's (13 – 17m wide) at the centres of Lot B and Lot E, will assist in directing pedestrian activity towards key destinations located at the centre of the site, including Valley Park and the Town Square. The additional east west pedestrian accessway between Lot A and Lot B, will also direct pedestrian activity back towards the key retail street, as

well as link the major retail premises proposed at Lot A, B and C. It is considered that this approach is well aligned with the provisions of the Drury Centre Precinct. It is a positive design response to support a walkable centre and a pedestrian orientated design outcome.

In addition to the overall block and street network, activities and their usage have been carefully considered to ensure those uses associated with greater public transport usage (commercial office and residential) are positioned closer to the Drury Central Rail Station.

Overall, the proposed street network is generally aligned with the locations of the key roads in the Drury Centre Precinct Plan 2. 'Station Road' varies in its location due to the fixed constraint of the State Highway 1 Drury off-ramp. However, east-west connectivity is future proofed across the development through the provision of Road 6 and Rauika Road. The block structure is configured to create a well-connected street layout, linking Drury Centre to the wider network and the future Drury Centre Train Station to the north. The blocks are of a perimeter and length which will provide a good degree of accessibility and support a walkable environment, while also designed to an appropriate size and layout for the proposed activities.

5.2.2 Key Retail Street (Hotiki Road)

As noted above, Hotiki Road creates the primary north-south connection identified in the Drury Centre Precinct Plan 2 as the 'key retail street'. Its continuation north of the central 'main street' (as part of Stage 1) will create a strong central connection that runs the full extent of the Drury Metropolitan Centre. It will link Brookfield Road along the southern boundary, to the Drury Centre Train Station and Waihoehoe Road to the north (see **Figure 6**).

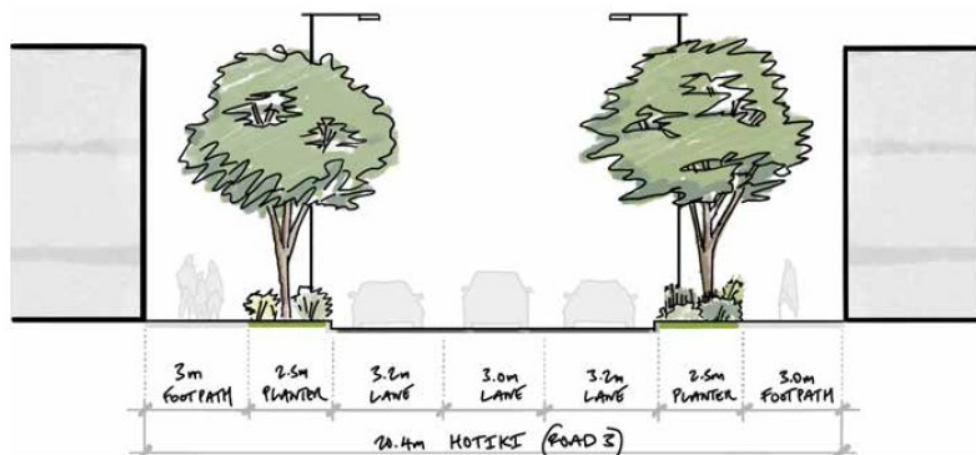


Figure 6 - Hotiki Street Typical Cross section (Source: Boffa Miskell)

The 20.4m wide road reserve will provide a 3m wide footpath on both sides of the street, complemented by generous planting buffers (2.5m) to help soften the environment and provide traffic calming and a sense of enclosure, which will in turn encourage pedestrian activity. (**Figure 6**). Hotiki Road is adjoined by Lots A, B, D, E, F, G and H (**Figure 7**). These lots contain a diverse mix of activities including retail, community, commercial, food and beverage and hotel accommodation, as well as the town square, urban plazas and the central open space (Valley Park). The Lots have a block length ranging between 130-180m where they border Hotiki Road. However, the provision of pedestrian accessways and other urban spaces, further break down the block lengths to 30-110m to better provide for fine-grained pedestrian connectivity.

Hotiki Road is subject to the key retail frontage control of the MCZ, which requires buildings to maximise street activation and building continuity for pedestrian movement, safety and amenity as well as visual quality. The built form is positioned to define the street edge and create a sense of enclosure along Hotiki Road. Entrances and facades with large areas of glazing (associated with internal retail activities) are orientated to face the street, providing a continuous and activated edge and contributing to pedestrian amenity.

Finer grain retail activities have intentionally been positioned to sleeve Large Format Retail (LFR) activities and carparking proposed within Lots A, B, D, E and G2. The smaller buildings wrap around the bulkier built form to create greater opportunities for engagement and interaction along the key retail street. This also appropriately separates Hotiki Road from LFR and carpark activities, which aligns with the provisions of the Drury Centre Precinct. It will also help manage adverse visual and amenity effects that are traditionally associated with LFR and carparking activities. Breaks in the continuous façade along Hotiki Road are limited to the east-west pedestrian accessway and public spaces such as the town square and urban plazas. As noted above, these provide the blocks with additional permeability and increase pedestrian connectivity across the wider Drury Centre.



Figure 7: Hotiki Road and adjoining lots (source: Ignite)

Where the key retail street adjoins Lots F, G1 and H, the buildings include a mix of food and beverage (**F&B**), hotel accommodation, a community centre/library and an aquatic leisure centre. These activities have been strategically located to frame the Hotiki Road as an important pedestrian route, while also integrating with the town square and urban plaza as the focal point for civic and pedestrian activity. The mix of uses proposed in this area will also assist in diversifying activity throughout the day and night (e.g., day time employees at commercial offices, residents and visitors at night, leisure centre users over the weekend), to support the vibrancy and vitality of these areas. The finer grain buildings and how they are designed to reinforce this active street frontage, create strong visual connections to the surrounding open space, and achieve a visual quality is discussed further in Section 5.5 of this report.

5.2.3 Collector Roads

5.2.3.1 Te Hononga Road

The eastern most collector road (Te Hononga Road) is proposed as a key transit route, which will eventually link Drury Centre to the Drury Railway Station and Waihoehoe Road. The 23m wide road reserve will accommodate a bus route and provide for 2.2m wide separated cycle lanes and 2.7m wide footpaths on both the eastern and western sides of the street. Amenity planting will be used intermittently with parking and bus stops to create separation between zones, provide traffic calming and break up the hard surfaces.



Figure 8: Te Hononga Road cross section (Source: Boffa Miskell)

The pedestrian crossings located along Te Hononga Road are proposed to accommodate the cycle lanes. Their position will align with the developments key pedestrian connections established by the street and pedestrian accessway network. The cycle lanes will also provide additional amenity, activation and passive surveillance to eastern edge of Valley Park proposed within Block G. Public and active transport modes will be encouraged due to the cycle lanes and cycle and bus facilities being located in close proximity to the residential units of Lots J and K. The strong connections to the Drury Centre Rail Station could also encourage active and public transport use within the development.



Figure 9: Te Hononga Road and adjoining lots (source: Ignite)

An extended portion of Te Hononga Road is fronted by carparking. This aligns with the overall development strategy to incorporate the majority of vehicle movement and infrastructure to the

perimeter of the development away from the key retail street and local roads. As Te Hononga Road is subject to a General Commercial Frontage control, the majority of the carparking proposed is multi-storey and incorporates alternative activities, include retail and upper storey commercial offices. This will provide a level of street activation and pedestrian amenity while also maintaining building continuity. This is discussed further in **Section 5.5.1.2** of this report. Vehicle crossings along Te Hononga Road are also limited as much as possible. On the western side of the street the two multi-storey carparks each contain a single access point and vehicle crossing (**Figure 9**). To the east, vehicle crossings are located where opportunities for alternative access points are limited. For example, the southern portion of Lot K which has no alternative street frontages to provide safe vehicle access.

Lot C contains an at-grade carpark associated with the proposed LFR, which fronts onto Te Hononga Road. The potential visual effects of this carpark from Te Hononga Road have been considered and a 2m wide landscape buffer has been applied along its street frontages in line with Rule H13.6.6 of the AUP. This is in line with the requirements of the MUZ and is discussed further in **Section 5.5.4** of this report.

