

I448 Drury 2 Precinct

I448.1. Precinct Description

The precinct has an area of 33.65 ha and is bordered by the Drury 1 Precinct to the North, the Ngakoroa Stream to the east, State Highway 22/Karaka Road (SH22) to the south and land fronting Jesmond Road to the west. The site is gently rolling terrain with a number of small tributary streams of the Ngakoroa Stream and Drury Creek.

The precinct provides for a town centre within Drury West, as well as high density residential development; Residential - Terrace House and Apartment Buildings Zoning adjoining the town centre and Residential - Mixed Housing Urban Zoning. This supports the growing resident and worker population of this area.

The realignment of Burberry Road (and the closing of the existing intersection of Burberry Road and SH22), along with an intersection of the Mainstreet Collector Road with SH22 provides for an interconnected roading network from the Drury 1 Precinct, through the town centre to SH22. It also provides multi-modal transport links between future public transport opportunities, the Drury South Industrial Precinct and the Drury 1 Precinct to the north.

The precinct provisions ensure the implementation of the roading pattern shown in the Precinct Plan and associated infrastructure upgrading is undertaken in a planned and coordinated manner to support development enabled within the precinct. In particular, these provisions include:

- The existing intersection of Burberry Road/SH22 is to be closed and subdivision and development must develop alternative access. Increased traffic will exacerbate safety concerns at this intersection. No new or additional vehicle trips are permitted to or from the precinct using the existing intersection of Burberry Road and SH22.
- A signalised intersection of the Mainstreet Collector Road with SH22 provides the necessary access to the precinct, and with the extension of the Mainstreet Collector Road to Burberry Road provides for the future connections of the precinct with the Drury 1 Precinct (which because of the limitations with the existing intersection of Burberry Road and SH22 is unable to access Burberry Road until these are resolved).
- The Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is constructed and operational prior to or with the first stage of subdivision and / or development.
- If an alternative roading connection is made outside of the precinct prior to the Mainstreet Collector Road intersection with SH22 being operational, then that would trigger the requirement for an upgrade to the intersection of SH22 and Jesmond Road because of existing capacity limitation with that intersection.
- Separated active transport provision is to be provided on SH22 to the intersection of SH22 and Jesmond Road to connect to the Drury West rail station.

A Transport Assessment Report (including appropriate forecast transport modelling, and latest Precinct land use assumptions including sensitivity tests of these) and independent Road Safety Audit is to be prepared to support resource consent applications for any new road intersection or upgraded existing road intersection with SH22 to confirm that the location and design of the intersection supports the safe and efficient function of the transport network.

Refer to planning maps for the location and extent of the precinct. The following underlying zones apply to the precinct:

- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings Zone

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- Business - Town Centre Zone.

The main stormwater catchments are identified on Precinct Plan 1, and include:

- Stream A catchment – which includes land that drains to the north and will drain into land falling in the Drury 1 Precinct.
- Ngakoroa Stream catchment - which includes land that drains either directly or indirectly to the tidally influenced Ngakoroa Stream.

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

I448.2. Objectives

- (1) The Town Centre and high-density residential zones within the precinct:
 - (a) Achieve high-quality urban design outcomes, including as the development relates to SH22; and
 - (b) Services the needs of the existing and planned Drury West area.
- (2) The precinct is developed for urban activities in a comprehensive and integrated way, which recognises the importance of the town centre as a focal point for Drury West.
- (3) Transport and land use patterns are integrated to achieve a sustainable, liveable community, which provides active transport linkages through and between the precinct, adjoining precincts and to future planned public transport facilities.
- (4) Infrastructure necessary to service development within the precinct is established in a coordinated and timely way; either prior to or at the same time as development.
- (5) Stormwater management and ecological enhancement measures are implemented when developing within the precinct, to avoid or mitigate adverse effects of development on the receiving environments, and enhance the existing stream network and water feature.
- (6) Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of SH22.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I448.3 Policies

Development

- (1) Enable and design the town centre so that it:
 - (a) Incorporates a range of uses, such as retail, commercial, leisure, cultural, community and civic activities;
 - (b) Connects to a range of transport modes including, existing, planned and future public transport, vehicle, and active transport networks;
 - (c) Has well-designed, attractive public streets and a town square, that provide the focal point for intensive retail, commercial and civic development, as well as pedestrian activity including active transport networks around the precinct's water feature and adjoining the Ngakoroa Stream; and
 - (d) Contains buildings with high-quality urban design and which are of variable height.

