



WAIMANAWA

WARKWORTH SOUTH:

*Private Plan Change Request
to Auckland Council*

Applicant:

KA Waimanawa Limited Partnership
and Stepping Towards Far Limited

Report Date: 24 August 2023

Report Version: Final

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1. Private Plan Change Request

To: Auckland Council

Private Bag 92300

Victoria Street West, Auckland 1142

Attn. The Manager – Planning North/West and Islands

This is a Private Plan Change Request by K A Waimanawa Limited Partnership and Stepping Toward Far Limited for a comprehensive rezoning and the introduction of precinct provisions for Waimanawa (comprising of Waimanawa Valley and Waimanawa Hills) and the Morrison Heritage Orchard areas.

Plan Change Site Address:

43 Mason Heights

49 Mason Heights

Lot 6 Mason Heights

1684 State Highway One

1684A State Highway One

1711 State Highway One

1723 State Highway One

1738 State Highway One

1765 State Highway One

1768 State Highway One

1773 State Highway One

8 Valerie Close

30 Valerie Close

36 Valerie Close

46 Valerie Close

83 Valerie Close

123 Valerie Close

125 Valerie Close

127 Valerie Close

Applicant's Name:

KA Waimanawa Limited Partnership and Stepping Towards Far Limited

Address for Service:

Osborne Hay (North) Limited, PO Box 16, Warkworth 0941

Attn. David Hay

Email: david@osbornehay.co.nz

Phone: 027 425-0234

Tattico Limited, PO Box 91562, Victoria Street, Auckland 1142

Attn: John Duthie

Email: john.duthie@tattico.co.nz

Phone: 0274 924 387

Locality Description:

Refer to Figure One.

Legal Description of Land:

Refer to Appendix Three.

Current Auckland Unitary Plan Operative in Part Zoning:

Future Urban, Open Space – Conservation and Rural – Rural Production.

Brief Description of the Plan Change:

Private Plan change request to rezone approximately 159ha of Future Urban, Open Space – Conservation and Rural – Rural Production zoned land to a mix of residential, business, open space and rural zones through the introduction of two new precincts – Waimanawa and Morrison Heritage Orchard.

Introduction of the SMAF1 Control over the full Plan Change area.

Plan Change Name:

Warkworth South

2. Executive Summary

This is a private plan change to the Auckland Unitary Plan – Operative in Part (“**AUP**”) request by KA Waimanawa Limited Partnership and Stepping Towards Far Limited and supported by nine co-operating landowners in the Warkworth South area. The plan change seeks re-zoning of approximately 159 ha of Future Urban, Open Space – Conservation and Rural – Rural Production zoned land on either side of the current State Highway One (“**SH1**”), south of Warkworth. SH1 in this location will convert to an Urban Arterial Road upon the opening of the new Ara Tūhono – Puhoi to Warkworth Motorway which is currently expected in 2023.

A range of residential, open space, rural and business zones are being sought. The plan change request includes the creation of two new precincts – “Waimanawa” and “Morrison Heritage Orchard”. This plan change and the precinct provisions generally align with the Warkworth Structure Plan including providing for the Wider Western Link Road (“**WWLR**”).

Figure One shows the land subject to the request and the boundaries of the two precincts. Figure Two shows the current title structure within the plan change area. The landholding details are included in Appendix Three.

The development of the Waimanawa Vision (included in Appendix Two) and this plan change has been led by the two key landowners, KA Waimanawa Limited Partnership and Stepping Towards Far Limited. The Morrison Family have provided the input for the Morrison Heritage Orchard Precinct. The other landowners within the plan change area have been kept informed of the investigations and development of the plan change through the process. A number of these landowners are actively in support and form part of the co-operating landowners group.

The Warkworth Structure Plan was finalised in June 2019. This plan change request proposes a similar mix of high, medium and low-density zonings signalled in the Warkworth Structure Plan. A local centre and open spaces are proposed which also reflects the Warkworth Structure Plan. The WWLR identified in the Warkworth Structure Plan has been provided for, although it now follows a different alignment to reflect topography, to keep it within land under the control of the KA Waimanawa Limited Partnership, the proposed location of the open spaces and to provide a buffer between the Morrison Heritage Orchard and future urban development.

The Future Urban Land Supply Strategy of 2017 identified the Warkworth South area as being development ready for urban activity in the timeframe of 2028-2032.

This private plan change takes a substantial portion of that Warkworth South area and rezones it for urban development. This proposal is supported by the ability to fund and provide the necessary infrastructure for development. Effectively this will see the land intended for future urban development in 2028 now available for housing some three years earlier in 2025.

The key elements of this plan change request are:

- a) Recognising the importance of the two upper reaches of the Mahurangi River to the environment and particularly the current and future amenity of this valley as it is urbanised.
- b) Recognising the importance of a number of tributaries to the Mahurangi River within the plan change area by identifying and protecting key watercourses which traverse the subject land and feed the upper reaches of the Mahurangi River.
- c) Recognising the importance of the northern escarpment (including existing vegetation) to the character and visual amenity of the area by protecting it from over-development through the Residential – Large Lot zoning and a Landscape Protection Area control.
- d) Recognising the importance of the eastern escarpment to the character and visual amenity of the area by protecting it from over-development through setting a minimum lot size and a Landscape Protection Area control.
- e) Recognising the Avice Miller Reserve and protecting it by limiting the density of residential development alongside it.
- f) Recognising the importance of and providing for the proposed WWLR.
- g) Assisting in delivering on the key planning principles identified in the Warkworth Structure Plan including providing quality connected residential neighbourhoods to support the planned growth of Warkworth in accordance with the Structure Plan and enabling a range of housing typologies to encourage a diverse community.
- h) Managing stormwater in such a way as to ensure stormwater treatment is achieved prior to discharge and to avoid the risk of increasing the downstream flood hazard.
- i) Creating a series of green networks primarily based on existing watercourses and enhancing public access to and within this green network and particularly along the upper reaches of the Mahurangi River.
- j) Creating a range of lot densities to promote a range of housing typologies to ensure an efficient use of the land resource in a manner which results in a liveable community that is sympathetic to the natural topography and features.
- k) Providing for a local centre to meet the needs to the new community and which is accessible and close to the future public transportation interchange, the future active recreational open space and Morrison Heritage Orchard.
- l) Providing for a series of open spaces to provide for a range of passive and active recreational activities to meet the needs of the future Warkworth South community.
- m) Providing for a range of infrastructure required for both the development of Waimanawa and then the urban development of the remainder of the Warkworth South area.

- n) Providing for the Morrison Heritage Orchard through a bespoke precinct that provides for limited development of the Orchard to enable the Orchard to evolve over time and to meet the needs of the community as a local destination while also providing for very limited residential development.
- o) Providing an opportunity for a future public transport interchange.

The key similarities between the plan change request and the Warkworth Structure Plan are:

- Morrison Heritage Orchard is being provided for through a specific precinct.
- The proposed Open Spaces identified in the precinct plan 4 reflect the location of the future esplanade reserves and open spaces alongside other watercourses.
- The range of residential zonings shown in the Warkworth Structure Plan are being provided for (except for Residential – Mixed Housing Suburban), although the boundaries of each of the zonings has been refined to reflect the possible future roading network and topography.
- The open space area west of Morrison Heritage Orchard is provided for.
- The northern escarpment area is proposed to be zoned Residential – Large Lot with specific revegetation and building external finishes controls to reflect the identification in the Structure Plan of this area needing “further landscape protection controls”. This is a qualifying matter.
- The eastern escarpment area is proposed to be zoned Residential – Single House with a minimum lot size, building height and revegetation controls to reflect the identification in the Structure Plan of this area needing “further landscape protection controls”. This is a qualifying matter.

The key differences between the plan change request and the Warkworth Structure Plan are:

- The WWLR (a future arterial) has been shown in the location of the indicative collector road. The alignment of the WWLR has been modified to reflect topography, to retain it within land currently under the control of the KA Waimanawa Limited Partnership, traffic safety reasons and to provide a buffer between future urban development and Morrisons Heritage Orchard.
- As a result of the change in alignment of the WWLR, the Local Centre has shifted to the north and remains adjacent to the intersection of the WWLR with the Local Centre. The public transport interchange is proposed to be to the immediate west of the Local Centre and adjacent to the WWLR.
- The requirement to implement the medium density residential standards under the National Policy Statement on Urban Development 2020 (amended in 2022) and to identify any qualifying matters.

The management of streams varies from the Structure Plan. The plan change request proposes:

- The identification of those permanent streams which are to be retained;
- The status of applications to modify these protected streams is a “non-complying activity”; and

- Other streams are subject to normal plan controls and applications to modify these streams are a “restricted discretionary activity.”

The plan change request comprises:

- a) Requested plan change (included in Appendix One).
- b) Planning Report by Osborne Hay (North) Ltd and Tattico Ltd (this report).
- c) Masterplan and Urban Design Report by Reset Urban Design Ltd (Appendix Two).
- d) Visual and Landscape Assessment by Reset Urban Design Ltd (Appendix Four).
- e) Engineering and Infrastructure Assessment by Maven Associates (Appendix Five).
- f) Geotechnical Assessment by LDE (Waimanawa Valley and 1768 State Highway One) (Appendix Six).
- g) Geotechnical Assessment by CMW Geosciences (Waimanawa Hills) (Appendix Six).
- h) Land Contamination Report by LDE (Waimanawa Valley) (Appendix Seven).
- i) Land Contamination Report by Focus Environmental Services Limited (Waimanawa Hills) (Appendix Seven).
- j) Integrated Transport Assessment by Traffic Planning Consultants Limited (Appendix Eight).
- k) Ecological Baseline Assessment by Bioresearches Ltd (Appendix Nine).
- l) Assessment of Economic Effects by Market Economics Limited (Appendix Ten).
- m) Archaeological Assessment by Clough and Associates (Appendix Eleven).
- n) Arborist Report by CWAL (Appendix Fourteen).
- o) Stormwater Modelling Report by Maven Associates (Appendix Fifteen).
- p) Soil and Resources Report by Hanmore Land Management (Appendix Sixteen).

A cultural values assessment has been prepared for the plan change and provided by the Manuhiri Kaitiaki Charitable Trust and is included in Appendix Twelve.

A draft Stormwater Management Plan for the Warkworth South plan change area is included in Appendix Thirteen.

3. Introduction and the Applicants

Under Clause 21 of Schedule 1 of the Resource Management Act 1991 (“**the Act**”), any person can request a change to a district or regional plan (including a regional coastal plan). Clause 22 of Schedule 1 of the Act states that the plan change request must be made to the appropriate local authority in writing and:

- Explain the purpose and reasons for the plan change request; and
- Contain an evaluation report prepared in accordance with section 32 of the Act for the plan change request.

Where environmental effects are anticipated, the plan change request shall describe those effects, taking into account Clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement or plan.

This Planning Report has been prepared in support of a private plan change request to Auckland Council (“**Council**”) by KA Waimanawa Limited Partnership and Stepping Towards Far Limited (“**the Applicant**”) to the Auckland Unitary Plan – Operative in Part (“**AUP**”).

The Plan Change Request

The private plan change request seeks:

- a) Rezoning of approximately 159 ha of current Future Urban zoned land and a small area of Rural – Rural Production zoned land to a range of residential, rural, business and open space zonings;
- b) The retention of a small areas of Open Space – Conservation zoning; and
- c) Introduction of the SMAF1 Overlay.

The private plan change request is by:

- a) KA Waimanawa Limited Partnership and Stepping Towards Far Limited

The private plan change request is supported by nine co-operating landowners.

The Purpose of the Plan Change

The purpose of the plan change is to re-zone land in Warkworth South to:

- (a) Provide for the continuation and expansion of the Morrison Heritage Orchard and further development of this site with supporting activities and limited residential development.
- (b) Enable the urban development of the remainder of the area (referred to as Waimanawa) to proceed generally in accordance with the outcomes sought through the Warkworth Structure Plan.

The plan change is focussed on those planning zones, objectives, policies and rules which are essential to allow for the development of the land and its shift from rural activities to urban (except for Morrison Heritage Orchard).

The plan change follows the standard approach of introducing precincts into the AUP for development of greenfields and currently Future Urban zoned land and for specific sites which have a unique land use activity (for example, the Morrison Heritage Orchard).

The Applicants

KA Waimanawa Limited Partnership

Classic Group has partnered with the New Zealand Super Fund to form the KA Waimanawa Limited Partnership to progress this private plan change in conjunction with Stepping Towards Far Limited and to develop that land on the western side of SH1 owned by KA Waimanawa Limited Partnership. KA Waimanawa Limited Partnership purchased this land in 2021 from Endean Farms Limited and has agreements in place for the future purchase of additional land owned by Endeans Farms Ltd.

The Classic Group undertakes both land development and construction.

Stepping Towards Far Limited

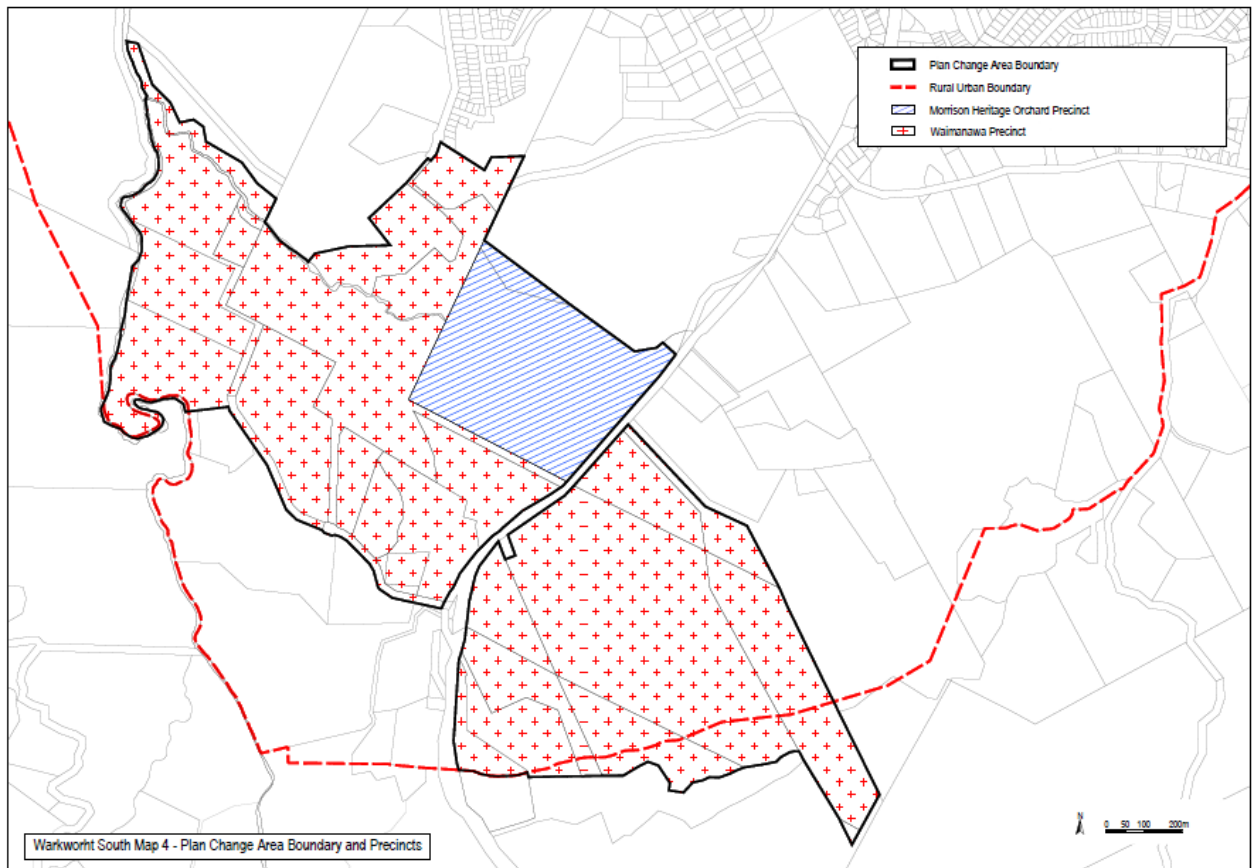
Stepping Towards Far Limited has signed the Sale & Purchase Agreement with the current owner of the land, Thriving Development Limited. Stepping Towards Far Limited has the right to develop the land. The land is at 1738, SH1, Warkworth, which is approximately 46.5h on the eastern side of SH1. In addition, they have partnered with adjoining landowners to incorporate an additional approximately 15ha into the plan change area.

Stepping Towards Far Limited will partner with a development and construction company for the development of their land.

The Plan Change Area and Property Details

Figure 1 shows the plan change area and the boundaries of the two precincts (Waimanawa and Morrison Heritage Orchard).

Figure 2 shows the landholdings with the Plan change area:



- **Figure 1 Plan change area and precinct boundaries**



- **Figure 2 Title structure within the plan change area**

The land holdings details are included in Appendix Three.

The following landowners are identified as cooperating landowners at the time of the preparation of this report:

- The Morrison family (1765 and 1773 SH1). The Morrison family own and operate Kenilworth Orchard on this property and have done since it was established in 1935. The family is seeking to retain the orchard and expand it over time and have prepared the Morrison Heritage Orchard precinct provisions for the plan change.
- Endeans Farms Limited and C. H. Endean and W. A. Endean (40, 46, 83 and 123 Valerie Close).
- D. L. Morgan and D. O Morgan Limited (8 Valerie Close).
- L. and R. R. Crosswell (30 Valerie Close).
- J. W. and L. E. Gowing (83 Valerie Close).
- A. J. and H. G Miles (127 Valerie Close).

- K. G. and S. N. Richardson (1768 SH1).
- F. A. and K. C Hames (1684A SH1).

At this stage, each landowner may develop their property independently. However, all co-operating landowners understand the importance and benefit of a joint plan change request.

The plan change does include other properties that are not part of the cooperating landowner group. In some cases, the property is currently subject to a sales and purchase agreement and the parties are not in a position at the time of the lodgement of this plan change to confirm they are a cooperating landowner. In other areas, the plan change incorporates other properties so that the Waimanawa precinct has a logical boundary in terms of the existing roading network, to avoid isolating parcels of land and to connect to the current edge of urban development on Mason Heights. In the case of these additional properties, this plan change request generally adopts the Warkworth Structure Plan indicative zonings. These additional properties are:

- 1684 SH1 (Lot 1 DP 119449)
- 43 Mason Heights (Lot 5 DP 150976)
- Unnumbered Mason Heights (Lot 6 DP 150976)
- 50 Mason Heights (Lot 2 DP 336865)
- 125 Valerie Close (Lots 2 and 4 DP 344489)

In this report the area of Waimanawa west of SH1 is referred to as “Waimanawa Valley” and the land to the east of SH1 is referred to as “Waimanawa Hills”. The area to be covered by the proposed Morrison Heritage Orchard precinct is referred to as the Morrison Heritage Orchard.

At the time of the completion of this report, a new title (Lot 1 DP 563173) for 1773 SH1 had just been issued. Those plans in the proposed plan change which show the underlying zoning will need to be updated to identify this new title prior to the notification of the plan change and/or updating of the AUP.

Infrastructure Agreement

The following infrastructure will be funded by the developers as part of the development of Waimanawa. The developers are currently in negotiations with Council on an infrastructure funding agreement (“IFA”). It is anticipated that this will be completed prior to any hearing on this Plan Change. An IFA will ensure that all relevant infrastructure required for any stage of the project is in place prior to residential connections for that stage.

- The WWLR (to a collector standard) (through the Waimanawa Precinct).
- The new Warkworth South water reservoir.

- The new wastewater pump station(s).
- The upgrading of that part of the current SH1 through the plan change area to an urban arterial standard.
- The construction of a pedestrian/cycle path (on the eastern side) between the northern end of that section of the current SH1 to be upgraded through to the intersection McKinney Road/SH1.
- The construction of a pedestrian/cycle path (on the western side) between the northern end of that section of the current SH1 to be upgraded through to the new entrance into the Morrison Orchard.
- The installation of the wastewater and potable water pipes from the current urban area to the new pump stations and water reservoir respectively.
- The provision of land for the Waimanawa Wetland Reserve and the Endeans Farm Recreational Park.
- Provision for land for a future public transport interchange adjacent to the new local centre is being provided for to preserve the land required by Auckland Transport in the future for public transport and bus layover. Following feedback from Auckland Transport, it is confirmed this will not be a park and ride facility.

Various open space areas will be vested in Council through future subdivisions.

The IFA does not form part of this plan change, but the assessment by Maven sets out the infrastructure works required as part of the urban development of Waimanawa. The IFA sets out the funding commitment to achieve this infrastructure.

Notification

The Act allows for private plan change requests to be processed on a non-notified, limited notified or fully notified basis depending on the nature of the plan change.

This plan change encompasses a significant area of land, which is owned by a number of different landowners. The plan change will result in a significant change in land use, but in a manner which generally reflects the Warkworth Structure Plan. It is reasonable to expect that the wider Warkworth community has an interest and a stake in how Warkworth growth is planned for and managed and the environment, amenity and character outcomes to be achieved. This would include the plan change area.

Taking this into account, the applicants are requesting full notification of the plan change.

4. Current Zonings under the AUP

Under the AUP, the area subject to the Plan change is zoned Future Urban except for a small area of Open Space – Conservation Zone on Lot 3 DP 344489 (which reflects that this lot is an esplanade reserve vested in Council) and Rural – Rural Production (on the eastern edge of Waimanawa Hills). The current Future Urban zoning reflects that Council identified this area as being suitable for urbanisation as part of the 'RUB location' discussions considered during the Independent Hearing Panel process for the AUP. The appropriateness for urban development of this area was then further supported by its inclusion in the Warkworth Structure Plan and the indicative urban zonings for the area.

The complete area is covered by the High-Use Aquifer Management Areas Overlay - Mahurangi Waitemata (the light blue dots).

An area of Natural Stream Management Areas Overlay (dark blue dots) covers part of the Mahurangi River.

A Significant Ecological Areas Overlay (SEA_T_2367) covers part of 83 Valerie Close (as well as a number of other properties outside the Plan change area). This SEA is listed for factors 1, 2 and 3 (representativeness, threat status and rarity and diversity).

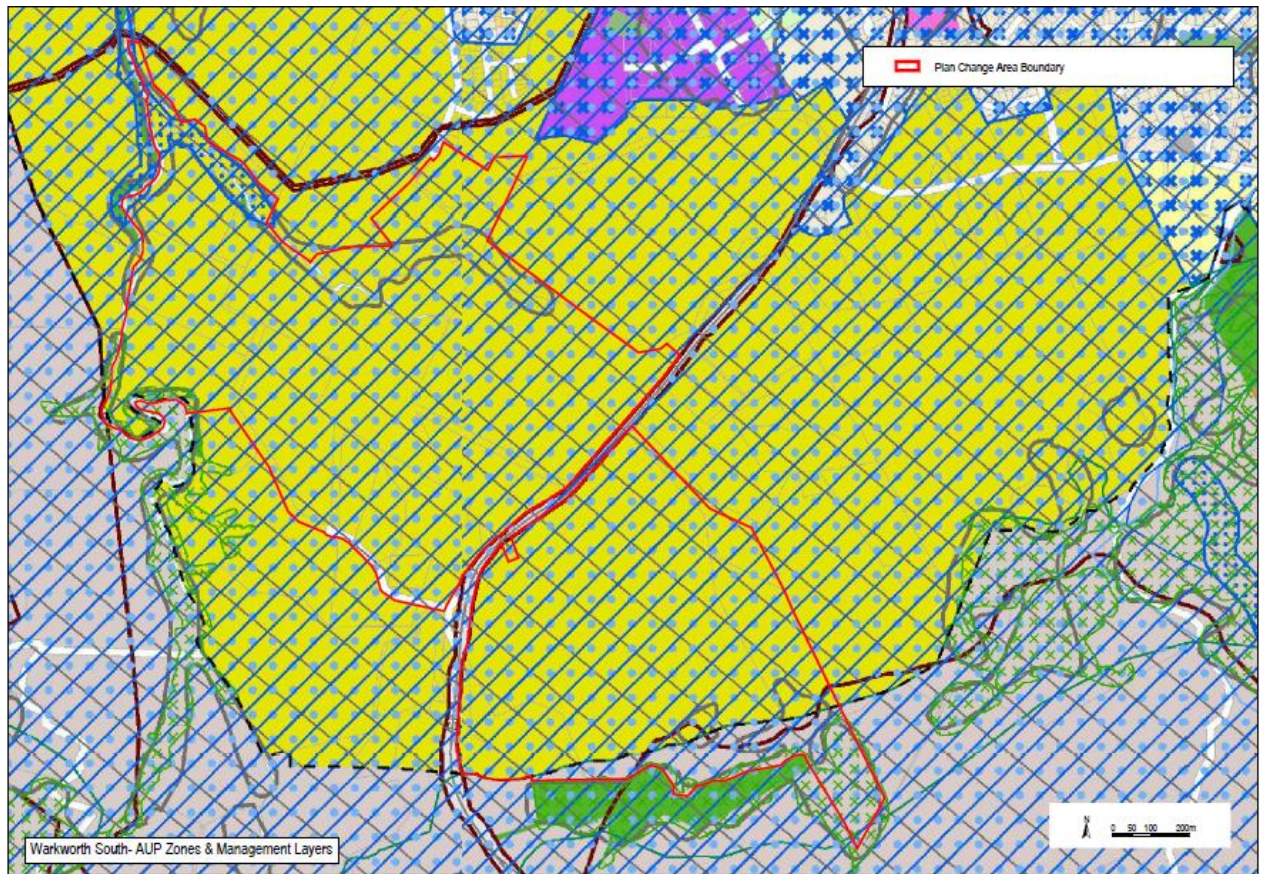
The full plan change area is covered by the Macroinvertebrate Community Index – Native or Macroinvertebrate Community Index – Rural controls.

The current SH1 is designated by NZTA (Designation 6763 – SH1), but the plan change does not seek to alter this designation or the land within the designated corridor.

No change to the Designation - 7501, Telecommunication and radiocommunication and ancillary purposes, (Spark New Zealand Limited) which covers a small part of Waimanawa Hills is proposed.

The area is predominantly covered by the Macroinvertebrate Community Index – Rural with the remainder of the area covered by the Macroinvertebrate Community Index – Native.

The area is not within a Treaty Settlement – Statutory Acknowledgement Area.



- ***Figure 3 AUP Planning Map (Plan Change Boundary shown as the Red Line)***

5. The Auckland Plan, Future Urban Land Supply and the Warkworth Structure Plan

The Auckland Plan 2050 and The Future Urban Land Supply Strategy (“FULS”)

The Auckland Plan 2050 is the long-term spatial plan to ensure Auckland grows in a way that will meet the opportunities and challenges of the future. The Auckland Plan identifies Warkworth as a growth node. It is intended that the Warkworth township provides a range of services to the surrounding rural areas. Significant future employment growth is anticipated alongside residential growth.

The Council adopted the FULS in 2017 which identifies the phasing for release of land for urban development. This FULS was released prior to the release of the National Policy Statement on Urban Development 2020 (“NPS-UD”) and remains a non-statutory document.

Significant residential and employment growth is expected over the next 30 years in Warkworth with around 1100 hectares earmarked as future urban land. This can accommodate approximately 7,500 additional dwellings which equates to an additional 20,000 people.

The Warkworth South area, including the area subject to this plan change, is identified in the 2028-2032 tranche of land to be development ready (that is zoned and ready for urban development). The timing of development within the Warkworth Growth Node is shown on Figure Four below. It is reiterated that this map was prepared prior to the release of the NPS – UD and it is understood that Auckland Council intends to review in the future the FULS taking account of the NPS – UD and infrastructure funding capacity. Under the FULS there is no linkage between the development of the Warkworth South area and the provision of the potential southern interchange on the Ara Tūhono – Puhoi to Warkworth Motorway.

The FULS splits Warkworth into three growth areas – Warkworth North, Warkworth South and Warkworth North-East. Warkworth North was due to be development ready by 2022.

The re-zoning of the Warkworth North area through PC25 (Warkworth North Precinct) and PC40 (Clayden Road Precinct) has now been completed. As at March 2023, bulk earthworks for the residential development are well underway in both the Warkworth North and Clayden Road Precincts. This Plan Change will not impact on those developments.

Warkworth North-East is due to be development ready by 2037. At the time of preparing this document, no proposed plan changes had been lodged for re-zoning in this area. No reasons have been identified why this Plan Change will impact on the timing of the development of Warkworth North-East.

It is recognised that in the event that this plan change is operative by the end of 2023, theoretically development could commence by the 2024/2025 earthworks season. At this stage it is understood that the upgraded Warkworth wastewater network will be operational by early 2025 which would set the earliest time when housing could be connected to the wastewater network. This is about three years prior to the FUL’s identifying that this area is to be zoned and ready for urban development. The development of Warkworth South is consistent with the overall sequence of development in Warkworth outlined in the FULS and it will

not impact on the possible timing of the other plan changes that maybe required for the urban development of the remainder of Warkworth South. Given the location of the key infrastructure required for Warkworth South being within the Waimanawa area, it is both logical and necessary that this area is subject to the first proposed plan change in Warkworth South. As it takes a number of years to prepare and make operative a plan change to allow development ready for house construction, it is appropriate to commence the plan change process a number of years prior to the FULS identified “development ready” date. As an example, the plan change process for Clayden Road (PC40) commenced with the lodgement of the plan change in 2019 and the first residential site should be ready for a house in late 2023. The process for Warkworth North (PC25) has taken significantly longer with the plan change being lodged in 2018 with no residential lots yet available for house construction. The Clayden Road process took approximately four years with no appeals. Warkworth North has so far taken five years with appeals. Based on the FULS, Warkworth South is to be development ready in five years.

It is considered that the potential early development of this land does not impact the integrity of the Auckland Plan and the FULS for the following reasons:

- 1 There remains a significant shortage in housing stock in Auckland and there is no indication that the current housing short-fall will be fully met prior to 2025.
- 2 The FULS has not been updated to reflect the instruction of the NPS-UD (including the new urban development intensification requirements), the impacts of the Resource Management (National Environmental Standards for Freshwater) Regulations 2020 or the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. The current accuracy or integrity of the FULS is therefore uncertain and it may not now reflect the actual timing required to meeting the housing demand for the Auckland community.
- 3 The Warkworth potable water supply has now been upgraded by Council and the required potable water supply is available.
- 4 The funding of the upgrading of the Warkworth wastewater network (including the new main Warkworth wastewater pump station and the construction of the pipeline to the Snells Beach wastewater treatment plan) has been confirmed with construction underway and with the upgrading being operational by early 2025.
- 5 The opening of the Ara Tūhono – Puhoi to Warkworth Motorway and the transition of the current SH1 to an urban arterial is currently planned for 2023. There is no suggestion of any risk of the current SH1 still being used as SH1 by the time the development of Waimanawa proceeds.

The required bulk infrastructure required for the development of Warkworth South will be available by early 2025. The development of Waimanawa provided for under this plan change request would then provide for the potable and wastewater connections and infrastructure required for the development of the wider Warkworth South area. The wastewater pumping station(s) and potable water reservoir required to service the whole Warkworth South area is to be located within the Waimanawa Precinct. To provide for this infrastructure at the start of the urban development of Warkworth South, development needs to commence

in the location of this infrastructure so it can be provided. Therefore, development of Warkworth South needs to centre around the key infrastructure (including the future SH1/WWLR intersection) and to expand out to meet the current urban edge near McKinney Road. The NPS-UD allows for such a development pattern for situations like this.

No infrastructure constraints or other constraints have been identified which would prohibit the practical and efficient development of Waimanawa so that the first houses can be occupied by early 2025.



- **Figure 4 Development Sequencing for Warkworth (from Map 2 of the FULS)**

Part of rationale for the sequencing of growth in the FULS, was to ensure the Council could provide the necessary infrastructure services to new development areas as part of the rezoning.

This land area will be development ready some three years prior to the intention within the FULS. However, the nature of this proposal is that the full infrastructure to service the development is provided as part of the plan change. This enables land to be released sooner than the current strategy.

The Warkworth Structure Plan

A prerequisite to release of land for growth is to undertake detailed structure planning. This structure planning is the means with which this growth is planned for in Auckland. The Council describes structure planning as to “refine the staging and timing of development and identify the mix and location of housing, employment, retail, commercial and community facilities” (from the Auckland Plan 2050 website).

Council commenced the most recent Warkworth Structure Plan process in 2017 with a range of background studies being undertaken. This was followed with a period of public feedback, limited community Structure Plan workshops and a report back to the community on the result of the workshops.

Following this a draft Structure Plan was released for consultation with public feedback being considered by Council through early 2019. The final Warkworth Structure Plan was adopted by the Council on 4 June 2019, and it remains the current non-statutory advisory document for the urban planning of Warkworth.

Two private plan changes (PC25 and PC40) have so far been made operative to give effect to parts of the Warkworth Structure Plan. To date Council has not initiated any plan changes to give effect to other areas of the Structure Plan and it is understood that Council has no plans at this stage to initiate any plan changes to give effect to the Structure Plan.

Figure Five is the Structure Plan map for the proposed plan change area. The Structure Plan shows the plan change area as a mix of terrace housing and apartment buildings, mixed housing urban, mixed housing suburban and large lot residential zones as well as an area of business – local centre zoning. An indicative new arterial road (the WWLR) as well as a collector road is shown. Areas of future esplanade reserve, open space and protection areas along with indicative greenway routes are included. The Morrison Orchard is shown as “Morrison’s Heritage Orchard”. The northern and eastern escarpment areas are shown as areas for further landscape protection controls.

This plan change has been developed to align with the final Warkworth Structure Plan but taking account of the outcomes of the various specialist studies which have more closely investigated the land holdings, road alignments, topography, natural features and possible zonings.

The key similarities between the plan change request and the Warkworth Structure Plan are:

- Morrison Heritage Orchard is being provided for through a specific precinct.
- The proposed Open Space areas shown on Precinct Plan 4 reflect the location of the future esplanade reserves and open spaces alongside other watercourses. At the recommendation of Auckland Council Officers, these open spaces have not been zoned on the proposed zoning map, which will provide for a degree of flexibility for the final open space boundaries at the time of subdivision.
- The range of residential zonings shown in the Warkworth Structure Plan are being provided for, although the boundaries of each of the zonings has been refined to reflect the possible future roading network and topography.
- The open space area west of Morrison Heritage Orchard is provided for.
- The northern escarpment area is proposed to be zoned Residential – Large Lot with specific revegetation and building external finishes controls to reflect the identification in the Structure Plan of this area needing “further landscape protection controls”. This is now a qualifying matter.
- The eastern escarpment area is proposed to be zoned Residential – Single House with a minimum lot size, building height and revegetation controls to reflect the identification in the Structure Plan of this area needing “further landscape protection controls”. This is now a qualifying matter.