5.2.3.2 Te Ara Hingaia Road

As noted previously, the western most north-south collector road of Te Ara Hingaia Road, will connect State Highway 1 to Drury Centre via the future Drury off-ramp and will be the primary vehicular arrival into the proposal site from the wider Auckland region.

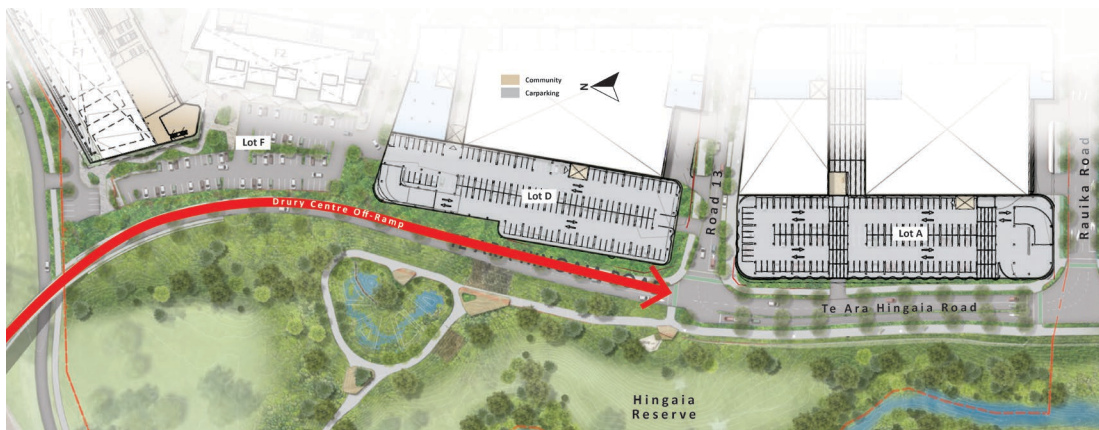


Figure 10: Te Ara Hingaia and the Drury Centre off-ramp from state highway 1 which creates a key constraint for development along the site's western boundary

The State Highway off-ramp has been previously consented / designated by NZTA. Its design limits opportunities to connect Te Ara Hingaia Road to the project north of the Road 13 intersection. The topography of the site also slopes away from Te Ara Hingaia Road, towards Hingaia Stream. This change in level further restricts the opportunity to link Te Ara Hingaia Road and the adjoining lots to the Hingaia Reserve. An additional constraint is the transmission lines located within the Hingaia Reserve. In response to this, carparking (in the form of two screened, multi-storey carpark buildings and an at grade carpark) are proposed on the eastern side of Te Ara Hingaia Road within Lots A, D and F. This allows the majority of the active retail and finer grain development to be located towards the key retail street of Hotiki Road, and will limit any perceived visual effects

associated with the multi-storey carparks to face the motorway. This is discussed further in **Section 5.5.1.1** of this report.

Te Ara Hingaia Road will connect to Hotiki Road and the Te Hononga Road via Road 13 and the east west collector of Rauika Road (proposed as Pitt Road as part of Stage 1). Te Ara Hingaia Road will also continue beyond the site to the south, along the eastern edge of Stage 1 (formerly identified as Creek Road). This will act as a key transport route to be used by larger delivery vehicles servicing the LFR located in Stage 1, and will help reduce heavy vehicle movements within the key retail street and local road network, maintaining a positive pedestrian environment at the centre of the proposal.

Overall, the collector roads are generally in accordance with the locations shown in Precinct Plan 2. Where they vary is primarily due to key site constraints such as the position of the Drury Centre off-ramp. They are designed in a way that contributes to the amenity and safety of pedestrians. This is achieved through landscaping, footpaths and the provision of cycle lanes (in appropriate locations).

5.2.4 Local Roads

The proposed east-west local roads are Road 6, Road 11 and Road 13. These roads have been proposed as private roads and will provide the internal east-west connections between Hotiki Road and the collector roads. Road 6 also establishes a future connection along the sites eastern boundary which will eventually link the site to Fitzgerald Road (see **Figure 5**).

Road 6 and Road 13 are designed to create a low-speed environment. The 16m wide roads provide footpaths on both sides of the 6.4m wide carriageway, and include indented parking bays, and landscaping to encourage pedestrian movement. Road 6 is proposed as an alternative to Station Road, and therefore, is subject to 'General Commercial Frontage' controls. As a result, there are no vehicle crossings proposed along this street frontage. The built form that adjoins the street is built up to the street edge and maintains a strong visual relationship with glazing which provides outlook to the street. A continuous building frontage along the edges of Road 6 is not possible as the buildings are separated by the Stream A riparian margin and Valley Park. I consider that Road 6's position, which frames the northern edge of Valley Park and the southern end of Stream A, supports activity and a sense of safety and amenity to the edges of these open spaces, and therefore can be considered a good urban design outcome. The provision of Road 6 will also provide connectivity between the two spaces with a pedestrian crossing point linking Lot G and Lot H.

Road 11 is positioned between Lots E and G, and is adjoined to the north and south by a mix of retail, F&B as well as the southern edge of the central Valley Park. As a link between the open space and the street environment, the streetscape design aims to create a pedestrian-orientated low speed environment that minimises segregation between vehicle and pedestrian functions.

It is considered that the local road network helps to establish a well-connected and attractive street layout. It integrates with the proposed collector roads and will support connectivity to the surrounding network through the provision of future connection opportunities. The are designed to support pedestrian activity and safety and amenity to adjoining open spaces and active frontages.

5.3 Open Space provisions and response to natural features

5.3.1 Valley Park, Town Square & Stream A Riparian Margin

Valley Park will feature a central stormwater basin which adjoins the western edge of Stream A, as well as a 15-30m wide pedestrian Promenade along its western boundary (**Figure 11**). The Promenade will continue the central pedestrian accessway linking Lots B and E and link further north to Lot H, completing a full north-south pedestrian connection across the entirety of the site. The landscape plans show Valley Park will feature a series of informal pedestrian paths and boardwalks through riparian planting to support amenity, recreation and activity around the central stormwater basin and along the stream. The overall extent of Valley Park which also incorporates the riparian margins of Stream A is significantly larger than the indicative neighbourhood park (as expressed through Auckland Council's Open Space Provision Policy) as shown on Precinct Plan 2. Valley Park incorporates an area of approximately 2.2ha vs the typical sizing of 0.3 to 0.5ha. Adjoining plaza space on Lot G is in addition to this. The size of Valley Park was increased due to the overall volume of stormwater to be treated from the development, provision of sufficient offsets from Stream A and the need to manage levels / transitions for future maintenance access. Due to this increased size, in addition to ensuring an efficient block structure and suitable levels for pedestrians between Stage 1 and the Drury Central Rail Station, the indicative Homestead Park identified on Precinct Plan 2 has not been delivered. The impact of this is covered further in [Section 5.3.2](#) of this report.



Figure 11: The context of Valley Park, Stream A and the Town Square (Source: Boffa Miskell)

As noted previously, Valley Park is connected to Hotiki Road via the town square to the west. The town square will be framed by food and beverage and hotel activities (including restaurant, function spaces and a conservatory) to reinforce the activation opportunities along the Promenade and the western edge of Valley Park. This has been reflected in the design of the F&B (G2) and the hotel (G1) which includes building entranceways that front directly onto the town square, with large areas of glazing providing opportunities for both physical and visual interaction between the buildings and the public space. The materials proposed, including the brick cladding, vertical

copper panelling and full height glazing, in combination with the modulated building form provide visual interest and verticality to the facades.