- (2) Incorporate the following elements of the Precinct Plan in the design of any subdivision and development:
- (a) The pattern, hierarchy and function of roads (including separated active transport), including the town centre's main street and links to the State Highway network, future rail station and schools;
 - (b) Active transport linkages;
 - (c) Linkages within the precinct and to adjacent land including the Drury 1 Precinct and that to the west of the precinct;
 - (d) Key intersections;
 - (e) The amenity feature of the water feature and streams associated with the town centre;
 - (f) Open space areas; and
 - (g) Key retail and commercial frontages.

Built Form

- (3) Control development so its scale and design contribute to the creation of high-quality intensive urban amenity through building heights as shown on the height variation control maps, pedestrian connections and public open space, particularly where it is associated with the town centre;
- (4) Require buildings with frontages to key retail and commercial streets to:
- (a) Avoid blank walls;
 - (b) Provide easily accessible pedestrian entrances;
 - (c) Provide minimum floor heights to maximise building adaptability to a range of uses;
 - (d) Maximise outlook through glazing onto streets and public places;
 - (e) Have frontages of sufficient height to frame the street;
 - (f) Provide weather protection for pedestrians along road frontages;
 - (g) Locate vehicle crossings to provide for safe active transport and vehicular movements;
 - (h) Be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking; and
 - (i) Apply these design requirements as appropriate to the building frontages to the town square and water feature.
- (5) Require buildings and alterations and additions to buildings in the Residential- Terrace Housing and Apartment Buildings Zone adjacent to SH22 to positively address and engage with SH22 by their design, layout, landscaping and planting, including by avoiding blank walls, supporting passive surveillance of the road and providing an attractive streetscape.

Infrastructure

- (6) Require subdivision and development to:
- (a) Be sequenced so as to:
 - (i) not precede required infrastructure provision, including wastewater, water supply and transport upgrades necessary to support development within the precinct;
 - (ii) require the Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is constructed and operational prior to or with the first stage of subdivision and / or development.
 - (b) Implement the transport network connections and elements as shown on the Precinct Plan;
 - (c) Avoid additional vehicle trips using the existing intersection of Burberry Road and SH22 and develop new and realigned road connections to SH22 and the Drury 1 Precinct as shown on the Precinct Plan, to ensure alternative access;

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- (d) Ensure it does not adversely affect the safe and efficient operation or capacity of the existing and planned transport, water or wastewater networks; gas transmission; and
- (e) Promote and develop connections to the future planned public transport facilities and social infrastructure such as open space and schools.
- (f) Ensure that any activity, development and/or subdivision provides for the necessary transport infrastructure including separated walking and cycling facilities, and connectivity through the precinct.

Stormwater Management

- (7) Require subdivision and development to achieve stormwater quality treatment consistent with the treatment train approach so as to enhance water quality and protect the health of stream and marine environments including by:
 - (a) Being consistent with any approved stormwater management plan; and
 - (b) Applying water sensitive design to achieve water quality and hydrology mitigation; and
 - (c) Incorporating biodiversity enhancement planting of riparian margins of streams (including the Ngakoroa Stream), wetlands and the water feature.

Noise

- (8) Require buildings that contain activities sensitive to noise in proximity to SH 22 to be designed and constructed to achieve specified minimum indoor design noise levels to provide for people's health and residential amenity.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I448.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I448.4.1 Activity table below.