The key differences between the Plan change request and the Warkworth Structure Plan are:

- The WWLR (a future arterial) has been shown in the location of the indicative collector road. The alignment of the WWLR has been modified to reflect topography, to retain it within land currently under the control of the KA Waimanawa Limited Partnership, traffic safety reasons and to provide a buffer between future urban development and Morrisons Heritage Orchard.
- As a result of the change in alignment of the WWLR, the Local Centre has shifted to the north and remains adjacent to the intersection of the WWLR with SH1. The public transport interchange is proposed to be to the immediate west of the Local Centre and adjacent to the WWLR.
- The requirement to implement and/or reflect the National Policy Statement on Urban Development 2020 (NPS-UD) updated in May 2022 and amendments to the Act arising from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. In particular, the use of the Residential – Mixed Housing Suburban Zone is no longer an option in the plan change, and qualifying matters where the medium density residential standards do not apply need to be identified.
- The extent of Terrace House & Apartment Building zone (“**THAB**”) is increased and in a modified location. The principle of focusing THAB zoning around the local centre and intersection with SH1 is continued. The shifting of the intersection has resulted in the corresponding shifting of the THAB zone.

The management of streams varies from the Structure Plan. The plan change request proposes:

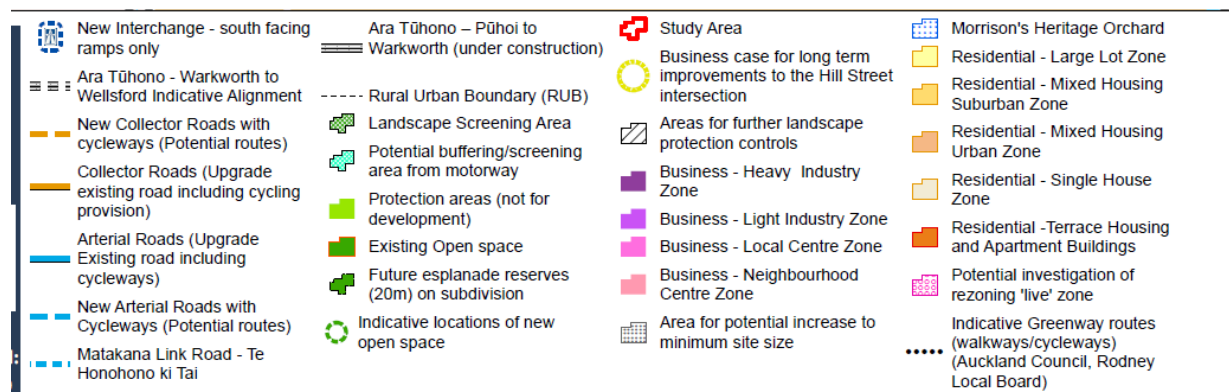
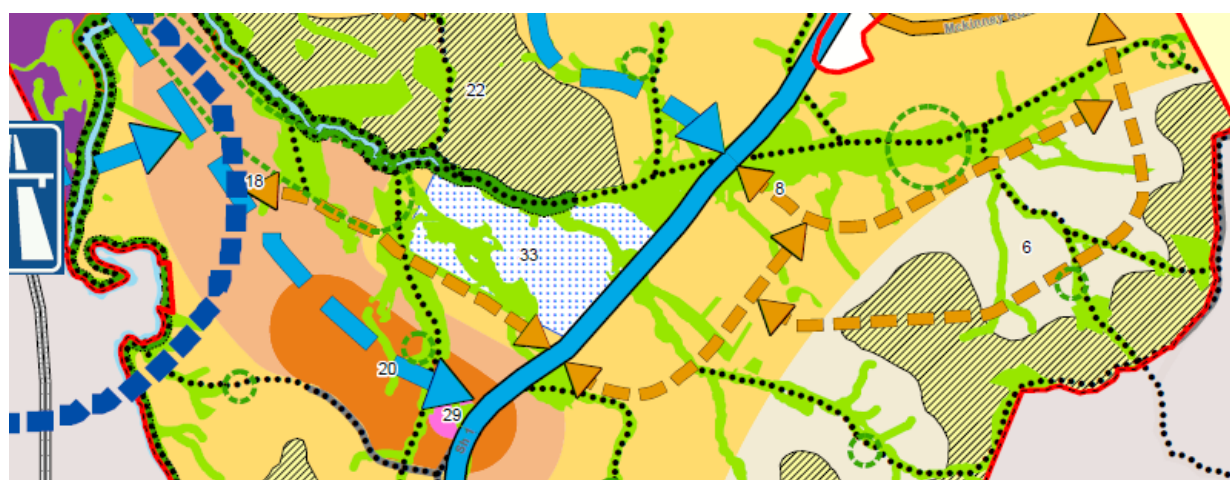
- The identification of those permanent streams which are to be retained;
- The status of applications to modify these retained streams is a “non-complying activity”; and
- Other streams are subject to normal plan controls and applications to modify these streams are a “restricted discretionary activity.”

Since the Warkworth Structure Plan was adopted the Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (“**Freshwater Regulations**”) have come into effect. At the current time these regulations prohibit the reclamation of any natural wetland except in specific circumstances set out in the Freshwater Regulations. The natural wetlands on the site have been mapped and Figure 6 identifies those natural wetlands which at the current time cannot be reclaimed except for specific works. The Waimanawa Wetland is a constructed wetland and is not subject to the same restrictions under the Freshwater Regulations.

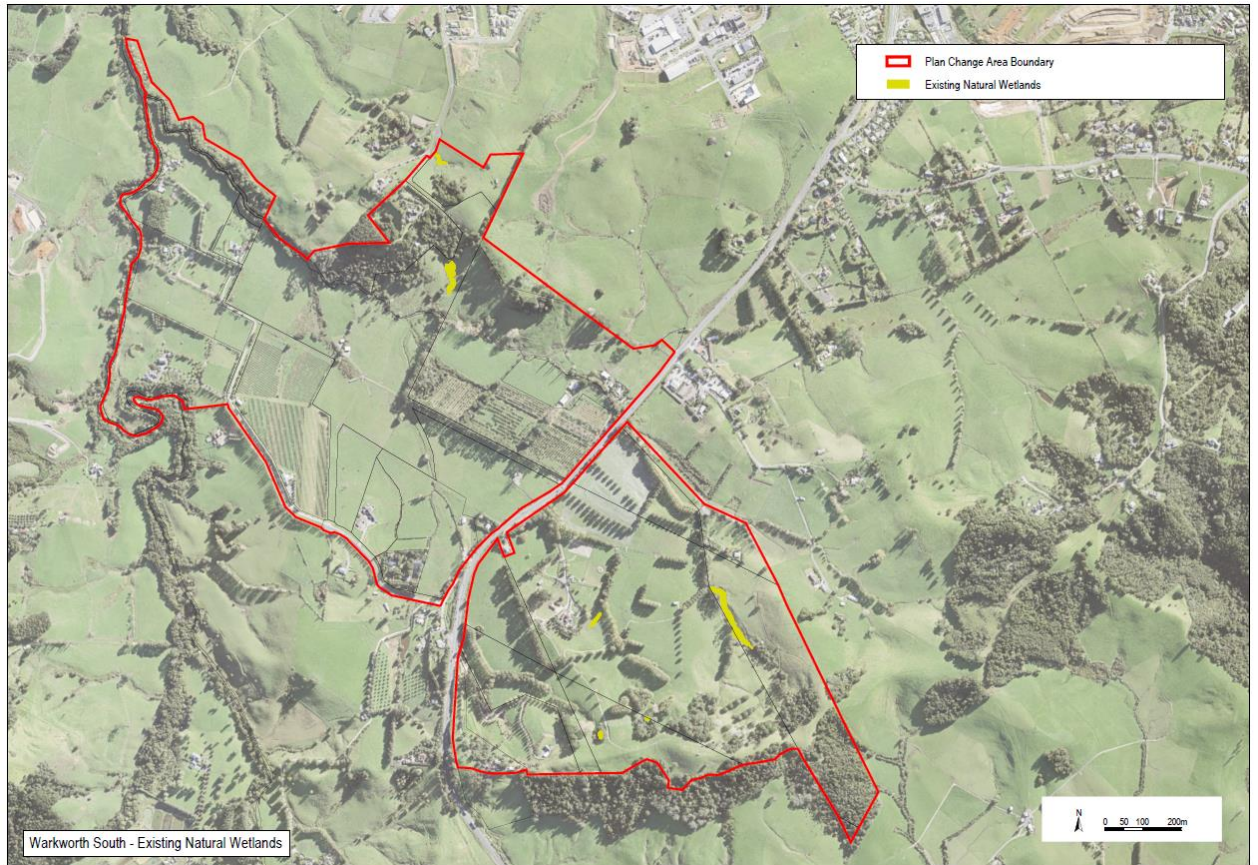
The Warkworth Structure Plan does not identify any linkage between the provision of the future Ara Tūhono – Pūhoi to Warkworth Motorway southern interchange (south facing ramps only) and the timing of the re-zoning and urbanisation of the Warkworth South area. Although the Structure Plan addresses the Ara Tūhono – Pūhoi to Warkworth Motorway southern interchange (south facing ramps only), the Structure Plan

is clear that this is only a potential southern interchange and the future urbanisation of Warkworth is not dependant on it.

With the opening of the Ara Tūhono – Pūhoi to Warkworth Motorway, the current SH1 will revert to an Urban Arterial under the control of Auckland Transport. The opening of the Motorway will see a drop in traffic volumes along the current SH1 through the plan change area by an estimated 40%. This significantly increases the local traffic capacity for SH1 through the Warkworth South area and to Warkworth. In addition, the physical form of the road will change over time to reflect its status as an Urban Arterial with it being two-lane with cycle and pedestrian paths. With these changes, the current SH1 will provide a strong and direct linkage from Waimanawa to the existing Warkworth urban area including Mahurangi College, the Warkworth town centre, the temporary Warkworth park and ride (and transportation hub) and the existing and future business areas.



• **Figure 5 The Warkworth Structure Plan Map for the Area**



- **Figure 6 Natural Wetlands (Yellow) within the Plan Change Area**

6. The Vision and Principles for the Development of Warkworth and Warkworth South

Through the Warkworth Structure Plan process Council distilled a vision and seven planning principles for Warkworth. The following is an outline of this vision and principles, as outlined in the Warkworth Structure Plan and a description of how this plan change adopts and/or responds to these.

The vision for Warkworth is:

“Warkworth is a satellite town that retains its rural and natural character. It is centred around the Mahurangi River and has easy walking and cycling access around the town. There are a variety of high-quality residential neighbourhoods. Warkworth is largely self-sufficient with plenty of employment, education, shopping and recreation opportunities. Transport and other infrastructure are sequenced to support Warkworth’s planned growth”.

The plan change responds to this vision by enabling the development of a high-quality residential neighbourhood through:

- Providing for a planning framework that provides for and focuses on urban development around a series of parks along the southern reaches of the Mahurangi River.
- Providing for a pedestrian and cycle network that provides for accessibility both within Waimanawa and to the wider Warkworth area.
- Provides for the protection of the southern reaches of the Mahurangi River and public access to and along these reaches.
- Provides for a mix of residential zoning which will promote a range of housing typologies.
- Provides for the efficient provision of that infrastructure required for the development of both Waimanawa and the wider Warkworth South area.
- Reflects that the current SH1 is to revert to an urban arterial.

The seven principles outlined in the Warkworth Structure Plan are:

The Mahurangi River is the jewel in Warkworth’s crown

- (i) *Protect the Mahurangi River from the effects of urbanisation as a matter of paramount importance in the development of the Future Urban zone.*

The Plan change area encompasses the two upper reaches of the Mahurangi River. As the adjoining land is subdivided in accordance with the proposed zoning then esplanade reserves alongside the Mahurangi River will need to be vested in Council. At that stage, the walkways along the River within the esplanade reserves are developed and also vested in Council. There is currently no public access along these upper

reaches of the Mahurangi River and the re-zoning then development of the adjoining land will provide this public access to these very scenic sections of the Mahurangi River while also protecting the extensive riparian vegetation.

The plan change seeks to manage water quality entering the key tributaries and the upper reaches of the Mahurangi River through adopting SMAF1 controls and implementing water quality measures (such as stormwater ponds).

(ii) Use the development of the Future Urban zone to improve the health and quality of the Mahurangi River wherever possible.

Under the plan change, water quality in the Mahurangi River will benefit from:

- The retirement of farmland and a former vineyard which will reduce nutrients and sedimentation entering the local stream network.
- A treatment train approach for stormwater entering the streams and river. This includes the potential for on-site retention and detention and the creation of wetlands to treat stormwater.
- The creation of esplanade reserves and the protection of the existing vegetation within the reserves at the time of subdivision.

(iii) Treat all the tributaries in the Future Urban zone as being vital to the health of the Mahurangi River.

The plan change request identifies those watercourses to be retained.

For those tributaries to the upper reaches of the Mahurangi River which are to be retained, then riparian planting (within open spaces or as part of a riparian yard or esplanade reserve) will enhance the ecological health and amenity of these watercourses over time.

For those watercourses where consent is required for their removal or modification, then off-set mitigation will be required with this expected to be undertaken within the Warkworth South catchment.

Character and identity

(iv) Celebrate Warkworth's heritage, both Māori and European, and its relationship with mana whenua.

The Morrison Heritage Orchard Precinct both protects and celebrates the Morrison Heritage Orchard and the orcharding history of Warkworth and surrounds.

The Cultural Values Assessment prepared by the Ngāti Manuhiri Charitable Trust provides a detailed outline of the history of the wider area and provides a number of recommendations to recognise the cultural footprint of Ngāti Manuhiri within the future development of this area. These recommendations are addressed further later in this report.

The importance of the Mahurangi River both for Māori and Europeans is well known and documented. Through the existing Warkworth township, the history of the Mahurangi River is documented with information boards. Public access along the Mahurangi River has been significantly improved in recent years with further plans to increase public access along the different stretches of the River between Falls Road and Scotts Landing. This plan change provides the opportunity to provide public access to and along the upper reaches of the Mahurangi River which is currently not accessible to the public. Over time and as the urban development of Warkworth continues, a pedestrian link along the Mahurangi River between the Warkworth township and Waimanawa may be achievable.

The plan change is cognisant that when future consent applications are made, the Te Aranga principles will apply. The plan change therefore responds to the relevant principles in the following way:

(a) Whakapapa

In the development of the streams and open spaces and in actions such as street naming, appropriate naming and “story telling” will be used. This occurs at the development stage where consultation with the Manuhiri Kaitiaki Charitable Trust is expected to continue to occur in terms of developing the open spaces and naming.

(b) Taiao

The landscaping over time (including riparian yards and open spaces areas) is expected to use a range of native plant species that naturally occur in the Mahurangi area. Landscaping requirements for riparian yards and/or esplanade reserves are commonly stipulated through the subdivision consent process.

(c) Mauri Tu

This principle relates to the protection of environmental health. This will be achieved by:

- Integration of the stream network and the upper reaches of the Mahurangi River with the proposed zoning layout and future development;
- Protection of existing bush and in particular the vegetated banks of the upper reaches of the Mahurangi River and the bush on the northern escarpment; and
- Ensuring that roofing materials are chosen to minimise heavy metal runoff into the stormwater system.

(d) Mahi Toi

With the more detailed design stages coming up through future resource consent applications, there are opportunities to respond to cultural aspects.

(v) *Retain the current town centre as the focal point and ‘beating heart’ of Warkworth.*

A local centre, to service the Warkworth South area, is proposed adjacent to the intersection of the WWLR and SH1, as indicated in the Warkworth Structure Plan. This is a local centre only and will not incorporate

a large retail focus. The total retail floor area is expected to be in the vicinity of 10,000m² and, based on similar local centres in Auckland, is likely to include cafes, convenience stores, healthcare facilities, pharmacy and gyms. The proposed area of Local Centre zoning also includes the area for the future public transport interchange.

This local centre will not detract from the existing Warkworth Town Centre and this is confirmed in the Economic Assessment (Appendix 10).

(vi) Protect the views from the current town centre to the bush clad northern escarpment of the Mahurangi River and the rural views out from the Future Urban zone that contribute to Warkworth's rural character.

Given the location of the plan change south of the current town centre, this proposal does not impact on the current views from the town centre to the northern escarpment on the opposite side of the Mahurangi River.

The plan change, to highlight that Warkworth is a satellite town within a rural setting, seeks to retain the historic Morrison Orchard through a site specific precinct which provides for the orcharding to continue and activities on the site to evolve over time. This Orchard will be viewed from many locations within the plan change area and will form part of the central focal point of Warkworth South along with the local centre and the active open space area.

Rural views to the south and west will be retained although it is recognised that the land to the immediate south is also zoned Future Urban and is highly likely to be urbanised in the future.

(vii) Apply lower density residential zones to areas valued for their landscape and character.

The areas identified in the Warkworth Structure Plan as "Areas for Further Landscape Protection Control" are proposed to be covered by separate landscape protection controls for the northern and eastern escarpments. The purpose of these controls is to protect landscape features on key upper portions of the precincts and to promote revegetation of the two escarpments. The northern escarpment area is to have a Residential – Large Lot zoning while the eastern escarpment area is to have a Residential – Single House with both landscape protection controls also having additional development standards to achieve their purpose. The implementation of a low density zoning will limit the amount of development which can occur, which is the key method to limit changes to the escarpment landform.

(viii) Use the Future Urban zone efficiently to protect against the need for further urban expansion into Warkworth's valued rural hinterland.

The plan change provides for the planned urbanisation of Future Urban Zoned land. The rural urban boundary on the eastern side of the plan change area is just to the west of Avice Miller Reserve. There is no sound planning justification to retain this small width of land up to Avice Miller Reserve as rural and the proposed Residential – Single House zoning therefore extends up to the boundary of the Avice Miller Reserve and extends just beyond the rural urban boundary.

A place to live and work

(ix) Provide a range of housing options in Warkworth so that it is a place for people to live at all stages of life.

The plan change provides for a range of zones from Rural – Mixed Rural to Residential – Terrace Housings and Apartment Buildings which will provide for a diverse range of lots sizes and therefore potential housing typologies. This suite of zonings provides an opportunity for a range of different housing options which in turn will help create a diverse community (including providing for different housing choices as residents requirements change as they progress through life).

(x) Provide new local employment areas (e.g. small centres, industrial areas) so people can work locally in Warkworth.

Place of employment patterns are changing rapidly with many people now having the opportunity to work from home either part of full-time. Housing designs are now reflecting this, and it would be reasonable to expect that some of the designs incorporated in the future development of Waimanawa will provide work from home features.

The local centre will provide for some local employment opportunities as well as the activities within the Morrison Heritage Orchard as it is further developed.

The Structure Plan does not indicate other business zones apart from the Local Centre within the plan change area so no other business zones have been provided for. However, there are efficient transportation connections to the current industrial areas within Warkworth and likewise there will be a direction connection along the current SH1 to the new business area in the Clayden Road precinct.

(xi) Plan to enable development of the Future Urban zone to be sustainable, including having a compact urban form, providing local employment options, enabling extensive active and public transport routes, and minimising discharges to air and water bodies.

It is considered that the plan change provides the framework for enabling the development of this part of the Future Urban zone in a sustainable manner. In particular:

- The provision of a range of zones including the Residential – Terrace Housing and Apartment Building Zone which allows for more intensive residential development close to the future public transport interchange and local centre. It is recognised that owing to topographical and visual sensitivity constraints, certain areas have been proposed to be for the less intensive Residential – Large Lot zone, but overall the plan change provides for a compact urban form.
- With the provision of the future open spaces, a local centre and Morrison Heritage Orchard, residents' day to day social and recreational requirements will be provided for within the plan change area.
- Local employment opportunities will arise at the future local centre and Morrison Heritage Orchard and there are good transportation links to the main business areas in Warkworth. In addition, with

changing working patterns, many of the future housing designs are expected to provide for work at home options.

- The WWLR is provided for in general accordance with the Warkworth Structure Plan. This is one of the key future arterial routes in Warkworth and may provide a future connection to the motorway network. The conversion of the current SH1 to an urban arterial will improve the transportation link to the current Warkworth urban area.
- A stormwater treatment train approach is being proposed.

(xii) Design the Future Urban zone to be able to adapt to the effects of climate change.

The flood modelling which has been undertaken takes account of climate change. Given the location of the area, no consideration to future sea level rise is required.

(xiii) Protect and enhance existing bush/natural areas and create ecological corridors linking the Future Urban zone to other ecological areas.

A greenway network is proposed which will provide for a range of pedestrian connections (and in some cases possible cycle connections) along the watercourses and the upper reaches of the Mahurangi River.

On the eastern side of the plan change area, the creation of new bush reserves will provide for the enhancement of the Avice Miller Reserve as well as the protection of the stream corridors flowing down from the elevated areas to the east and connection eventually down to the upper reaches of the Mahurangi River.

The existing covenanted areas on the northern escarpment will continue to be protected and are joined to the existing vegetated banks of the upper reaches of the upper Mahurangi River which will be protected over time as esplanade reserves as the area is subdivided (with one section of esplanade reserve currently existing). As land downstream from the plan change area is developed it is expected that esplanade reserves will also be required which over time will provide for a protected ecological corridor along the full length of the Mahurangi River from its upper reaches in this plan change area through to the Mahurangi Harbour.

A well-connected town

(xiv) Use the development of Warkworth's growth areas to help address Warkworth's existing road congestion through integrated land use and transport planning and new infrastructure.

The roading network within and servicing Warkworth is changing rapidly with the development of the Ara Tūhono – Puhoi to Warkworth Motorway and the Matakana Link Road, both due to open in 2023 and well before the commencement of the development of Waimanawa. In addition, funding is now being finalised for the upgrading of the Hill Street Intersection. Significant changes to traffic flows along the current SH1, and including through the plan change area, will therefore occur.

With the opening of the Motorway, the current SH1 will change to an urban arterial. Over time, the section of SH1 south of Warkworth within the current Future Urban zoned area will be transformed so it includes pedestrian and cycle paths and an urban speed limit. This will significantly improve the transportation connection from the plan change area to the current Warkworth urban area (including to the town centre, local schools, employment areas and recreational facilities such as the Warkworth Showgrounds). The infrastructure funding to give effect to the plan change includes upgrading that section of SH1 through the plan change area and the provision of a new foot and cycle path from the northern end of the plan change area to the existing footpath at the southern end of the current Warkworth urban area.

The Warkworth Structure Plan indicates a future arterial (the WWLR) through the plan change area and this is being provided for and will be constructed to a collector road standard as part of the development of the western side of Waimanawa. The general route of the WWLR has been confirmed with Supporting Growth who are in the process of preparing Notices of Requirements to Designate the proposed WWLR/SH1 intersection and that section of the WWLR to the west of the Waimanawa Precinct. Agreement is still to be reached on the exact extent of the WWLR/SH1 intersection designation.

(xv) Provide convenient, segregated, and safe walking and cycling routes through the Future Urban zone connecting residential areas with key locations (e.g. schools, parks, centres), and the existing town, and to regional walking/cycling routes.

Within the plan change area, walking and cycling is provided for within the new roading network and walking trails within the green network. This will provide both good internal connectivity (to the local centre, Morrison Heritage Orchard and open spaces) as well as recreational opportunities including a connection into the Avice Miller Scenic Reserve.

As outlined above, a new walking and cycling connection is proposed along the current SH1 which will provide a direct and easy walking and cycling connection from Waimanawa to the Warkworth town centre, Mahurangi College, Warkworth Primary School and various recreational facilities within Warkworth.

A walking trail through the northern escarpment (which in part will follow the future accessway required to provide access to houses in this area) is proposed to provide a connection to Mason Heights and the north-western area of Warkworth. This provides an alternative pedestrian connection to Mahurangi College, Warkworth Primary School and to the Mitre 10 /Glenmore Drive business areas. The future development of this track also contributes to a walking loop around Warkworth for recreational purposes.

The WWLR will include a pedestrian/cycle path and will again contribute to the overall future walking/cycling network within Warkworth as the current future urban areas are developed.

Discussions have been held with the Matakana Coast Trail Trust. A potential pedestrian and cycle link can be provided through the eastern side of the plan change area alongside the Avice Miller Scenic Reserve if this is determined as the most appropriate route for the future trail as it traverses south from Thompson Road to SH1 (near the location of the Honey Centre).

(xvi) Provide convenient, high quality public transport routes through the Future Urban zone (connecting to the rest of Warkworth, the surrounding rural settlements, and Auckland).

The existing SH1 will revert to an urban arterial at the time the new Motorway is opened. The new southern gateway into Warkworth will be just south of the Valerie Close intersection. As part of the development of Waimanawa, speed calming methods on SH1 will be implemented along with an upgrading of the Valerie Close intersection. As an urban arterial its function to provide an efficient transportation route through Warkworth will be retained, but pedestrian and cycling options will now be provided for.

The WWLR is being provided for in general accordance with the Warkworth Structure Plan (although further to the north) and will form part of the new arterial roading network within Warkworth and potentially a future connection at a southern interchange with the new Motorway.

The future transport interchange can be provided for adjoining the local centre and the WWLR if and when the requirement for this interchange is confirmed and funded by Council/Auckland Transport, and the indicative location of this is shown on the Precinct Plan.

Quality built urban environment

(xvii) Design the Future Urban zone to enable high-quality and integrated urban development that reinforces the town's identity.

The plan change is intended to deliver this objective.

The plan change has been developed based on the vision of “*Creating a welcoming residential community with a range of engaging facilities set upon a series of parks along the southern reaches of the Mahurangi River.*” This is provided for in part through the proposed position of the recreational and wetland parks, the current and future esplanade reserves along the upper reaches of the Mahurangi River (which will include walkways) and the development of Morrison Heritage Orchard in accordance with its precinct.

Taking account of the above, the proposed route of the WWLR, the proposed zonings (with their relevant objectives, policies and rules) and the proposed precinct plans it is considered that the plan change will achieve this objective and provides a planning framework to create a neighbourhood with a high level of amenity.

(xviii) Locate higher density residential areas around appropriate amenities.

The areas of Residential – Terrace Housing and Apartment Building zoning is adjacent to the Local Centre zone (with part on the opposite side of SH1), fronts part of the WWLR and is either located opposite to or has good pedestrian connections to the future recreational park.

The location of this zoning is generally consistent with the Warkworth Structure Plan.

(xix) Provide well located and accessible areas of open space linked by a green network of walking and cycling trails along the streams.

This plan change is characterised by the high proportion of open space being identified in the precinct plans. The open space will provide for a mix of conservation, informal recreation and sports and active recreation uses to reflect both the existing environment or proposed future use. Many of these open spaces, part of which form the green network, are intended to include pedestrian or pedestrian/cycle paths and provide a well-connected network through the plan change area. In particular, the greenway network flows down the valley from the Avice Miller Scenic Reserve on the elevated eastern boundary down through to and along the upper reaches of the Mahurangi River.

A proposed suburban recreational park (Endeans Farm Recreational Park) is located adjacent to Morrison Heritage Orchard and will provide for recreational facilities, which will complement the main Warkworth recreational facility (the Warkworth Showgrounds). Adjacent to this park will be the Waimanawa Wetland Park which encompasses part of the existing constructed wetland and which will also now provide a stormwater treatment and retention purpose.

The existing areas of covenanted bush will be retained on the northern escarpment and over time the area of vegetation on this escarpment is expected to increase as that area is developed into Residential - Large Lot zones and a specific planting rule is proposed for that area.

Although it is to remain in private ownership and is to be zoned largely Rural – Mixed Rural, the Morrison Heritage Orchard will in effect be a form of open space with the precinct providing for the retention and expansion of the orchard and the development of complimentary facilities such as a café/restaurant. Being located opposite the future local centre and adjacent to the recreational park, Morrison Heritage Orchard will be a central feature and focus within Warkworth South and connected in terms of vehicle, cycle and pedestrian access to both Waimanawa and the wider Warkworth South area when it is developed.

Infrastructure

(xx) Plan for infrastructure (transport, water, etc) to be ready before new houses and businesses are built in the Future Urban zone.

Waimanawa will be the first stage of development of the Warkworth South area and within it will be the key infrastructure required for the development of Warkworth South. In summary:

- The existing SH1 is to be converted to an urban arterial standard and a pedestrian/cycle path formed from the northern end of the plan change area to connect to the pedestrian path network on SH1 near the McKinney Road intersection.
- The WWLR is to be provided for in general accordance with the Warkworth Structure Plan. It is to be formed to a collector road standard but the width of land to be vested is to allow for a future upgrade to an arterial road standard.
- Potable water will be provided via the installation of a new main pipe from Warkworth and the construction of a new water reservoir within the eastern part of the plan change area. The potable water network for Waimanawa will then be developed from the reservoir as the area is developed. This reservoir is sized to cater for the full Warkworth South area which it is to service in the future.

- A new wastewater pumping station is to be installed on the western side of the plan change area and will connect via a new rising main along SH1 to the existing Warkworth wastewater network (near the Grange on SH1). An alternative option being investigated is that two smaller pump stations will be constructed with one on either side of the SH1. The wastewater pumping station(s) will be designed so it can cater for the full Warkworth South area it is to eventually service although this may involve expanding parts of the wastewater station over time as wastewater volume increases as other parts of Warkworth South develop. The wastewater network within Waimanawa will be installed as the area is developed.
- Stormwater management can be provided for within the plan change area and will be developed over time as the different stormwater catchments within Waimanawa are developed.
- In respect to the areas to be zoned Residential – Large Lot, these will be self-servicing in terms of on-site rainwater harvesting and wastewater treatment and disposal.
- A minor extension of Mason Heights is required to service the area at the end of Mason Heights. The area of Residential – Mixed Housing Urban will be serviced in terms of potable water, wastewater and stormwater through the extension of existing services within Mason Heights.
- Morrison Heritage Orchard is to remain self-servicing in terms of potable water, wastewater treatment and disposal and stormwater management.

An infrastructure funding agreement for the provision of infrastructure is to be entered into with Council and the relevant Council Controlled Organisations. It is recognised that the control and management of water is currently subject to proposed changes and therefore the party who agreement of these matters is to be entered may change through the process. No changes to how water services are physically provided in Warkworth are expected to occur with the currently proposed reforms.

(xxi) Provide for social and cultural infrastructure (i.e. libraries, halls, schools, community meeting places) to support the needs of the community as it grows.

Within the plan change area certain social infrastructure are likely to be developed such as local shops, cafes and a pre-school within the Local Centre. The Morrison Orchard Precinct provides for markets and cafes/restaurants and it is understood planning for these facilities is already underway by the landowner.

The new Endeans Farm Recreational Park will provide for a significant local recreational facility which will complement the Warkworth Showgrounds. The Waimanawa Wetland Reserve along with the other conservation reserves will contribute to the local informal recreational assets.

The Ministry of Education has been consulted through the plan change process and continue to have a strong interest in acquiring land and developing a primary school close to the recreational park. At the time of preparing this plan change the Ministry of Education did not have the funding assigned to undertake a detailed site analysis and then land acquisition but it is understood that this is likely to be progressed within the next few years.

Social infrastructure such as churches are not provided for through the plan change process, but it is not uncommon for religious organisations to identify and acquire land for future facilities prior to full land development and then obtaining the relevant resource consents once the land is ready for development and there is demand for the facility.

Warkworth itself currently has a range of social and cultural infrastructure including the recently renovated town hall, the Warkworth Library, the old and new Masonic Halls and the Council Offices. In addition, there are a number of private facilities used for social and recreational purposes including the Warkworth Scout Hall, Warkworth Bowling Club, the RSA and a number of churches with halls. These facilities are all accessible from Waimanawa.

The Warkworth Showgrounds is the main recreational facility for Warkworth and continues to be developed to reflect the increasing and changing population. The construction of a multi-purpose facility within the Showgrounds is expected to be commenced shortly. A private swimming complex (the Northern Arena) is planned for within the Clayden Road Precinct adjacent to the Warkworth Showgrounds. The Warkworth Showgrounds will be accessible from Waimanawa with a direct route along SH1.

Overall, a number of social, cultural and recreational facilities have been or are being expanded and upgraded to reflect the current and planned growth of Warkworth. The plan change itself provides for additional recreational facilities while private social and cultural facilities such as churches, cafes, and pre-schools are expected to develop over time within Waimanawa as demand dictates. The Ministry of Education continues to express its interest in a new primary school site within Waimanawa but does not currently have the funding to confirm then acquire a site. The Plan Change does not prohibit in any way the Ministry of Education identifying and purchasing a site in the future.

Summary

The plan change, through the incorporation of the Waimanawa and Morrison Heritage Orchard Precincts, is generally consistent with and gives effect to the Warkworth Structure Plan. The principles of the Warkworth Structure Plan have been carried forward into the plan change as appropriate and formed the basis for the initial vision document for Waimanawa which the plan change has been built on.

The Waimanawa Vision Document

The impetus for the exploration of the plan change arose from landowners being approached by a range of different government and non-government parties investigating the area for schooling, parks, roads and other facilities. The former main landowner (Endeans Farm Ltd) was concerned that there was a significant risk of an uncoordinated approach being taken by the various parties and that a more detailed planning framework was required for this area to coordinate the different requirements.

In addition, landowners have been involved in a range of environmental rehabilitation projects over many years including riparian planting and the creation of a wetland and there was a desire to protect these (in full or in part). Furthermore, the upper reaches of the Mahurangi River provide a very scenic outlook with the watercourses themselves having swimming holes for informal use and with the riparian bush being mature in many areas and lending itself to bush walking with the establishment of trails. The Mahurangi

River is regarded as a taonga and the treatment of its upper reaches has impacts further down the River and through to the Mahurangi Harbour.

The valley has a whole has a predominantly northly aspect and compared to much of Warkworth a gentle topography which makes it attractive for residential development. The visually contained valley, the areas of native bush, the aspect and the watercourses have the potential to create a residential area which a high natural amenity.

These matters formed the basis for the initial investigation for the urban development of Waimanawa.

As the first stage of the development of this plan change request, a draft Vision Document (“Warkworth South (Waimanawa) – Vision Document”) was prepared which followed the relevant principles of the Warkworth Structure Plan, reflected the existing environment and adopted best practice urban design principles. This Vision has been refined through the consultation and plan change request process and the current version is in Appendix Two.

This document outlines the vision for Waimanawa, identifies the key elements of the area, the goals for the urban development of Waimanawa and provides the indicative development concept, road cross-sections and zoning plan.

The vision for Waimanawa is:

Creating a welcoming residential community with a range of engaging facilities set upon a series of parks along the southern reaches of the Mahurangi River.

The six goals to achieve this vision are:

- Protect and enhance the distinctive existing environment including natural streams, wetlands, vegetation and ecological corridors.
- Follow natural contours and integrate with surrounding neighbours, watercourses and transportation network.
- Create a distinctive and self-contained community providing high quality residential development and parks with a focus on sustainability.
- Create an integrated transport network with emphasis on walking and cycling access, pedestrian-oriented streets and greenways.
- Provide for retail, cafe, supermarket, gym, pharmacy, healthcare to meet the needs for local residents.
- Provide a series of quality open spaces and amenities easily accessible for all.

It is considered that the plan change and in particular the provisions of the Waimanawa Precinct give effect to and allows for the development of Waimanawa in a manner which meets these six goals and therefore achieve the vision.

Morrison Heritage Orchard

The Morrison Heritage Orchard was identified at the start of the visioning process as being an important cornerstone for the future Warkworth South community. At that same time, the owners of Morrison Orchard were developing their ideas for the future sustainable development of Morrison Orchard in a manner where an economic orchard facility will be retained and expanded through the introduction of complementary activities such as a market and café/restaurant.