The ground floor pedestrian activity created by the adjoining land-uses and the outlook provided

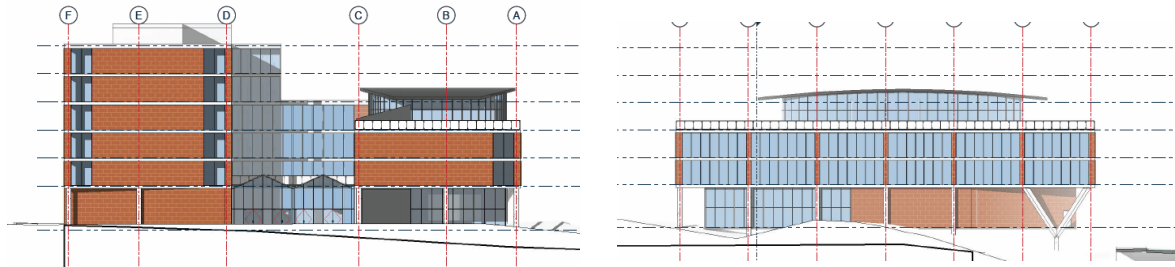


Figure 12: The southern and eastern facades of the hotel (G1) which front Valley Park and the town square (source: Ignite)



Figure 13: The northern and eastern facades of the G2 which fronts Valley Park and the town Square (source: Ignite)

from upper floor office spaces and visitor accommodation will provide activation and passive surveillance to the town square and Valley Park, contributing to a safe and vibrant open space environment. The provision of the street frontages on the three additional edges of Valley Park will also result in a heightened sense of activation from both passing vehicles and people. The permeability and visibility created by the open street frontages will also contribute to a greater sense of safety, encouraging the on-going use of the open spaces.

In addition to the above, the location of the town square, Valley Park and the promenade will also provide the following benefits to the development:

- provide a buffer/ transition between the commercial activities and the residential activities located to the north east of the site, reducing common effects associated with commercial operations (e.g. light spill, noise);
- provide additional open space amenity to the more intensive residential typologies proposed, and enhancing amenity/outlook from the adjacent residential units proposed within Lots J and K; and
- provide “upfront” amenity and utility in advance of a residential community being established and the full range of amenities one could expect following full build out of the centre.

Overall, Valley Park will act as a focal point for activity within the centre of the site. Its integration with the Town Square and Stream A will assist in creating a well-connected movement network as well as provide for activity and a high-level of amenity. The buildings (in particular G1 and G2) have been designed to provide an active frontage and engage with these spaces as well as provide outlook from upper-storey activities.

5.3.2 Homestead Park

Homestead Park is no longer proposed as part of the development as envisioned in the original masterplan and Drury Centre Precinct Provisions. In lieu of Homestead Park, Valley Park has been significantly expanded to provide a focal point for the civic and public activity at the centre of the proposal. The more extensive design of Valley Park is also a response to the stormwater/ecological requirements needed to enhance Stream A. This aligns with the Drury Centre precinct which seeks to maintain and enhance the waterways on site, integrating them with the open space network as a key feature.

From an urban design perspective, the provision of an expanded Valley Park that is integrated with plaza spaces and community uses (e.g. library and aquatic centre) provides an appropriate substitute to Homestead Park. The northern orientation of Valley Park and proposed integration with extensive riparian enhancement will support high levels of amenity that will help to encourage its use throughout the day. Further, Valley Park's position within the wider development site also allows greater integration with Stream A, the town centre and Hotiki Road and future development areas to the north and east of the Site. The configuration of good quality public space, pedestrian accessways and streetscapes will better support the above directing activity to and within Valley Park.

The alternative of Valley Park is generally in accordance with the indicative location identified in Precinct Plan 2 (**Figure 3**). Its location within Lot G positions it to have adequate street frontage on three sides to ensure it is visually prominent and safe for users. It is also better integrated with the 'key retail street' and 'town square,' creating a focal point for civic and public activity which is further reinforced by the addition of other key community amenities in the form of the aquatic centre and library.

5.3.3 Hingaia Reserve

Hingaia Reserve is located on the western edge of the site and incorporates Hingaia Stream and a stormwater filtration basin. It is fronted to the east by Te Ara Hingaia Road and the State Highway 1 off-ramp. As noted previously, the off-ramp is designed as such that opportunities to establish pedestrian access between Te Ara Hingaia Road to Hingaia Reserve is limited. This is reinforced by the level change between Te Ara Hingaia Road and Hingaia Reserve.

A combination of retaining and batter slopes has previously been consented under the NZTA Drury Centre off-ramp and therefore is outside the scope of this application. The off-ramp will effectively extend up to the intersection with Road 13.

Where Te Ara Hingaia Road adjoins Lot A, a 4m wide pedestrian and cycle path is provided for on the western edge of the street (**Figure 14**). This will connect to the meandering walkways and cycleways provided within Hingaia Reserve to the north. The full extent of the Hingaia Reserve shared path was previously proposed as a temporary commuter route between Drury Stage 1 and the Drury rail station (via Flanagan Road) as part of the Stage 1 development. However, with the introduction of the more direct Hotiki Road and the cycle lanes proposed along Te Hononga Road, the shared path network within Hingaia Reserve has changes to primarily provide for passive recreation and access to the amenities within the reserve.

In terms of CPTED principles, the configuration is comparable to routes commonly found in newly established greenfield areas or larger public open spaces across Auckland. The pathways and associated planting will be designed to be legible and maintain open views (including forward

visibility) to the surrounding environment with passing vehicles providing opportunities for passive surveillance.

I consider that while Hingaia Reserve has limited connectivity to the wider project, it has been designed to establish an appropriate degree of activity, safety and passive surveillance.



Figure 14: Hingaia Reserve as adjoined by Te Ara Hingaia Road. This demonstrates the level change between the two (Source: Boffa Miskell).

5.3.4 Aquatic Centre (F1) and Library (F2)

The Aquatic Centre and Library are located within Lot F, and adjoin Hotiki Road to the east, Flanagan Road to the north, and Road 11 to the south. To the south-east, the aquatic centre along with the library (F2) are connected to the Town Square and Hotiki Road via a central urban plaza. The plaza forms an east-west pedestrian connection which links the town square and Valley Park across Hotiki Road to the community buildings. It also provides a connection to the carpark located to the west of Lot F, behind the F1 and F2.

The urban plaza is triangular in shape and is framed by the aquatic centre to the north and the library to the south. The irregular shape of the Aquatic Centre, informed primarily by the site boundary and the alignment of Flanagan Road, creates a strong north-western edge to the plaza. Its shape as well as the position of the Library building will screen the carpark from Hotiki Street, and the central public spaces.

The aquatic centres position along the north western boundary of the site and the lot's irregular triangular shape, due to the intersection of Hotiki Road and Flangahan Road, creates a unique building form at the northern gateway to the Drury Centre site.

As the proposed building transitions north along Hotiki Road, the building takes advantage of the level change, increasing in height from two-stories to three-stories creating a prominent corner and a focal point at the northern entrance to the Drury Centre site. The roofline of the building also increases in height at the north eastern corner, further contributing to prominence of the built form (**Figure 15**).



Figure 15: Artistic Render of the Aquatic Centre from the intersection of Hotiki Road and Flanagan Road, looking along the northern façade (Source: Ignite)

The curtain wall and the curved shape of the façade at the corner (**Figure 16**) creates a continuous transition between the two street frontages. The extended curved roof overhang also provides additional visual interest and variation to the façade, and highlights the change in the building height at the north eastern corner.

The basement floor, which provides space for services such as the balance tanks, reticulation and the plant) prevents the ability to incorporate glazing along the full extent of the Hotiki Road street frontage. The proposed red brick and landscaping is used to soften the built form. It also visually connects the Aquatic Centre to the wider Drury Centre development, where red brick is prominently used throughout the development.

The continuous glazing wraps around the ground floor to the south, providing a visual connection and engagement to the adjoining urban plaza. The upper level contains less glazing with some windows to provide outlook from internal spaces. The upper level overhangs the ground floor to provide visual interest and modulation to the façade. The primary building entrance also protrudes



Figure 9: The south eastern façade of the Aquatic Centre (Source: Ignite)

forward of the bulk of the façade to highlight its location at the western end of the urban plaza. The fully glazed curtain wall façade and overhanging roofline, further highlight its location and provide engagement and visual interest.

The library is located on the south eastern corner of Lot F, and is orientated to the east to create a prominent frontage to Hotiki Road. The building is located directly up to the street edge and at a height of two-stories will contribute to establishing a sense of enclosure along the key retail street. The eastern façade is occupied by a mix of staff and community meeting rooms and facilities across both floors, while the more private functions such as the staff lounge and plant room are positioned along the southern façade of the building. To the north, the building is occupied by the primary entrance, reception with a café located at the buildings north western corner.