Table I448.4.1 specifies the activity status of land use and subdivision activities in the Drury 2 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

Table I448.4.1 Land use, development and subdivision activities in Drury 2 Precinct

Activity		Activity status
Subdivision		
(A1)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A2)	Subdivision that does not comply with Standard I448.6.2 Transport infrastructure requirements	NC
(A3)	Subdivision that does not comply with any of the standards listed in I448.6.1, I448.6.2A and I448.6.3-I448.6.4	D
(A4)	Subdivision that does not comply with standard I448.6.5	RD
(A5)	Subdivision with a road intersection with SH22	RD

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Use and development		
(A6)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	
(A7)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	
(A8)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H10.4.1 in the Business – Town Centre Zone	
(A9)	Activities that do not comply with Standard I448.6.2 Transport infrastructure requirements	NC
(A10)	Activities that do not comply with any of the standards listed in I448.6.1, I448.2A and I448.6.3-I448.6.4	D
(A11)	Any activity that does not comply with any of the standards listed in I448.6.5, I448.6 and I448.6.7	RD
(A12)	Development with a road intersection with SH22	RD

I448.5. Notification

- (1) Any application for resource consent for an activity listed in Table I448.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the council will give specific consideration to those persons listed in Rule C1.13(4).

I448.6. Standards

The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I448.4.1 Activity table in this precinct, in addition to the standards listed in I448.6.1-I448.6.7 below.

All permitted, controlled and restricted discretionary activities must comply with the following standards:

I448.6.1 Compliance with the Drury 2 Precinct Plan

- (1) Activities and subdivision must comply with the Drury 2 Precinct Plan.
- (2) The Building Frontage Control – Key Retail Frontage and Building Frontage Control – General Commercial Frontage illustrated on the Drury 2 Precinct Plan apply to the corresponding road vested with subdivision and any adjacent land use or development.
- (3) Any activities and/or subdivision must comply with Appendix 1 Road Function and Required Design Elements (except interim upgrades identified in Rule I448.6.2A).

I448.6.2 Transport Infrastructure Requirements

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- (1) Prior to or in conjunction with the first stage of development, the Mainstreet Collector Road, its intersection with SH22, and approach lanes (including alignment with adjacent intersection upgrades) must be constructed and operational. This does not apply to earthworks and site preparation works within the precinct.
- (2) There must be no additional trip generation from subdivision, development and activities using the intersection of Burberry Road and SH22 (being the intersection in existence as at 27 August 2020).
- (3) There must be no development (excluding earthworks and site preparatory works) within the precinct that connects to a road outside the precinct and relies on access to Jesmond Road, and which would result in any trip generation prior to the Mainstreet Collector Road intersection with SH22 being operational, unless the SH22 and Jesmond Road intersection upgrade required in accordance with Rule 6.3.1.e. of the Drury 1 Precinct has been completed and is operational.
- (4) Rule I448.6.2(3) does not apply after the Mainstreet Collector Road intersection with SH22 is operational. Rule I448.6.2(3) does not apply to construction activities for Mainstreet Collector Road intersection with SH22.
- (5) All references to SH22 in the precinct are also to Karaka Road should the state highway gazette no longer exist.

I448.6.2A Connection with Drury 1 Precinct

- (1) When any road (including Burberry Road) is proposed to connect to the Drury 1 Precinct the following interim upgrades must occur:
 - (a) The Burberry Road carriageway is upgraded to a two lane urban standard north of Mainstreet Collector Road.
 - (b) An active transport facility is provided on Burberry Road.
 - (c) Tributary Parade is connected to Burberry Road.

I448.6.3 Riparian Planting

- (1) The riparian margins of any wetland, permanent or intermittent stream, and the precinct's water feature must be planted to a minimum width of 10m measured from the top of the stream bank, except where road or active transport crossings are required over streams.
- (2) The riparian margins of the Ngakoroa Stream must be planted to a minimum width of 15m measured from the top of the stream bank.
- (3) The riparian planting plan (to give effect to compliance with Standard I448.6.3(1-2)) must:
 - (a) Include a plan identifying the location, species, planting bag size and density of the plants;
 - (b) Use eco-sourced native vegetation where available;
 - (c) Be consistent with local biodiversity; and
 - (d) Be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.