Consultation was initiated at a very early stage with Morrison Orchard representatives, and it was determined that it was appropriate for the Morrison Heritage Orchard to have a separate bespoke precinct. This was to be incorporated in the same plan change as Waimanawa given their proximity to each other and similar development timeframes as well as the need to address transportation linkages and reverse sensitivity matters.

The vision and purpose of the Morrison Heritage Orchard Precinct is to enable the ongoing operation and expansion of the existing Morrison Orchard as a heritage rural land use, by permitting the ongoing use of the site for both traditional orchard and other rural productive land use activities, and complementary tourist and visitor activities including an orchard shop, a market, restaurant / café as well as playground, wedding venue and similar social activities.

7. Relevant National Policy Statements and the Auckland Regional Policy Statement

The National Policy Statement on Urban Development (NPS-UD)

The National Policy Statement on Urban Development 2020 (NPS-UD) came into force on the 20th of August 2020. The NPS-UD provides direction to decision-makers under the Act on planning for urban environments. The NPS-UD sets out objectives and policies that apply to all decision-makers when making planning decisions that affect an urban environment.

Of importance to this plan change is that Policy 8, which is addressed further below, had immediate effect from the date that the NPS-UD came into force.

In terms of hierarchy, the NPS-UD sits above the AUP and non-statutory regional documents such as the FULS and non-statutory planning documents such as the Warkworth Structure Plan.

The following is an assessment of the relevant objectives and policies of the NPS-UD in respect to the plan change.

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

Assessment

The plan change covers an area currently zoned as Future Urban (except for a small area of Open Space – Conservation and Rural – Rural Production) and therefore has been identified by Council for urban development. Since the introduction of this zoning, Council has progressed the development of the Warkworth Structure Plan which is to guide the development of Warkworth in a manner where Warkworth continues to be a well-functioning urban environment. In addition, over time to reflect the planned expansion of Warkworth, there has been on-going or planned development of upgrading of infrastructure, and social and recreational facilities along with significant changes to the roading network.

The proposed plan change is generally consistent with the Warkworth Structure Plan and provision is being made for the required infrastructure for the urban development of Warkworth South.

On this basis it is considered that the proposed plan change gives effect in part of Objective One in terms of the continued expansion of Warkworth as a well-functioning 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.

Assessment

Warkworth has been identified as one of two satellite towns in Auckland and the Future Urban zoning of large tracts of land around Warkworth reflects this. Significant transformation of the Warkworth urban environment is occurring including re-zoning of land from Future Urban to a range of residential, open space and business zonings around the periphery of Warkworth. To date these changes are largely consistent with the Warkworth Structure Plan, although recognising that the detailed planning undertaken during the plan change development process often leads to refined zoning boundaries and road locations etc to better reflect existing environmental factors including topography and good urban design principles.

The area covered by the plan change will undergo significant transformation as the plan change is given effect to, but this is consistent with the Auckland Plan, the AUP and the Warkworth Structure Plan. This change also reflects the on-going demand for housing in Auckland and the growing popularity of Warkworth as a satellite town within Auckland (which is likely to be further enhanced with the opening of the Ara Tūhono – Puhoi to Warkworth Motorway).

Policy 10:

Tier 1, 2 and 3 local authorities

- (a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and*
- (b) Engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and*
- (c) Engage with the development sector to identify significant opportunities for urban development.*

Assessment:

The plan change area has already been zoned for Future Urban and this plan change now provides for the appropriate zonings and precinct specific rules to allow for the development of this area (including Morrison Heritage Orchard).

Consultation with infrastructure providers has been undertaken through the plan change development and an infrastructure package funding agreement is being developed to provide for the funding and provision of the required infrastructure for Waimanawa. Much of this infrastructure is also required for the future development of the remainder of the Warkworth South area.

Housing Affordability

Objective 2:

Planning decisions improve housing affordability by supportive competitive land and development markets.

Assessment

A range of zonings are proposed which provide for a diversity of lot sizes and housing typology options which then provide different price points for housing to suit different sectors of the community.

It is recognised that for this plan change, significant funding for the required infrastructure is having to be met through the development of the lots and this adds further costs to the land development and the subsequent housing costs. However, this cost cannot be avoided if the required infrastructure is going to be provided for in an efficient and timely manner to meet the needs of the community.

Policy 1:

Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- a. have or enable a variety of homes that:
 - i. meet the needs, in terms of type, price, and location, of different households; and*
 - ii. enable Māori to express their cultural traditions and norms; and**
- b. have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- c. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- d. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- e. support reductions in greenhouse gas emissions; and*
- f. are resilient to the likely current and future effects of climate change.*

Assessment:

It is considered that the plan change will:

- Through the implementation of a range of zonings, a range of housing typologies can be provided for which will meet different needs of the community in terms of both type of house and price. The requirements of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2001 have been taken account of in the proposed rules.
- The development of Waimanawa will provide further choice to current and future residents of Warkworth as to where they can live within Warkworth. The aspect and natural environment of Waimanawa is quite different from those areas covered by the Clayden Road and Warkworth North Precincts. This itself will also result in a further degree of housing choice in terms of typology and price to the Warkworth market.

- Waimanawa has also been designed, in conjunction with Morrison Heritage Orchard, to be largely self-contained so that the majority of residents immediate needs (social, recreational, business) can be met within the two precincts. In particular, the provision of a variety of open spaces and Morrison Heritage Orchard provides a greater range of passive recreational opportunities than most other areas within Warkworth. This greater degree of self-containment can aid in the reduction of reliability of car transportation for residents which is positive in terms of reducing greenhouse gas emissions. Overtime, the provision of a public transport interchange within Waimanawa and any future connection to the Motorway by a southern interchange also has the potential to reduce reliance on private car travel.
- The location of the plan change area, the change of SH1 to an urban arterial, the opening of the Ara Tuhono - Puhoi-Warkworth Motorway and the proposed internal transportation networks will ensure Waimanawa is both internally well-connected as well as having safe and efficient connections to the remainder of Warkworth and further afield. It is recognised that at the current time due to both a mixture of topography and current roading forms, cycling is not an efficient or preferred transportation method within Warkworth. The development of SH1 as an urban arterial (with a pedestrian/cycle path) and the proposed pedestrian/cycle path connection to Warkworth has the opportunity to change this significantly particularly given the relatively flat topography of SH1 between Waimanawa and the northern end of Warkworth. In effect, SH1 over time will become the key cycle and pedestrian spine through Warkworth for access to schools, recreational facility and the town and the development of that part of SH1 through Waimanawa and the pedestrian/cycle connection from the northern end will contribute significantly to this.
- The re-zoning of Waimanawa provides further development opportunities within Warkworth and, depending on development time, may provide further choice to residents on where to reside (and therefore increase the pricing competitiveness of land and housing development).
- Flood modelling has been undertaken and this has taken account of climate change. The development of Waimanawa can be undertaken where flood risk is avoided, and downstream flood risks are not magnified.

Treaty of Waitangi

Objective 5:

Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi)

Policy 9:

Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:

- (a) *involve hapū and Iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and*
- (b) *when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and Iwi for urban development; and*
- (c) *provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and*
- (d) *operate in a way that is consistent with Iwi participation legislation.*

Assessment:

Council engaged with Mana Whenua during the Warkworth Structure planning process and prepared the “Engagement Summary on Draft Plan” (May 2019).

The applicant for this plan change then independently engaged with the Manuhiri Kaitiaki Charitable Trust who have subsequently prepared a Cultural Values Assessment which is included in Appendix 12. To date, Ngāti Manuhiri are generally supportive of the proposed Plan Change and have made a number of recommendations which are addressed later in this report and which will further enhance the future development and assist with minimising adverse effects on the natural environment while recognising the cultural footprint of Ngāti Manuhiri in this area.

Local Authority Decisions

Objective 6:

Local authority decisions on urban development that affect urban environments are:

- (a) *integrated with infrastructure planning and funding decisions; and*
- (b) *strategic over the medium term and long term; and*
- (c) *responsive, particularly in relation to proposals that would supply significant development capacity*

Assessment

In considering the proposed plan change, it is considered that the plan change can be approved in terms of the matters covered under Objective 6 for the following reasons:

- The plan change is generally consistent with the Warkworth Structure Plan.

- Although the live zoning may make the land available for development prior to the timing in the non-statutory FULS, the timing difference is not significant and the proposed infrastructure funding package will ensure that the required infrastructure is in place to support the urban development.
- The infrastructure being provided as part of the development of Waimanawa is the key infrastructure required to be implemented for the remainder of the urban development of Warkworth South. Given the necessity to provide this key infrastructure (ie the water reservoir and wastewater pump stations) along with the local centre and the public transportation interchange all within Waimanawa, it is both appropriate and necessary for this area to be re-zoned first and to allow for that development to proceed before the land to the immediate north is re-zoned and developed. The plan change process can take a considerable time and therefore the necessity to commence this plan change process now to ensure that the land is development ready in an appropriate timeframe (and generally consistent with the FULS).
- The proposed plan change provides for significant urban development capacity including approximately 1600 lots/apartment units.

Policy 6:

When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

- (a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
 - (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
 - (ii) are not, of themselves, an adverse effect*
- (c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- (d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- (e) the likely current and future effects of climate change.*

Assessment:

In considering the proposed plan change, it is considered that the plan change can be approved in terms of the matters covered under Policy 6 for the following reasons:

- The plan change is generally consistent with the Warkworth Structure Plan.
- Although the live zoning may make the land available for development prior to the timing in the non-statutory FULS, the timing difference is not significant and the proposed infrastructure funding package will ensure that the required infrastructure is in place to support the urban development.
- The urban development of Waimanawa will result in significant change to the existing environment. The proposed plan change will give effect to the vision for Waimanawa and provides the framework for the development of a well-functioning residential urban area with high amenity.
- Consideration has been given to climate change (and flooding in particular) in the preparation of the plan change.

Policy 8:

Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:

- (a) unanticipated by RMA planning documents; or*
- (b) out-of-sequence with planned land release.*

Assessment

This plan change will add significantly to the available residential development capacity of Warkworth (approximately 1600 residential lots and apartment units) and will contribute to Warkworth continuing to be, and maturing, as a well-functioning urban environment. The plan change is generally consistent with the Warkworth Structure Plan and which plans for the growth of Warkworth to become a satellite town within Auckland as identified in the Auckland Plan.

The FULS has identified that this part of Warkworth is to be development ready by 2028-2032. In the event this plan change is approved then the area should now be development ready by early 2025. Although this is earlier than the FULS, with an infrastructure funding agreement in place, there is no reason why this part of Warkworth cannot now be developed. It is confirmed that neither the Warkworth Structure Plan or the FULS requires the possible future Southern Interchange to be built prior to Warkworth South being developed and the development of Warkworth South itself does not require the Southern Interchange. At the time of preparing this plan change there was no confirmation that the Southern Interchange was to be constructed.

As the proposed water reservoir and pumping station(s) are required for the development of the wider Warkworth South area, it is both practical and efficient to allow for the development of Waimanawa first to allow for this infrastructure to be constructed. Urban development in Warkworth South will then expand outwards including to the north where it will join with the existing Warkworth urban edge in this location (which itself is expanding south in parts).

New Zealand's urban environments

Objective 8:

New Zealand's urban environments:

- (a) support reductions in greenhouse gas emissions; and*
- (b) are resilient to the current and future effects of climate change*

Policy 1:

Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and*
 - (ii) enable Māori to express their cultural traditions and norms; and**
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- (e) support reductions in greenhouse gas emissions; and*
- (f) are resilient to the likely current and future effects of climate change.*

Assessment:

The proposed plan change is consistent or achieves Objective 8 and Policy 1 for the following reasons:

- A suite of residential zones are proposed which will provide for a range of lots sizes and therefore housing typologies.
- In accordance with the Warkworth Structure Plan, a local centre is being provided for in terms of zoning. No other business zones are being provided for within this plan change as they are provided for elsewhere in Warkworth in accordance with the AUP.
- Strong transportation links are proposed within Waimanawa and linking Waimanawa to Warkworth and to the wider area.

- This plan change provides for an additional approximately 1600 lots and apartment units. This will significantly increase residential lot availability in Warkworth and provides for a different residential environment than the residential areas being developed in the Clayden Road and Warkworth North Precincts.
- Waimanawa will be largely self-sufficient in terms of local recreational and social requirements and will have a good pedestrian/cycle connection to the Warkworth town centre, Mahurangi College and various recreational and social facilities within Warkworth. It is also expected that many houses will be designed to provide for work at home options. Overall, these will contribute to a residential development which is less reliant on vehicular transportation.
- Consideration has been given to climate change (and flooding in particular) in the preparation of the plan change.

Summary

Approving this plan change would give effect to the NPS-UD. In particular, it will provide for a significant increase in residential development capacity within Warkworth in accordance with the Warkworth Structure Plan. The proposed infrastructure package would provide for the necessary infrastructure to provide for both the development of Waimanawa and also the wider Warkworth South area. It is considered that the proposed plan change will allow for the development of a well-functioning urban area which will contribute positively to Warkworth as an expanding, maturing and well-functioning urban environment.

Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

In August 2022, the Council promoted PPC 78 and other associated plan changes, to give effect to the Resource Management (Enabling Housing Supply & Other Matters) Amendment Act 2021 and the National Policy Statement on Urban Development.

This plan change has been promoted consistent with those new enabling provisions within plan change 78.

This private plan change request adopts the standard zones and applies them as appropriate to the area. It should be noted that the new Medium Density Residential Standards (“**MDRS**”) provisions supersede the zoning, particularly the Mixed Housing Suburban zone as depicted in the Warkworth Structure Plan.

The MDRS sets development standards in the core zones.

This plan change is consistent with the zones and activity standards and assessment criteria that sit alongside those zones. The precinct provisions adopt those objectives, policies, activities, notification of provisions, standards and assessment criteria. The precinct does provide additional controls and, in a limited number of cases, replacement controls for the underlying zoning and where required these are identified as qualifying matters.

Consequently, this plan change is fully consistent with the Amendment Act.

Evaluation of Qualifying Matters

This section evaluates the proposed qualifying matters in terms of s77J and 77L.

The proposed qualifying matters are underlined with the evaluation of them then undertaken.

A more restrictive front yard rule for residential sites adjacent to the WWLR and Green Avenue.

The purpose of this front yard control (3m rather than the MDRS 1.5m) is:

- to promote the development of the front yards for outdoor use; and
- to promote passive surveillance along the adjoining road.

Given the importance to provide safe pedestrian and cyclist connections within Warkworth South, the promotion of passive surveillance is considered appropriate in terms of good urban design and outcomes. This is consistent with Policy 3 introduced under the MDRS provisions.

This qualifying matter has no impact on the residential yield. If this qualifying matter was not adopted, then houses could be constructed 1.5m further towards the front boundary. This would allow for larger houses but would not result in the ability to increase the number of houses on one lot. This qualifying matter is therefore not considered to be contrary to the MDRS.

A more restrictive rear yard in part of the Residential – Mixed housing Urban Zone to provide for a Bat Flight Corridor.

This area is immediately adjacent to the right branch of the Mahurangi River that runs along the western boundary of Waimanawa Valley. Under the MDRS, a 1m rear yard would apply. The purpose of this rear yard control is:

- To provide an unobstructed flight corridor for Bats.

The flight corridor could be defined as part of the bat habitat and therefore it is an area that benefits from s6(c) of the Act.

A 1m rear yard would not achieve an adequate width for the bat flight corridor. The alternative options of providing a road along the future esplanade reserve or to increase the width of the esplanade reserve to incorporate the bat flight area could result in a reduction of residential yield. In addition, the provision of a road in this location would conflict with the intent to provide a bat flight corridor and Auckland Council may not want to accept additional land for esplanade reserve.

This is a very unique situation and in order to avoid potential adverse effects on bats it is considered that the use of this rear yard control is an appropriate planning tool and is not contrary to the MDRS.

A reduced density with larger lot sizes is expected within this area even if no bat flight corridor proposed. We consider the impact on the lot yield regarding this qualifying matter is negligible.

A more restrictive rear yard in part of the Residential – Single House Zone adjoining the Avice Miller Reserve.

A more restrictive rear yard rule for residential sites adjacent to the Avice Miller Reserve is proposed (3m rather than 1m).

The purpose of this rear yard control is:

- to provide a buffer adjacent to the Avice Miller Reserve.

This buffer will assist in the protection of the adjoining significant indigenous vegetation within the Avice Miller Reserve and reduce the risk of adverse effects on the visual character of this Reserve.

This qualifying matter has no impact on the residential yield. If this qualifying matter was not adopted, then houses could be constructed 2m further towards the rear boundary and it is unlikely this would result in additional houses being constructed on each lot. This qualifying matter is therefore not considered to be contrary to the MDRS.

Residential – Single House zoned area - western part (adjacent to Avice Miller Scenic Reserve): and;

A more restrictive minimum lot size in the Residential – Single House zone;

and

A more restrictive maximum height limited in the Landscape Protection Area (Eastern Escarpment).

The purpose of the landscape protection area controls (eastern escarpment) where the Single House zone is applied is:

- to protect landscape features on key upper portions of the precinct.
- to promote revegetation of the eastern escarpment

This area is steep and has limited development potential due to this topography. It also sits adjacent to Avice Miller Reserve and is locally prominent. The more restrictive minimum lot size reflects these matters and reflects more appropriately what could practically be constructed while allowing extensive revegetation which will contribute positively to the visual catchment, the amenity of the area and ecological linkages with the Avice Miller Reserve.

The masterplan proposed yield for the area (5.23ha) within the existing Rural Urban Boundary is 23 lots. Much of this area contains fragments of indigenous vegetation and has undulating/moderately steep contours. The gross developable area that excludes the bush to be protected/covenanted is approximately 2.41ha. If 25% of the gross developable area is assumed to accommodate roads the net developable area would be approximately 1.81ha which would enable around 60 lots based on a net lot size of 300m². However, given the complex combination of

undulating topography and fragments of native vegetation, the number of lots is likely to be further decreased. It is considered that the lot yield that may be generated within this area is likely to be around 40 if not subject to the qualifying matter.

Residential – Single House_Zoned Area - eastern part:

The masterplan proposed yield is 18 lots including 1 lot beyond the RUB. The land area within the RUB is approximately 3.08 ha. The topography rises steeply towards the eastern boundary and the bush area beyond the RUB. The gross developable area that excludes the proposed esplanade reserve and the bush to be protected/covenanted is approximately 2.44ha. If 25% of the gross developable area is assumed to accommodate roads the net developable area would be approximately 1.83ha which would enable around 61 lots based on a net lot size of 300m². However, given the steeply sloped landform, the number of lots is likely to be further decreased. It is considered that the lot yield that may be generated within this area is likely to be around 40 if not subject to the qualifying matter.

Overall, the qualifying matters proposed on the Residential – Single House area would result in reduced number of residential lots from approximately 80 to 41.

The more restrictive height limit does not impact on the expected yield.

A more restrictive minimum landscaping requirement in the Landscape Protection Areas (Northern and Eastern Escarpments).

A 75% and 50% of the net site area for landscaping (for northern and eastern escarpments respectively) are proposed. This compares to the MDRS 20% requirement. Both escarpments are steep, visually prominent and adjoin or contain significant vegetation. Given the limited development potential of these areas due to topography, their visual prominent and the ecological gains that could be achieved by re-vegetation, it is considered that these are unique factors which support the more restrictive landscaping requirements.

This qualifying matter has no impact on the residential yield.

Differing riparian yards and planting requirements alongside some streams.

The MDRS does not specify any requirement for riparian yards and the MDRS 1m yard would apply on residential lots. The Waimanawa Precinct introduces a riparian yard requirement for those areas where a width of riparian planting is to be provided but is to be retaining within the lot which is to be sold rather than vested in Council.

Under 771(a) this is a qualifying matter to give effect to matter of national importance that decision makers are required to recognise and provide for under section 6 of the Act. The relevant matter is in s6(a) being; “(a) the preservation of the natural character of the coastal environment (including the coastal marine area),

wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.”

The streams (and required riparian yards) are indicatively mapped on Precinct Plan 1. The qualifying matter seeks to manage the adverse effects that urban development has on existing streams. The rule has the effect of preventing development in close proximity to streams and requires appropriate planting and ensure that the natural character and water quality within the streams are maintained.

This qualifying matter has no impact on the residential yield.

If Council is often the opinion that these are not qualifying matters then the applicant is comfortable to remove these controls from the Plan Change and instead rely on the standard MDRS provisions. However, we consider that this would result in a lesser planning and urban design outcome.

National Policy Statement for Freshwater Management 2020 (NPS-FM)

The NPS-FM came into force on the 3rd of September 2020 and replaced the National Policy Statement for Freshwater Management 2014. It was amended in December 2022.

Objective

- (1) *The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:*
 - (a) *first, the health and well-being of water bodies and freshwater ecosystems*
 - (b) *second, the health needs of people (such as drinking water)*
 - (c) *third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

Policies

Policy 1:

Freshwater is managed in a way that gives effect to Te Mana o te Wai.

Policy 2:

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

Policy 3:

Freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole-of-catchment basis, including the effects on receiving environments.

Policy 6:

There is no further loss of extent of natural inland wetlands, their values are protected, and their restoration is promoted.

Policy 7:

The loss of river extent and values is avoided to the extent practicable.

Policy 9:

The habitats of indigenous freshwater species are protected.

Policy 15:

Communities are enabled to provide for their social, economic, and cultural well-being in a way that is consistent with this National Policy Statement.

Assessment

The proposed plan change is consistent with the NPS - FM and in particular:

- The vision for Waimanawa reflects the importance of the upper reaches of the Mahurangi River and the plan change has been developed to ensure that Waimanawa faces, respects and protects the River.
- The NPS – FM directs regional councils to provide for the integrated management of freshwater and the use and development of land in whole catchments, including the interactions between freshwater, land and associated ecosystems. It directs regional councils to set up a planning structure which provides for this integrated management, and this is achieved in the AUP (and in particular in Chapters E1 and E3). This plan change operates within the framework of these objectives and policies. Changes put forward in this plan change relates to the activity status and therefore the process through which future resource consent applications are dealt with. Very broad matters of discretion and assessment criteria are introduced to enable adequate and appropriate control.
- The primary streams (including the upper reaches of the Mahurangi River) within the plan change area are identified for retention in the Precinct Plan. The streams themselves and the future riparian areas (either in the form of esplanade reserves, strips or riparian yards) are to be protected and, where required, enhanced. Although the riparian margins along the upper reaches of the Mahurangi River are well vegetated and riparian planting has been established elsewhere in recent years, the conversion of much of the land from pastoral farming to urban will have environmental benefits. Furthermore, overtime the riparian margins will be protected either through esplanade reserves, esplanade strips or riparian yards. The identified high-quality environments are being protected.
- Some watercourses have been identified which may require future modification or reclamation to provide for the safe and efficient urban development within Waimanawa. These works would require resource consent and any future applications would be subject to assessment under the

Precinct Plan and the Auckland wide provisions. Matters to be assessed could include ecology, base flows, management of water flow, riparian planning and in some cases off-site off-setting or compensation.

- No natural wetlands are proposed to be removed and existing natural wetlands will be preserved and can be protected through future subdivisions. A constructed wetland has been developed within Waimanawa over recent years and it is proposed that this is retained in part and incorporated into the stormwater management system. Depending on the final design of the WWLR, some modifications to this wetland will be necessary to achieve an efficient and practical alignment.
- A treatment train approach for stormwater management is proposed to ensure run-off into the upper reaches of the Mahurangi River are appropriately treated. This will ensure the water quality objectives of E1 and E2 of the AUP are achieved.
- No water use allocation is sought. Waimanawa will be serviced by a potable water supply from the existing Warkworth potable water network.
- No changes to the regional provisions of the AUP are proposed.
- Overall, it is considered that the approach taken will enable for the efficient development of a well-functioning environment while protecting and enhancing the existing freshwater network within the Waimanawa catchment.

New Zealand Coastal Policy Statement 2010 (NZCPS)

While the proposed plan change area does not have direct frontage to the coastal environment, stormwater discharges from the plan change will occur into the upper reaches of the Mahurangi River, which lead into the Mahurangi Harbour. Therefore, the provisions that relate to ecological sustaining ecosystems, indigenous biodiversity, Mana Whenua, enhancement of public walking access, protection of values of the coastal environment, (Objectives 1, 3, 4, 6 and the associated policies 1, 2, 4, 7, 11, 18, 19, 21 and 23) have some relevance to the plan change.

In particular:

- Given the location of the plan change area there will be no effect on the natural character, integrity, form, functioning and resilience of the coastal environment.
- The creation of esplanade reserves and walkways along the upper reaches of the Mahurangi River is a further step in providing for public access along the Mahurangi River down to the Mahurangi Harbour.
- The implementation of the greenway network and riparian planting will assist with the connection of existing areas of vegetation (some of which are protected as reserves or under covenants) with the upper reaches of the Mahurangi River and assist with improving indigenous biodiversity.

- The implementation of the stormwater treatment train will protect the water quality of the upper reaches of the Mahurangi Harbour and again contribute to the overall improvement of the health of the Mahurangi River. The Mahurangi River and Harbour has suffered water quality issues over time with the Mahurangi Action Plan being implemented to improve water quality. This is being undertaken through riparian planting, the planned closure of the Warkworth wastewater treatment plant and the conversion of pasture to urban or other uses along with the continued implementation of stormwater treatment methods in the Warkworth urban area.
- Future bulk earthworks for the urban development of Waimanawa will require a range of resource consents. The requirement for the implementation of appropriate sediment and erosion control plans to limit sediment discharges into the upper reaches of the Mahurangi River will be imposed.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

This NES came into effect on 1 January 2012 and provides a nationally consistent set out of planning controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed, and if necessary the land is remediated, or the contaminants contained to make the land safe for human use.

The Preliminary Site Investigation prepared by LDE for Waimanawa Valley (Appendix Seven) has confirmed that the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) apply to land within the subject site and would be triggered by any future development undertaken at the subject site. This will be addressed as part of any future resource consent applications to develop the site in the future. No areas of significant contamination which may limit or prohibit future urban development were identified.

The Detailed Site Investigation prepared by Focus Environmental Services Ltd for Waimanawa Hills (Appendix Seven) has confirmed that no areas of significant contamination which may limit or prohibit future urban development have been identified. A Site Management Plan should be prepared for any future earthworks.

National Policy Statement for Highly Productive Land 2022 (NPS-HPL)

The NPS-HPL comes into force on the 17th October 2022.

The plan change area has a mix of class 3 and 4 soils. A site-specific soil classification assessment has been undertaken and is included in Appendix 16. This assessment has identified only approximately 3.92ha of the Waimanawa Precinct as being prime soil and this equates to around 3% of the Waimanawa area.

The plan change area has been identified in the FULS as suitable for commencing urban development within the next ten years. Nevertheless, it is understood that an assessment of the plan change in terms of the objective and policies of the NPS-HPL is required.

2.1 Objective

Highly productive land is protected for use in land-based primary production, both now and for future generations.

2.2 Policies

Policy 1: Highly productive land is recognised as a resource with finite characteristics and long term values for land-based primary production.

Policy 4: The use of highly productive land for land-based primary production is prioritised and supported.

Policy 5: The urban rezoning of highly productive land is avoided, except as provided in this National Policy Statement.

Policy 7: The subdivision of highly productive land is avoided, except as provided in this National Policy Statement.

Policy 8: Highly productive land is protected from inappropriate use and development.

Assessment

The urban development of this land is not contrary to the NPS-HPL for the following reasons:

- The area has already been identified for urban development through the AUP.
- Only a very small percentage of the Waimanawa Precinct has been identified as prime soil and this is split over two areas. Given the very small area of prime soil, it could not support an independent economic land based primary production use.
- The two areas of prime soil are isolated and there is no indication that the wider area should be protected from urban development and utilised for land based primary production activities.

The Auckland Regional Policy Statement

The proposed plan change gives effect to the Auckland Regional Policy Statement (which forms part of the AUP), as required by s74(2) and s75(3) of the Act. The proposed changes introduced under Proposed Plan Change 80 are underlined.

In particular the following Auckland Regional Policy Statement objectives are relevant:

- (i) Objective B2.2.1(1A) (introduced by Proposed Plan Change 80).

“A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.”

(i) Objective B2.2.1(1):

“A quality compact urban form and well-functioning environment that enables all of the following:

- (a) a higher-quality urban environment;*
- (b) greater productivity and economic growth;*
- (c) better use of existing infrastructure and efficient provision of new infrastructure;*
- (d) improved and more effective public transport;*
- (e) greater social and cultural vitality;*
- (f) better maintenance of rural character and rural productivity; and*
- (g) reduced adverse environmental effects; and*
- (h) improves resilience to the effects of climate change.*

This plan change meets this objective by:

- providing for the planning framework to create a high quality, well-functioning diverse urban environment within this portion of Warkworth South;
- providing for an efficient use of land for urban purposes and associated economic benefits;
- providing for the efficient use of the existing SH1 when it reverts to an urban arterial upon the opening of the Ara Tūhono – Puhoi to Warkworth Motorway;
- providing for the key infrastructure required for the urban development of Warkworth South including a new water reservoir, a new wastewater pumping station(s), associated main lines and part of the WWLR;
- providing within Waimanawa social vitality through a broad range of housing choice and living environments while also contributing to the range of housing choices and living environments in Warkworth;
- retaining a compact form with the plan change area being within the area predominantly zoned as Future Urban; and
- managing adverse effects on the environment as outlined in the rest of this section 32 analysis.

(ii) Objective B2.2.1(3):

“Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.”

- The plan change area is currently predominantly zoned Future Urban and has been identified for residential use in the Warkworth Structure Plan. It is recognised that the potential development ready date is prior to the date given in the FULS but in this case the required infrastructure is being

or can now be provided at an earlier date and there are no other physical restrictions for the urban development of this part of Warkworth South.

- This proposed zoning is generally consistent with the indicative zoning given in the Warkworth Structure Plan and in particular provides for a mix of residential zones while also providing for a local centre.
- A new recreational park is proposed which will complement the Warkworth Showgrounds but provide facilities at the smaller scale required to service the immediate community and any future school.
- The Ministry of Education continues to have an interest in establishing a school within Waimanawa but at the time of preparing this report, did not have the funding in place to undertake the required site selection process then property acquisition. The plan change does not prohibit in any way the Ministry of Education establishing a school at a later date within Waimanawa.

(iii) Objective B2.2.1(4):

“Urbanisation is contained within the Rural Urban Boundary, towns, and rural and coastal towns and villages.”

- The plan change area is fully within the rural urban boundary except for a very small area on the eastern boundary. It is recognised that the zoning of the Morrisons Heritage Orchard Precinct will be Rural – Mixed Use even though the land is within the rural urban boundary. Given the existing use which the Morrison Heritage Orchard seeks to protect and enhance, the rural zoning is considered appropriate to achieve the outcomes being sought for the Precinct.
- Within the area outside the RUB, an estimated one additional residential lot will be created, although a small number of lots are likely to saddle the RUB. In addition, the new Watercare water reservoir is likely to be in this location given the elevated position of the land. Taking account of the topography of the area, existing property boundaries and the presence of the Avice Miller Reserve, it is considered that the proposed extension of the urban extent over this RUB in this location will not impact on the integrity of the RUB and the proposed re-zoned of this area remains consistent with the RPS. It is noted that the RUB normally follows cadastral boundaries. The subject land is an exception to this practice as the RUB has followed the ridgeline as opposed to the cadastral boundary adjoining the Avice Miller Reserve. The proposed zoning follows the general practice of following cadastral boundaries in this specific location.

Objective B2.2.1(5):

“The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is:

- (a) *integrated with the provision of appropriate infrastructure; and*

(b) resilient to the effects of climate change.”

- The proposed infrastructure package which will be delivered as part of the development of Waimanawa provides the necessary infrastructure. The Warkworth potable water network has recently been upgraded to provide for the growth of Warkworth. The upgraded wastewater network for Warkworth has been funded and is expected to be operational by early 2025.
- The plan change provides for that part of WWLR which goes through it.
- The plan change recognises that the existing SH1 will become an urban arterial road and the infrastructure funding package will provide for the upgrading of this section of SH1 through the plan change area and a pedestrian/cyclist connection through to the current Warkworth footpath network (which at that time is expected to be in the vicinity of the McKinney Road/SH1 intersection).
- Consideration has been given to climate change in the development of the plan change.

Objective B3.2.1(1):

“Infrastructure is resilient, efficient and effective.”

- The proposed infrastructure package will provide for the efficient and effective servicing of Waimanawa. The infrastructure being provided will need to be designed to Council standards and accepted by Council, Watercare and/or Auckland Transport. It can therefore be assumed it will be designed and constructed to an appropriate standard so that its operation is resilient.

Objective B3.2.1(4) and (5):

“(4) The functional and operational needs of infrastructure are recognised.

(5) Infrastructure planning and land use planning are integrated to service growth efficiently.”

- The location of the proposed reservoir and wastewater pumping station(s) is driven both by topography and accessibility. The proposed location of these facilities are considered to be appropriate and reflect their functional and operational requirement.
- The provision for and alignment of the WWLR has been refined to reflect local topography and to provide for a more efficient route and better urban design outcome.
- The first stage of the development of Waimanawa will include the construction of the reservoir and wastewater pumping station(s) and the first part of the WWLR (from the SH1 end). The local infrastructure network can then be developed in stages as the development of Waimanawa proceeds.

Objective B7.2.1(1):

“Areas of significant indigenous biodiversity value in terrestrial, freshwater, and coastal marine areas are protected from the adverse effects of subdivision use and development.”

- The existing bush protection covenants within the plan change area are not affected by the plan change and these areas have been incorporated into proposed Open Space areas.
- The vegetated riparian margins of the upper reaches of the Mahurangi River will be protected at the time of subdivision as esplanade reserves.
- A greenway network has been proposed which will include a mixture of open spaces and riparian yards. These will contribute to the protection and enhancement of the existing watercourses and minor wetlands.

Objective B7.3.1:

“Degraded freshwater streams are enhanced.”

“Loss of freshwater systems is minimised.”

“The adverse effects of changes in land use on freshwater are avoided, remedied or mitigated.”

The objectives are supported by a range of policies relating to integrated management of land use and freshwater systems (Policy B7.3.2(1)), and the management of freshwater generally (Policy B7.3.2(2)-(6)).

In terms of these matters:

- The Auckland-wide objectives and policies on water quality and lakes, streams, rivers and wetlands apply to the two precincts.
- Full infrastructure/services are provided in terms of water supply, stormwater and wastewater to minimise the risk of untreated or contaminated discharges into the upper reaches of the Mahurangi River. The exception to this is the land within the proposed Residential – Large Lot and Rural – Mixed Rural zones. However, the minimum lot size required in these zones ensures that adequate wastewater treatment and disposal and stormwater disposal can be undertaken on future sites.
- The stormwater catchment management plan sets out a treatment train process for stormwater to ensure that discharge of contaminants are appropriately managed and controlled.
- The assessment process for any works that impact streams is addressed in the matters of discretion and assessment criteria.
- Primary streams are identified for protection and enhancement. Over time a mix of esplanade reserves, esplanade strips and riparian yards will provide for the enhancement and protection of riparian vegetation.