High levels of glazing are used along the north and eastern façades to create interaction and engagement between the building and the adjoining public spaces of Hotiki Street and the urban plaza. Windows on the western and southern edges of the building are less frequent, but are large enough to provide good opportunities for passive surveillance between the rear carpark, the shared space to the south, and the ground floor library activities.

Variation in the building form is created by the prominent roof structure. A series of gables running in an east-west direction break up the building roof line by creating variation in height across the façade. They also assist in vertically breaking up the long building form. This is reinforced by the timber columns which frame the gable roof ends and visually break up the width of the building.



Figure 17: The eastern elevation of the library which adjoins Hotiki Road (Source: Ignite).

5.4 Residential Development

5.4.1 Apartment Building's (Lot J)

Lot J is positioned along the northern boundary of the site, between Stream A to the west and Te Hononga Road to the east. The Lot also interfaces within Road 6 and Valley Park to the south.

The proposal includes three three-storey residential apartment blocks arranged around a carpark at the centre of the lot. Each building includes eight – 24 apartment units with one to three bedrooms. All units have a north, east or western orientation with many of the units featuring dual orientations due to their location on a corner. The configuration of the residential units across three blocks was a design strategy to help break up the building mass (**Figure 18**). Additional modulation created by recessed building lines (including recessed balconies), concrete framing and changes in building height provide verticality. Additional material changes, glazing and decorative timber panelling provide visual quality and interest to the facades. This helps to reduce

the potential impacts that could arise from the longer building forms and is consistent with good urban design practice.



Figure 18: Artistic Render of the three apartment blocks as viewed from Road 6 (Source: Ignite)

The proposal's western and the central buildings also include two ground floor communal / commercial spaces. These spaces will provide shared residential facilities and amenities to service future residents (e.g. a shared office space, a gym etc.). While these spaces are accessible to future residents, the alternative use located at ground floor will provide some additional activation and visual engagement to Road 6, the Stream A riparian margin to the west and Valley Park. The high level of glazing at the base of the western and middle blocks will also create a heightened sense of safety by enabling passive surveillance from the active spaces to the surrounding public spaces.

These communal spaces occupy the ground floor of the middle block, as well as the southern portion of the west block. This prioritises activity and surveillance to the south-west towards Valley Park and Road 6, where pedestrian activity will be the most prominent. The position of these spaces also creates separation between the more active pedestrian environments and the residential units located to the north east and within the upper stories of the residential blocks.

The northern portion of the western block and the entire ground floor of the eastern block contain ground floor residential units. The MCZ provisions generally seek to achieve active commercial frontages at ground floor. In this regard, I consider the ground floor residential units have been located and designed to manage potential adverse residential privacy and amenity effects, while also contributing to an attractive and safe pedestrian environment.

Changes in level of approximately 1-1.5m between the residential units located at ground floor and the surrounding open spaces and streets will reduce direct sightlines to living spaces to a degree that is not intrusive. This along with the deeper patio design (3-4m) where units adjoin the street will provide additional separation, both vertically and horizontally. It will also allow future residents the ability to engage with and provide passive surveillance to the public spaces from the windows and balconies whilst not unduly compromising privacy. A mix of low height amenity planting, hedges and trees are also used to create additional screening between residential units and the street. They also help to soften walls and create an attractive street edge along Road 6 and Te Hononga Road (**Figure 19**). Considering the overall extent of active retail and commercial frontages proposed across the development, the inclusion of ground floor residential units as proposed does not raise wider design issues.



Figure 19: Artistic Render of the apartments (Lot J) from Te Hononga Road (Source: Ignite)

The residential units have also been designed and oriented to achieve good levels of amenity for future residents. Design considerations include:

- Each unit contains internal living spaces which have a northern, eastern or western aspect to optimize sunlight access. Full height windows provide daylight access and outlook from all bedrooms and living spaces. All units are designed to be dual aspect to provide for natural ventilation.
- Outdoor living spaces (in the form of balconies) are orientated to take advantage of sunlight access. The majority of the balconies are designed to wrap around the built form, providing alternative outlook. This is especially relevant to the southern most units of the eastern block, which have balconies that provide outlook towards Valley Park, while also allowing sunlight access from the east and west.
- Units are accessible from a gated pedestrian access from Road 6, as well as the internal carpark. This directs pedestrian activity both to and from the development along Road 6 where it adjoins Valley Park. The gate also provides residents with additional privacy and security. Fencing along Road 6 is set back from the built form to ensure it does not disrupt the buildings visual relationship with the street. It will also be permeable to ensure views between spaces are maintained.
- The central internal carpark is designed at-grade. However, the use of a central planting strip as well as edge planting around the carpark will help soften these hard spaces. Trees located within the planting strips will also provide for a more attractive outlook from adjoining residential apartments which overlook the space. This in turn will provide additional safety and passive surveillance to the central carpark.

Overall, while block J contains residential units at ground floor the configuration of the buildings and spaces, as well as the façade design achieves a good level of residential privacy and amenity

(significantly in excess of the expectations of the AUP), while also ensuring passive surveillance, engagement and activity is still achieved within the surrounding pedestrian environment.

5.4.2 Live/work terrace housing units (Lot K)

Lot K is located between Te Hononga Road and the eastern boundary of the site. The proposal includes eight three story blocks configured to face Te Hononga Road to the west, with residential carparks and vehicle access located behind the blocks along the eastern boundary. Each block contains 4 – 6 units, with 2-3 bedrooms. The bedrooms are located within the second floor while living spaces are on the first floor, and a small commercial office space is located at ground floor. Each unit also contains a single car garage also located at ground floor, which is accessible to the rear of the units and separated from the street frontage by the commercial space.

Much like Lot J, the provision of a small commercial office within each unit is designed to provide for a more active frontage to Te Hononga Road. This aligns with the provisions of MCZ, which seek to achieve active frontages. The design of the building frontage aims to balance the requirement for active frontages as well as provide appropriate separation for the residential units. In some instances, the topography of the site limits the ability for the terrace housing units to remain level with Te Hononga Road. While this will reduce direct views between the building and the public footpath the designs still include a front entrance which is directly accessible and visible from Te Hononga Road. The units also include a front patio with a low brick fence. This allows space for planting in the form of trees along the building frontage, which provides additional screening and softens the built form when viewed from the street. It also creates a soft and semi permeable interface so that the large windows still maintain outlook to the street to provide activity and passive surveillance (refer **Figure 20**).



Figure 2010: Artistic Render of Lot K (terrace units) as viewed from Te Hononga Road (Source: Ignite)

Overall, the buildings of Lot K are designed to provide an attractive edge to Te Hononga Road as well as Valley Park to the west. They are designed to have extensive glazing from upper levels as well as balconies, which provide outlook to the adjoining public spaces. Each of the units are

separated by a brick column, which provides a sense of individuality as well as verticality to break up the width of the façade. Changes in height between units provides further visual interest and modulation to the built form.

The residential units within the upper levels have been designed to consider future residential amenity. Windows and internal living spaces are orientated to the east and west to take advantage of sunlight access. Bedrooms within the second floor also have windows which have an eastern or western aspect. As well as providing for sunlight, the window orientation also allows residents to overlook Te Hononga Road to the west and the carpark to the east, providing opportunities for passive surveillance to these areas. While the majority of the terrace housing units have shared party walls on both sides, the units which have a side wall orientated to the north or south also have windows within the façade to provide additional opportunities for daylight and sunlight access as well as outlook to public and shared spaces.

Outdoor living spaces are provided in the form of balconies at the first and second floors. These are located on both the eastern and western sides of the units, with north facing units including a balcony which wraps around the northern edge of the building. These will further provide opportunities for outlook towards public and shared spaces. The provision of multiple outdoor spaces will also providing future residents with the choices when it comes to sunlight access as well as sheltering from the elements.

From an urban design perspective, I consider this to be an appropriate architectural response which creates a transition between the more commercial focused centre to mixed-use and residential activities on the edge of the site boundary. This will also provide greater flexibility for the potential smaller-scale commercial activities (e.g. sole professional services operators) which may located in Drury Centre. The proposed development is also designed to balance an active frontage to Te Hononga Road, while also considering the amenity and privacy of future residents.