I448.6.4 Site Access

- (1) Where subdivision or development adjoins a road with a 3m shared footpath or separated cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage to the 3m shared footpath, separated cycle lane or the road frontage.

I448.6.5 Stormwater Management

I448.6.5.1 Hydrological Mitigation

- (1) All new or redeveloped impervious surfaces (including roads) which discharge to the "Stream A" Sub-catchment as shown on the Precinct Plan must provide:
 - (a) Retention (volume reduction) of at least 5mm runoff depth for the impervious area for which hydrology mitigation is required; and
 - (b) Detention (temporary storage) and a drain down period of 24 hours for the difference between the predevelopment and post-development runoff volumes from the 95th percentile, 24-hour rainfall event minus the 5 mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required
- (2) Clause (1) does not apply where:
 - (a) A suitably qualified person has confirmed that soil infiltration rates are less than 2mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth); and
 - (b) Rainwater reuse is not available because:
 - (i) The quality of the stormwater runoff is not suitable for on-site reuse (i.e., for non-potable water supply, garden/crop irrigation or toilet flushing); or
 - (ii) There are no activities occurring on the site that can re-use the full 5mm retention volume of water.

The retention volume can be taken up by providing detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24-hour rainfall event minus any retention volume that is achieved, over the impervious area for which hydrology mitigation is required.

For clauses (a) and (b) of this sub-clause to apply, the information must have been submitted with a subdivision application preceding the development or a land use application.

- (3) If at the time of subdivision, a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

I448.6.5.2 Water Quality

- (1) The activity rules and standards in Chapter E9 apply to development in the precinct with the following amendments:

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- (a) Reference to high use roads is replaced with reference to all existing, new and upgraded or redeveloped roads.
 - (b) Development of surface car parking areas and vehicle access that are not defined as high contaminant generating car parking areas is a permitted activity provided water quality treatment of runoff from impervious surfaces is installed in accordance with Rule I448.6.5.2(2).
 - (c) Buildings cannot have exterior materials with exposed surfaces made from zinc, copper and lead.
- (2) Runoff from all impervious parking areas, vehicle access and any roads identified in Rule I448.6.5.2(1)(a) and (b) must provide for quality treatment:
- (a) The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)';
 - (c) And in either case the device or system must be in accordance with an approved Stormwater Management Plan.
- (3) If at the time of subdivision, a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

I448.6.5.3 Operation and Maintenance of devices

- (1) Stormwater device/s on private land must be maintained and operated by the site owner in perpetuity.
- (2) For any communal device and any device required by I448.6.5.2 (2), the stormwater management device must be certified by a chartered professional engineer as meeting the required Standard above, and an operations and maintenance plan must be established and followed to ensure compliance with all permitted activity standards. The operations and maintenance plan must be provided to the Council within three months of practical completion of works.

I448.6.6 Noise attenuation

- (1) Any noise sensitive space (including any indoor spaces in Table IX6.6.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of SH22 shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table IX.6.6.1.

Table IX.6.6.1: Indoor noise levels:

<i>Building type: Health</i>	
Overnight medical care, wards, sleeping areas	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
<i>Building type: Community Facilities</i>	
Marae (excluding any area that is not a noise sensitive space)	35 dB
Places of Worship	35 dB
<i>All other Activities Sensitive to Noise</i>	
All other noise sensitive spaces	40 dB
Indoor Space	Indoor noise level $L_{Aeq}(24h)$
Residential (excluding home occupation and camping grounds)	40 dB
<i>Building type: Educational Facilities or Tertiary Educational Facilities</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios	40 dB
Libraries	45 dB

(2) If windows must be closed to achieve the design noise levels in Rule IX.6.6(1), the building must be designed, constructed and maintained with a mechanical ventilation system that:

- a. For habitable rooms for a residential activity, must achieve the following requirements:
 - i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - ii. Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - iii. Provides relief for equivalent volumes of spill air; and
 - iv. Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between

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18°C and 25°C; and

- v. Does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.
- b. For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.6(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design, road noise is based on current measured or predicted noise levels plus 3 dB, or future predicted noise levels.