- The same methods relating to the protection of the other streams as set out in the Auckland-wide provisions apply.
- The Regional Policy Statement has identified the Mahurangi Harbour as an area degraded by human activities. The transition of Waimanawa from a predominantly pastoral use to an urban use, the implementation of the stormwater treatment train and the enhancement and protection of riparian margin will improve water quality run-off into the upper reaches of the Mahurangi River. This will, in part, contribute to the overall improvement in the water quality of the Mahurangi River which flows into the Mahurangi Harbour.

8. Cultural Values Assessment

The Manuhiri Kaitiaki Charitable Trust (for Ngāti Manuhiri) was consulted at a very early stage of the preparation of the plan change. As the first step, it was confirmed that from an iwi perspective there were no known issues which would prevent the future development of this area or matters which may limit further development. The Mahurangi River is recognised as a taonga and this was recognised in the Vision for Waimanawa. The name Waimanawa itself means source or origin of water/life and Ngāti Manuhiri supported the use of this name for this area. This reflects that this valley is the source of the upper reaches of the Mahurangi River.

A Cultural Values Assessment was commissioned from the Trust to both provide guidance and to assess the proposal and this is included in Appendix Twelve. This Assessment concludes:

“The Manuhiri Kaitiaki Charitable Trust supports the proposed plan change, in principle, as long as the recommendations set out herein below are provided. This cultural values assessment indicates that the plan change has the potential to impact the Ngāti Manuhiri Settlement Trust cultural values discussed but that with proper mitigation these impacts can be avoided or limited to an acceptable level. The issue is not whether activities such as residential development and urbanisation should be discouraged, but rather a balancing act between protecting the mauri, cultural values, management of taonga natural resources, providing opportunities for Māori, the need for the natural resource and protecting our whenua for future generations.”

The Assessment provides a number of recommendations a number of which have been included in the masterplan design which forms the basis for the proposed plan change. In summary these are:

- 1 Significant areas of native vegetation have been identified and are being retained. This includes the established riparian planting along the two arms of the Mahurangi River.
- 2 A small number of natural wetlands have been identified and are being retained. Likewise, the wetland constructed by a former landowner is also to be largely retained (although some modifications to it will be required to accommodate the final design of the WWLR).
- 3 Specific consideration has been given to the development around the Avice Miller Reserve to avoid adverse effects on this Reserve while also now providing public access to it.
- 4 A greenway network through the sites is proposed, generally following the various watercourses and this will be planted up as these areas are subdivided then developed. There will be a range of mechanisms requiring the maintenance and protection of these areas in the future. Planting in these areas will use native plants.
- 5 A stormwater treatment train is proposed to ensure all stormwater from the future urban development is treated prior to discharge into the Mahurangi River. The retirement of farming from this valley, the retention and enhancement of riparian planting and the implementation of the stormwater treatment train should have a long-term positive effect on the water quality of the upper reaches of the Mahurangi River.

- 6 A walking network will be developed through the site (and in many cases following the watercourse) and a pedestrian/cycle connection through to Warkworth along SH1 is proposed.
- 7 In terms of wastewater, the development will be fully serviced and connected to the Warkworth wastewater network. For the small number of large residential and mixed rural lots, these will have on-site wastewater treatment and disposal and at the time of resource consent they will need to show that these on-site systems comply with TP58. This will require the discharge fields to be setback from any watercourse/wetland to ensure there is no discharge into these waterbodies.

A number of recommendations relate to the on-going design then development stages. In respect to these it is noted:

- 1 KA Waimanawa Limited Partnership and Stepping Towards Far Ltd are agreeable to the Trust providing the appropriate tikanga, review of plans and cultural/environmental monitoring for the project particularly at the start and during the bulk earthworks.
- 2 KA Waimanawa Limited Partnership and Stepping Towards Far Ltd are open to discussing future road and reserve names with the Trust.
- 3 KA Waimanawa Limited Partnership and Stepping Towards Far Ltd will investigate possible design features to be incorporated including signage through Waimanawa explaining the history of the wider area and the history of Ngāti Manuhiri. There is an opportunity for this history to be provided chronologically down and through the valley along the walkways.
- 4 An Accidental Discovery Protocol will be developed for the bulk earthworks stage.
- 5 Robust sediment and erosion control plans will be prepared for the bulk earthworks and will be forwarded to the Trust as part of the on-going liaison during the consenting stages. The standard kauri dieback and myrtle rust protocols will be adopted (and are likely to be conditions of consent).
- 6 A series of management plans (planting, pest management, tree protection etc) will be prepared during the design stages and forwarded to the Trust as part of the on-going liaison during the consenting stages.
- 7 A range of instruments will be used for the future protection of vegetation including esplanade reserves, reserves and covenants on titles. This will be addressed in detail at the subdivision consenting stage.

9. The Proposed Planning Framework and Plan Change

Purpose of the Plan Change

The purpose of the plan change is to rezone the land in part of the Warkworth South area through the introduction into the AUP of two new precincts:

- (i) Waimanawa; and
- (ii) Morrison Heritage Orchard.

These two precincts will enable development to proceed generally in accordance with the outcomes sought through the Warkworth Structure Plan. This development may be staged, depending on the provision of infrastructure and market demand. The use of precincts enables the Council to introduce specific controls for this part of Warkworth.

The plan change follows the standard planning approach for development of a greenfield area and for Future Urban zoned land under the AUP and incorporates existing zonings already used in the AUP.

The requested plan change is included in Appendix One.

AUP Provisions

The AUP is structured into Auckland-wide, zone and precinct provisions.

The Auckland-wide provisions apply across Auckland and are the underpinning planning framework of the AUP. These Auckland-wide provisions supersede zoning and precinct provisions. No changes to the Auckland-wide provisions apply to the plan change area are being sought.

One additional “control” is being added – the SMAF1. The addition of this control for stormwater management is consistent with the Council approach when re-zoning Future Urban zoned land for residential development. The SMAF rules in the AUP set a high but appropriate approach to stormwater management. urban development within greenfield areas.

SMAF1 requires appropriate on-site detention and retention of stormwater prior to discharging into the public stormwater network (which is to be developed as part of the urban development of this area). This will ensure an appropriate level of stormwater management is achieved both within future individual sites and the area as a whole.

The inclusion of this overlay requires that the provision of E10 Stormwater management area – Flow 1 and Flow 2 apply. This will ensure that the following objectives and policies under E10 will be achieved:

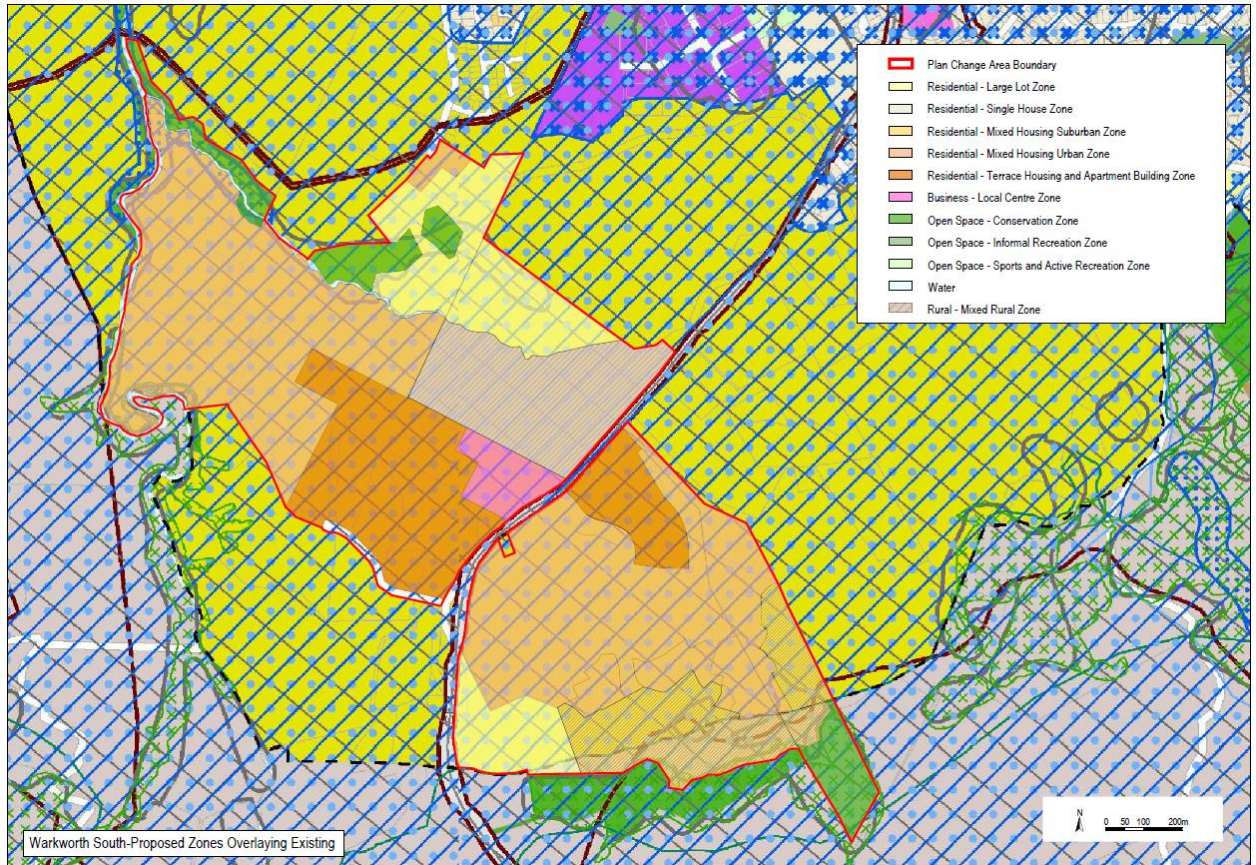
10.2. Objective

- (1) *High value rivers, streams and aquatic biodiversity in identified urbanised catchments are protected from further adverse effects of stormwater runoff associated with urban development and where possible enhanced.*

E10.3. Policies

- (1) *Manage stormwater runoff from impervious areas in Stormwater management area – Flow 1 and Flow 2 areas to minimise the adverse effects of stormwater runoff on rivers and streams to retain, and where possible enhance, stream naturalness, biodiversity, bank stability and other values.*
- (2) *Require stormwater hydrology mitigation in Stormwater management area control – Flow 1 and Flow 2 areas where there are:*
 - (a) *new impervious areas;*
 - (b) *redeveloped impervious areas; or*
 - (c) *entire sites where the area of development or redevelopment comprises more than 50 per cent of the site area.*
- (3) *Recognise that there may be limitations to the hydrology mitigation that can practicably be achieved in some circumstances, particularly in association with redevelopment, including:*
 - (a) *space limitations;*
 - (b) *requirements to provide for other utility services; and*
 - (c) *the function of roads as overland flow paths conveying stormwater runoff from surrounding land uses which the road controlling authority has limited ability to control.*

Figure Seven shows the AUP Map with the existing and proposed zones, controls and overlays for the plan change area (except for the SMAF 1 notation which applies).



- **Figure 7 AUP Map with Proposed Zones**

Two precinct plans are introduced:

- (i) Waimanawa (which is comprised of five separate precinct plans); and
- (ii) Morrison Heritage Orchard.

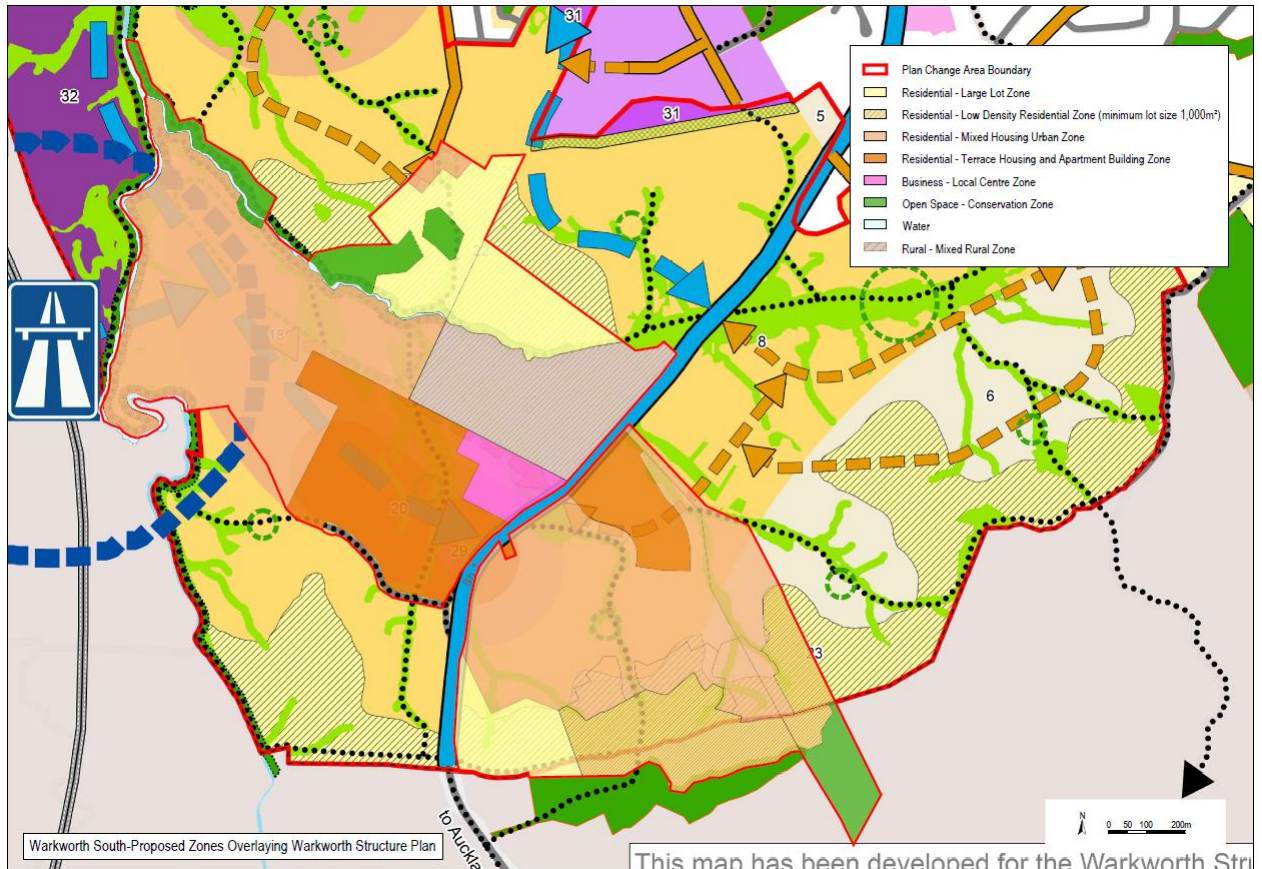
The zonings used in the precincts are those used in the AUP. The zones objectives, policies, activity status, standards, matters of discretion and assessment criteria apply unless otherwise stated in the precinct provisions. For example, the precinct provisions are exceptions or additions to the zone provisions. No changes to the existing zoning provisions in the AUP are proposed.

A very small area zoned Open Space – Conservation is being retained. This is an existing esplanade reserve.

Overview of the Plan Change

The plan change is generally aligned with the Warkworth Structure Plan. The plan change has been developed from a detailed analysis of the land (including a range of specialist studies) and the vision for the two precincts. This analysis is summarised in this report and the technical reports forming part of this request. The two precincts are further described below.

Figure Eight shows the proposed plan change superimposed over the Warkworth Structure Plan Land Use Map.



- **Figure 8 The Plan Change Superimposed Over the Warkworth Structure Plan**

The plan change reflects the Warkworth Structure Plan by providing for:

- The Morrison's Heritage Orchard through a specific precinct.
- A series of open spaces identified in the precinct plans.
- The greenway routes.
- A Business – Local Zone adjoining the current SH1 and the future WWLR.
- A range of residential zones within the Waimanawa Precinct.
- A Rural – Mixed Use zoning for much of the Morrison Heritage Orchard Precinct.
- Recognising that the current SH1 will be a future Arterial Road.
- Providing for the WWLR.

The plan change differs from the Warkworth Structure Plan by:

- Modifying the alignment of the proposed WWLR (an arterial road).

- Modifying the location of the Business – Local Centre zone to reflect the new location of the WWLR and SH1 Intersection.
- Retention of some but not all watercourses.
- The extent and boundaries of the different zones.

Waimanawa Precinct

The Waimanawa Precinct will provide for residential growth in the Warkworth South area while also providing for a range of open spaces and a local centre.

The majority of the precinct is within a shallow west-east valley with the upper eastern reaches of the Mahurangi River on the valley floor and with the current SH1 traversing north-south through the middle of the precinct. To the west of SH1, the precinct is on a generally low to gentle contoured valley with two branches of the upper Mahurangi River within the valley floor. The land gently rises towards Valerie Close to the south while the northern side of the valley rises steeply and is vegetated in areas.

To the east of SH1 the precinct sites on a low to moderate contoured catchment which rises gently then more steeply to the east where it abuts in part the Avice Miller Scenic Reserve on its eastern edge.

The topography and the watercourses provide a unique opportunity within Warkworth for a residential community within a contained valley and focused along a series of open space areas which adjoin and incorporate the watercourses. With the existing surrounding roading network, the opening of the Motorway in 2023 and the future development of the WWLR, the future urban development is well-connected to both the existing Warkworth urban area and to the wider Auckland region.

The development of this precinct will create a range of lot sizes providing for different housing typologies focused on a series of open spaces while responding to the topography of the precinct. This will result in a walkable community within a high amenity urban area with enhanced landscape and environmental outcomes.

A range of zonings apply within the Waimanawa Precinct. The zonings are:

- Business – Local Centre
- Residential – Large Lot
- Residential – Single House
- Residential – Mixed Housing Urban
- Residential – Terrace Housing and Apartment Buildings
- Open Space – Conservation

There are three key open space areas within the Waimanawa Precinct. These are:

- The Endeans Recreational Park; and
- The Waimanawa Wetland Park; and
- The Mahurangi River Esplanade Reserves (which will be formed as adjoining land is subdivided).

In addition, a series of smaller reserves are proposed through the precinct to create a greenways network. These open space areas provide a chain of connected open space areas through the reserve and are to be developed over time to provide for a range of environmental, social and accessibility outcomes.

Provision is made for a local centre designed to be a focal point for the community through providing services to the southern Warkworth community and yet be complementary to the Warkworth town centre. This local centre will be designed to be the gateway to Warkworth from the south and to reflect its location opposite the Morrison Heritage Orchard. The local centre is to be both accessible and functional for the local community.

The WWLR is to be an arterial road linking up the current SH1, the possible future Southern Interchange and Woodcocks Road. Construction of part of the WWLR to a collector road standard will be integrated with subdivision and development within the Waimanawa Precinct.

Precinct Objectives and Policies

The objectives and policies complement the existing relevant zoning objectives and policies in the AUP but provide a specific focus on the outcomes being sought within the Waimanawa Precinct. The proposed objectives and policies draw from the Warkworth Structure Plan but are also consistent with those in the new precincts being established in Warkworth. The objectives and policy framework drive the form and quality of the urban development within the Precinct and therefore focus on:

- Urban growth focuses on the open spaces (which includes the upper reaches of the Mahurangi River).
- Creating a well-functioning urban environment.
- Housing typology and diversity.
- Provision of open spaces (including esplanade reserves and riparian yards) and social infrastructure.
- The provision of a local centre.
- Creating an accessible urban area.
- Timing and the provision of infrastructure.
- Protection and enhancement of identified natural features.

- Stormwater management.
- Limiting vehicle access from individual sites to the WWLR, Collector Roads and SH1.

Zonings and Standards

A range of zones are provided for within the Waimanawa Precinct. These zonings generally reflect the intended future use of the area but the Open Space - Conservation Zone has been used in some cases to reflect the existing environment.

Each zone provides for different activities. The precinct provisions provide only a limited number of additional activities to those already provided for under the AUP. The purpose for these additional provisions is it:

- Address stormwater quality.
- Provide for the protection of the identified high value protected streams.
- Provide for the protection of identified significant areas of vegetation.
- Limits development within identified special yards.
- Provides for public walkways within riparian yards.
- Provides for development in accordance with the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.
- Provides for development controls to protect the eastern and northern escarpments.
- Provides for the use of the existing former Ransom Vineyard building for a restaurant, cafe or as an educational facility.
- Provides for the construction and use of a public transport interchange.
- Provides for the construction of a wastewater pump station(s) and potable water reservoir for Warkworth South.

The following is a description of the zonings to be used and the reasons for this. Under each zoning it is confirmed if the zone standards in the AUP apply and if additional standards are introduced in addition to or in substitution for the zone standards.

Business – Local Centre Zone

The AUP provides the following zone description of the Business – Local Centre Zone (H11.1):

This Business – Local Centre Zone applies to a large number of small centres throughout Auckland. The centres are generally located in areas of good public transport.

The zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Large-scale commercial activity requires assessment to ensure that a mix of activities within the local centre is enabled. The expansion of local centres will be appropriate if it provides greater social and economic well-being benefits for the community. Provisions typically enable buildings up to four storeys high, enabling residential use at upper floors.

New development within the zone requires assessment so that it is designed to a high standard which enhances the quality of the centre's streets and public open spaces.

The Warkworth Structure Plan envisaged a local centre being located at the corner of SH1 and the future Arterial Road from the west (now referred to as the WWLR). The plan change has located this Local Centre zone at this intersection which is now further to the north than proposed in the Warkworth Structure Plan. This has allowed for the WWLR to boarder the Morrison Heritage Orchard and the proposed open space areas and provides for a more appropriate location for the intersection in terms of traffic planning and safety.

The Local Centre Zone will cover an area of approximately 3.38ha and will provide for the establishment of a range of commercial services, food and beverage, community facilities, and small-scale offices and retail.

The area is flat and lends itself to a small-scale development. The retention of the watercourse which runs through the zone provides an opportunity for this watercourse to be incorporated into the design of the local centre and to enhance the outdoor amenity of this centre.

Locating the local centre in this location provides the opportunity for it to be part of the visual and physical gateway into Warkworth from the south. The main vehicular access into the local centre can be provided off the WWLR. Good pedestrian and cycle connections to the local centre can be achieved from all directions.

The future public transport interchange can be located on the WWLR adjacent to the local centre which will further enhance the role of the local centre. The Local Centre zoning has been applied to the proposed location of this southern public transport interchange.

The location of the local centre will also enhance its role as a social hub for Warkworth South as it is opposite the Morrison Heritage Orchard and to the east of the future recreational park.

The location of the local centre means it can be constructed at an early stage of the development of Waimanawa and construction will not be delayed by the development of intervening land.

All new buildings within this zone require resource consent.

The zone standards in the AUP apply. The following additional standards are introduced in addition to or in substitution for the zone standards:

- A 10m esplanade reserve requirement on either side of the watercourse which flows through the Local Centre Zone.

- A minimum 4m wide riparian planting along and on the southern side of the watercourse which runs between the proposed WWLR and the Morrison Heritage Orchard boundary.
- Limited access restrictions and pedestrian connections (along SH1 and the WWLR).

Residential – Large Lot

The AUP provides the following zone description of the Residential – Large Lot Zone (H1.1):

The Residential – Large Lot Zone provides for large lot residential development on the periphery of urban areas. Large lot development is managed to address one or more of the following factors:

- *it is in keeping with the area's landscape qualities; or*
- *the land is not suited to conventional residential subdivision because of the absence of reticulated services or there is limited accessibility to reticulated services; or*
- *there may be physical limitations to more intensive development such as servicing, topography, ground conditions, instability or natural hazards where more intensive development may cause or exacerbate adverse effects on the environment.*
- *To manage existing or potential adverse effects, larger than standard site sizes are required and building coverage and impervious surface areas are restricted.*

The proposed areas of Residential – Large Lot reflect the general area for this zoning shown in the Warkworth Structure Plan. This area (approximately 14ha) includes the northern escarpment and over to Mason Heights where the area is both visually sensitive and the steep topography will make any higher density residential zoning difficult, and a block in the southern part of the precinct adjacent to SH1 and the Avice Miller reserve.

This is the lowest density residential zoning. The proposed location for this zone is appropriate as it reflects the challenging steep topography, provides greater protection to the more elevated and visual areas of Waimanawa and provides an appropriate interface between more intensive zonings and areas of established vegetation. In the case of the southern block it also reflects transport access constraints.

The zone standards in the AUP apply. The following additional standards are introduced in addition to or in substitution for the zone standards:

- Landscape Protection Area Control (Northern Escarpment)

Residential – Single House

The residential Single House zone description is:

H3.1. Zone description

The purpose of the Residential – Single House Zone is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations. The particular amenity values of a neighbourhood may be based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character. To provide choice for future residents, Residential – Single House Zone zoning may also be applied in greenfield developments.

To support the purpose of the zone, multi-unit development is not anticipated, with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character.

Approximately 14.48 ha of this zoning is provided for on the eastern flank of the plan change area and adjoining the Avice Miller Reserve. This reflects in part the Structure Plan which has also identified this area as a potential landscape screening area. This zoning is considered appropriate in this location owing to the topography, the visual prominence of the eastern escarpment and the proximity of the Avice Miller Reserve. Specific landscape protection controls are proposed for parts of this Zone which require a minimum landscaped area (50%), a limitation on building height and a minimum lot size of 1000m².

The zone standards in the AUP apply. The following additional standards are introduced in addition to or in substitution for the zone standards:

- Landscape Protection Area Controls (Eastern Escarpment)
- Special Subdivision Control (Eastern Escarpment)
- Special Yard: Avice Miller Reserve
- Special Height Limits

Residential – Mixed Housing Urban

The AUP Provides the following zone description of the Residential – Mixed Housing Urban Zone (H5.1):

The Residential – Mixed Housing Urban Zone is a reasonably high-intensity zone enabling a greater intensity of development than previously provided for.

Over time, the appearance of neighbourhoods within this zone will change, with development typically up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments. This supports increasing the capacity and choice of housing within neighbourhoods as well as promoting walkable neighbourhoods, fostering a sense of community and increasing the vitality of centres.

Up to three dwellings are permitted as of right subject to compliance with the standards. This is to ensure a quality outcome for adjoining site and the neighbourhood, as well as residents within the development site.

Resource consent is required for four or more dwellings and for other specified buildings in order to:

- *achieve the planned urban built character of the zone;*
- *achieve attractive and safe streets and public open spaces;*
- *manage the effects of development on adjoining neighbouring sites, including visual amenity, privacy and access to daylight and sunlight; and*
- *achieve high quality on-site living environments.*

The resource consent requirements enable the design and layout of the development to be assessed; recognising that the need to achieve quality design is important as the scale of development increases.

The Structure Plan provides for a significant area of this zoning in the Warkworth South area and this is reflected in this precinct with the plan change providing for approximately 74.2 ha of this zoning, within both Waimanawa Valley and Waimanawa Hills.

This is a higher density zoning and has been applied to land adjacent to the Residential - Terrace Housing and Apartment Buildings zone with appropriate topography. On the western side of SH1, the more elevated areas of this zoning will have key views to the north over the valley to the northern escarpment, Morrison Heritage Orchard and in some cases beyond. The lower areas will have views over the esplanade reserves, the new parks and across to Morrison Heritage Orchard.

On the eastern side of SH1 this zoning has applied in the lower flat areas of the valley and alongside the watercourses.

In all areas, the existing topography will allow for relatively easy development of the land and easy future pedestrian and cycle accessibility.

The zone standards in the AUP apply.

Residential – Terrace Housing and Apartment Buildings

The AUP provides the following zone description of the Residential – Terrace Housing and Apartment Buildings (H6.1):

The Residential – Terrace Housing and Apartment Buildings Zone is a high-intensity zone enabling a greater intensity of development than previously provided for. This zone provides for urban residential living in the form of terrace housing and apartments. The zone is predominantly located around metropolitan, town and local centres and the public transport network to support the highest levels of intensification.

The purpose of the zone is to make efficient use of land and infrastructure, increase the capacity of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. This will promote walkable neighbourhoods and increase the vitality of centres.

The zone provides for the greatest density, height and scale of development of all the residential zones. Buildings are enabled up to five, six or seven storeys in identified Height Variation Control areas, depending on the scale of the adjoining centre, to achieve a transition in height from the centre to lower scale residential zones. This form of development will, over time, result in a change from a suburban to urban built character with a high degree of visual change.

Standards are applied to all buildings and resource consent is required for all dwellings and for other specified buildings and activities in order to:

- *achieve the planned urban built character of the zone;*
- *achieve attractive and safe streets and public open spaces;*
- *manage the effects of development on adjoining sites, including visual amenity, privacy and access to daylight and sunlight; and*
- *achieve high quality on-site living environments.*

The resource consent requirements enable the design and layout of the development to be assessed; recognising that the need to achieve a quality design is increasingly important as the scale of development increases.

This zone also provides for a range of non-residential activities so that residents have convenient access to these activities and services while maintaining the urban residential character of these areas.

The Warkworth Structure Plan indicates this zoning around the Local Centre zone and this is reflected in the plan change with approximately 25.4haha of this zoning being provided on both sides of the SH1 in the vicinity of the proposed local centre.

This zoning provides for the most intensive residential development and the Warkworth Structure Plan shows that this zoning is to be predominantly in the Warkworth South area which reflects the flatter topography in this area compared to other parts of Warkworth. The final mix of apartments and terrace housing cannot be determined at this stage and it will largely be driven by market demand. At the current time, Warkworth has a very limited amount of terrace housing and no apartments (except for a retirement complex). The market could therefore be viewed as immature in this respect and, as has been viewed in other parts of Auckland, there is likely to be a rapid transition to demand for terrace housing in Warkworth once this typology has been established and is understood by the community. The demand for apartments is unknown at the current time for Warkworth but is likely to be far less than for terrace housing.

The location of this zoning ensures that future residents have very good accessibility to the local centre (and any future public transport interchange), parks, the greenway network and also Morrison Heritage Orchard. There is also good vehicle connections onto the WWLR and SH1 which provides an efficient connection to the remainder of Warkworth and beyond.

The zone standards in the AUP apply.

Open Space – Conservation

The AUP provides the following zone description of the Open Space – Conservation Zone (H7.4.1):

The Open Space – Conservation Zone applies to open spaces with natural, ecological, landscape, and cultural and historic heritage values. These areas include volcanic cones, bush reserves, headlands, natural wetlands and coastline and play an important role in protecting and increasing the populations of threatened and endangered species. They also include some of the most pristine beaches and coastlines that provide opportunities for informal recreation.

The Open Space – Conservation Zone also applies to cemeteries that are no longer operational to recognise their cultural heritage values.

To protect the values of the zone, recreation activities and development are limited in scale and intensity. Buildings and activities provided for relate to conservation, land management, recreation, education, park management and visitor information.

Activities in the zone need to be managed to ensure Mana Whenua values are maintained, and that adverse effects on scheduled Sites and Places of Significance to Mana Whenua are avoided.

The Warkworth Structure Plan identifies areas a series of areas generally alongside watercourses as “protection areas (not for development)” and “Future esplanade reserves (20m) on subdivision”. The plan change has similarly zoned the land alongside the Mahurangi River Corridor, a number of permanent streams and areas already covenanted for bush protection as Open Space - Conservation. These areas are generically referred to as the Mahurangi River Corridor.

In accordance with the objectives and policies of this zone, the intent is for these areas to either be planted over time or, where there is existing vegetation, to protect this vegetation. Greenway routes are provided for within some of these areas.

The vesting of land for esplanade reserves or esplanade strips will occur at the time of subdivision.

The zone standards in the AUP apply.

Precinct Wide Standards

The following bespoke standards are proposed for the Waimanawa Precinct and which may cover more than one zone:

- Special Yard: Green Avenue and WWLR
- Special Yard: Avice Miller Reserve
- Special Yard: Bat Flight Corridor
- Landscape Protection Area Controls (Northern Escarpment)

- Landscape Protection Area Controls (Eastern Escarpment)
- Limited Access Restrictions, Pedestrian Connections and Cycle Facilities
- WWLR
- Wastewater and Potable Water Connections
- Stormwater Management
- Special Subdivision Control Area in the Landscape Protection Area - Eastern Escarpment
- Riparian Yards for Streams and Natural Wetlands
- New Buildings and Additions – High Contaminant Yielding Materials
- Greenways – Walking and Cycling Infrastructure
- Transportation Infrastructure
- Fences Adjoining the Front Yard or Vested Publicly Accessible Open Space

Qualifying Matters

In respect of the requirements of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 the Waimanawa includes the following qualifying matters.

- A more restrictive front yard rule for residential sites adjacent to the WWLR and Green Avenue.
- A more restrictive rear yard in part of the Residential – Mixed housing Urban Zone to provide for a Bat Flight Corridor.
- A more restrictive rear yard in part of the Residential – Single House Zone adjoining the Avicé Miller Reserve.
- A more restrictive minimum lot size in the Residential – Single House Zone.
- A more restrictive maximum height limited in the Landscape Protection Area (Eastern Escarpment).
- A more restrictive minimum landscaping requirement in the Landscape Protection Areas (Northern and Eastern Escarpments).
- Differing riparian yards and planting requirements alongside some streams.

Notification

The notification rules of the underlying zone apply in respect of applications for residential activities or for subdivision associated with an application for the construction and use of residential activities.

Any other application for resource consent will be subject to the normal tests for notification under the relevant sections of the Act.

This notification process is consistent with the approach generally taken in the AUP.

Matters of Control and Assessment Criteria

Matters of control are provided for the three controlled activities (wastewater pump stations, water reservoirs and public transport interchange). The location of these activities and where the controlled activity status apply are shown on the precinct plan.

The following matters of control are proposed:

- Provision of safe and efficient access;
- Landscaping and fencing;
- Effects on the use of open space; and
- Effects on health and safety.

The following assessment criteria are proposed to support these matters of control:

- (1) Provision of safe and efficient access:
 - (a) Whether safe and direct access can be provided to the site for access and maintenance.
 - (b) For transportation hubs, whether safe vehicle, pedestrian and cyclist access into and within the site is achieved.
- (2) Landscaping and fencing
 - (a) The extent to which the visual effects of any buildings or large extents of paving can be softened by landscaping without compromising the functional requirements of the pump station, water reservoir or transportation hub.
 - (b) The extent to which fencing can be used to minimise potential health and safety hazards.
- (3) Effects on the use of public open space
 - (a) The extent to which interference with public use and enjoyment of open space is minimised where the facility is located in public open space.
- (4) Effects on health and safety
 - (a) Whether there will be any health and safety effects and the extent to which these can be mitigated through measures such as fencing and signage.

Matters of Discretion and Assessment Criteria

The normal zone assessment criteria in the AUP apply except for the following:

- Subdivision (for restricted discretionary activities).