5.5 Vacant Residential Lots (Stage 1)

The proposed residential lots are aligned with the configuration of the previously consented residential superlots within Drury Metro Centre Stage 1, which were primarily formed in a north-south arrangement to optimise northern sunlight access to future residential lots (refer **Figure 21**). The blocks have a perimeter predominantly within the 250-500m range with no length greater than 130m, helping to establish a walkable environment. This is further reinforced by the provision of the JOAL's located within the centre of each of the blocks. The JOAL's are proposed at 8m wide with a 1.4-1.8m wide footpath provided on one side.

The exception to the above is the southern most blocks which adjoin Brookfield Road which have a perimeter of approximately 600m. While not as fine grain, the provision of the central JOAL's 509 and 512, will provide connectivity between the proposed lots adjoining Brookfield Road and to the wider Stage 1 area for future residents and / or occupants of any commercial developments. This includes the community park to the west and Drury Centre to the north.

The existing north-south arrangement of the blocks reduces the south-facing lots, those that are proposed are configured to provide greater opportunities for buildings to be orientated towards Rauika Road, Road 9, Road 10 and Road 21, to provide a quality future street environment. A total of 40 lots across the 292 proposed are regarded as rear lots due to access being limited to the JOAL. This is primarily due to the block depth to the north which is approximately 60m. Street access is limited to the southern boundary of the northern most blocks due to the landownership

patterns. JOAL 500 and 501 are arranged to provide a meaningful frontage to 20 of the rear lots proposed. JOAL 501 services 13 of these lots, and is therefore proposed with a central berm to provide additional opportunities for landscaping and visual amenity. It also includes a 1.8m wide footpath. JOALS 509, 511, 512 and 509 also provide access to other rear lots. In each of these instances the route to the public street is short and direct.

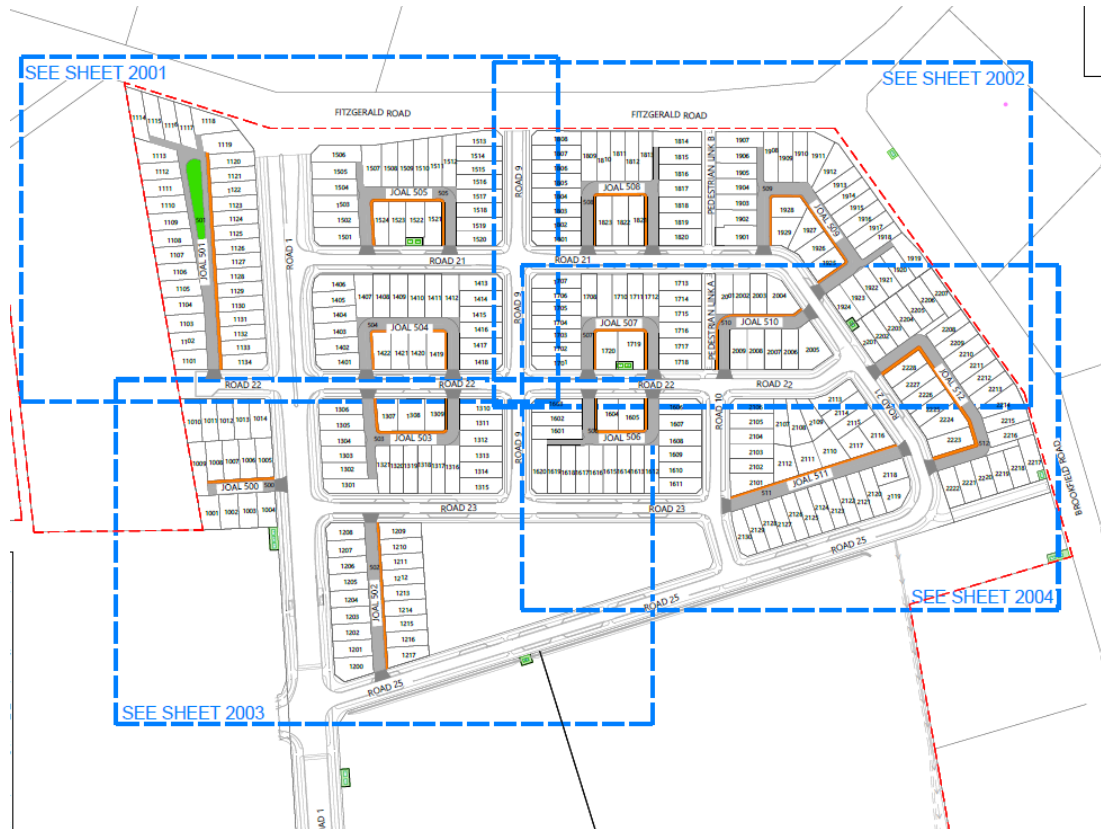


Figure 21: Proposed vacant residential lots located to the south-east of Stage 1 Drury Centre (Source: Woods)

In general, the proposed lots are regular in shape, and have an area ranging between 200m² – 342m². The majority of lots are at least 8m wide, with larger widths (and more irregular shapes) provided at several corner locations. The lots themselves fall within the MUZ, as such, any future development will still remain subject to a resource consent and design review process. Within the context of the development standards of the MUZ as they would apply to these lots (e.g. no building coverage, yards or height-in-relation-to-boundary standards) the general size and shape of the lots proposed ensures there will be sufficient flexibility to deliver a range of quality building types and activities consistent with the expectations of the AUP. Figures 22 and 23 provide examples of development on similarly sized lots that could be enabled (subject to a future resource consent) on the vacant lots proposed as part of this application. It is also noted that future development could occur across multiple lots, enabling larger building forms to be accommodated.



Figure 22: Example of Mixed Use Development (Vinegar Lane) on lots ranging between 5 and 8m in width
(source: Google Streetview)



Figure 23: Example of Terraced Housing (Buckley Ave, Hobsonville Point) on 8m wide lots (source: Google Streetview)

Overall, I consider the proposed vacant residential lots are arranged to provide a mix of residential typologies that can also respond to market demands. In general, the lots are designed and arranged to support good levels of on-site amenity and solar orientation, while also providing appropriate access to support walking and cycling. While the proposed vacant residential lots are considered appropriate from an urban design perspective, it should be noted that all future

buildings located within the lots will require a resource consent under the MUZ. This will provide opportunities for additional design consideration and site-specific responses to public space relationships, visual quality and on-site amenity in the future.

5.6 Commercial Building design and interfaces

Relevant to all buildings proposed as well as the project in general, is the visual change that will come with the introduction of the development. The proposal will convert an open, rural site to a more intensive commercial development, creating, in the short term, a visually prominent feature in the wider environment. In this regard, I do not consider that being able to see the commercial buildings or development is of itself, an adverse urban design effect in the context of what is anticipated by the AUP. The development site and the wider Drury area, has been signalled as appropriate for urban development. Notwithstanding, the proposal includes several architectural and landscaping measures to help mediate short term impacts prior to the full build out of the Drury area.

For the purposes of considering the urban design merits of proposed commercial buildings, the assessment below considers them within categories which reflect the differing contextual situations these buildings have been designed to respond to:

- Multi-level carparking buildings
- Key retail street and civic/open spaces
- Loading and Servicing
- Large Format Retail

It is also important to note that the provisions of the MCZ aims to achieve a balance between the general aesthetic and built form outcomes anticipated, and the operational requirements of the activities proposed. I consider the operational requirements often present issues in achieving positive built form outcomes. Where relevant, these are discussed further below.

5.6.1 Multi-level Carpark buildings

5.6.1.1 Te Ara Hingaia Road (Lots A, D and F)

Te Ara Hingaia Road is framed to the east by Lots A, D and F. As described, Lot A and D contain three-storey carpark buildings, while Lot F is proposed as an at-grade carpark located to the rear of the proposed Aquatic Centre and Library.