Advice Note

For the purposes of this rule, future predicted noise levels means those levels modelled as part of the Waka Kotahi designation 6707 – State Highway 22 Upgrade and is based on an assumed posted speed limit of 50km/h, the use of a low-noise road surface and a traffic design year of 2048. Should future predicted noise levels be used for the purposes of this rule, this information and the associated assumptions and parameters is available on request from Waka Kotahi New Zealand Transport Agency (or their successors as the road controlling authority for Karaka Road / SH22) and on the project website for State Highway 22 Upgrade.

I448.6.7 Gross Floor Area Cap on Commerce Activities in the Town Centre Zone

- (1) The total gross floor area of commerce activities (as set out in the Commerce Nesting Table J1.3.1) in the Town Centre Zone must not exceed 29,000m², to ensure that the vehicle trip generation from development within the precinct remains within anticipated levels.

I448.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I448.8. Assessment – restricted discretionary activities

I448.8.1 Matters of discretion

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

- (1) All activities:
 - (a) Consistency with the objectives and policies of the Drury 2 Precinct.
 - (b) Design of roads.
 - (c) Stormwater management devices.
 - (d) Construction traffic management planning.
- (2) Non-compliance with Standard I448.6.5.1 - Stormwater Management

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- (a) The matters of discretion listed in E10.8.1(1).
 - (b) Any approved Stormwater Management Plan.
- (3) Non-compliance with Standards I448.6.5.2-3 - Stormwater Management
 - (a) The matters of discretion listed in E9.8.1(1).
 - (b) Any approved Stormwater Management Plan.
- (4) Non-Compliance with standard IX.6.6 – Noise attenuation:
 - (a) The effects on people's health and residential amenity.
 - (b) The location of the building.
 - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise.
 - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the State highway operator, or their successors as the road controlling authority for SH22.
- (5) Subdivision or development with a road intersection with SH22
 - (a) Effect on the transport network.
 - (b) Function and operation of transport network.
 - (c) Active transport priority.
 - (d) Safety.
 - (e) Separated active transport connections to Drury West train station.
- (6) New buildings and alterations and additions to buildings not otherwise provided for in the Business – Town Centre Zone (in addition to Rule H10.8.1(2)):
 - (a) Location and design (including incorporating Te Aranga Design Principles) of open spaces and a town square and active transport access to these, and around the water feature.
 - (b) The design and appearance of buildings adjoining the precinct's water feature, open spaces and town square.
 - (c) Integration of existing vegetation around the water feature.
 - (d) Integration of stormwater management devices.
- (7) New buildings and alterations and additions to buildings in the Residential - Terrace Housing and Apartment Buildings Zone (and their interface with SH22).
 - (a) In addition to H6.8.1 – Matters of Discretion, the building and landscape design interface adjoining SH22.
- (8) Non-compliance with Standard I448.6.7 - Gross Floor Area Cap on Commerce Activities in the Business - Town Centre Zone
 - (a) Function and operation of SH22.