The following matters of discretion are proposed:

- The matters of discretion listed at E38.12.1(7).
- Landscaping within the Avice Miller Reserve Yard and the Landscape Protection Control areas.
- The provision of open space as shown on Precinct Plan 1.
- Transport including access, walking and cycling infrastructure, traffic generation and parking.
- The design and operation of any intersection with the Wider Wester Link Road and Stage Highway 1.
- Stormwater management.
- Wastewater connections.
- The extent to which greenway connections are provided.
- The extent to which riparian yards are provided adjacent to streams and natural wetlands.
- The effects on recreation and open space.
- The effects of walkways within riparian yards on ecology.

The following assessment criteria are proposed to support these matters of discretion:

- Design and layout.
- Provision for streams, natural wetlands, stormwater and walkways.
- Transport (provision of WWLR and walkway network).
- Stormwater management.
- Wastewater connections.
- Specific criteria for the local centre.
- Effects on recreation and open space

Waimanawa Precinct Plan

The Precinct Plan (which is comprised of five plans – (1) Spatial Provisions, (2) Environment, (3) Transport (4) Indicative open spaces and (5) Bat flight corridor) is introduced into the AUP to ensure the development of Waimanawa proceeds in accordance with the Precinct Plan. As outlined earlier this Precinct Plan is generally consistent with the Warkworth Structure Plan and has also been based on the initial Vision Document and the concept Masterplan for Waimanawa.

The key matters identified on the Precinct Plan are:

- The indicative alignment of the WWLR and the Collector Roads.
- Potential access points/intersections along the WWLR.
- The location of special yards.
- The identification of land subject to the Landscape Protection Controls (Northern and Eastern Escarpments).
- The indicative walkway and cycleway network. As this is indicative and the final alignments are confirmed during the detailed design process then the provision of this walkway and cycleway network is dealt with through an appropriate assessment criteria.
- The primary stream network for retention.
- The indicative location of stormwater management ponds.
- The indication location of the wastewater pump station(s), water reservoir and public transport interchange.
- Existing covenanted areas, future covenanted areas and vegetation and wetlands to be retained.
- Indicative bat flight corridor.
- Riparian enhancement areas.

Morrison Heritage Orchard Precinct

A second precinct, applying to land at the eastern edge of the plan change area, as “Morrison Heritage Orchard Precinct” is also proposed for the AUP. This enables specific controls to ensure the retention, operation, and enhancement of the existing Morrison’s Orchard, located at 1773 SH1, while also enabling

appropriate and sympathetic residential, tourist and visitor activities. This precinct is generally consistent with the adopted Warkworth Structure Plan¹.

The vision of the precinct is: *To protect the existing Morrison Orchard as a heritage rural land use, and in so doing, maintaining long-term open space values amidst an evolving urban character in the surrounding landscape. This is achieved by permitting the ongoing use of the site for both traditional orchard and other rural productive land use activities, including complementary residential, tourist and visitor activities.*

Figure Nine shows the proposed precinct areas and overall boundary. The proposed zoning for the precinct is Rural – Mixed Rural and Residential – Large Lot.

XXX.2. Objectives

- (1) Existing and future orchard and appropriate rural production activities are provided for and enabled by the Precinct.
- (2) A range of tourist, visitor activities and limited residential activities are provided for to enable heritage, social and economic opportunities based on and complementary to the established heritage orchard and rural activities.
- (3) A rural heritage character and appearance of the Morrison Heritage Orchard is maintained.

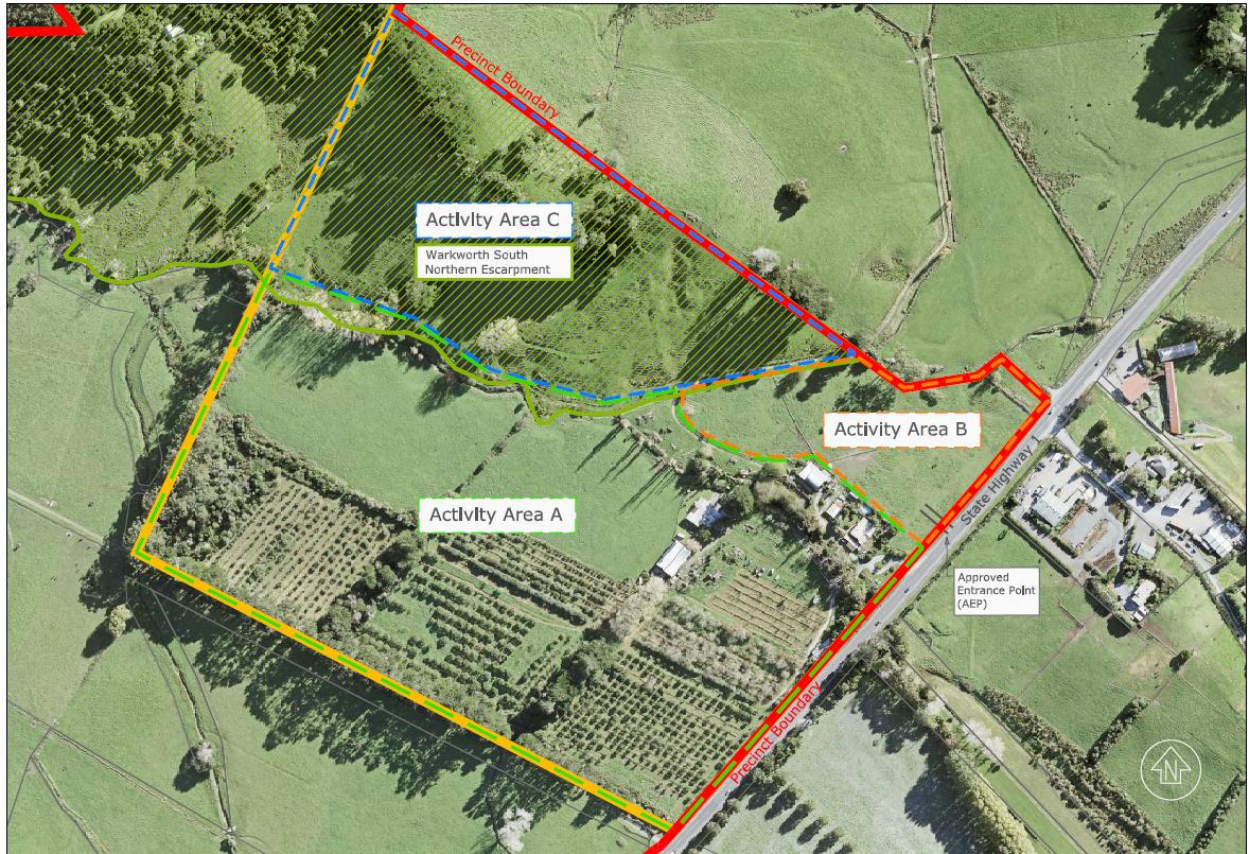
The Auckland-wide and zone objectives apply in this Precinct in addition to those specified above.

XXX.3. Policies

- (1) Provide for existing and future orchard and complementary commercial and visitor activities including outdoor rural-based activities, accommodation, weddings and functions, restaurant / café and markets.
- (2) Ensure that residential subdivision and development is enabled in defined areas and at appropriate densities that are consistent with and do not compromise the open space heritage values of the orchard or conflict with associated rural and visitor activities.
- (3) Encourage subdivision, development and land uses that maintain and protect the overall rural character and appearance of the Heritage Orchard Precinct and avoid adverse effects between it and existing and future surrounding residential and other sensitive activities.

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

¹ Pages 52 – 56 Warkworth Structure Plan; June 2019; [Warkworth Structure Plan \(aucklandcouncil.govt.nz\)](http://warkworthcouncil.govt.nz)



- **Figure 9 Morrison Heritage Orchard Precinct Plan**

11. The Regional Stormwater Network Discharge Consent

Council holds a Network Discharge Consent (“**NDC**”) that authorises the diversion and discharge of stormwater from its existing and future urban network across the Region, subject to conditions.

Condition 13 of the NDC specifies how new sections of the network that are created through greenfield development can be included within the authorisation of the NDC - i.e. not require authorisation under a separate resource consent. The key component of that process is the preparation of a Stormwater Management Plan (SMP) for the development area that is submitted to Auckland Council - Healthy Waters for approval, assessed against the requirements of the NDC and associated technical guidance documents.

It is proposed that the future stormwater discharges within the plan change area are provided for under the NDC.

A draft Stormwater Management Plan has been prepared and is included in Appendix Thirteen. It is expected that the Stormwater Management Plan would be approved by Auckland Council – Healthy Waters immediately after this plan change becomes operative. Depending on the outcomes of this plan change process, some minor changes to the draft Stormwater Management Plan may be required and an updated version would be submitted to Auckland Council – Healthy Waters at that time for their approval.

It is understood that this is the process followed for the Clayden Road Precinct (now operative) and no reasons have been identified why the use of the NDC may not be appropriate for this plan change area.

12. Assessment of Actual or Potential Effects on the Environment

The following is an assessment of the actual and potential effects from the implementation of the plan change. It is recognised that this is a high-level assessment based on the indicative masterplan, zoning map and precinct plans and the draft plan change wording.

The assessment is based on a number of specialist reports which have been prepared and are included as part of this report. A number of outcomes from these assessments have subsequently been incorporated into the plan change while in other cases specific matters have been incorporated into matters of discretion and assessment criteria.

The future subdivision bulk earthworks and certain land use activities will require resource consents and as part of those processes more detailed assessments are undertaken based on final designs.

The key outcome of this assessment at the plan change stage is that there are no environmental or cultural issues identified which would give rise to the plan change request being declined on an environmental effects basis.

Mana Whenua Values

Consultation has been undertaken by the applicant with the Manuhiri Kaitiaki Charitable Trust. As part of that consultation process, the Trust has produced a Cultural Values Assessment (“CVA”) which is included in Appendix Twelve.

There are no known identified sites of Significance or Value to Mana Whenua within the plan change area.

The CVA includes a list of recommendations and these have been addressed in Section Eight of this report.

Land Supply and Economic Matters

An Assessment of Economic Effects has been undertaken by Market Economics and is included in Appendix Ten.

This Assessment concludes:

“We have assessed the combined effects of the proposed Private Plan Change at Warkworth South. Our analysis suggests that moving the timeline of development forward from 2028-2032 to 2023–2025 would have positive impacts on residential supply and demand and tangible economic effects.

Population and households within Warkworth and surrounds have been on an upward trend over the past 20 years. In the last 10 especially, household growth has increased, consistently above the general growth rate for all of Auckland. This trend implies that Warkworth has become an increasingly desirable place to live over time. Based on Auckland Council modelling, this trend is set to continue into the future. Past household growth has proceeded organically and ad hoc in the past, without large-scale developments to

drive capacity. Enabling timely comprehensive supply such as that proposed within the PPC is of net benefit.

In terms of residential supply, the proposed development fits within the scale and location of dwellings as indicated within the Warkworth Structure Plan. The provision of 1,606 dwellings across a range of THAB, Mixed Housing Urban and Suburban, and Single House dwellings is consistent with the structure plan. Bringing the timing forward from 2028-2032 to 2023-2025 would add supply to an already in-demand market, helping to maintain affordability in the increasingly unaffordable Auckland market. It also ensures that zoning and development are maintained broadly in-line with structure plan goals.

Enabling a 3ha local centre early has benefits for the local community in terms of an increased range of goods and services, while facilitating construction of recreational parks and other community infrastructure provides valuable amenity space for a large catchment years ahead of time.”

Urban Design

As the first stage in the design of Waimanawa, a Vision Document was prepared and agreed to with the respective applicants. Initial consultation with landowners was undertaken as part of the preparation of the Vision Document. This Vision was addressed in Section Six of this report.

Subsequent to this and taking into account initial feedback from the range of specialists involved in this project a draft masterplan was prepared for Waimanawa Valley and Waimanawa Hills. These masterplans have evolved to reflect feedback from various parties and the outcomes of the specialist studies and combined into a single masterplan for Waimanawa.

An Urban Design Report for the plan change area has been prepared by Reset Urban Design and is included in Appendix Two. This incorporates an analysis of the area including site constraints and opportunities, the Vision, the design principles and strategies for the masterplan and the masterplan which is the proposed Plan Change would give effect to.

In terms of Urban Design, the plan change would provide for development consistent with the proposed masterplan and in summary would:

- Optimise opportunities for high quality urban residential development, create extensive open spaces and aid maintenance of landscape features and ecological values.
- The local centre is located immediately adjoining SH1 and the WWLR to ensure that the new centre serves a wider catchment area within Warkworth South.
- The area in close proximity to the local centre provides for the greater residential density. This is an efficient use of land that will have convenient access to local services, retail, public transport and key open spaces.
- The transition of residential density out from the local centre supports a compact urban form around the growth node in Warkworth South, whilst enabling a mix of medium-density residential uses.

- The mix of residential zones enables the ability to provide for a wide range of housing choices.
- The extent of residential development will support a functional local centre which will provide for convenience needs for the community.
- Allows for the retention of significant ecological areas, remnant bush and more localised landscape features. This includes enhancing the existing ecological corridors along the upper reaches of the Mahurangi River and its primary tributaries.
- Allows for the development of high amenity passive and active open spaces through Waimanawa.
- Creates a centre green avenue within Waimanawa Valley to connect Valerie Close with the future major park and strengthen key visual connections to the landscape of the northern hills.
- Provides for continuous, interlinked, legible and safe routes for pedestrians and cyclists to create a walkable community.
- Provides for the integration of stormwater management activities with public open spaces to enhance ecological and amenity values.

Visual and Landscape Assessment

A Visual and Landscape Assessment has been prepared by Reset Urban Design and is included in Appendix Four. This assessment concludes:

- “11.2 The Proposal introduces a significant increase in residential and commercial density, and associated road network to the site. However, this intensified development is expected on the site and surrounding sites under the Future Urban Zoning of the area as set out in the AUP (OP) and the WSP.*
- 11.3 The introduced density will contrast the existing rural density; it is key to note the existing Site has experienced significant modification through rural activities and lifestyle development that has substantially altered the quality of the natural landscape. The Proposal considers the existing site constraints and sensitivities by protecting and enhancing the SEA areas of the site, the Open Space – Conservation zones, retaining the historic Morrisons Orchard, and buffering all existing tributaries with native species. The Masterplans are designed to a high standard and ensures the development complements its surroundings through quality and retaining rural character.*
- 11.4 Generous open spaces within the Proposal are linked by a series of recreational paths that follow enhanced stream edges and incise local neighbourhood areas. The Proposal seeks to enhance open spaces and stream corridors with substantial native revegetation. The visual density of the development will be interrupted by the green connections as the tree species mature and will provide further integration into the surrounding area.*

- 11.5 *It is considered that the Proposed Plan Change is appropriate for the Site and the wider Future Urban Zone of Warkworth South. The proposal will allow for a future residential development that will introduce a new residential density to the Warkworth South area in contrast to the existing rural properties, however it has been informed and aligns with the relevant AUP (OP) and WSP zoning.*
- 11.6 *The natural catchments and the small number of roads in the area reduces the viewing audience of the site to largely intermediate and close views, there are few distant views of the site. Viewpoint photographs from distant views have not been taken as views are limited to private properties and buffered by landforms and vegetation.*
- 11.7 *Intermediate views from public locations are limited and the natural catchment of both sites reduce the viewing audience. The intermediate views will receive low visual effects from the Proposal, due to distance to site, and large trees screening the development from neighbouring properties. In the long term these viewpoints will encounter low-moderate visual effects from the Proposal as the urban fabric of the area undergoes substantial change, it is assumed the large trees will be removed to make way for similar development leaving more direct views to the development.*
- 11.8 *Streets, properties, and public spaces closest to the Site will encounter low-moderate visual effects; all close viewpoints are either on the Site's boundary or within the site. The development will create a large change to the existing rural landscape and will be viewed in the foreground of viewpoints, existing key landscape features like the vegetated northern ridge, waterways, orchard shelterbelts and the Avice Miller Scenic Reserve are preserved and enhanced and will be seen throughout the development retaining the rural character.*
- 11.9 *When considered collectively, it is concluded that even though the Private Plan Change will create a high level of change, the Site can accommodate the proposed masterplans without significantly diminishing the landscape values. The character of the landscape will be impacted by the proposed development, but it is anticipated that future development within Warkworth South will reduce the overall impact of the scale of the proposal. With a comprehensive maintenance and management programme the landscape will be maintained to a high quality.*
- 11.10 *It is considered that as the level of sensitivity of the site to visual change is generally Low-Moderate, the mitigation measures of the design applied to the development are effective at reducing impacts and the overall adverse effects of the proposal on the landscape and visual amenity are considered to be an acceptable change within the surrounding environment.*
- 11.11 *Combining both the landscape and visual effects of the development it is concluded that the overall effects will be no more than minor."*

Ecological Assessment

A Baseline Ecological Assessment of the plan change area has been undertaken by Bioreserches Limited and is included in Appendix Nine. This report concludes:

“4.1.1 Waimanawa Valley Block

Moderate value vegetation, being the kānuka forest and mixed exotic / native fragments, both meet Auckland Council’s criteria for SEAs, and should therefore be protected under the proposal.

Long-tailed bats were recorded at the south-western corner of the Endean block, using the Mahurangi River riparian margin. This river corridor appears to comprise part of a flight path for bats, and is of very high ecological significance (long-tailed bats, critically endangered) due to their presence. Bats were recorded at one location where the River bends at the southern end, and where there is a clearway (open space alongside or within riparian edge) along which bats were recorded flying. This riparian corridor is therefore of very high value. Although bats were not recorded beyond the clearway bend within the riparian corridor, the further northern extents of the Mahurangi River, along the western boundary of the Project area may also be used by bats, including outside the survey period. This is despite no activity being recorded to the north, particularly where it connects to the kanuka forest- an area that supports emergent podocarp trees.

Therefore, the following recommendations are provided to minimise potential disturbance associated with the Plan Change, to recorded low level bat activity:

- *a minimum 20 m clear way buffer (Figure 14) should be maintained alongside (adjacent to and additional to) the eastern edge of the Mahurangi River riparian vegetation, along the western boundary of the site. The clearway buffer would be maintained alongside the riparian vegetation as open space with no building structures or permanent lighting that may otherwise disturb a bat flight path. The 20 m width recognises that intermittent bat activity is present at the southern end of the site where it is associated with the Mahurangi River riparian corridor, but reduces significantly at the northern end (where no activity was recorded to the north in Kanuka forest) of the Mahurangi River where it borders the Project area.*

4.1.2 Waimanawa Hills Block (a)

The southern end has the highest ecological values where the very high value SEA encroaches onto the southern boundary. This edge supports threatened kauri trees, where kauri dieback hygiene protocols would restrict development activities within 3 x their driplines (approximately 5-6 m). Auckland Council formerly required 30 m setbacks from kauri trees where possible, and this is recommended where possible, given the very high value of the vegetation.

A series of lower value indigenous vegetation fragments that run approximately 10-50 m from, and parallel with, the SEA edge at the southern boundary of the Hao Block. These stands of mature trees represent kauri podocarp, broadleaved forest type, which is an endangered ecosystem type. These fragments are currently very degraded but have very high restoration potential. This potential could be realised through removal of stock access and enhancement planting (buffer and connectivity).

Further, protection of these fragments and maintenance of the existing open space between these fragments and Avic Miller Scenic Reserve would minimise further disturbance to kauri trees at the southern boundary as well as open space for wildlife corridors and recreation.

4.2 Freshwater Ecology

4.2.1 Waimanawa Valley, Waimanawa Hills (a) and Waimanawa Hills (b) Blocks

The current ecological values of freshwater ecosystems within the Endeian and Hao Blocks were predominantly assessed as low, and ranged from negligible to moderate. The freshwater values within each site are summarised in Table 7 and Table 17. A detailed assessment of the freshwater constraints to development are within the Freshwater Constraints Analysis (Bioreserches 2020).

The proposal should apply the effects management hierarchy under the National Policy Statement for Freshwater Management 2020 (NPS-FM), where:

- a) adverse effects on wetlands and streams are first avoided, where practicable; and*
- b) where adverse effects cannot be avoided, they are minimised where practicable; and*
- c) where adverse effects cannot be minimised, they are remedied, where practicable; and*
- d) where more than minor residual adverse effects cannot be avoided, minimised or remedied, aquatic offsetting is provided where possible; and*
- e) if aquatic offsetting of more than minor residual adverse effects is not possible, aquatic compensation is provided; and*
- f) if aquatic compensation is no appropriate, the activity itself is avoided.*

Under the National Environmental Standards for Freshwater 2020 (NES-F), earthworks within wetlands that result in drainage is prohibited, unless the earthworks are for an activity that has a status such as specified infrastructure. In regards to works within and/or near streams and wetlands, the proposal should consider the objectives and policies in the NPS-FM and AUP OP, the regulations within the NES-F and the rules within E3 and E15 of the AUP OP.

An onsite meeting was held specifically looking at the Wider Western Link Road in the Waimanawa Valley Block. The diverted, straightened and deepened Watercourse 5 (Figure 6) that is present on the boundary of Morrison Heritage Orchard was assessed for a reduction in riparian width to 4 m to accommodate the link road and associated services. A 4 m riparian width on the southern side of the linear water course would still provide shading and most ecosystem services, leaf litter, woody debris, filtration, but would require maintenance to keep it weed free. The Auckland Council guidance document for Riparian Zone Management (Technical Publication 148), recommends at 10m minimum buffer as a general guideline, but also states that narrower options being considered appropriate as indicated by site constraints or opportunities. Considering the linear nature of the stream, the constraints provided by the Wider Western Link Road and amenities, and provided appropriate native species are planted and the riparian area is maintained, a 4 m buffer between the foot path and the stream is considered appropriate at this site.”

Summary of Findings

In respect to the findings of this baseline ecology study it is noted:

- 1 The areas of moderate value vegetation identified is either protected by existing covenants, SEA overlay or an area of esplanade reserve. The remaining areas will be protected by future esplanade reserves or retained within the proposed open space or riparian areas.
- 2 A minimum 20 m clear way buffer for bat flight is provided for through a specific set-back so that the construction of dwellings and accessory buildings cannot be constructed within that area.
- 3 Development within the plan change area can be undertaken in a manner where no reclamation of natural wetlands is required and where effects on these very small areas of natural wetlands can be avoided. Within Waimanawa Hills the identified natural wetlands are adjacent to watercourses and will form part of future open space areas which run along these watercourses. Within Waimanawa Valley the only area of natural wetlands is within an area proposed to be zoned Residential – Large Lot. A minimum lot size of 4000m² will ensure there is opportunity to subdivide this land in accordance with the zoning and in a manner where a practical building platform could still be established without compromising the small areas of natural wetlands.
- 4 The Precinct Plan shows the streams which are to be retained as part of the future development. Any modification or reclamation of these watercourses would require resource consent as a non-complying activity.

Archaeological Assessment

There are no sites listed in the Council Cultural Heritage Inventory within the plan change area. A Historic Heritage Assessment Report was prepared in November 2018 by Auckland Council for the Warkworth Structure Plan process. This Assessment concludes:

“Overall, we consider that there are few constraints associated with historic heritage in relation to the development of the study area. However, we do not consider urbanisation of the Combes and Daldy lime works site to be consistent with the provisions of the AUP.

It will be difficult to avoid the loss of some heritage places including several World War II camp sites. We have identified where avoidance or mitigation measures should be considered in section 10.3 of the topic report. These include identifying the former locations of some places and providing interpretation on or off site. Other methods that could be considered include the adaptation of identified buildings for a new purpose or relocation of these buildings, preferably within the Warkworth area.

A number of archaeological sites are recorded within the WSPA and other unrecorded sites are likely to exist. These are protected under the archaeological provisions of the HNZPTA and compliance with this legislation will be required in addition to any other consents that are necessary before development can occur.”

The former Combes and Daldy lime are not within the precinct area and nor are any of the known World War II camp sites.

An Archaeological Assessment was undertaken of the plan change area by Clough and Associates and is included in Appendix Eleven. No archaeological sites were identified on the eastern side of Stage Highway One.

Within Waimanawa Valley a single archaeological site was identified and relates to a section of road connecting the Kaipara Flats to the Mahurangi created in the 1850s, with parts remaining in use to this day as farm tracks. The site is considered to have limited archaeological/historic heritage value. The Archaeological Assessment concludes that future development as a result of the proposed plan change is likely to affect the recorded archaeological site. However, any adverse effects are considered likely to be minor and can be appropriately mitigated by information recovery under the archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014.

Arboricultural Assessment

An Arboricultural Assessment of the plan change area was undertaken by Craig Webb – Consultant Arborist and is included as Appendix Fourteen.

This report identified a number of trees or groups of trees that should be retained but did not identify any trees which meet the criteria to be scheduled as notable trees in the AUP. It is noted that this report did not cover those trees already protected by the bush protection covenant on Lot 7 DP 150976.

In terms of those six clumps of trees within Waimanawa Valley identified for mandatory retention it is noted:

- 1 One area is already within an existing esplanade reserve and cannot be removed.
- 2 The other five areas are alongside the upper reaches of the Mahurangi River and will be incorporated into future esplanade reserves and therefore retained.

No further protection of these trees is therefore required in terms of the plan change rules.

Engineering and Site Servicing

Geotechnical Matters

Separate preliminary geotechnical investigations have been undertaken for Waimanawa Valley (but this report also includes a memorandum on 1768 SH1) and Waimanawa Hills and are included in Appendix Six.

In terms of Waimanawa Valley, the LDE report concludes:

“Specific consideration will be required for the points summarised within this document when developing the proposed plan change and as the project progresses to subdivision and design. Consolidation and settlement analysis should be conducted in more detail and be site specific for the different stages of the proposed plan change, with remediation methods considered to overcome potential consolidation settlement. In particular, the low-lying alluvial plains to the northwest of the proposed plan change extent.”

Based on our review of the data available and our site-specific investigations and preliminary assessment, it is considered that the proposed land within the plan change boundary west of state highway one is geotechnically suitable for residential subdivision, including light infrastructure and community centres (i.e., schools and parks). While earthworks, site contouring, retaining wall and specific analysis and development will be required, these are considered part in parcel for developments of this nature.”

The CMW Geosciences Report for Waimanawa Hills concludes:

“The majority of the northern portion of the site is anticipated to require minimal engineering input to be suitable for residential development. Geotechnical hazards associated with recent alluvium such as liquefaction and load induced settlement may require small scale remediation.

The southern portion of the site and gullies, however, is anticipated to require more extensive engineering solutions such as shear keys, in-ground walls, and subsoil drainage to remediate the geotechnical risk here.

Further subsurface investigation is required to confirm assumptions in this report and provide further recommendations around the development of the site.”

Stormwater Management

A Stormwater Management Plan has been prepared and is included in Appendix Thirteen.

A treatment train process is proposed which relies on a series of proposed stormwater management ponds before any discharge into watercourses. This provides for the necessary treatment and retention.

The indicative locations of the stormwater ponds are shown on the masterplan.

A SMAF1 overlay over the whole plan change area is proposed. These provisions have been well tested as a methodology for managing stormwater in greenfields development. The objective and policy regime and the approach of the Auckland-wide provisions significant benefit from applying the SMAF1 controls.

Earthworks

An earthworks model for the development of the plan change area (excluding Morrisons Farm the sites accessed off Mason Heights and 1684/1684A SH1) has been completed by Maven and is included in the Infrastructure Report (Appendix Five).

This report concludes:

“The information gathered to-date confirms the site suitable for residential development.

Bulk recontouring is required to enable the construction of a complying roading network and to ensure suitable building platforms can be provided. Initial design plans demonstrate finished levels of 1:8 grade, considered suitable for the density proposed. The earthworks will be supported by engineered retaining walls. Initial locations are indicated, and geotechnical input confirms these walls can be constructed.”

Potable Water Supply

A practical and economically feasible connection to the Warkworth potable water network can be undertaken through the construction of a new line from Warkworth to a new proposed reservoir (the Warkworth South Reservoir) to be located on the eastern side of Waimanawa Hills. This connection and water reservoir would be constructed as the first stage of the development of Waimanawa with both then being vested in Watercare. Watercare is in agreement with this proposal.

The majority of the plan change area would be serviced by a reticulated network from the new reservoir. The small area of Residential – Mixed Housing Urban Zone would be serviced from Masons Height. Future lots within the Residential – Large Lot and Rural – Mixed Rural zones would utilise on-site rain harvesting for their potable water supply.

The Warkworth potable water supply has been upgraded in recent years and there is no barrier to connecting to this water supply immediately.

Wastewater Disposal

A practical and economically feasible connection to the Warkworth potable water network can be undertaken through the construction of a rising main from the southern end of Warkworth to a possible new wastewater pumping station adjacent to SH1 opposite Morrisons Heritage Orchard and a second one to be located on or adjacent to the proposed Endeans Farm Recreational Park. This connection and pumping station(s) would be constructed as the first stage of the development of Waimanawa with both then being vested in Watercare. Watercare is in agreement with this proposal.

The majority of the plan change area would be serviced by a reticulated network connected to the new pumping station. The small area of Residential – Mixed Housing Urban Zone would be serviced from Masons Height. Future lots within the Residential – Large Lot zone would utilise on-site wastewater treatment and disposal.

The connection to the Warkworth wastewater network cannot be undertaken until the current upgrading of the Warkworth network is completed, which at this stage is programmed for early 2025. This aligns with the proposed timing of development and when the first houses would require wastewater connections. The plan change includes rules which prohibit the granting of s224(c) approvals for any subdivision which requires a wastewater connection until the wastewater network has been upgraded.

Provision of Power and Telecommunications

As confirmed in the Infrastructure Report (Appendix Five), Chorus and Vector Limited have confirmed that the plan change area can be serviced in terms of telecommunications and power at the time of urban development.

Land Contamination

Separate preliminary site investigations for soil contamination (“PSI”) have been prepared for the western and eastern sides of SH1 and are included in Appendix Seven. The assessments did not cover the Morrison

Orchard Precinct given that this area is to be zoned Rural – Mixed Rural, is to largely retain its current use and limited future development is proposed. Likewise, it did not cover 1684/1684A SH1 and a PSI for these sites will be required to be undertaken prior to their subdivision.

In terms of the PSI for Waimanawa Valley undertaken by LDE, this area has been identified as a potential HAIL area due to current and part horticultural and agricultural use. Accordingly, to determine the contamination status of soils at the site and to subsequently assess compliance with the NES and AUP, a full Detailed Site Investigation (“DSI”) including soil testing, may be required to support any future resource consent applications for earthworks at the time of site development. However, no areas were identified as specifically contaminated areas which may impact on the plan change being given effect to.

In terms of Waimanawa Hills the investigation by Focus Environmental Services did not identify any specifically contaminated areas.

Integrated Transportation Assessment

An Integrated Transport Assessment (“ITA”) has been prepared by TPC and is included in Appendix Eight. This Assessment concludes:

“The following conclusions can be made in respect of the proposal to rezone the subject site to residential zones plus a local centre with the balance to be zoned open spaces and rural:

- *The potential residential development and local centre for the site is feasible from a transportation perspective and has been anticipated in the future planning for Warkworth in the Warkworth Structure Plan and other strategic plans;*
- *Based on current mode shares, the 2028 peak hour trip generation of the proposal is estimated to be 1,311 motor vehicle movements, 146 walking movements, 8 cycle movements and 3 public transport movements;*
- *With appropriate traffic management on SH1, the estimated trips generated by the proposal can be accommodated on the adjacent transport network while maintaining acceptable levels of safety and performance;*
 - *The Plan Change Area will have a high level of accessibility to public transportation, walking, and cycling and the effects of private car travel from the development area will likely be reduced;*
and
 - *Any development enabled by the proposed plan change is consistent with and encourages key regional and district transport policies.*

The provision of following transport elements should be considered within the Precinct provisions to enable any future development to be designed to adequately cater for all travel modes and to mitigate the traffic impact on the wider transport network:

- a) *Creation of footpaths along both sides of the new street alignments that meet Auckland Transport standards;*
- b) *Connection of new footpaths with the existing public footpath network immediately outside the site, with new and upgraded pedestrian infrastructure along the frontages on SH1 and Valerie Close;*
 - c) *The design of any intersection with the Wider Western Link Road or SH1 will be assessed by the extent to which it is supported by a transport assessment and safety audit, demonstrating the intersection will provide a safe, efficient and effective connection to service the expected subdivision and development, including safe and convenient provision for pedestrians and cyclists;*
- d) *Regular and safe crossing opportunities on the arterial roads where pedestrian desire lines are evident;*
- e) *Separated, protected, or off-street cycle facilities on arterial and collector roads;*
- f) *A public transport interchange to be built on the WWLR near the proposed Local Centre zone to enhance the accessibility to the public transport to help accommodate the anticipated demands associated with growth in Warkworth South and other areas;*
- g) *Measures such as a lower speed limit, a speed threshold and advanced road markings and signage on SH1 to slow northbound traffic; and*
- h) *Allowance for a crossroad intersection on State Highway 1 at the Wider Western Link Road and Collector Road in the "Waimanawa Hills" area with either traffic signal or roundabout control."*

In respect to the recommendations a) to h) it is confirmed:

- The masterplan is based on the assumption that footpaths will be required along both sides of new roads and all cycle facilities will be off-street along arterial and collector roads. The masterplan includes the recommended cross-sections for the different roading types.
- Pedestrian footpaths/cycle facilities will be constructed along both sides of the existing SH1 where it abuts the Waimanawa Precinct and on the eastern side of SH1 through to Warkworth (McKinney Road intersection) (which may be signalised by that time). A pedestrian path/cycle facility will also be provided on the western side of SH1 between the WWLR/SH1 intersection and the new entrance into the Morrison Heritage Orchard.
- The masterplan has assumed pedestrian crossing infrastructure will be required at, or in the immediate vicinity of, the future SH1/WWLR intersection.
- The masterplan identifies the recommended location for the public transport interchange and this is located close to the proposed local centre. The future development of this public transport interchange (including the purchase of the required land) will be the responsibility of Auckland Transport. Auckland Transport has the legal ability to designate the site of the public transport

interchange at any stage if it is considered by Auckland Transport that this location needs to be further secured.

- The recommended lower speed limits are supported and will be the responsibility of Auckland Transport when the State Highway is transferred to Auckland Transport after the opening of the new Motorway in 2024.

Health Impact Assessment

No specific existing activities or environmental conditions have been identified which could give rise to potential adverse health impacts if the area is urbanised in accordance with the plan change.

As identified above, future applications for earthworks may need to include a Detailed Site Investigation and if contamination is identified then Site Management Plans to address soil contamination would need to be prepared. This is not uncommon across Auckland and there is no indication that any soil contamination identified will not be able to be appropriately addressed at the time of bulk earthworks.

The implementation of greenways as proposed will assist in the promotion of walking and cycling which is considered to be a positive health outcome.

Reverse Sensitivity and Potential Effects on Residential Amenity

The plan change area itself is not adjacent to any existing sensitive land uses or uses (such as certain industrial uses) where there is a risk of reverse sensitivity effects arising.