As noted within **Section 5.2.2** and **5.3.3**, the presence of significant infrastructure, including SH1 and the transmission lines limits how the built form of Lot A, D and F can integrate with Te Ara Hingaia Road. While MCZ generally seeks to ensure active street edges, the buildings that adjoin Te Ara Hingaia Road and Hingaia Reserve primarily provide for vehicular activities such as carparking. This continues the approach of Stage 1 which focused vehicular movement along the western edge of the proposal site, away from the key retail street. This was reinforced by the provision of activities such as loading/servicing facilities being located along the western boundary of the proposed LFR (within stage 1). In this regard, I consider it appropriate that the western edges of Lots A, D and F should focus on providing an attractive rather than active street edge to Te Ara Hingaia Road. In my opinion this appropriately balances potential streetscape effects with the functional need to provide for carparking and vehicular access to the metropolitan centre. Positioning the vehicular functions along the western edge of these blocks will also allow Lots A, D

and F to create a strong active frontage to Hotiki Road as the key retail street and the centre for pedestrian activity.

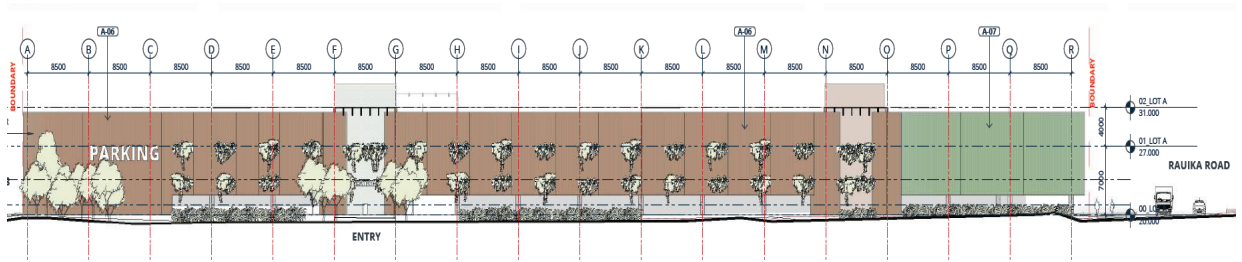


Figure 24: The western façade of Lot A as viewed from Te Ara Hingaia Road. (Source Ignite)

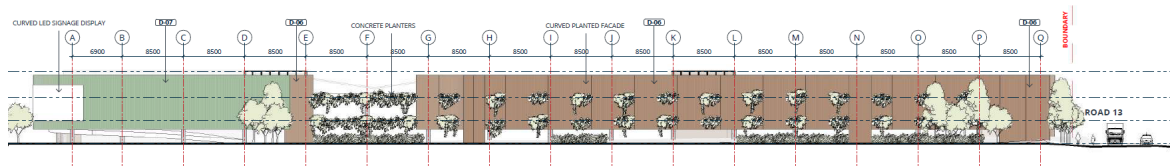


Figure 25: The western façade of Lot D as viewed from Te Ara Hingaia Road. (Source Ignite)

The buildings within Lot A and D that directly adjoin Te Ara Hingaia Road are multi-storey carparks. The 10m height of the buildings contribute to a strong edge, and the opportunity to create a visually interesting entrance into the project site from State Highway 1. This is achieved in the façade designs through a mixture of vertical timber walls, poly carbonate panels and mesh screens. The vertical timber walls curve inwards/outwards from the façade to create modulation and texture. The poly carbonate panels curve at the building corners, and provide additional texture and colour to the facades. Lot A contains a pedestrian entranceway as well as one vehicle entrance along the western façade. These provide vertical breaks in the edge treatment which creates sightlines to the internal stairwells/lifts, and further break up the building width to provide visual interest. Planting is incorporated into the timber screen as well as concrete planters to further soften the built form. Landscape plans also indicate street tree planting at regular intervals along Te Ara Hingaia Road, which will further breakdown and screen the multi-storey carpark buildings. An electronic sign is also proposed on the north western corner of the multi-storey carpark building in Lot D. This is discussed further in **Section 5.8** of this report.

The carpark located on Lot F is positioned between the Drury centre off-ramp and the community buildings. The topography of the Lot slopes north towards Flanagan Road therefore limiting the ability to provide vehicle access to this street. The primary carpark is accessible from the western end of Road 11 while a smaller secondary carpark that services the Aquatic Centre, is accessed via Flanagan Road.

There is a level change of approximately 1-2m between the Drury Centre off-ramp and the carpark within Lot F. The retaining wall/bank proposed along the carparks western boundary will be planted to soften its appearance and manage potential adverse visual effects.

5.6.1.2 Te Hononga Road and Lots B and E

Lots B and E where they adjoin Te Hononga Road also contain multi-storey carpark buildings. These buildings take up a reasonable portion of the eastern façade of Lot B and Lot E. However, their position aligns with the wider vision for Drury Centre, to locate the primary vehicular circulation route on the outskirts of the centre, away from the key retail street and local road network which

have a greater focus on pedestrian movement. Notwithstanding, the multi-level carpark have been designed to ensure an attractive edge is maintained. They are built up to the street edge to a height of between 9 – 14m, framing the street edge and providing a sense of enclosure. Effects are further managed through the provision of additional more activated land-uses at the eastern edges of these Lots. This includes retail, a café and commercial offices which provide additional diversity and pedestrian activity to this edge.

Lot B contains a three-storey carpark at its south eastern corner. The Lot is situated on the edge of the site and the MCZ, and is adjoined by LFR across Rauika and Te Hononga Roads to the south and east. However, its location at the intersection of Te Hononga and Rauika Road's is highly visible. The south eastern corner of Lot B is highlighted through the curve of the built form. In addition, a curved electronic sign is located on the building corner which will provide additional colour and visual interest. The façade of the three-story carpark is a vertical timber screen which provides verticality and texture. Additional softening is provided through the incorporation of a green wall element, this in combination with the regular street trees located along Te Hononga Road, will provide additional screening and colour to the façade. The screen also allows a sense of permeability allowing carpark users to maintain passive surveillance over the street. The pedestrian accessway and retail proposed along the remainder of the façade are designed with a mixture precast concrete panel and glazing to provide variation along the blocks eastern edge, while also providing opportunities to maximise outlook and create interaction with the street.

Lot E contains a two-storey carpark at its south eastern corner, with commercial office spaces located above. Similar to Lot B, the carpark façade is designed as a vertical timber screen with a green wall element. Street trees are located at regular intervals, which will help soften the built form as viewed from Lot K. The timber screens are also framed by red brick columns, to provide verticality and break up the width of the building consistent with the approach to retail frontages adopted across the development. In addition, a bike store and ancillary entrances are provided along this frontage to help create a sense of potential activation. The commercial offices are fully glazed with a curtain wall which will maximise outlook and provide additional passive surveillance to the street.

5.6.2 Key Retail Street and civic/open spaces

A key consideration within the proposed development as well as the provisions of the AUP, is an emphasis on pedestrian activity and amenity along the 'Key Retail Street.' In addition, the Town Square and the central open spaces are also highlighted as key features. Activities at ground floor should be designed to activate and engage with these spaces, while also supporting safety and amenity by overlooking these spaces from upper floors. As the core of the Drury Metropolitan Centre, the buildings have been configured and designed to maximise building height at the node adjoining the key retail street, Valley Park and Town Square. The hotel's, F&B and five to seven storey office buildings are configured to face these public spaces, while also providing a strong and activated edge to the key retail street.

5.6.2.3 Lots A, B, D & E

Fine grain retail and commercial activities are proposed within Lots A, B, D, and E, and have been strategically located to create a strong edge and frame Hotiki Road. At a height of between 9 – 12m, the built form will create a sense of enclosure. Back-of-house functions, such as servicing/loading, are accommodated elsewhere to ensure servicing areas and vehicle crossings do not disrupt the continuous built form along the Street (see **Section 5.5.3**).

The fine grain retail is oriented to face Hotiki Road with legible and accessible entryways at ground floor. Alternative activities such as commercial offices are proposed within the upper storeys to enable a range of activity to the street, better supporting the vibrancy and vitality of these areas. The diversity of these activities will also enable activity and passive surveillance throughout the day and night.

As described in **Section 5.2.2** the Lot A, B, D and include LFR activities and multi-storey carparks (Lot E). These have been strategically located at the centre of the blocks and are sleeved by finer grain retail activities to help break up the built form and increase activity and movement along the street edge.