I448.8.2 Assessment Criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (1) All activities:
 - (a) The extent to which the proposal is consistent with the objectives and policies of the Drury 2 Precinct or achieves the equivalent or better outcome.
 - (b) The design of key design elements for roads provided in Drury 2 Precinct's Appendix 1.
 - (c) Whether stormwater management devices are appropriately located and designed for the efficient removal of contaminants, and are designed to be efficient to address operating costs.
 - (d) The extent of cumulative effects of any existing construction traffic management plans and the proposal on the transport network.
- (2) Non-compliance with Standard I448.6.5.1
 - (a) The assessment criteria listed in E10.8.2(1).
 - (b) Consistency of proposed stormwater management devices with any approved Stormwater Management Plan.
- (3) Non-compliance with Standards I448.6.5.2-3
 - (a) The assessment criteria listed in E9.8.2(1).
 - (b) Consistency of proposed stormwater management devices with any approved Stormwater Management Plan.
- (4) Non-compliance with Standard I448.6.6
 - (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise associated with the operation of SH22.
 - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
 - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
 - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the State highway operator, or their successors as the road controlling authority for SH22.
- (5) Subdivision or development with a road intersection with SH22
 - (a) The extent to which the proposal:
 - (i) Addresses the existing and planned widening of SH22;
 - (ii) Addresses the closing of the intersection of Burberry Road and SH22;

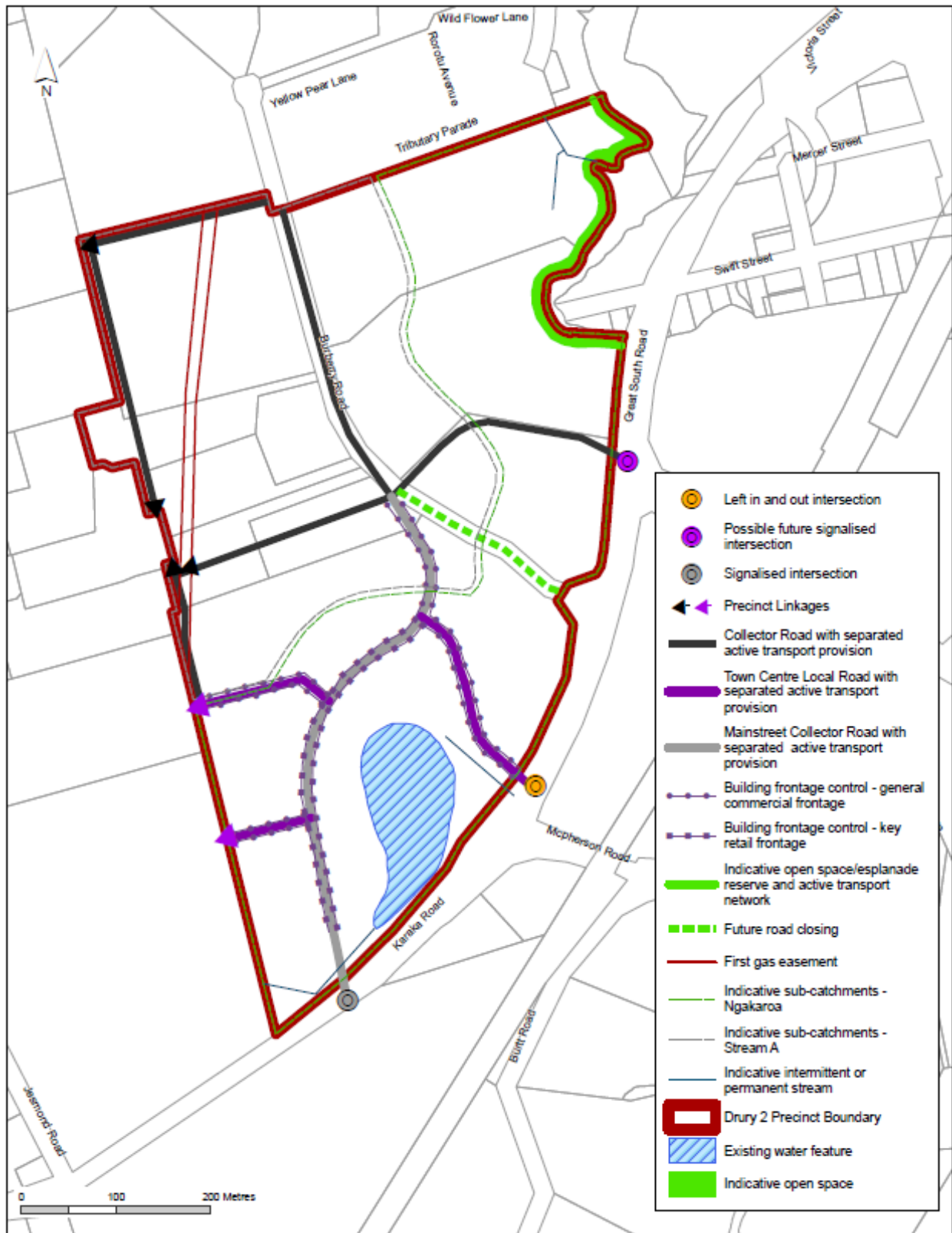
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- (iii) Proposes an intersection design addressing:
 - Safety of all users.
 - Function of SH22.
 - Efficiency of operation.
 - Appropriate design standards.
 - Ability for active transport to safely cross SH22.
 - The assessment and recommendations of the special information requirement I448.9(2).
 - (iv) Proposes appropriately designed separated active transport connections to the intersection of Jesmond Road and SH22 to provide access to the future Drury West train station.
- (6) New buildings and alterations and additions to buildings not otherwise provided for in the Business – Town Centre Zone (in addition to Rule H10.8.2(2)):
- (a) Refer to Policies I448.3.(1), I448.3.(2) and I448.3.(4).
 - (b) Whether existing well-established vegetation around the water feature, particularly the mixed exotic plants to the east of the water feature, can be retained and integrated into subdivision and development where possible.
 - (c) The design of stormwater management devices and their integration with the town centre and its amenity features.
- (7) New buildings and alterations and additions to buildings in the Terrace Housing and Apartment Buildings Zone (and their interface with SH22).
- (a) In addition to H6.8.2. Assessment criteria, whether the design of buildings adjoining SH22 positively addresses and engages with SH 22.
- (8) Non-compliance with Standard I448.6.7
- (a) The extent of effects on the function and safe and efficient operation of SH 22.