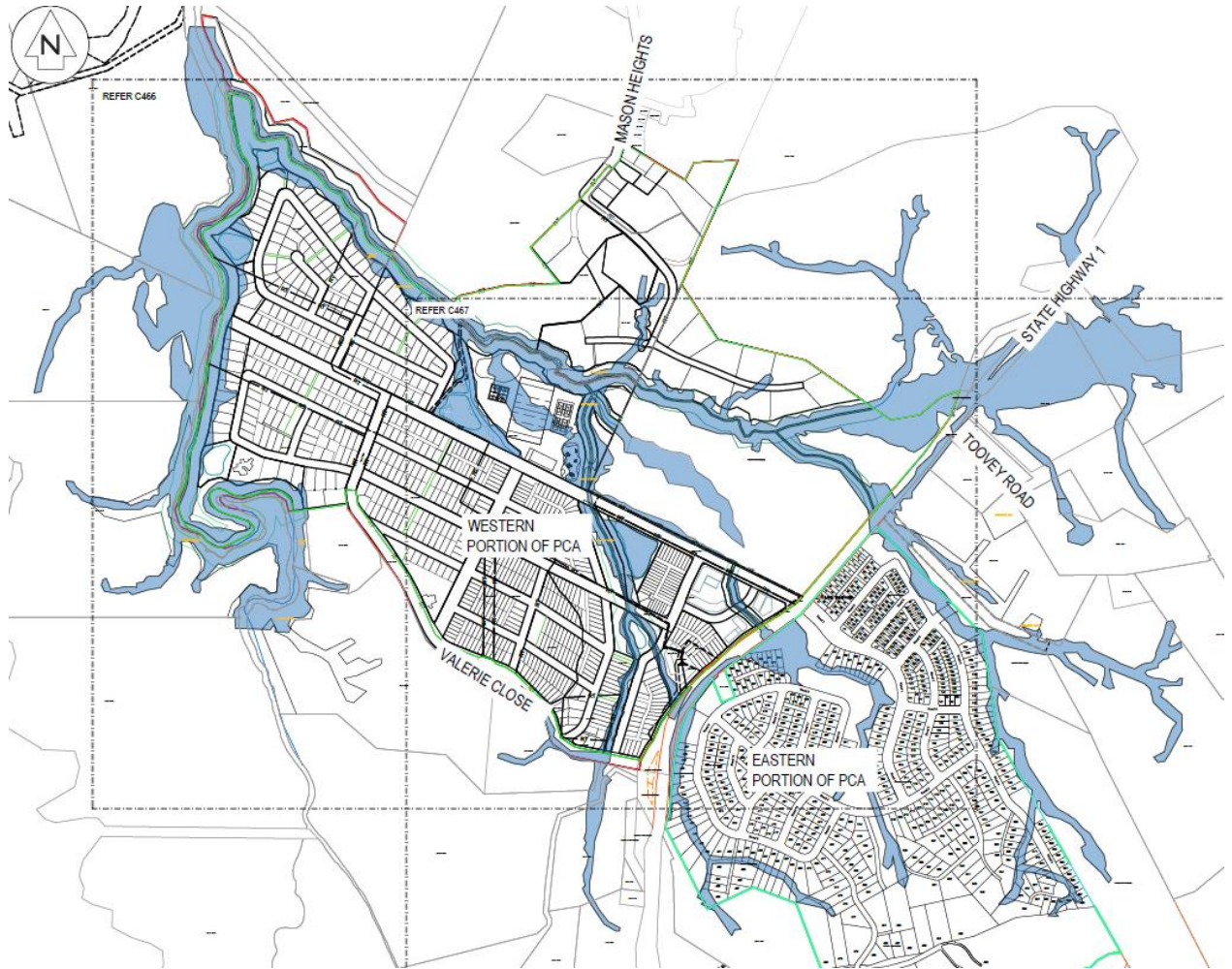
Within the plan change area it is intended that Morrisons Orchard will continue operating as an orchard. Within an orchard operation it could be expected that there will continue to be the use of sprays and noise from orchard machinery. There is a risk of reverse sensitivity effects arising if sensitive urban uses were to be established on the boundary of Morrisons Orchard.

To avoid this potential reverse sensitivity risk, the WWLR will provide a buffer along the southern edge of Morrison Heritage Orchard between new urban activities and the operating orchard. The design of the new Endeans Recreational Park on the western side of the Morrison Heritage Orchard provides the opportunity for landscaping along the boundary and given the area of the proposed park, there is ample opportunity to locate any more sensitive uses well away from the boundary.

Natural Hazards

Flood modelling for the plan change area has been undertaken by Maven and is addressed in the Stormwater Modelling Report included in Appendix Fifteen. This following plan from the Report identifies the 100 Year Flood Extent Plan (Figure Eleven). It is considered that the development of Waimanawa can proceed in a manner where flooding risks are avoided or mitigated to an appropriate level.

Specific earthworks design in the vicinity of the future active park can be undertaken to avoid flooding within that part of the park which is to be used for active recreation.



- **Figure 10: 100 Year Flood Extent Plan.**

13. Statutory Assessment

This section analyses the relevant statutory provisions that apply to private plan change requests to the AUP. This is a private plan change to modify the zoning in the AUP of an area predominantly zoned Future Urban (and therefore identified already for urban development). As part of this, the plan change proposes to introduce into the AUP two area specific precincts.

The Act sets out the statutory framework, within which resources (including land) are managed in New Zealand. Section 74 of the Act sets out the matters to be considered by a territorial authority in preparing or changing its district plan. These matters include considering the purpose of the Act under Part 2 and the evaluation of the proposal in accordance with section 32.

Section 75 then outlines the relevant matters to be considered for the preparation of a private plan change request. Section 75 of the Act, in addressing the contents of district plans, requires that a district plan must give effect to any national policy statement, any New Zealand Coastal Policy Statement, any regional policy statement and must not be inconsistent with a regional plan. Section 75 states that:

s75 Contents of district plans

(1) *A district plan must state—*

- (a) the objectives for the district; and*
- (b) the policies to implement the objectives; and*
- (c) The rules (if any) to implement the policies.*

(2) *A district plan may state—*

- (a) the significant resource management issues for the district; and*
- (b) the methods, other than rules, for implementing the policies for the district; and*
- (c) the principal reasons for adopting the policies and methods; and*
- (d) the environmental results expected from the policies and methods; and*
- (e) the procedures for monitoring the efficiency and effectiveness of the policies and methods; and*
- (f) the processes for dealing with issues that cross territorial authority boundaries; and*
- (g) the information to be included with an application for a resource consent; and*
- (h) any other information required for the purpose of the territorial authority's functions, powers, and duties under this Act.*

(3) *A district plan must give effect to—*

- (a) any national policy statement; and*
- (b) any New Zealand coastal policy statement;*

- (ba) a national planning standard; and
 - (c) any regional policy statement.
- (4) A district plan must not be inconsistent with—
- (a) a water conservation order; or
 - (b) a regional plan for any matter specified in section 30(1).
- (5) A district plan may incorporate material by reference under Part 3 of Schedule 1.

It is confirmed that:

- 1 The site is located within the territorial boundaries of Auckland Council and is therefore subject to the AUP. There are no cross-territorial boundary issues. The AUP incorporates the Auckland Regional Policy Statement and both regional and district planning matters. The plan change request gives effect to the Auckland Regional Policy Statement.
- 2 There are relevant National Policy Statements relating to urban growth capacity, freshwater management, highly productive soil and the New Zealand Coastal Policy Statement, which are given effect to by the plan change request.
- 3 There are no water conservation orders applying to the area.

Section 74(2) of the Act also requires that:

s 74 Matters to be considered by territorial authority

(2) In addition to the requirements of [section 75\(3\) and \(4\)](#), when preparing or changing a district plan, a territorial authority shall have regard to—

(a) any—

(i) proposed regional policy statement; or

(ii) proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under [Part 4](#); and

(b) any—

(i) management plans and strategies prepared under other Acts; and

(ii) [Repealed]

(iia) relevant entry on the New Zealand Heritage List/Rārangī Kōrero required by the [Heritage New Zealand Pouhere Taonga Act 2014](#); and

(iii) regulations relating to ensuring sustainability, or the conservation, management, or sustainability of fisheries resources (including regulations or bylaws relating to taiapure, mahinga mataitai, or other non-commercial Maori customary fishing); and

(iv) relevant project area and project objectives (as those terms are defined in [section 9](#) of the Urban Development Act 2020), if [section 98](#) of that Act applies,—

to the extent that their content has a bearing on resource management issues of the district; and

(c) the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities.

This private plan change request satisfies the requirements of sections 74 and 75 of the Act.

Information Requirements for a Private Plan Change Request

Clause 22 of Schedule 1 of the Act identifies the assessment requirements of a proposed plan change. Clause 22 states that:

- (1) A request made under Clause 21 shall be made to the appropriate local authority in writing and shall explain the purpose of, and reason for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with Section 32 for the proposed plan or change.
- (2) Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.

In terms of the requirements of clause 21:

- (i) The purpose and reason for the proposed plan change is set out in Section Three of this report;
- (ii) Section Fourteen of this report includes an evaluation in accordance with section 32; and
- (iii) This report and the supporting assessments which together form part of this application provide a detailed assessment of actual or potential effects that are anticipated.

Part 2 of the Act

Section 5 sets out the purpose of the Act as “... to promote the sustainable management of natural and physical resources”. Within the Act, sustainable management is defined as:

... managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

- c) *avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The proposed plan change will provide for additional urban growth (being a mix of residential, business and open spaces) in Warkworth, which has been provided for and anticipated through the current Future Urban zoning. The Warkworth Structure Plan includes the subject area while FULS also identifies urban development of this area.

The urban development which will be achieved through the plan change, and the resulting positive social, cultural, and economic effects, must also consider the effects on natural and physical resources within the subject land. An assessment of the effects of the proposed plan change is set out within the Section 32 analysis which forms part of this document (Section Fourteen).

Section 6 of the Act sets out matters of national importance and reads:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- a) *the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- b) *the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- c) *the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- d) *the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- e) *the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- f) *the protection of historic heritage from inappropriate subdivision, use, and development:*
- g) *the protection of protected customary rights:*
- h) *the management of significant risks from natural hazards.*

In respect to the subject sites, this relates to the protection of the streams and natural wetland areas located within the site boundaries, and protection of any archaeological or cultural features. These matters are addressed within the Section 32 evaluation report.

Section 7 sets out the other matters which must be considered:

- a) *kaitiakitanga:*

- aa) *the ethic of stewardship:*
- b) *the efficient use and development of natural and physical resources:*
- ba) *the efficiency of the end use of energy:*
- c) *the maintenance and enhancement of amenity values:*
- d) *intrinsic values of ecosystems:*
- e) *[Repealed]*
- f) *maintenance and enhancement of the quality of the environment:*
- g) *any finite characteristics of natural and physical resources:*
- h) *the protection of the habitat of trout and salmon:*
- i) *the effects of climate change:*
- j) *the benefits to be derived from the use and development of renewable energy*

The efficiency of the proposed land use and other matters are addressed within the Section 32 analysis.

In terms of s7(i) (climate change), this proposal proceeds from the premises that it is a good planning outcome to develop a local centre with its associated transportation hub, cycleways and walkways and develop the community around that centre. Any local centre relies on a walkable catchment. This plan change more quickly delivers this walkable catchment which will then allow for the development of the local centre and transportation hub. This means that for residents they good get access to standard local retail services and potential alternative transport connections.

The contrary view is that Warkworth is expanded from the centre out. The difficulty with this approach is that key infrastructure such as the water reservoir and the wastewater pumping stations and assets such as the local centre would be constructed well after urbanisation of the northern Warkworth South area has commenced.

This latter approach brings the risk of under development of the three-water services and places a focus on vehicular transport modes as the services of the local centre and transport hub would not be available.

It is considered that in this circumstance, developing Waimanawa first and then enabling Warkworth to grow from the McKinney Road plan change area south to join Waimanawa is the appropriate planning strategy. This delivers better infrastructure, retail servicing and transportation infrastructure outcomes.

Section 8 requires that in achieving the purpose of the Act:-

“...all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi)”.

It is proposed that Te Aranga Maori Design Principles will be incorporated in the future detailed design process. A range of recommendations have been made in the Cultural Values Assessment, a number of which have been incorporated into the master planning design process while others are relevant to the future detailed design and construction stages.

14. Section 32 Assessment

Introduction

This section 32 analysis refers to and relies on the following technical reports:

- A. Requested Plan Change;
- B. Planning Report by Osborne Hay (North) Ltd and Tattico;
- C. Urban Design and Landscape Report by Reset;
- D. Design and Masterplanning Analysis by Reset (block west of SH 1) and AStudios Architects (eastern SH 1);
- E. Ecological Assessment including streams by Bioresearches;
- F. Engineering and Infrastructure Assessment by Maven Associates;
- G. Stormwater Management Plan by Maven Associates;
- H. Geotechnical Assessment by LDE;
- I. Transport Assessment by Traffic Planning Consultants Limited;
- J. Economic Assessment by Market Economics;
- K. Archaeological Assessment by Clough and Associates;
- L. Land Contamination Reports by Focus Environmental Services Ltd; and
- M. Arborist Report by Craig Webb.

In addition, this development has relied on the cultural impact assessment provided by Ngāti Manuhiri as part of the Structure Plan feedback and as elaborated on through iwi consultation as part of this application.

Section 32 Evaluation

Legislative tests

Section 32 of the Act requires any proposed plan change to provide an assessment of the appropriateness, effectiveness, efficiency, costs, benefits and risks of the requested plan change including alternative options. Section 32 states:

“32 Requirements for preparing and publishing evaluation reports

- (1) *An evaluation report required under this Act must—*
 - (a) *examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
 - (b) *examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
 - (c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*
- (2) *An assessment under subsection (1)(b)(ii) must –*
 - (a) *Identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for –*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
 - (b) *If practicable, quantify the benefits and costs referred to in paragraph (a); and*
 - (c) *Assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*
- (3) *If the proposal (an amending proposal) will amend a standard, statement, national planning standard, regulation, plan, or change that is already proposed or that already exists (and existing proposal) the examination under subsection (1)(b) must relate to –*
 - (a) *The provisions and objectives of the amending proposal; and*
 - (b) *The objectives of the existing proposal to the extent that those objectives –*
 - (a) *Are relevant to the objectives of the amending proposal; and*
 - (ii) *Would remain if the amending proposal were to take effect.”*

This will be an amendment to an existing Unitary Plan. The provisions of section 32(3) apply.

This entire planning report and the different technical reports forming part of this application are all part of the section 32 analysis in support of this plan change request.

Objectives the Most Appropriate Way to Achieve Part 2 of the Act

Section 32(1)(a) of the Act requires an evaluation to examine the extent to which the objectives of the proposed plan change are the most appropriate way to achieve the purpose of the Act.

The inclusion of the Precinct specific objectives is the most appropriate way to meet the purpose and principles of the Act set out in Part 2 of the Act because:

The private plan change (“**PPC**”) significantly benefits from the extensive work done by Auckland Council and the Warkworth community in the development of the Warkworth Structure Plan. In many ways the Structure Plan process is about identifying what the key elements are for this part of Warkworth that will deliver social and economic wellbeing while protecting important environmental factors and respecting the key cultural elements of this part of Warkworth. The Structure Plan is intended to provide a framework for Warkworth which will facilitate

sustainable management of the land. The PPC finds the right balance between enabling development while protecting the natural and physical resources.

To that end, the proposal includes several objectives that provide for significant residential development, an integrated open space/infrastructure network, the establishment of a new local centre, and protection of the natural environment.

The purpose of the Act is reflected in the proposed objectives of the plan change (given in bold below) which:

(a) Provide for this critical growth.

(1) Provide for residential urban growth in the southern Warkworth area that enables a range of housing options and a local centre through a mix of zones.

The requirement for growth is identified in the FULS, the Regional Policy Statement provisions of the AUP, and in the Warkworth Structure Plan.

Providing for growth is a core objective of section 5 of the Act and this is reinforced in the NPS-UD. The PPC will provide for additional urban growth (being a mix of residential, business and open spaces) in Warkworth, which has been provided for and anticipated through the current Future Urban Zoning. The Warkworth Structure Plan includes the subject area while the FULS also identifies urban development of this area.

This objective ensures that the land resource is developed in a manner that achieves, and does not undermine, its potential to accommodate its share of projected growth and in particular contributes to the anticipated population for Auckland and Warkworth South specifically. Growth in this location relieves pressure for growth in other less appropriate parts of the Auckland Region (such as productive land), thereby safeguarding the needs of future generations.

(b) Reflects a broad range of residential zones.

(6) The application of residential zoning provides for a variety of housing types and sizes that respond to-

- (i) housing needs and demand; and**
- (ii) the neighbourhoods planned urban built character, including 3-6 storey buildings.**

This objective specifically provides for a broad range of residential zones ranging from Large Lot Residential through Single House, Mixed Housing Urban (“MHU”) and THAB. This spread will in turn deliver a broad range of housing typologies that respond to housing needs and demand and the neighbourhood’s planned urban built character – including 3-6 storey buildings. This will lead to improved social wellbeing for this part of Warkworth. Social wellbeing is enhanced by diverse communities. Diverse communities reflect a range of different lifestyles which rely on different housing choice. The objectives relating to this diversity will “enable people and communities to provide for their social wellbeing” as referred to in Section 5 of the Act.

This objective promotes and enables an efficient use of natural and physical resources as it will utilise land already earmarked for urban development under the AUP and FULS and enables a range of housing options to meet the shortfall in housing supply within the Auckland region, as well as promoting a local centre and associated employment opportunities to support the community.

As addressed earlier in this report, this plan change has been developed consistent with the MDRS provisions of the Resource Management Act. Under these provisions, much of the Single House zoning within the Operative AUP prior to PPC 78 has been rezoned from Single House to Mixed Housing Urban. There are a significant number of exceptions where qualifying matters under section 770 of the Act apply.

In this case, the Single House zone is reliant on qualifying matter 770(j). This provides for exclusion from the standard MDRS provisions where there are other relevant matters that make higher density inappropriate. In this case significant natural landscapes. The ridgeline along the Warkworth South area and its relationship to the Avis Miller Conservation Reserve warrant particular planning controls. This ridgeline is viewed as on the skyline, i.e. there is no larger backdrop of significant ecological areas as is characteristic of northern Warkworth. It is the gateway to Warkworth from the south. It adjoins land identified for conservation purposes. For these reasons, the Residential - Single House zone is applied with particular provisions relating to density and yards.

- (c) Creates a diverse zoning mix.

(1) Provide for residential urban growth in the southern Warkworth area that enables a range of housing options and a local centre through a mix of zones.

Section 5 of the Act identifies the purpose of the Act as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in such a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life-supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment. The PPC proposes a mix of zoning across the land to create a balanced and diverse community that is consistent with section 5. The PPC will enable the efficient use and development of natural and physical resources through the facilitation of medium to higher density residential development combined with a local centre within the PPC land. The provision of a local centre will enable commercial activities that will serve the local community and also provide for the social, cultural and economic wellbeing of Warkworth. Local employment opportunities will arise at the future local centre and Morrison Heritage Orchard and there are good transportation links to the main business areas in Warkworth.

Section 7 of the Act identifies a number of “other matters” relating to the management, use, development, and protection of natural and physical resources to be given particular regard by the Council. This includes the efficient use and development of natural and physical resources. The increased proportion of surrounding THAB zoned land will ensure the use of land is efficient. This is supported by the proposed collector road

network within the site and envisaged public transport, pedestrian and cycle connections. A public transport interchange is proposed to the immediate west of the new local centre and adjacent to the WWLR. More intensive development is also enabled in close proximity to public transport networks which supports efficiency.

This objective also relates to section 7 of the Act as it promotes the maintenance and enhancement of amenity values. Open spaces are a key amenity for local areas. The PPC proposes a high proportion of quality open spaces which provide for a range of passive and active recreational activities to meet the needs of the future Warkworth South community. With the provision of the future open spaces, a local centre and Morrison Heritage Orchard, residents' day to day social and recreational requirements will be provided for within the PPC area.

Overall, the PPC proposes a diverse zoning mix which is reflective of Part 2 of the Act. In particular, it ensures the efficient use and development of the area and provides for the maintenance and enhancement of the environment and amenity values through the careful application of zoning.

- (d) Stimulates open space focussed urban growth.

(3) The Warkworth South Precinct is subdivided and developed in a manner that achieves a series of active and passive open spaces and linkages within the southern Warkworth area.

This objective specifically identifies the potential for active and passive recreation within the precinct specifically along the upper reaches of the Mahurangi River. Zoning is applied to materialise these opportunities and stimulate urban growth centred around the provision of open spaces which enhance the overall amenity and liveability of the precinct. This objective is reflective of sections 5 and 7 of the Act.

The proposed objective seeks to ensure a high-quality network of open space throughout the plan change area, recognising its importance in contributing to a liveable and healthy community. It also contributes towards achieving the purpose of the Act by providing for the social, economic and cultural wellbeing of the future community and to meet the foreseeable needs of future generations. Section 7(c) of the Act is also relevant, as the provision of open space will enhance the amenity values of an area.

- (e) Protects the rural and coastal hinterland against future urban expansion through series of landscape protection controls.

(4) Apply urban zoning efficiently to protect against future urban expansion into Warkworth's valued rural and coastal hinterland.

Section 6 of the Act sets out a number of matters of national importance which need to be recognised and provided for in achieving the purpose of the Act. There are several matters of relevance to this PPC. These include the preservation of the natural character of the rural and coastal environment, streams and wetland areas; the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna;

and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga; and the management of significant risks from natural hazards. This objective ensures urban zoning will be applied in a manner that enables protection of Warkworth's rural and coastal hinterland against future urban expansion.

This plan change identifies and protects the key streams and wetlands including the various tributaries of the upper reaches of the Mahurangi River. It gives a more enhanced protection than the existing Auckland-wide provisions.

The provisions provide for open space adjoining the Avice Millar Reserve and sets a special yard against the reserve to create an appropriate interface.

Key risks associated with the flood plain are protected from development.

There are no waahi tapu on the site as identified by Ngāti Manuhiri. In terms of the cultural aspects around stormwater management, stream protection and revegetation, all these matters are addressed within the plan change or embodied within the Auckland-wide provisions.

- (c) Places limitations on development where appropriate to enhance the rural-urban interface.

(5) *Enable the enhancement of the character of the rural-urban interface through limitations on housing density, building location, maximum height, and enhanced landscaping.*

This objective specifically provides for the maintenance and enhancement of the quality of the environment (section 7 of the Act) by placing limitations on housing density, building location, minimum yard requirements, maximum height and enhanced landscaping. This objective also supports the provision of high density zonings (THAB and MHU) as a means of providing opportunities for intensification in proximity to the proposed local centre.

- (d) Creates a safe and integrated movement network.

(2) *The Warkworth South Precinct is subdivided and developed in a manner that achieves an accessible urban area with efficient, safe and integrated vehicle, walking and cycle connections internally and to the wider Warkworth urban area while providing for and supporting the safety and efficiency of the current and future national and local roading network.*

This objective specifically identifies key vehicle, pedestrian and cycling connections necessary to ensure an integrated movement network across the precinct that is safe and efficient. Vehicle access is limited from individual sites to the WWLR and SH1. The WWLR is provided for in accordance with the Warkworth Structure Plan although in a different location which is more sympathetic to the environment and efficient from a transportation movement perspective. This is one of the key future arterial routes in Warkworth and may

provide a future connection to the motorway network. The conversion of the current SH1 to an urban arterial will also improve the transportation link to the current Warkworth urban area.

The plan change also futureproofs the northern collector road link in the Waimanawa Hills portion of the precinct. This enables a connection parallel to SH1 at a future date for development as other portions of the Warkworth South area are rezoned.

- (e) Provides for a local centre.

(7) Enable the development of a local centre which is designed to reflect its location opposite the Morrison Heritage Orchard, at the southern gateway to Warkworth and adjoining a watercourse.

Employment opportunities and public amenities provided by the local centre zoning will enable the social and economic wellbeing of people and the developing community to be realised (section 5 of the Act). Critically this provides for the local shopping and immediate service needs for the Waimanawa community. It reduces the need for trips to the Warkworth town centre for basic needs but is set at a level which is subservient to and does not displace the primacy of the Warkworth town centre.

- (f) Ensures coordination of subdivision and development with delivery of infrastructure.

(8) Subdivision and development is coordinated with the delivery of infrastructure (including transportation, stormwater, potable water, wastewater and future education infrastructure) and services required to provide for development within the precinct and future community requirements

This objective is the most appropriate way to achieve the purpose of the Act as it enables subdivision, use and development while ensuring the necessary infrastructure is provided to mitigate any adverse effects of the development of the precinct, including cumulative effects, on the wider transport network as the area is developed.

The application of this objective within the precinct and the proposed zoning approach recognises the importance of ensuring that development occurs in an integrated way that will sustainably manage both development and the environment. They also recognise the importance of a high quality urban environment with an emphasis on the public realm.

This objective promotes the safety and wellbeing of people by ensuring that adequate infrastructure to service the development is provided. Effects of hazards and climate change will be taken into account in the design of infrastructure devices.

- (g) Ensures protection and enhancement of the natural environment.

(9) Subdivision and development within the precinct provides for the protection and enhancement of identified landscape features, the protection and enhancement of the ecological values of streams, natural wetlands and areas of indigenous vegetation and the retention of a bat flight corridor.

Section 5(2) of the Act defines sustainable management to include safeguarding the life-supporting capacity of air, water, soil and ecosystems. Section 7 of the Act requires particular regard to be given to the intrinsic values of ecosystems, and the maintenance and enhancement of the quality of the environment. Section 6 of the Act relates to the protection of natural and physical resources. The PPC provides for the protection and enhancement of stream and wetland areas located within the site boundaries, and protection of any archaeological or cultural features.

This objective specifically recognises the wetlands and streams within the PPC area and leads to mapping of these features with appropriate protection enhancement rules proposed within the precinct plan. The existing bush protection covenants within the PPC area are not affected by the PPC and these areas have been incorporated into proposed Open Space areas.

The provision of an objective (in association with the proposed policies, standards and rules) specific to the land and the issue at hand is the most appropriate way of ensuring their protection and enhancement; being specifically identified in the precinct and therefore required to be taken into account at the very early stages of subdivision or development planning of the land.

Stream enhancement and protection will be provided for in conjunction with land uses and development of the precinct.

This objective recognises and provides for section 6 matters such as the preservation of the natural character of the coastal environment, the maintenance and enhancement of public access to and along rivers, and the protection from inappropriate subdivision, use and development.

(h) Provides for esplanade reserves and riparian yards.

(9) Subdivision and development within the precinct provides for the protection and enhancement of identified landscape features, the protection and enhancement of the ecological values of streams, natural wetlands and areas of indigenous vegetation and the retention of a bat flight corridor.

The objective ensures subdivision and development provides for esplanade reserves and riparian yard where required. This reflects section 6 of the Act.

The vegetated riparian margins of the upper reaches of the Mahurangi River will be protected at the time of subdivision as esplanade reserves.

A green network has been proposed which will include a mix of open spaces and riparian yards. These will contribute to the protection and enhancement of the existing watercourses and minor wetlands.

- (i) Creates a well-functioning urban environment.

All the objectives taken together contributes towards achieving the purpose of the Act by providing for the social, economic and cultural wellbeing of the future community and to meet the foreseeable needs of future generations, as referred in Section 5.

These objectives are those additional to the underlying objectives of the relevant zones and Auckland-wide provisions which also apply. Those objectives have been well tested under section 32 as part of their inclusion within the AUP. That analysis is not repeated here but it is still relevant to this plan change.

Provisions Most Appropriate Way to Meet the Objectives

Section 32(1)(b) requires this analysis to “examine whether the provisions in the proposal are the most appropriate way to achieve the objectives” and then sets out the matters that must be addressed in this analysis. This is elaborated on by section 32(2) and (3).

The following sections set out the analysis undertaken. The first step is to examine the policies followed by the examination of rules and assessment criteria.

Interrelated policies, rules and assessment criteria are assessed as a group. The following paragraphs set out this analysis.

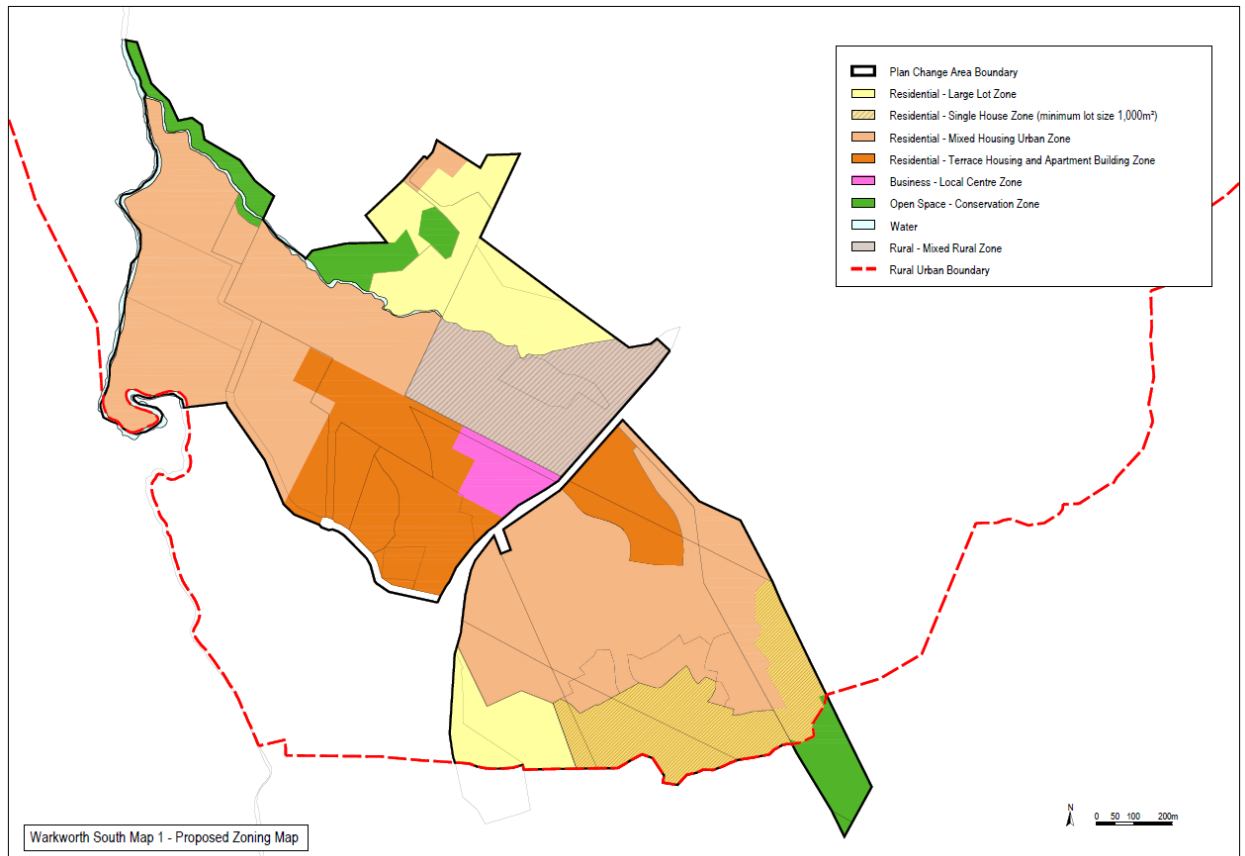
In this case, there is sufficient information about the subject matter of the provisions to determine the range and nature of environmental effects of the options set out above. For this reason, an assessment of the risk of acting or not acting is not required.

Providing for Growth Including Zoning

- (a) **Proposed amendment**

The Plan Change uses standard residential zones, with one exception as listed below. In terms of the policies and provisions of those zones, the analysis relies on the section 32 assessment of the Council, including the recent section 32 analysis on the MDRS in PPC 78. This report addresses the specific provisions of this plan change.

The zoning pattern is shown in the diagram below.



The key points to note are:

- This proposal generally utilises the standard zonings of the Unitary Plan within the subject land. No new zones are introduced, although there is a different density control on part of the land subject to the Residential - Single House zone (RSH)..
- The RSH is applied to land along much of the eastern ridge on the Waimanawa Hills area. This is in accordance with the qualifying matter which exempts land from the MDRS provision under certain circumstances. Here landscape amenity matters are key, together with the collocation of this land alongside the Avis Miller Reserve and the conservation purposes for that reserve land.
- The intensification with THAB zoning around the local centre is employed.
- The Mixed Housing Urban zone, being the default zoning under the Resource Management (Enabling Housing & Other Matters) Amendment Act 2021, and its application as publicly notified in PPC78 by Auckland Council, is used extensively. This ensures that the plan change is consistent with the requirements of the MDRS.
- Lower density housing is applied on Waimanawa Hills in the upper parts of the ridgeline. Here a Residential - Single House zoning is applied but with a particularly restrictive density of 1:1,000m² net site area.
- Large Lot Residential is retained on the unserviced lots heading towards Masons Heights in the north-western part of the precinct.
- Large Lot Residential is applied at the south western part of the site where access constraints from SH1 and topography limit roading connections to service higher densities.

- The Morrison Heritage Orchard Precinct is predominantly zoned Rural Mixed Rural to preserve its existing use and underlying functions while allowing for very limited residential development. Part is zoned Residential – Large Lot where very limited subdivision is proposed and achievable.
- The precincts then rely on the underlying zone provisions to promote and manage the appropriate level of growth across the Plan Change area.

On the eastern periphery, certain density controls are introduced. These are for landscape reasons and are addressed elsewhere in this report. Specifically, a Special Subdivision Control Area in the Landscape Protection Area- Eastern Escarpment control is imposed through the Plan Change Request. This control requires new sites in the “Eastern Escarpment Area” on Precinct Plan 1 to comply with a minimum net site area size of 1,000m², with the purpose of creating larger site sizes.

(b) **Provisions most appropriate way to achieve the objectives**

The Council’s growth strategy has been long established through the Auckland Plan, Regional Policy Statement components of the AUP, the FULS, and the Warkworth Structure Plan. This section 32 analysis has taken full account of those strategies.

Cumulatively they demonstrate that the zoning pattern set out in this private plan change request is the most appropriate way to achieve the wider regional and precinct objectives of managing and providing for growth in Warkworth.

The key components are:

- (i) The growth strategy relies on the combination of urban intensification, appropriate greenfields development, and expansion of satellite towns. Warkworth is an identified satellite town.
- (ii) The FULS identifies Warkworth South as a future growth area for release by 2028 and prior to 2032. This plan change area is clearly shown as a growth area to be ready for development by 2028. This plan change gives effect to that strategy. The private plan change will deliver occupiable homes some 2 -3 years prior to the FULS target. However, the plan change provides the infrastructure necessary for growth and will ensure the plan change area is designed to provide necessary services for growth.
- (iii) The AUP’s objectives are focused on growth adjacent to good transport facilities with an emphasis on public transport, around or in good proximity to town centres, and adjacent to major public open space. A key prerequisite is adequate infrastructure.

The WWLR (a future arterial) has been aligned to reflect topography, to retain it within land currently under the control of the KA Waimanawa Limited Partnership, for safety reasons, and to provide a buffer between future urban development and Morrisons Heritage Orchard. As a result of the alignment of the WWLR, the

Local Centre has shifted to the north and remains adjacent to the intersection of the WWLR within the Local Centre. The public transport interchange is proposed to be to the immediate west of the Local Centre and adjacent to the WWLR.