A range of architectural and landscape measures have been proposed to provide an attractive interface between the Lots and Hotiki Street. These include:

- Using a mix of materials both within individual facades, as well as across the four blocks. The materials proposed include varying coloured bricks, timber, precast concrete panels, and textured concrete to provide visual interest.
- Vertical and horizontal modulation is created by setting back or projecting forward key architectural features, such as windows, entranceways and balconies. This along with the material changes creates visual relief in the building form. Vertical banding also helps to break up the length of individual building façades.
- Changes in height to certain parts of the built form (i.e., key entranceways) add visual interest to the building roofline.
- High levels of glazing at ground floor to create interaction between the buildings and the street. Large windows are also proposed within the upper floors to maximise outlook and passive surveillance to Hotiki Street. Windows are group together vertically to provide additional visual interest.
- Landscaping in the form of street trees located at regular intervals along Hotiki Street. This provides additional softening and screening to the built form as well as shelter and visual interest to the pedestrian environment.

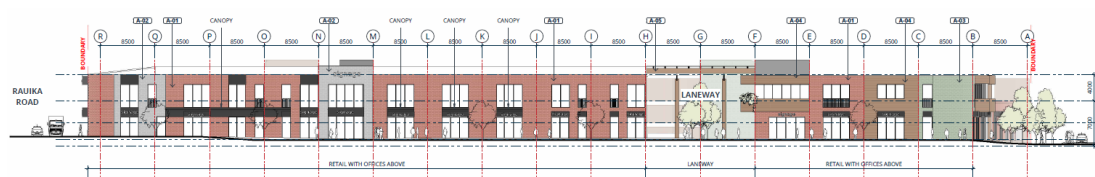


Figure 26: The eastern edge of Lot A where it adjoins Hotiki Street includes a mix of materials and grouped windows to create variation and verticality across the façade (Source: Ignite)

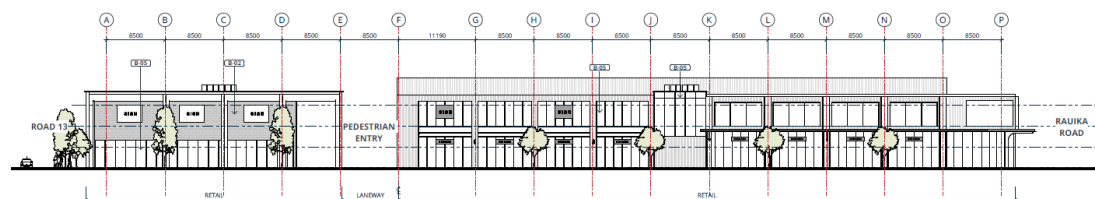


Figure 11: The western edge of Lot B where it adjoins Hotiki Street (Source: Ignite)

5.6.2.4 Lot G

Lot G contains a hotel (G1) and a commercial office building (G2). These buildings adjoin the Hotiki Street to the east as well as Valley Park to east. The town square is located at the centre of these two buildings which are also adjoined by local roads to the north and south. This configuration creates active edges on all sides of these buildings. F&B activities, as well as a restaurant, conservatory and function space within the hotel are orientated towards the civic and open spaces at the centre and eastern edge of the Lot. This aligns with the provisions of the AUP which consider activities at ground floor that activate and engage with the open space and town square.

G2 engages with Hotiki Street and Road 11 through the provision of retail and commercial activities along these frontages, while G1 includes a public bar adjoining Hotiki Street and Road 6 to the north west. The built form is located along the street edges to create a sense of continuity. Street entrances are also provided to contribute to the pedestrian amenity and safety.

A range of architectural measures are proposed to provide an attractive interface with the adjoining streets and open/civic spaces. This includes high levels of glazing broken up by red brick vertical banding, bronze panels, metal mesh and modulation to break up the built form. This approach is consistent with the relevant design related provisions of the MCZ and Drury Centre Precinct and combined with the height of the buildings, will create key visual landmarks at the centre of the site.

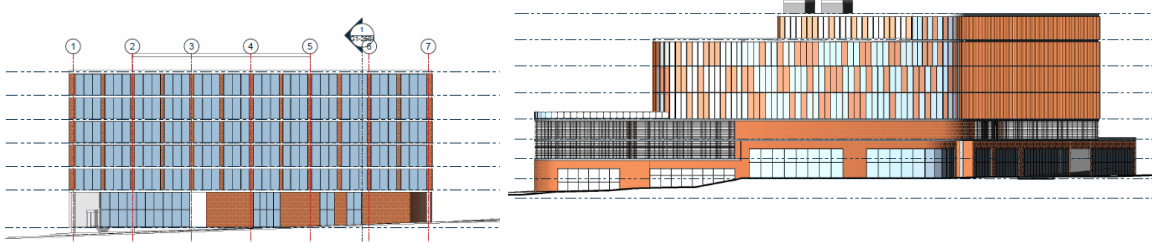


Figure 28: The western façade of the hotel (G1) and the commercial office building (G2) where they adjoin Hotiki Street (Source: Ignite)

5.6.2.5 Lot H

Lot H includes the second Hotel/accommodation (H1) and a commercial office building (H2) situated between Hotiki Street and the riparian margin of Stream A. The promenade adjoining Valley Park within Lot G is proposed to continue north along the stream edge, and therefore adjoins H1 and H2 to the west. This portion of the site has topography which falls north towards Flanagan Road, as well as east towards Stream A. This gives the buildings prominence when viewed from the north. The level changes also provide opportunities to screen parking below the built form within basement or semi-basement parking.

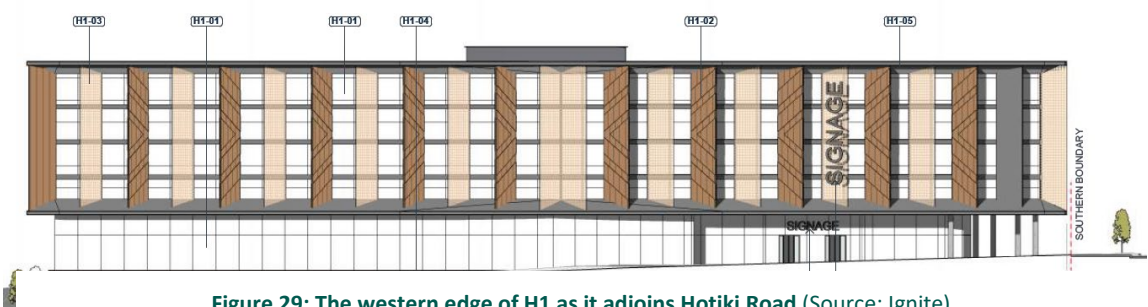


Figure 29: The western edge of H1 as it adjoins Hotiki Road (Source: Ignite)

H1 contains basement parking which is partially screened along Hotiki Road due to the change in level. This allows vehicles to access the carpark from Hotiki Road at the north western corner of the building, while maintaining a prominent ground floor pedestrian entranceway at the south western corner of the building. At ground floor, the south western is setback from the bulk of the built form to create a sheltered outdoor courtyard at the building entrance, and add visual prominence and modulation to Hotiki Road and Road 6. The ground floor is fully glazed to provide permeability as well as activity and engagement to the surrounding public spaces. The upper floors are projected forward of the ground floor and include a mix of decorated and perforated vertical timber fins arranged at different angles to provide variation and verticality to the façade. The upper floors are also heavily glazed providing outlook to the surrounding spaces as well as passive surveillance.

H2 also contains basement parking which is situated away from the Hotiki Road street frontage. This allows the building to position its primary entrance along the street frontage as well as engage with the public space through glazing. The mass of the building is broken down by the primary entrance which is setback from the bulk of the built form. Architectural measures such as curtain walls, timber panelling, and a mesh screen with a decorative motif to provide visual interest to the façade.