I448.9 SPECIAL INFORMATION REQUIREMENTS

- (1) Any works associated with the water feature shall provide as a minimum the following information relating to the stability of the water feature:
- (a) Cross sections through the highest point in the fill embankment.
 - (b) Estimate of the volume of water retained (current and/or proposed if this is to change as a result of the works).
 - (c) Geotechnical comment on the integrity of the structure.
- (2) Any new road intersection or upgraded existing road intersection with SH22 shall be supported by a Transport Assessment Report (including appropriate forecast transport modelling and latest Precinct land use assumptions including sensitivity tests of these), prepared by a suitably qualified transport engineer and independent Road Safety Audit confirming that the location and design of the intersection supports the safe and efficient function of the transport network.

I448.10. PRECINCT PLAN



Appendix 1 Road Function and Required Design Elements Table

Road Name (refer to Drury 2 Precinct Plan)	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve ¹	Total number of lanes	Speed Limit (Design)	Access Restrictions (refer rule I448.6.3)	Bus Provision ³	On Street Parking	Cycle provision ²	Pedestrian provision
Mainstreet Collector Road with separated active transport provision	Collector	22m	2 lane	30	Yes	Yes	Yes	Yes, separated on both sides	Both Sides
Town centre Local Road with separated active transport provision	Local	21m	2 lane	30	Active transport priority over vehicle crossings		Yes	Yes, separated on both sides	Both Sides
Collector Road with separated active transport provisions (includes Burberry Road)	Collector	22m	2 lane	40	Yes	Yes	Yes	Yes, separated on both sides	Both Sides

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.

Note 2: Type of Cycle Provision i.e. separated path, to be confirmed at the Engineering Plan Approval stage, based on nature and character of the Road.

Note 3: Carriageway and intersection geometry capable of accommodating buses.