Warkworth is now serviced by public transport, linking from Warkworth central down north to Wellsford, to the coastal towns to the east and south to Silverdale (with connections from Silverdale to the North Shore and the Auckland CBD). What this development will do is help build the critical population mass that will help justify a permanent public transport interchange and more extensive and regular local bus services.

For the reasons outlined in the effects section of this report, Warkworth South meets all these criteria. The provisions of this plan change are therefore the most appropriate way to achieve these objectives.

- (iv) The entire requested precinct area is currently zoned “Future Urban” except for a small area of “Open Space – Conservation Zone” on Lot 3 DP 344489 (which reflects that this lot is an esplanade reserve vested in Council) and is located in the north western part of the Plan Change area and a small area of Rural – Rural Production zoned land on the eastern edge. The “Future Urban” zoning heralds and fully contemplates rezoning to urban uses. This plan change gives effect to the policy and the intention that such rezoning would follow a structure plan exercise.
- (v) The Structure Plan itself has been through a technical review and public consultative process over the right way to provide for growth within Warkworth. The subject land is identified as a core growth node. The Structure Plan identifies the key growth zones of Terrace Housing and Apartment Buildings, Mixed Housing Urban and Mixed Housing Suburban.

This private plan change generally follows the zonings identified in the Structure Plan. However, it should be noted that:

- The Mixed Housing Suburban zone is no longer deployed within the AUP as a result of PPC 78.
- The Single House zone.
- The THAB and MHU zones are used extensively. These largely align with land in the Structure Plan which was zoned either THAB, Mixed Housing Suburban or Single House. However, there are some changes.
- Large Lot Residential applies in two localised part of the precinct reflecting servicing or access constraints.

These changes are brought about for two reasons. The first relates to the MDRS and how this is reflected in PPC 78. It is obviously critical that a consistency is preserved. The second factor is the need to ensure land efficiency. It is only through the effective and efficient use of identified land for growth that the pressure will be reduced for rural expansion in Warkworth. An under-utilisation of development potential on urban

land means that there is less population housed within the identified growth areas. That only places future pressure to rezone further rural land to future urban and subsequently urban activity.

This private plan change package is the most appropriate way to achieve the objectives of providing for growth balanced against other objectives of addressing landscape and other environmental factors. The large lot zoning of the structure plan in some locations is proposed to be zoned Residential Single House but with a reduced density of 1:1,000m².

- (vi) The variety in the zoning pattern with different housing typologies enabled, will create a range of different lifestyle choices which will help promote a diverse community.

(c) **Options considered**

The Warkworth Draft Structure Plan promoted a different indicative set of zonings with a lower intensity level.

Stepping Towards Far Limited and KA-Waimanawa Partnership spent some considerable time analysing the options for providing for growth within Warkworth.

The zoning pattern proposed in the plan change is the most appropriate option for achieving the regional objectives on managing Auckland's growth. Where there are particular site specific issues that need to be addressed, such as the eastern side of the plan change area where there are identified landscape features, ridges and steep grades and high value streams, then these are best addressed through Precinct controls rather than arbitrarily going for a medium intensity zoning.

Options considered:

- **Current Plan Change (chosen).** This proposal sees the applicant funding the necessary co-ordinated infrastructure to service the plan change area, resulting in cost expenditure savings for the Council, whilst still achieving the same Structure Plan objectives in terms of the funding and co-ordinated delivery of infrastructure to service future growth.
- **Strict alignment to structure plan.** The difficulty with strict adherence to the Structure Plan is that this can result in an inefficient use of land. The Structure Plan predates MDRS provisions of the Act. Among other things MDRS targets more land use efficiency. The Structure Plan is a very helpful guide, but no longer a definitive statement for how urban growth and development should occur across Warkworth South. Notwithstanding that, the Plan Change does follow principles of the Structure Plan including the Local Centre, higher density Terrace Housing and Apartment Building Zone and Mixed Housing Urban zoned land is adjacent, areas of the plan change that have hills and larger grades where the higher value streams and open space areas have been identified have lower density residential zones (Residential Single House and Large Lot).
- **Fewer range of zones, focused on lower density development.** This option runs counter to legislation and the Amendment Act as referenced above, this puts more pressure onto urban expansion into rural areas in Warkworth because existing urban land is not efficiently used.

- **More extensive medium density zoning.** The MDRS provisions as applied in Auckland through PPC 78 is a substantial upzoning of the existing metropolitan area to provide for greater growth through urban consolidation planning outcomes. Consideration was given in this plan change through the section 32 analysis to an even more extensive use of Mixed Housing Urban zoning. The obvious candidate here was the RSH zone and rezoning this to Mixed Housing Urban. In the final analysis, this was not pursued. This plan change at the geographic periphery of the area, particularly on the upper eastern ridge, is also about protecting key landscape and environmental matters. This is a significant eastern ridgeline and its juxtaposition with the conservation land of the Avis Miller Reserve. For that reason, and in balancing land efficiency versus the protection of key landscape and conservation features, a progressive zoning between Mixed Housing Urban to RSH with particular density and yard controls has been finally adopted.
- **Plan change for only the two principle landowners' properties being Stepping Towards Far Limited and KA-Waimanawa Limited Partnership (KA-W).** It would have been possible to advance this as three separate plan changes (Stepping Towards Far, KA-W, and Morrison Orchard land). However, this would have lost the opportunity for an integrated development across this large Warkworth South block. It would have run the risk of an uncoordinated approach to infrastructure, particularly roading and water/wastewater. It would have reduced land efficiency or resulted in a development which failed to protect the core landscape and ecological values of the area. Rather, this development proceeded in terms of the vision and strategic landscape assessment set out in the report by Reset and, from that, supported by other technical planning, ecological, economic, transport and other factors drove the zoning pattern.
- **Deferred zoning.** One option is to simply await the Council rezoning of this land.

The Council has made it clear that looking across its portfolio and the range of Future Urban zoned land, it has significant financial constraints which have detrimentally impacted its Future Urban Land Supply Strategy.

This means financial constraints are deferring the rollout of urban zoned and development ready land.

The MDRS provisions will create a greater opportunity for urban consolidation which will assist in tempering growth demand. However, the Warkworth South development is still targeted within the early stages of the 30 year growth horizon. This land is being pulled forward only two years. There remains demand for housing. If there is not, it is also, to an extent, self-regulating because development will only proceed if there is the ability to sell sections.

In this particular case, the primary reason why the Council is not in a position to advance Warkworth South to its current published programme is the funding of infrastructure. This development has applicants who are funded and able to provide all infrastructure for the development. In key areas, particularly land corridor preservation and inground utilities, the plan change futureproofs the growth for the remaining parts of Warkworth South. In a circumstance where:

- The land is identified for urban growth;

- The primary constraint to advancement of the land is infrastructure costs as a public cost.
- The applicants are able and willing to fund the infrastructure; and
- The plan change is largely consistent with the Structure Plan taking on board the MDRS and PPC 78 provisions as they would likely apply to Future Urban land.

then there is no planning reason why a deferred zoning approach is warranted.

The key reasons why the zonings under the plan change are most appropriate way to deliver the growth objective are:

- (i) The Future Urban Zone is a recognised holding zone until the area has been structure planned and ready for development. This has now occurred.
- (ii) Medium and higher intensity residential use around public transport corridors and key open space areas reduces the pressure on further peripheral growth into the rural area. By contrast, a protracted use of low-density zonings only puts further pressure on greenfields expansion.
- (iii) Key community factors such as public transport and the social and community services that make up quality neighbourhoods rely on a concentration of people to make them economically sustainable. It is much easier to create a bus network servicing a high and medium density area, than it is to service it over a low density area. A high density area will better provide the economic sustainability for dairies, cafes, preschools, etc than will a sparse low density area.

(d) **Efficiency and effectiveness**

The provision of the Residential – Terrace Housing and Apartment Building zoning allows for more intensive residential development close to the future public transport interchange and local centre. It is recognised that owing to topographical and visual sensitivity constraints, certain areas have been proposed to be zoned less intensive Residential – Large Lot, but overall, the plan change provides for a compact urban form.

Higher and medium density development significantly improves the efficiency and therefore effectiveness of the provision of infrastructure. It is problematic and costly to service infrastructure, particularly roading, wastewater, potable water, community facilities, public transport, and schools in sparse low density areas.

There is better land efficiency from high density development rather than a low density scenario which inevitably results in sprawl and has a marked impact in terms of rural production land.

The proposed Plan Change has been carefully considered so as to seek the right balance between zoning that provides efficiency and enables optimal urban growth and yet ensures protection of key areas that across the site including streams and open space through the adoption of zones with lower density around ridges and steeper grades across the plan change area. On this basis, the applicants' have achieved efficiency and effectiveness. This is further strengthened through the joint landowners' commitment to

delivery and finance the co-ordinated infrastructure required to service the plan change area and Warkworth South.

The option of strict alignment to the Structure Plan was not progressed. Firstly, that would have been contrary to the MDRS provisions. The Council is unable to accept a private plan change request that is inconsistent with the MDRS.

There is also benefit in ensuring the maximum efficiency of rezoned land for the long-term benefits this brings to reducing the pressure on further expansion of the RUB.

Similarly, a focus on fewer zones and more lower density zones would fail to have met the requirements of the MDRS provisions. The same comments as above apply.

More extensive use of Medium Density Residential zoning could have been applied to the upper reaches of Waimanawa Hills and Waimanawa Valley. However, medium density three storey housing along this ridgeline would have changed the landscape character of the Waimanawa Precinct and would not achieve the planning outcomes that the qualifying matters under section 77O of the Act seek to protect.

A plan change confined to the 'two principles' land only would fail to take account of the more comprehensive masterplanning opportunity this proposal presents. This would have led to inferior planning outcomes. This would have impacted both transport, ecology and urban design outcomes as integration across a broader land holding would be lost. This option was also rejected.

The deferred zoning objective was rejected for the reasons outlined above, namely that the only justification for deferment was the cost associated with infrastructure. In this case, those costs are covered by the plan change proponents. There is therefore no need or justification for a deferred zoning approach.

(e) **Effects**

Strategic effects

The Warkworth South area, including the area subject to this plan change, is a core part of the Council's growth strategy. This strategy is outlined within its future urban land release strategy as summarised elsewhere in this planning report, and in the Warkworth Structure Plan.

The Warkworth South area is identified within the 2028-2032 land release which the Council is proposing for Warkworth. Clearly this area is a strategic part of meeting the Council's required growth targets.

There are recent discussions about the Council's financial constraints and the suggestion the Council may need to revisit some of the Future Urban Land Strategy, particularly in the outer years of the FULS programme.

This proposal is fundamentally different from many other greenfield areas because the applicants bring together a consortium which is resourced to fund all infrastructure. The primary reason why the Council has had to reconsider the land release programme of future urban zoning (financial constraints on infrastructure), is largely not applicable in Waimanawa because of the ability to fund and provide all necessary infrastructure.

There is a significant investment in public infrastructure necessary to support urban growth in this area. Given community cost, important this is efficiently used. That includes upgrades to the wastewater infrastructure and potable water supply. It also impacts the stormwater management system.

The significant investment in public infrastructure (roads, transport, wastewater, potable water), this area being a key feature of the Council's growth strategy and being part of Auckland meeting its requirements under the National Policy Statement on Urban Development; make this a strategic growth area for Auckland- one that needs to be rezoned in the short term to meet Council growth targets.

This plan change delivers on that strategic objective.

It will enable this land to be rezoned largely in accordance with the approved Warkworth Structure Plan, and to be rezoned concurrent with the completion of the key infrastructure works, particularly roading and wastewater.

This plan change will deliver strategic benefits to the broader Auckland growth strategy and in particular to Warkworth. The strategic effects of this plan change are significantly beneficial.

Residential effects

The proposed plan change request will deliver 203ha of land currently zoned Future Urban and obviously targeted for release for urban development by 2028 and prior to 2032.

This zoning package is largely consistent with the Warkworth Structure Plan. Where there are differences this is in the low density zones, not the high density zones, and these differences reflect the new legislative requirements that have been introduced since the structure planning process.

The scale and form of development envisaged within the Structure Plan will be delivered by this plan change.

The total estimated yield is approximately 1600 lots and apartment units.

Equally critical is the variety of zoning across the plan change area. This in turn will drive a range of different typologies which will offer a range of different lifestyle choices and price points.

This flexibility and range is seen as an important element in creating diversity in the Warkworth South community.

The residential effects of this development are significantly beneficial, particularly when considered concurrently with the strategic benefits where this land is identified as being important in Auckland's growth strategy and among the first blocks of land targeted for rezoning and release.

Urban design effects

Reset Urban Design and AStudios has undertaken a significant masterplan analysis of the northern sector of Auckland, Warkworth generally and Warkworth South specifically in developing this masterplan.

Reset Urban Design has undertaken the urban design review ('Masterplan Report') of the proposal as it progressed. Those reviews then led to a number of design changes through the evolution of the masterplan.

The key design principles for the proposed plan change include:

- (a) Preserve and enhance the existing ecosystem and natural landscape features
- (b) Create a healthy and sustainable community for people of all ages.
- (c) Promote efficient use of land
- (d) Create quality interlinked public realms accessible to all residents
- (e) Provide for a legible pattern of roads, local streets, lanes and walking and cycling routes.
- (f) Celebrate the unique identity of Warkworth South and create a sense of place.

In addition to the design principles, the Masterplan Report also references a number of Design Strategies to assist in establishing 'a welcoming residential community with good connections and quality amenity spaces'. The design strategies are outlined below as follows:

- Strategy 1: Maintain and enhance the existing streams, forests and wetlands
- Strategy 2: Connect to the larger arterial network
- Strategy 3: Fit a sympathetic urban form onto the site
- Strategy 4: Provide generous open spaces and infrastructure as the focus for the development.
- Strategy 5: Provide a local centre as a key destination for wider area in Warkworth South
- Strategy 6: Maintain and enhance the landscape, historical and cultural values
- Strategy 7: Provide for a dynamic mix of activities, densities and housing options

(f) **Benefit and cost**

The benefits of this plan change are that:

- (i) It gives effect to the Auckland Plan, FULS, AUP (including the Regional Policy Statement) and Warkworth Structure Plan for the reasons set out earlier in this section.

- (ii) It provides for the efficient use of land leading to reduced future pressure on rural land from urban development.
- (iii) It gives enough critical mass to support future public transport and the desirable community services which a neighbourhood benefits from.
- (iv) It targets growth in the area where the community has already committed significant public investment, including major upgrading of the potable water and wastewater networks. It enables the community to realise the benefits from this investment.
- (v) The variety in the zoning pattern will create a range of different lifestyle choices which will help promote a diverse community. Having a mix of employment, residential, open space and other services means residents have easy access to these different types of land uses.
- (vi) Placing an emphasis on the public realm improves the wellbeing of communities.
- (vii) The lower density in the southern area delivers the environmental outcomes and achieves the appropriate balance for growth and landscape amenity.

The costs are:

- (i) The loss of some rural production land in favour of growth and development into urban residential and business uses. This can be justified as this land has been identified as Future Urban Zone for some time. It has also been identified for growth through the FULS. This is a planned loss.
- (ii) Loss of rural amenity from rezoning for residential purposes and future development.
- (iii) Displacement of existing communities over time, as rural environments are replaced by urban development.
- (iv) Potential loss of environmental values if development is not managed properly in terms of protecting those values.
- (v) Costs associated with provision of infrastructure to service the area. Development across the Plan Change area will need to cover the cost of the co-ordinated infrastructure to service it. Much of the core trunk infrastructure is identified for expenditure anyway.
- (vi) A very small area of the subject land is Class 3 soils as identified on the New Zealand Land Classification records. The land, however, is not subject to the National Policy Statement on Highly Productive Land because it is not land zoned Rural Production or Rural. It is Future Urban zoned land and therefore exempt.

The plan change sets out to manage costs where applicable. This can be achieved through the provision of infrastructure and a 'treatment train' approach to stormwater. In terms of the change of function of this land from rural to urban, the costs associated with this repurposed future for this land were effectively determined when the land was zoned Future Urban, i.e. the land for some time has been earmarked for an urban future rather than a rural future.

The costs and benefits of the different options were also assessed. This is summarised below:

- (i) Strict alignment to the Structure Plan

The benefits of this scenario is that it has been through an approved public consultation process. It would promote changes which have been publicly tested.

The cost of this is that it leads to a reduced land efficiency because it does not maximise the land for housing. It would also run counter to the MDRS. As such, it would never succeed through the statutory process. This is a significantly high cost for significant expenditure of a plan change that was outside the framework of the Act.

(ii) Fewer zones focused on the lower density

There are few benefits from this option. There is a potential benefit from fewer houses and therefore a less requirement for infrastructure. However, the cost per house would actually increase because of inefficiency matters, although gross cost would be slightly lower.

The costs are significant and disproportionately high compared to the benefits.

- Low density housing in Warkworth South is a significant inefficient use of land which in the final analysis will increase pressure for further urban expansion in the rural area.
- Housing affordability would be compromised. Although overall infrastructure costs would be down, these costs would be spread across fewer homes which only increases the per dwelling contribution to infrastructure costs. These costs are obviously passed on to the resident and would negatively impact housing affordability.
- The low density housing would run counter to the MDRS provisions and ultimately the plan change would fail as it would be inconsistent with the Act.
- The two localised areas where particular constraints of access or servicing support a lower zoning, are zoned Residential - Large Lot.

(iii) More extensive medium density zoning

The benefits are:

- Greater land efficiency.
- Higher efficiency of infrastructure use leading to a marginal improvement in housing affordability as the infrastructure costs could be spread across more homes.

The costs would revolve around:

- Pushing medium density housing onto the ridgelines compromising the character of these areas.
- Compromising some of the open space and spaciousness areas.

- The neighbourhood amenity would therefore be compromised as density was disproportionately favoured in terms of an imbalance between environmental, landscape, amenity and housing density objectives.

(iv) Plan change for the 'two principle' landowners only

The benefits of this are:

- The landowners can commit to all associated urban development costs.
- The level of information about these properties is more advanced than the peripheral land. Therefore the planning issues are clearly understood.

The costs are:

- A lack of comprehensive planning and cohesion across the Warkworth South area.
- It leaves an inefficient provision of infrastructure. The land is almost not big enough to fund the level of infrastructure required. Alternatively, infrastructure only sized for the landowners to be put in place would lose the opportunity of futureproofing the Warkworth South development area. Eventually this would have a significant cost of infrastructural rework and duplication.

(v) Deferred zoning

The benefits of deferred zoning are:

- Development timeframes could more closely align with the current stated Council programme.
- One sub-option is the matter is deferred long-term until such time as the Council is ready to promote a public plan change. Some would see benefit in a public versus private plan change.

The costs of this option are:

- There would not be provision for housing and retail facilities into Warkworth South.
- The necessary infrastructure upgrades would be further deferred.
- If promoted as a public plan change, then the infrastructure costs would fall to public agencies as opposed to the private sector providing the necessary infrastructure into Warkworth South.
- Certainty as to future zoning would remain in abeyance with a level of uncertainty.

(g) **Risk**

The key risks are:

- (i) The impact of urban growth on the environment, particularly the streams leading into the Mahurangi River. This will require successful mitigation of the effects of urban development, which the proposed objectives and policies seek to achieve.
- (ii) Delay in core infrastructure. The core infrastructure (potable water supply and wastewater treatment) which Waimanawa will utilise is already developed or committed. The Warkworth potable water supply has been upgraded already while work is now being undertaken with the new wastewater line to Snells Beach and the upgrading of the Snell's Beach wastewater treatment plant that will service Warkworth. If there is a risk, it only relates to the timing the new Snells Beach wastewater treatment solution which at this stage is timed to be operational by early 2025. This is a resource consent issue rather than a plan change issue, i.e. subdivision consents would only proceed if the required servicing infrastructure is guaranteed.

(h) **Reasons for proposal**

This plan change and the growth it will secure through the adoption of urban zones are advanced on the basis that:

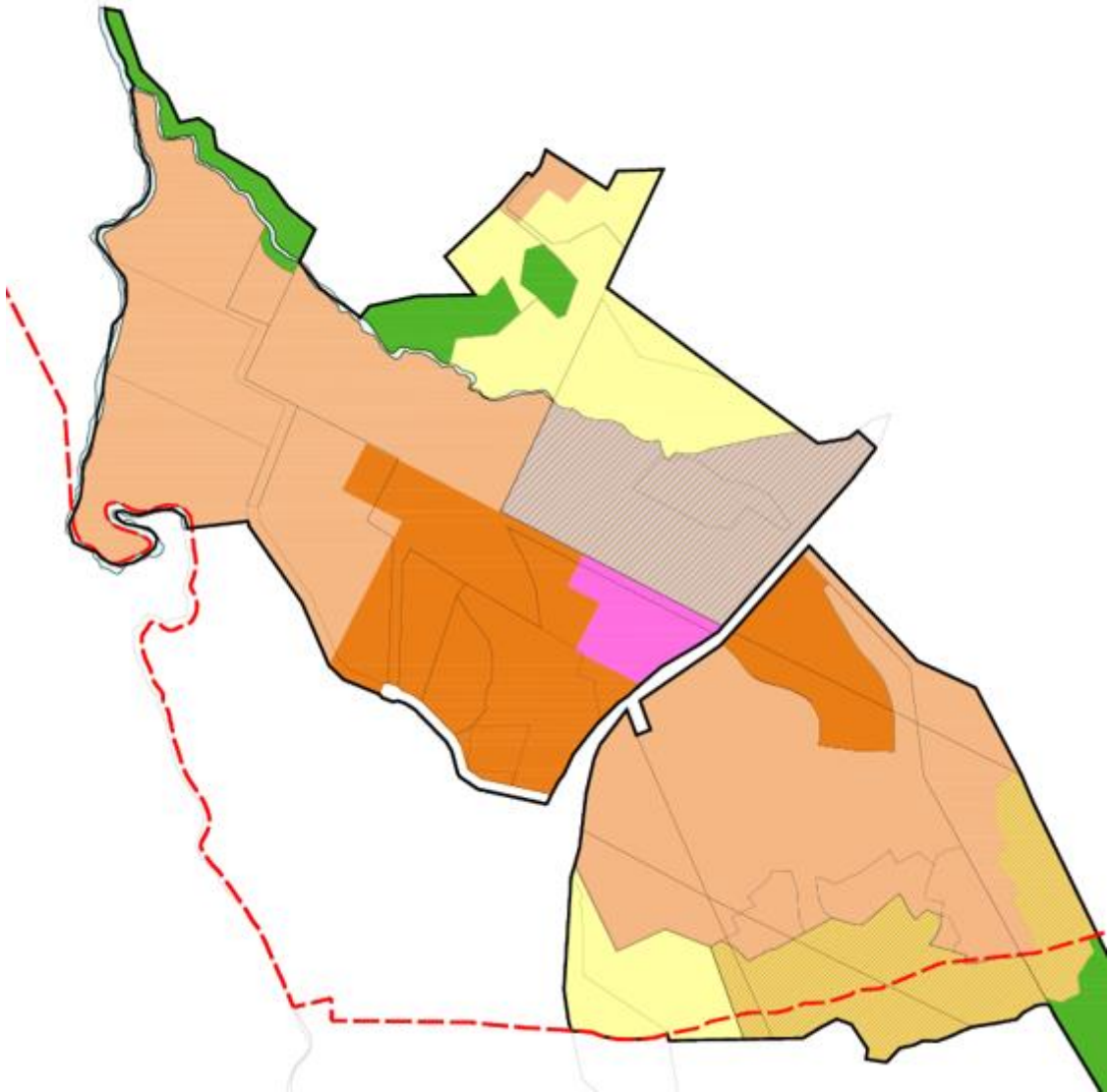
- It is consistent with, and a key part of delivering, the Council's core strategy documents including the Warkworth Structure Plan.
- The land is identified in the FULS for development in the current planning period with housing on stream between 2028 and 2032.
- The land is eminently suitable for urban development as identified through the Future Urban zoning process, the Structure Plan, and this plan change analysis.
- The zoning pattern and level of growth is consistent with the Structure Plan and provides the appropriate balance between achieving good environmental outcomes, efficient use of infrastructure, creating critical mass to support key community facilities and public transport, and providing for growth.
- The variety in the zoning pattern will create a range of different lifestyle choices which will help promote a diverse community.

Rural Urban Boundary (RUB)

(a) **Proposed amendment**

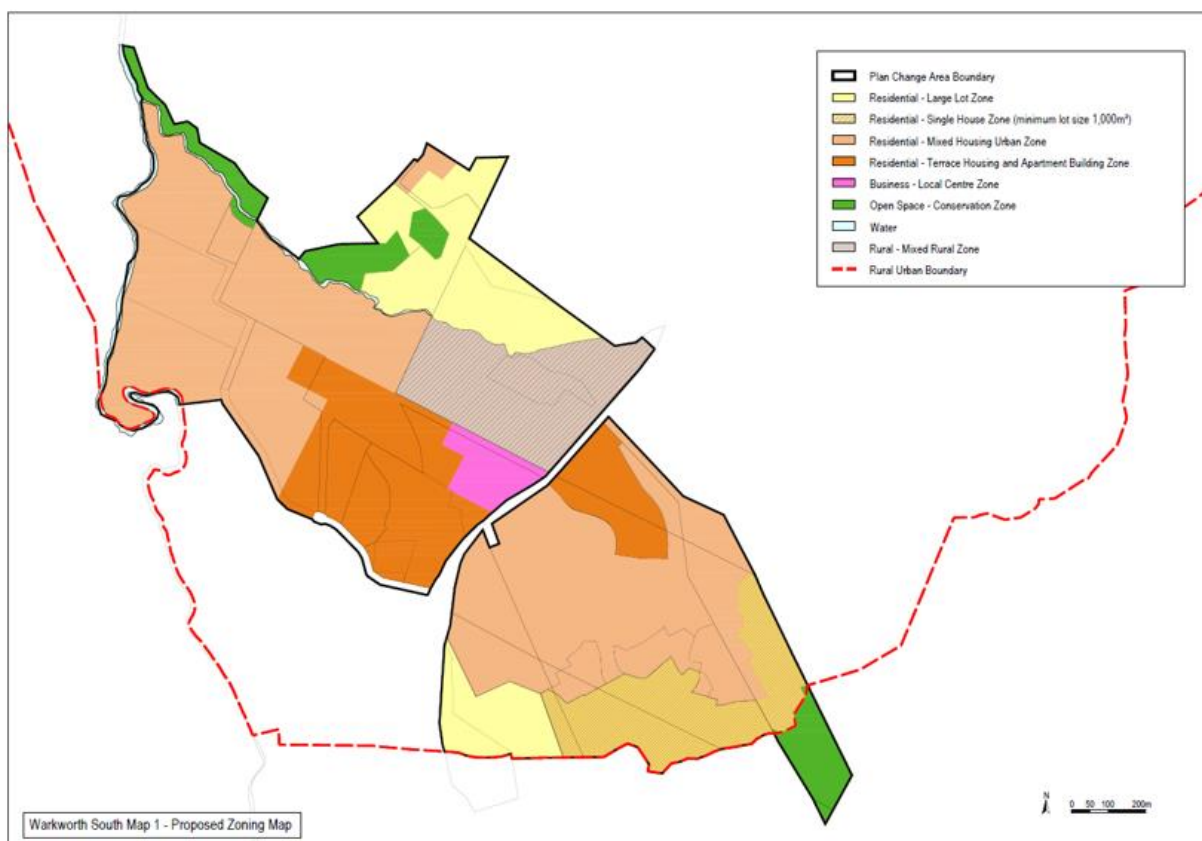
The proposal relocates the RUB in the southern portion of the precinct. The diagram below shows the existing location of the RUB. The RUB is the red dashed line on the plan. The land north of the dashed line is within the RUB. The land south is outside the RUB. This is a relatively small area of land proposed to be zoned single House but with a restricted density of 1 dwelling per 1,000m²

Existing RUB boundary



The proposed RUB location is shown on the diagram below. Essentially this impacts the southern boundary of the precinct. It will include all the residentially zoned land within the RUB. It essentially aligns to title boundaries

Proposed RUB boundary



(b) Provisions most appropriate way to achieve the objective

The technique of a RUB is a regionally important method to set the urban boundary for Auckland. It is appropriate that the RUB is used. It is the well proven existing method applied in the Unitary Plan.

(c) Options considered

There are essentially two options:

- (a) to retain the RUB in the existing alignment; or

(b) to move the RUB in the southern area, to align with the property boundary (proposed alignment).

(d) **Efficiency and effectiveness**

Option (a) of leaving the RUB in its current location, is a less effective method. It loses the strict application of all residential zoning within the RUB. It results in residential zoning both north and south of the RUB location, albeit that part outside of the RUB is of a relatively low density.

The land between the current RUB boundary and the property boundary is appropriate for low density residential zoning for the reasons set out in the existing s32 report.

A key infrastructure for Warkworth South is the potable water reservoir. This is located outside the RUB but within the precinct boundary. It is logical this is recorded within the urban area.

It is logical that the RUB follows either cadastral boundaries or appropriate topographical feature. The current RUB boundary follows neither. It does not follow cadastral boundaries at all. In topographical features, it follows in part a ridgeline but then drops down three quarters of the way up the slope with no logical topographical feature.

Option (b) overcomes these deficiencies. The new proposed boundary follows the cadastral boundary, which is also the topographical feature of a major public native bush reserve. It is a logical boundary.

(e) **Benefit, cost and effects**

The benefit of option (a) is it preserves the current alignment.

The cost of option (a) is a theoretical small loss of potential rural land as it is now included within the urban area. However, this rezoning is already promoted through the plan change. The reality is that this is such a small sliver of rural land that it is not economic feasible for rural production. This loss of rural land will have negligible effect. By contrast, the benefit of a logical boundary far outweighs the cost.

The benefit of option (b) is it creates a logical boundary for the RUB. It aligns with the topography of the land, and the cadastral title boundaries.

The cost of option (b) is for the community needing to understand the consequence of a change in the RUB. There is also the minimal transactional cost in promoting this part of the plan change.

(f) **Effects**

The effects of option (a) is a slight increase in the urban area and a corresponding slight decrease in the rural area.

By contrast, the beneficial effects are that the RUB then follows a good logical boundary based on property boundaries and topography.

Option (a) gives a sensible logical urban boundary.

(g) Risk

There is minimal risk from this proposal. There is no ecological effect as the bush is protected and the new bush area within the plan change remains outside the RUB.

The land is not an economical use for rural activity, so there is no risk to economic demise or rural production.

The other technical assessments demonstrate there is no geotechnical or other ecological or landscape risk to this proposal.

(h) Reason for proposal

The RUB is moved to this location recognising this is the appropriate and logical alignment for the RUB. It aligns to cadastral boundaries and topographical features.

Precinct Provisions

(a) Proposed amendment

This plan change introduces a special precinct to this portion of Warkworth. It identifies a series of site specific controls including special provisions relating to:

- Identified intersections to be provided on to SH1 and other transport matters.
- The alignment and protection of the WWLR
- A special yard along the Avice Miller Reserve.
- A limitation on density on the northern and eastern escarpments
- Areas to be protected for landscape purposes.
- Stream and wetland protection.
- Creating a public transport interchange.
- Future proofing key infrastructure including water, stormwater and wastewater.

The specific provisions and the section 32 analysis relating to these provisions is addressed in the following paragraphs. This aspect of section 32 is simply an analysis of whether a special precinct for this area of land is appropriate having taken into account the tests of section 32.

(b) Provisions most appropriate way to achieve the objective

The proposed precinct introduces a number of site-specific provisions that are unique to this area of land within Warkworth. The method in the AUP to manage area specific controls is the Precinct Plan.

The controls reflect the approach identified through the Warkworth Structure Plan.

They act as a package. It gives an integrated and appropriate planning and environmental outcome for Warkworth that cannot be guaranteed if reliance was simply placed on resource consents under the underlying zoning and Auckland wide provisions.

Consequently, the conclusion of this section 32 analysis is that creating a precinct to deal in an integrated way with these area specific provisions is the most appropriate way to achieve the objectives of the AUP.

(c) Options considered

There are essentially two options. The first is to create a precinct. The second is to rely on the underlying zoning and Auckland wide provisions.

The broader section 32 analysis by Auckland Council for the AUP supports and identifies the range of core zonings and Unitary Plan provisions. These are relied on for a number of elements within the Waimanawa Precinct. However, there are a number of key areas that are unique to Warkworth South / Waimanawa that warrant particular regulatory oversight. These include:

- protecting the WWLR route;
- creating a public transport interchange for Warkworth South;
- protecting the northern road on the eastern side of SH1 to connect to the rest of Warkworth South;
- protecting ridgelines and managing density on ridgelines;
- provision for core infrastructure to service the whole of Warkworth South, particularly water and wastewater; and
- particular ecological protection of streams, wetlands and bush areas adjacent to the Avice Millar Reserve.

These matters can be specifically addressed and protected through a precinct approach to planning for this area.

The second option of 'no precinct' relies on individual resource consents to address these matters. While some could be addressed through a resource consent, a far more holistic planning approach is to address them comprehensively through a Precinct Plan. This enables protection of an integrated approach across the entire Waimanawa area, and is not subject to a series of independent resource consents which may not deliver the integrated nature of these key planning provisions.

(d) **Efficiency and effectiveness**

A precinct provision is an effective and efficient way to deal with area based controls. It is a well tested technique used extensively in the AUP. It is the preferred method of the Council to deal with new comprehensive greenfields developments (including for Warkworth) and means any targeted issues/effects can be effectively managed where the general provisions would not address them.

The alternate of not having a precinct detracts from the efficiency of the provisions. It relies on more matters being sorted out through the resource consent stage. It also does not enable the sophistication to deal with issues such as the density on the ridgeline. These protracted processes definitely work against the efficiency of the development of this land.

(e) **Benefit, cost and effects**

The benefits of a precinct are:

- (i) It identifies and delivers area specific planning outcomes for Warkworth South.
- (ii) It places a particular emphasis on land which will shortly be released for urban development.
- (iii) It better gives effect to the Warkworth Structure Plan than simply relying on the general provisions.
- (iv) It introduces a higher level of control into the plan appropriate to this particular location.

The benefits of simply relying on the underlying zoning and Auckland-wide provisions is that:

- These provisions are well known and tested.
- It offers a more simple regulatory process.

The costs of a new precinct are the costs associated with the community engagement in bringing down special precinct provisions. To an extent, this is already triggered by the rezoning plan change.

The costs of simply relying on the underlying zoning and Auckland wide rules is:

- The lack of sophistication in the provisions. Area specific matters are reduced to generic assessment criteria under the general provisions.
- It fails to give full effect to the key outcomes identified in the Warkworth Structure Plan.
- It leads to uncertainty in the future as to the form and nature of appropriate development.
- If matters are not resolved upfront through the precinct process, it relies more heavily on the resource consent process. This introduces uncertainty and cost to property owners when they are developing their own sites. This in turn will have a small but negative impact on housing affordability.

(f) **Risk**

There is little risk with introducing the precinct. Rather the risk is with not having a precinct and relying on the underlying plan provisions. That introduces the risk of uncertainty and a lack of certainty over the planning and environmental outcomes which underpin this plan change. These are the outcomes the community has ascribed to through support of the Structure Plan.