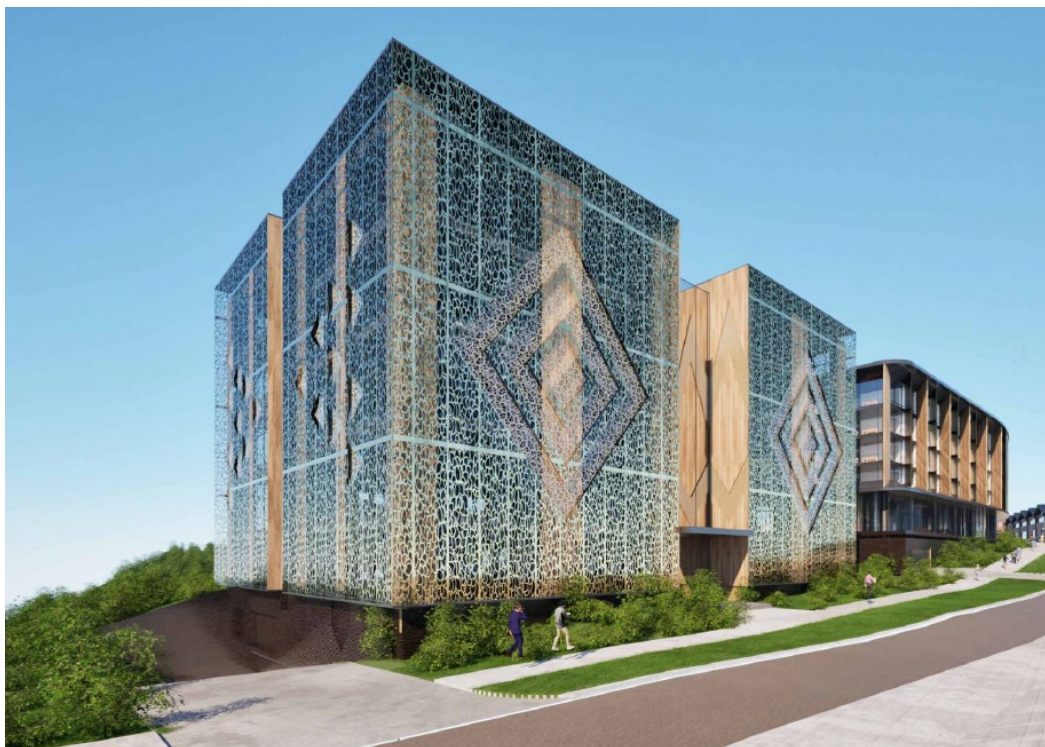


Figure 30: Artistic Render of Building H2 as viewed from Flanagan Road (source: Ignite)

There is a need to recognise the functional and operational requirements of the proposed activities on site and balance these with positive urban design outcomes. Back of house functions, such as Loading and servicing therefore, have been located to achieve this balance. They have been positioned where they will have less effect of the pedestrian environment and the amenity, safety and activity of the streets and open spaces.

Loading along street frontages is primarily located on the southern edges of the proposed lots, and is strategically positioned away from key pedestrian streets. In particular, they are located along

Rauika Road and Road 13. This approach allows for the majority of the retail and commercial frontages to be located towards Hotiki Road, the pedestrian accessways/laneways, and public spaces. It also focuses development on the northern side of the lots to provide additional amenity and sunlight access to F&B premises and commercial and retail spaces. Overall, I consider this aligns with the developments strategy to primarily focus vehicle activities and movement along the periphery of the site, as well as ensure back-of-house functions are provided for to appropriately service retail spaces.

The loading bays, which service the major retail premises, are created along the continuous façade at the northern edge of Rauika Road and Road 13. To balance potential visual effects to the street, the loading bays are setback from the primary building mass, provide visual interest, passive surveillance and activity to the street. The use of dark materials further visually recess these spaces within the façade. Materials such as textured precast concrete or profiled metal are used to add additional texture and visual interest to the built form.

Landscaping is provided for between the loading bay and street frontage to provide additional softening as well as screening.

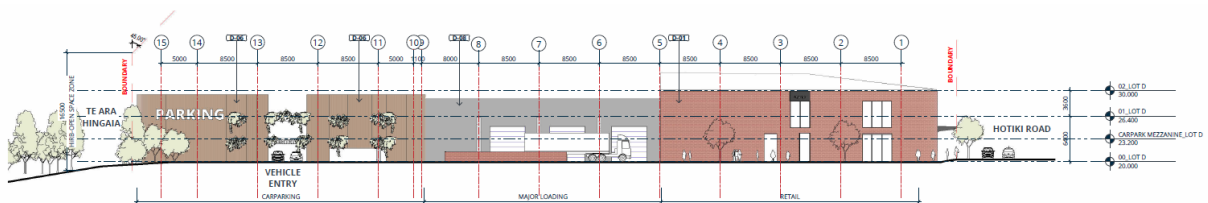


Figure 31: The loading bay within Lot D is visually recessed into the façade through darker material colours. While not shown, landscaping will also be used to visually soften and screen these spaces (Source: Ignite)

Loading and servicing within the other blocks is located internally within carparks, away from public spaces and streets. Where back of house functions adjoin the street edge, visual effects are managed through façade treatment, material changes and landscaping to soften blank walls.

Overall, from an urban design perspective, I consider that the proposal aims to balance the provision of an attractive street frontage while also providing the meeting the service/functional requirements and appropriate vehicle access to the major retail tenancies located at the centre of each of the blocks.

5.6.3 Summary

Overall, whilst the Project represents a significant development in what is currently an open, undeveloped site I consider that it responds well to the site context and future public realm and will help establish a positive design precedent for the new Drury MCZ. I also consider the development appropriately balances good built form and amenity outcomes with the operational and access requirements needed to provide a functional and attractive environment which is well connected both internally and to surrounding amenities.

5.7 Large Format Retail (Lot C)

As noted previously, the majority of LFR or major retail that is proposed across the development is sleeved by finer grain retail, with the exception of Lot C, which is located within the portion of the site which is zoned MUZ. Lot C has been setback from the adjoining streets of Te Hononga Road and Rauika Road to allow for at-grade carparking along the building frontage. While this is

not an ideal outcome from an urban design perspective, certain design measures have been used to help manage effects.

The built form, although setback is orientated towards Te Hononga Road and Rauika Road with windows which face the streets. The entranceway is a key feature within the façade, highlighted through modulation and material changes within the built form. It is also designed to directly link to Te Hononga Road through a direct pedestrian crossing within the carpark. This creates convenient access to the front entrance while also aligning with the pedestrian accessway, located within Block B across the Te Hononga Road. This creates a strong visual connection between the two blocks.

Carparking along the street frontage is screened through landscaping. A 2m wide landscape buffer is located between the streets and the carparks (excluding the pedestrian access point) to soften the appearance of the carpark and create an attractive street frontage. This aligns with the provisions of the MUZ. The landscape design located within the carpark further minimises the visual impact of the hard spaces. Planting is proposed to be located in aisles between carparks to visually break up the tarmac as well as provide shade and amenity to users.

5.8 Signage

Architectural plans demonstrate the design of proposed signage across the development. They also include signage plans for each of the proposed lots. This has established a clear signage strategy which will be integrated into the overall façade designs. Their positioning, size and design will not cover significant architectural features, and ensures that signage will not detract from the architectural response proposed or appear overly dominant in the surrounding environment. This is considered an appropriate solution at this stage without knowledge of future building tenants and retailers.

Larger electronic signs in the form of curved LED screens, are proposed at two visually prominent corners, the south east of Lot B and the north west of Lot D. They will be contained within the building façade, and designed to curve around the building corners in a similar fashion to the façade treatment. As they will be erected on carparking buildings and will adjoin the vehicle ramps between levels, I consider they will have limited visual effect and will not overly dominate any architectural features. Their size and position are appropriate to ensure they do not detract from the building designs. Rather they will provide additional visual interest at these prominent building corners.

6.0 Conclusion

In conclusion, the site offers a large, strategically located piece of land suitable for future urban development in the form proposed. In my view, the proposed development:

- Will provide for a street network and block structure that will appropriately connect to the future Drury Centre Train Station and the wider transport network, and prioritise active and public transport modes.
- Includes a mix of land uses, open spaces and public amenities to create a focal point for activity at the centre of the wider Drury development. This will assist in supporting a vibrant and active centre environment throughout different periods of the day and during the week.
- Will have buildings that positively address and engage with the street and provide visual interest and quality.
- Has an attractive street environment which is designed to positively contribute to pedestrian amenity, safety and safety, with a particular focus on Hotiki Street as the key retail street.
- Residential uses feature a high-level of amenity through a combination of design measures.

Overall, I consider that the development is appropriate to its context, is aligned with the relevant urban design related objectives and policies of the AUP and can be supported from an urban design perspective.