(g) **Reasons for proposal**

The precinct technique is advanced because:

- This is the most appropriate method to deliver the area specific provisions which are warranted for Warkworth South.
- There is an expectation by the community of key outcomes as part of the growth expansion of Warkworth. The only way to deliver this is through the precinct methodology.
- The planning importance of these area provisions warrant unique controls managed through the precinct methodology.

Landscape Provisions

(a) **Proposed amendments**

The identified landscape feature for this precinct is the ridgeline which straddles the RUB along the eastern boundary of the precinct, the northern escarpment which leads up to Mason Heights and the stream valley. It also relates to retaining the character of the Morrison Heritage Orchard. There are specific interrelated provisions which give effect to the landscape objectives for the precinct as follows:

- (i) The Large Lot Residential and Residential - Single House zoning ensures low intensity of use on the northern and eastern boundary of the precinct which will assist in protecting the escarpment landforms.
- (ii) For Residential Single House zoned sites adjoining the RUB, a lower density unique to this precinct is created. This creates a minimum net site area of 1,000m² (compared to the standard 600m²). The limitation of one house per site remains.
- (iii) A special landscape yard is created along the northern boundary to buffer the Avice Millar reserve.
- (iv) Open Space - Conservation zoning of a block of mature bush adjoining the Avice Millar reserve to, in a landscape sense, expand the character of this reserve.
- (v) Protection of the Mahurangi headwaters.

- (vi) Protection of the streams and wetlands comprising the upper reaches of the Mahurangi River catchment.

Cumulatively, the controls have the effect of placing high recognition and high protection of the identified landscape character identified in the Structure Plan for this precinct.

(b) Provisions most appropriate way to achieve the objective

The Warkworth Structure Plan identifies the key outcome the Council is trying to achieve along this area. This is reflected in the precinct objective. It is to recognise the transition between urban Warkworth and the rural area at the RUB. It has several components, namely:

- Morrisons Orchard character protection.
- Avice Millar reserve protection, zoning expansion of the land to the north of the reserve so as to protect adjacent bush, yard buffer to reserve.
- Density control on the upper parts of the ridge.
- Open space identification.
- Stream protection.
- Protection of the bat flight corridor. While primarily for ecological reasons this has landscape impact.
- Protection of the northern escarpment.
- Greenway network.

(c) Options considered

The options considered were:

- (i) The current proposal of a mix of Large Lot Residential and MRZ with a special density control of 1:1,000.
- (ii) Retain the standard 1:600 density across all Single House zoned sites.
- (iii) Not allow development in this part of the precinct.
- (iv) Applying Large lot residential on the Waimanawa Hills steeper contoured land.

These options were evaluated. The conclusion of that analysis was that the current package of controls is the most appropriate way to achieve the balance between protecting the landscape character and providing for reasonable levels of growth.

(d) **Efficiency and effectiveness**

Because the controls are specifically targeted at those aspects that will have the greatest impact in terms of delivering the environmental outcome, they are the most effective way to achieve the objective. The controls break down the component parts into controlling the location and intensity of development along the ridgeline and in creating a landscaped backdrop along the ridge. The controls provide a highly efficient mechanism to achieve this. Because they are targeted, they are precise and understandable. The controls apply to that part of the precinct which is of the critical landscape character.

In terms of the alternate options of not allowing any development on the ridge area, or restricting it to Large Lot Residential, in both cases this leads to a significantly inefficient land use. Land that is suitable and capable for residential development, remains underutilised.

(e) **Effects**

Reset have undertaken a character and landscape assessment of the plan change area. This forms part of this plan change application.

That assessment informed a number of the provisions included as part of this plan change. This plan change:

- (i) Protects the key eastern ridge ensuring a reduced density of housing along the ridgeline.
- (ii) Protects the eastern escarpment with low density housing reflecting this land is not serviced.
- (iii) Provides a protection for the Avice Millar Reserve through setbacks, retaining this land outside the RUB, and including conservation zoning over an area of bush adjacent to the reserve.
- (iv) Provides ecological protection to the streams with extensive riparian yards throughout the plan change area.

These measures are given effect to through both the zoning, ecological protection, and the special rules on subdivision and development.

The landscape and planning assessment identified that the cumulative effect of all these provisions are such that there are either positive effects or any effects can be successfully controlled at resource consent stage relying on the provisions and assessment criteria within the plan change.

(f) **Benefit and cost**

Benefits of the current plan change:

- This plan change best provides an integrated package that achieves the objectives.
- The core ridges and streams are protected.
- The lower density ensures a spaciousness of sites along the rural urban fringe.
- The stream areas and riparian margins are protected. As well as ecological benefit, these obviously have a demonstrable landscape and amenity benefit.
- The correct balance is reached between environmental, landscape and urban design features and providing for housing opportunity.
- This maximises land efficiency without compromising environmental outcomes.

The costs of the current plan change provisions are:

- This does not result in the highest efficiency use of land. However it does reach the right balance between environmental outcomes and residential yield.

The benefits of retaining the standard RSH density are:

- It is a simple, well understood control.
- It is easy to administer.
- It does end up with a higher yield than the proposal.

The costs of applying the standard 1:600 density are:

- A greater level of built form is enabled on the ridgelines to the detriment of landscape values. While this is only one cost element it is seen as a significant outcome in terms of the Structure Plan and the objectives of this plan change. Thus it overrides the benefits.

The benefit of not allowing any development in this part of the precinct are:

- The landscape ridge is fully protected.

The costs are:

- The opportunity for housing development and yield is lost.
- This is a critical part of the site for the reservoir because it is the highest point of land within Warkworth South.
- Lack of yield ultimately has an impact on the efficient use of infrastructure which in turn has a negative impact on housing affordability. Infrastructure costs need to be spread across fewer sites.

The benefit and cost of the fourth option of the Large Lot Residential were really dictated by topography and the fact that this land is proposed in the Structure Plan to be unserviced and therefore suitable for Large Lot Residential. As such, there is no real practical alternative.

(g) **Risk**

If there are no controls then there is a risk that the landscape character of the ridgeline is diminished.

In other aspects there is little risk from this package of controls. They have been carefully refined as a package to deliver the outcomes without unduly compromising the growth objectives of the precinct.

(h) **Reasons for proposal**

This package of landscape character protecting provisions will best ensure:

- (i) The key landscape area, being the ridgelines and stream valleys form an important part of the character of Waimanawa. They are protected through these provisions.
- (ii) The special density controls create the right balance between ensuring reasonable yield to meet the growth objectives balanced against spaciousness to meet the character objectives.
- (iii) The landscaping control ensures the vegetated development of this ridgeline.

Ecological Provisions

(a) **Proposed amendment**

This plan change introduces particular provisions relating to terrestrial and stream ecology. A Precinct Plan (Precinct Plan 2) is introduced which identifies key streams and ecological areas to be protected. Assessment criteria on subdivision within the plan examine the extent to which these ecological areas are protected through any subdivision process and vested in the Council.

Reclamation of streams identified on Precinct Plan IXXX.9.2 are a non-complying activity.

The precinct provisions identify those parts of the ecology (stream and terrestrial) within the precinct area which are identified as being of high value. In this case particular provisions are applied to enhance the level of protection for these areas beyond those set out in the Auckland-wide provisions.

For areas to be of medium or low value, then the standard Auckland-wide provisions apply.

(b) **Provisions most appropriate way to achieve the objective**

The AUP has extensive provisions relating to the identification and protection of streams. The structure of this plan change is that these objectives, policies, provisions and assessment criteria apply, unless specifically modified within the precinct. In this case all the objectives and policies of the AUP apply including

Chapters E1, E3 and the relevant objectives and policies of B7. These general AUP provisions have already been through a section 32 analysis and found to be appropriate and will deliver the desired environmental outcomes.

This plan change adopts these provisions for Warkworth South. The only changes are to the process of assessing streams, and not environmental outcomes or considerations. The process change proposed is:

- For identified critical permanent streams, any modification or reclamation of the streams is a non-complying activity.

Under the AUP the default provision in this case, modification or reclamation of other permanent or intermittent streams located across the Plan Change area would be a Discretionary Activity if outside an overlay or non-complying if identified on an overlay.

The plan change signals that the identified areas are expected to be retained in their natural state, and hence, the non-complying activity status is imposed.

An area of watercourse has been identified alongside the WWLR where the riparian yard can be reduced to a minimum of 4m. This reflects the constraints on providing for the WWLR along this section and it may be practical during the detailed design stage to provide for a wider riparian margin by incorporating the footpath and/or cycleway within a vegetated berm.

It is considered that this method best achieves the objectives. Key environmental features and locations are identified within the Precinct Plan. These are seen as particularly important and are protected. Other portions of the ecology of the area are subject to assessment under the precinct considering factors of ecology, growth, base flows and offset mitigation. In these other areas it leaves open the debate as to the balance between providing for a range of factors that must be weighed in enabling the development of an area.

The core environmental policy regime and rules as within the AUP, are retained. Primary streams within the precinct are identified. Appropriate activity classification, and the statutory process these trigger, are applied as non-complying activity consents.

(c) **Options considered**

There are three basic options:

- (a) To rely on the Auckland-wide provisions in full;
- (b) Provide particular and additional protection for high value stream and ecological areas; or
- (c) Protect all streams and terrestrial ecology.

(d) **Efficiency and effectiveness**

The purpose of these ecological provisions are to:

- Ensure the core ecological features on the site are fully protected.
- To identify those provisions which can rely on the underlying Unitary Plan provisions versus those which need specific controls.

This proposal identifies the underlying provisions as being appropriate to the significant majority of the precinct and the management of effects and environmental outcomes. The Council's existing published section 32 material outlines why these are effective controls and workable. Furthermore, they are underpinned and supported by the National Environmental Standard: Freshwater Management and have been well tested in practise in previous consents.

There are however unique features of this site due to it being the headwaters of the Mahurangi River and certain key ecological provisions including an important bat corridor.

So as to clearly inform the development of the land, it is important and appropriate that these particular provisions are clearly identified early in the land development process through this plan change provision. That is the most efficient way to ensure effective masterplanning and then subsequent development of the Warkworth South area.

The alternatives do provide a reasonable degree of protection. The Auckland-wide rules would obviously have generic protection but would not identify the bat corridor. Where they would lack efficiency is that there would not be the upfront understanding of the controls. That brings additional complexity, inefficiency at the resource consent stage. Significant masterplanning work could have been undertaken only to find that wrong assumptions were made about ecological outcomes on the land.

Similarly, a blanket protection of all controls is not efficient because it places a higher level of protection over features that are not warranted under the National Environmental Standard on Freshwater Management or the general AUP provisions.

(e) **Benefit and cost**

The benefits of this approach are:

- High value stream ecology is identified and protected.
- High value terrestrial ecology is protected.
- There is clear understanding for the planning and development of the land as to which areas need to be protected.
- Other medium and low value ecological areas are subject to resource consent assessment under the AUP provisions. This gives future flexibility as the appropriate balance is worked through as to the level of development.

The costs of this proposal is that the Council and community needs to engage upfront in determining which are the prime ecological areas on the land. This is assisted by the technical work done in support of this private plan change request.

The benefits of simply relying on the AUP provisions are:

- These have been tested through section 32 and through the AUP adoption process.
- The controls are understood and readily available to the public.

The costs are:

- The general provisions fail to give adequate protection to certain key ecological features.
- There is no generic protection of the bat corridor.
- There is a significant risk of rework or inefficient expenditure because significant land development is undertaken based on assumed ecological outcomes only to find that, at resource consent stage, redesign is necessary. This is the counterfactual of the benefit of identifying these key ecological features upfront and giving them high protection. Everybody then proceeds with development of land in the knowledge of these key features.

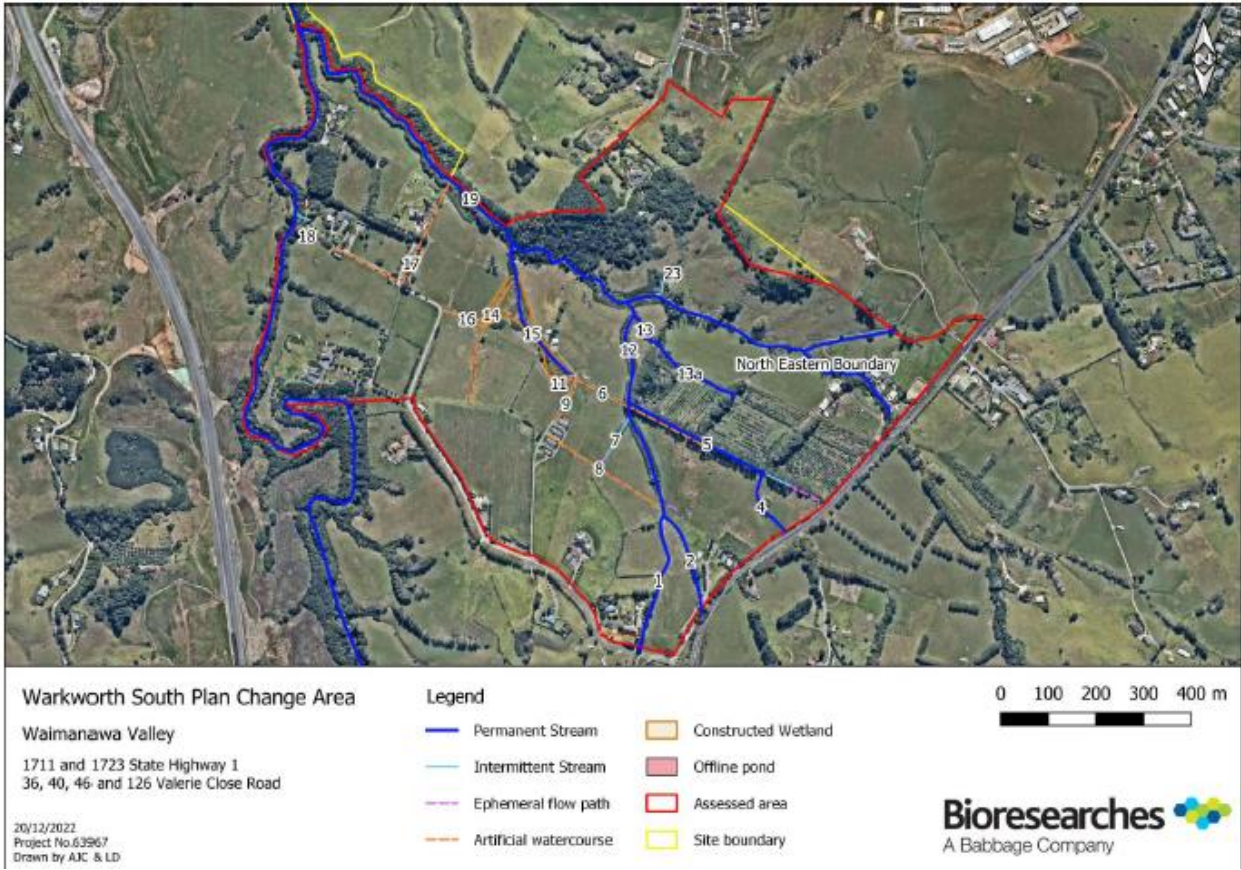
The benefit of protecting absolutely everything is that all ecological features, no matter how meritorious, are protected. It can be argued that that has some environmental benefits.

The costs are that the balance is lost between protecting key ecological features and providing for necessary growth within the area and other urban design outcomes. Part 2 of the Act is focused on achieving this balance. This option fails to deliver on that balance.

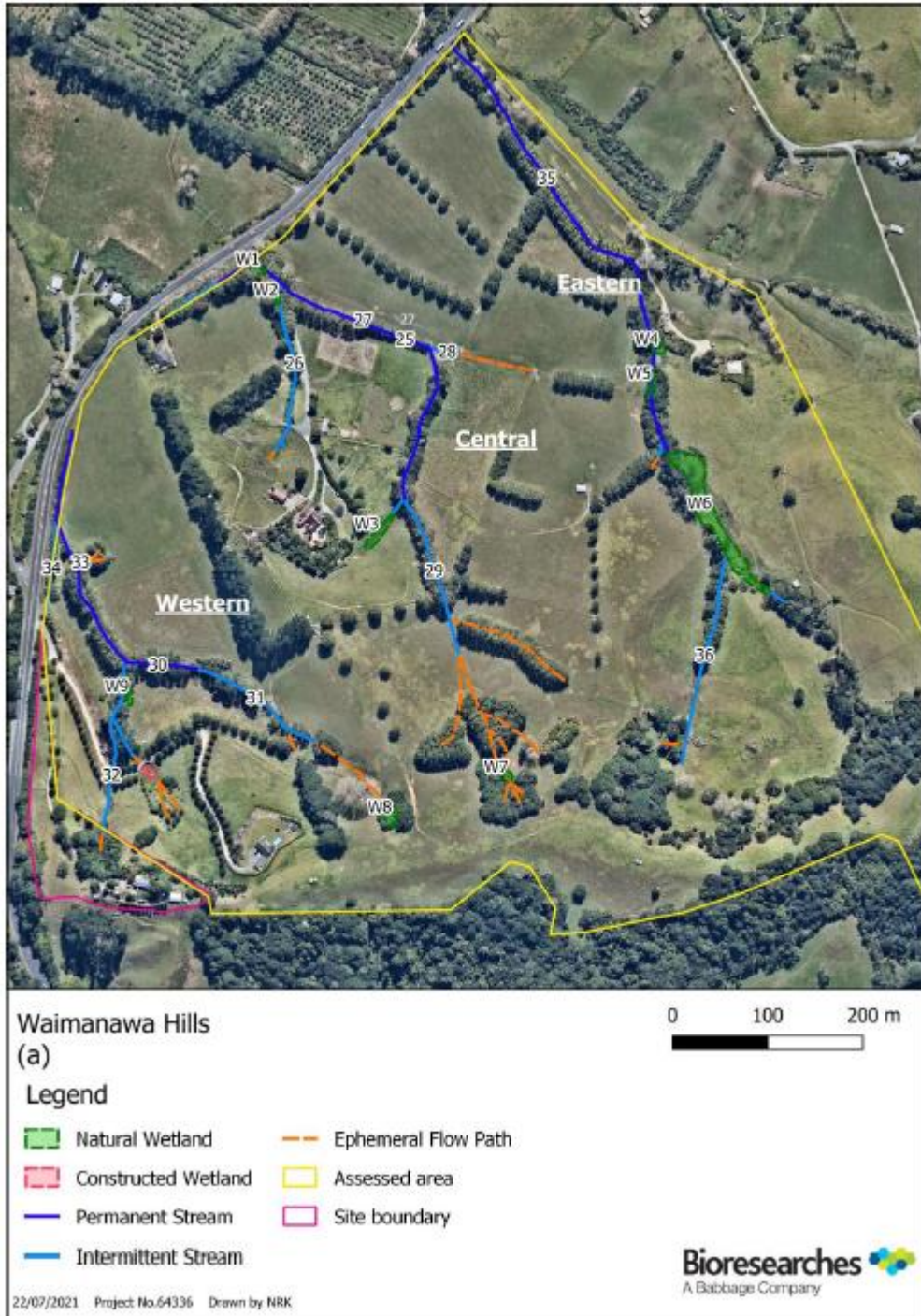
(f) **Effects**

The Baseline Ecology Assessment is included in this application. This covers the streams which traverse the site and the terrestrial ecology including established native bush in pockets within the site.

The diagrams below are an extract from the Baseline Ecology Assessment showing the existing streams and the status of those streams across Waimanawa Valley to the west of SH1, whilst the second diagram shows streams and the status of the streams in Waimanawa Heights to the east of SH1.



Streams located across Waimanawa Valley



Streams located across Waimanawa Hills

Bioresearches has undertaken a detailed onsite survey of the streams and bush areas. They have identified existing streams and classified them to permanent, intermittent and ephemeral and has also identified wetland and boggy habitat and some substantial areas of bush. Bioresearches has also assessed them in terms of their current value as high, medium or low.

The location of SH1 which dissects the Warkworth South Plan Change area has impacted the direction of a number of these streams. Auckland GIS Viewer (Geomaps) indicated several watercourses across the Plan Change Site. These were ground-truthed and classified during site visits. The Bioresearches Baseline Ecological Report confirms that the waterways are all tributaries of the Mahurangi River. The Mahurangi

River consists of two main branches, one branch flowing from near Pohuehue, south of the site, and the other branch flowing from the Waimanawa. Two of the sub tributaries / branches of the Waimanawa catchment converge near the north west corner of the site and then flow eastwards before discharging to the Mahurangi Harbour.

Precinct Plan 2 shows the stream overlay and how the ecological corridors or green fingers within the Precinct are protected.

Terrestrial Significant Ecological Areas are associated with the southwestern corner of Waimanawa Valley (SEA_T_2367) and the southern boundary of Waimanawa Hills (SEA_T_2378) and which are identified to be the highest areas of terrestrial ecological value across the Plan Change area.

In terms of the terrestrial vegetation values of Waimanawa Valley and Waimanawa Hills, the Baseline Ecological Report provides the following conclusions in this regard:

“The terrestrial ecology values of the Waimanawa Valley Block are associated with indigenous vegetation features in the SEA, regenerating kanuka forest, and the mixed native and exotic fragment. These vegetation features generally support diverse flora assemblages that are representative of the forest ecosystems that would have formerly covered the surrounding landscape. While only SEA 2367 is identified by the AUP as a mature forest ecosystem type (‘critically endangered’ Puriri Forest), the Kanuka forest and smaller fragment clearly support components of a kauri, podocarp, broadleaved forest type (Regionally Endangered, Singers et al. 2017). The kanuka forest appears to be transitioning to this forest type in parts, and the smaller block, which was formerly grazed underneath, supports mature components and is recovering with weedy and indigenous regeneration beneath the canopy”.

and

“SEA_T-2378, which covers Avice Miller Scenic Reserve and crosses the southern boundary of the Waimanawa Hills (a) Block, is of Very High value. Indigenous species dominate this kauri, podocarp, broadleaved forest, including characteristic podocarp trees, kauri, rimu, totara and kahikatea. Puriri, taraire, rewarewa, tanekaha, nikau and mahoe also make up a relatively diverse indigenous community along the southern boundary edge. Kauri trees were the only ‘threatened’ species recorded, however, further survey may identify long tailed bats (roosting or using the edge as a fly way), given the close proximity to recent records. ‘At risk’ species are likely, including forest, elegant and pacific gecko, ornate skink and potentially the kauri snail, Parayphanta busbyi which is would represent the southern-most natural distribution limit for this species. The fragment as a whole, would also function as a relatively important link in an ecological corridor running east-west, to the south of Warkworth. Being relatively weed free, this SEA has a high level of integrity and would rank Very High (Table 3). Of note, is that some of the kauri trees at the SEA edge are in very poor condition. One such tree is identified on Tiaki Tamaki Makauru GIS maps as being “with infection other than kauri dieback”.

The historic and present use of much of the precinct for grazing has resulted in the clearance of riparian vegetation, disturbance of channels and damage to streambanks and streambeds. A number of watercourses within the site have been modified to varying degrees and Bioresarches consider that they have limited character. The Baseline Ecological Report sets out a detailed analysis of each individual stream. On this matter the report states:

“Watercourses were classified under the Auckland Unitary Plan Operative in Part (AUP OP) to determine, in accordance with the definitions in these plans, the ephemeral, intermittent and permanent status of these watercourses. The majority of watercourses were initially classified during the November 2020 site visit to provide indicative watercourse extends and confirmed during subsequent site visits. During the site assessments, the presence, and extent of water was noted, reference photos were taken and freshwater habitats were marked using a handheld GPS unit. The quality of the aquatic habitat was assessed, noting ecological aspects such as channel modification, hydrological heterogeneity, riparian vegetation extent, substrate type and any fish or macroinvertebrate habitat observed. Riparian and catchment information was also reviewed”.

“The current ecological values of freshwater ecosystems within the Waimanawa Valley and Waimanawa Hill Blocks were predominantly assessed as low, and ranged from negligible to moderate. The freshwater values within each site are summarised within Table 7 and Table 17. A detailed assessment of the freshwater constraints to development are within the Freshwater Constraints Analysis”.

(g) **Risk**

- (a) That low value streams capable of being upgraded to high value streams are likely lost. That is a factor common across the region. The methods the Council has used with mitigation and offsetting creates a structured basis in which these matters can be evaluated and, if streams are lost, appropriate offsets provided.
- (b) That other urban objectives cannot be achieved due to the degree of ecological protection. In this case this plan change sets the appropriate balance. High value ecology is protected. The future development has been worked through to ensure it can fully accommodate this level of protection. This is embodied within the precinct.
- (c) The protected areas will subsequently be damaged. The plan change makes it clear that these areas will be protected through the subdivision process. The presumption is that these areas will vest in the Council on subdivision once the necessary mechanisms such as noxious weed removal and any necessary stabilisation is put in place along particularly the streams.

(h) **Reasons for proposal**

This approach identifies and protects the key ecological features of streams and terrestrial ecology, namely bush. It provides a clear framework for future development of the land.

Open space and walkway/cycleway network

(a) Proposed amendment

The Waimanawa masterplan places a strong emphasis on creating a walkable community. Precinct Plan 1 shows the greenway network which includes a walkway network within the precinct. The WWLR will be built with footpath and cycleway connections. Precinct Plan 4 shows the locations of the proposed areas of open space. Although it was originally intended to include Open Space – Informal Recreation and Open Space – Sports and Active Recreation Zones, Council Officers identified to the team that it was the preference of Council for these zones not to be included. This then provides more flexibility at the time of subdivision in determining the final open space layout and Council's requirements at that time.

(b) Provisions most appropriate way to achieve the objective

These provisions show the core network. It is more extensive than shown in the Warkworth Structure Plan but does include those parts of the walkway network that are shown within the Structure Plan and are within the precinct.

Including this sort of information within the precinct makes it clear to all property owners and the community where (indicatively) the network that will be created.

(c) Options considered

There are basically two options.

- (i) To not identify the open spaces and walkways within the precinct and rely on the standard Auckland-wide provisions and assessment at the time of resource consent; or
- (ii) To show the core network within the Precinct Plan (chosen option).

Option (i) introduces inefficiency and uncertainty. In the land development phase, it is unclear which land is needed for open space development. It means that significant work can be done at the resource consent stage when it could be made clear now through the precinct provisions which are the key open space to be preserved and what is the network to be achieved. As it is the preference of Auckland Council for the Open Space areas not to be zoned, the inclusion of a Precinct Plan provides an alternative but more flexible solution in terms of identifying the approximate location of future open spaces.

(d) **Efficiency and effectiveness**

Option (ii) of showing the core network within the Precinct Plan is seen as the most efficient and effective method. It is clear to all developers and future property owners as to the network implications. It also is helpful to the community to understand this approach, and to the Council in securing the broader network.

(e) **Benefit and cost**

The benefits of the Proposed Plan Change (Option (ii)) are:

- The indicative future open spaces and walkways are clearly identified.
- This brings certainty to development.
- It responds to the masterplan nature of the Waimanawa area.
- An integrated network is provided across multiple property owners ensuring that the end outcome is a comprehensive network of open space and walkways.
- The key additional bush area adjacent to Avis Miller Reserve is protected.

The costs are simply those associated with developing the open space and walkway network.

The cost of this are:

- Significant commitment of open space land for the area.
- A loss of flexibility in the future to respond to changing circumstances.
- What could be seen as a disproportionate requirement on particular property owners to provide open space network rather than a full sharing of this requirement.

The benefit of the alternative of not identifying the network is:

- Flexibility is retained through to resource consent stage.

The costs are:

- There is no certainty that a comprehensive integrated open space network can be delivered.
- Because the network will eventually cross multiple property boundaries, the network can be significantly compromised by landowners opting out of their commitment to form an open space network.
- There is huge uncertainty for property owners because they are not sure where the network goes and what they need to plan for in terms of future provision of open space and connections.

(f) **Effects**

The effects of this development are:

- (i) To create a network of open spaces and walkway which will complement and add to the broader Council open space and walkway programme for Warkworth. This will assist in both recreational leisure time activity and in connectivity between communities.
- (ii) Footpaths and on-road cycle routes are integrated within the road reserves to provide primary pedestrian and cycle access across the site. The routes are legible and offers direct connections to the local centre, public transport interchange and open spaces.
- (iii) The open spaces are interlinked and well connected with the proposed local centre and residential community through both on-road walking and cycling routes and off-road recreational paths.
- (iv) The walkways are targeted for the stream corridors. A series of shared pedestrian and cycle paths are generously provided alongside Mahurangi River and its tributaries. This adds significant amenity and pleasance. It does however impact the practicality of the formation of the walkways. Not all areas will have full mobility accessibility. There will always be alternate mobility locations particularly on street footpaths. However some of the areas will run up in stream valleys where a level of mobility will be necessary. The alternative is to take the walkways out of the stream location where a better topography can be created. This gives greater mobility opportunity, but it does detract from the amenity of walking through the stream environs.

(g) **Risk**

The most significant risk is how these walkways are protected. The divided land ownership is problematic and has the definite risk of variable maintenance approach.

The cooperating landowners' commitment and the requirements of this plan change is that these walkways and the associated streams be vested in the Council to form part of the broader Council network. That would happen on subdivision once all the physical works had been put in place.

(h) **Reasons for proposal**

This approach is the best way to ensure the future extension of the Warkworth walkway network.

Stormwater management

This plan change embodies all the Auckland-wide provisions of the AUP plus introduces two additional provisions.

The first is to apply the Stormwater Management Area Flow 1 ("***SMAF1***") to the entire precinct. This will mean that the onsite full detention and retention controls of the AUP will apply to all new development within

the precinct. The second is to identify the indicative location of key stormwater management ponds (shown on the masterplan).

(a) **Proposed amendment**

The Auckland-wide overlays are amended to include the plan change area within the SMAF1 controls.

Precinct Plan 2 outlines the indicative locations of a series of stormwater management ponds which form part of the treatment train process.

In this context it must be recognised that the Auckland-wide rules provide extensive objectives, policies, standards and assessment criteria relating to stormwater management. This is in terms of both quality, the quantum of stormwater particularly managing it at peak times, and sophisticated erosion and sediment control. All these provisions apply to the precinct.

(b) **Provisions most appropriate way to achieve the objective**

The SMAF1 provisions have been well tested as a methodology for managing stormwater in greenfields development. The objective and policy regime and the approach of the Auckland-wide provisions significant benefit from applying the SMAF1 controls. Detention and retention are a key part of managing stormwater quality.

The treatment train process set out in the Stormwater management plan relies on a series of initiatives, most of which are addressed appropriately under the Auckland-wide provisions. However, the stormwater management pond system is a key part of the treatment train. It is appropriate to provide indicative location for these facilities which reinforces the broader stormwater treatment train approach.

The analysis by Maven demonstrates this development can meet the conditions of consent for the Auckland Council global stormwater network discharge consent.

(c) **Options considered**

Essentially there are three options:

- (i) to rely solely on the Auckland-wide provisions;
- (ii) the approach set out within this plan change (chosen option); or
- (iii) to have full customised provisions.

The Auckland-wide provisions effectively, for greenfields development, work best if the SMAF1 controls apply. These provisions generally do not apply to the Future Urban zone but are rather assessed and

applied at the time of rezoning. It would be possible to control all stormwater in communal facilities such as stormwater ponds. However the volume of water coming off land and its adjacent location to the Mahurangi River tributaries means that the SMAF1 provisions and the location of the stormwater management ponds provide a much more certain outcome to the treatment train process.

The third option of customising all rules simply introduces a repetition into the document. It also means that the reliance and understandings which have been built upon the Auckland-wide provisions would not necessarily apply. It introduces an inherent inefficiency.

(d) **Efficiency and effectiveness**

The proposal put forward is the most effective and efficient way to manage stormwater. The introduction of the SMAF1 provisions incorporates the sophisticated control mechanisms on stormwater within the AUP into this precinct.

This is complemented by the identification of the stormwater management ponds within the treatment train process.

This finds the right balance between the integrity of relying on the underlying Auckland-wide provisions, while at the same time ensuring the full range of provisions apply over the precinct and that the important location of the stormwater management ponds are shown indicatively.

The option of having no SMAF control is discounted. This is simply seen as a fundamental requirement under the Resource Management Act and the AUP in this area (being the headwaters of the Mahurangi River). Such an option was simply seen as spurious.

The efficiency of simply relying on the underlying AUP provisions is largely what this plan change is doing. However, because the SMP identifies key particular areas, including the application of SMAF1 and certain stormwater management ponds as part of the treatment train device, then it is significantly more efficient and effective to identify these upfront than to make provision for them within the Precinct.

(e) **Effects**

Maven have provided advice on stormwater management (overland flow, flooding, riparian margins, stormwater reticulation and stormwater quality) which is set out within the Infrastructure Report included as part of this plan change request.

Overland flow paths

The site is affected by numerous overland flow paths, many of which will be modified or redirected as part of the future bulk earthworks to establish roads and building platforms. Resource consent will be required where the entry or exit point of an overland flow path is to be modified, however Maven has noted that for

the most part, the overland flow paths commence within the land meaning there will be no upstream flooding effects. Where possible, overland flow paths will be accommodated within the proposed road network.

Flooding

Maven has identified that there are known flooding issues downstream of the site, and as a result, attenuation of stormwater flows from 90th percentile flows will be required to restrict post-development runoff flow rates to pre-development levels in accordance with the SMAF 1 controls of the AUP. This requires hydrology mitigation in the form of retention and detention of runoff from urban development for the 90th percentile storm event in accordance with AUP E10.6.3. Maven confirms that extent of flooding is confined to the streams and riparian margins within the plan change area and immediately downstream. All future building platforms will be located outside the 100-year ARI modified floodplain.

Riparian margins and setbacks

The AUP requires that a 10m riparian yard be provided from the edge of permanent and intermittent streams. For streams with an average streambed width of 3m or more, a 20m wide esplanade reserve is required to be vested. These are identified in the Maven report.

Riparian margins carry the dual function of enhancing the amenity of an area while providing a stormwater function and addressing flood risk associated with the corridor.

The plan change does not propose to alter the AUP provisions as they relate to the streams on site except in respect to a length of watercourse along the WWLR where a reduced riparian yard is proposed, and it is anticipated that future development applications will need to address the relevant stream reclamation and riparian margin matters.

Stormwater reticulation

There is no existing reticulated stormwater network within the site. Stormwater disposal is to be provided via a new public stormwater network (to be vested to Council) with discharge points into the Mahurangi South tributaries on-site. The networks will be designed to convey the 10-year ARI event in accordance with Auckland Council's Stormwater Code of Practice.

The future network (including discharge or stormwater to the stream) will be subject to resource consent and engineering plan approval applications. It is envisaged that the stormwater discharge will align with the Auckland Council Comprehensive Network Discharge Consent.

Stormwater quality

Stormwater quality treatment is required for certain land uses as set out in Chapter E10 (Stormwater Quality – High contaminant generating car parks and high use roads). Treatment is required for high-use roads that see 5,000 vehicles per day, and for car parks that support 30+ parking spaces.

A range of initiatives and devices are available to both manage stormwater quality and quantity, including:

- (a) A rule preventing high-contaminant roofing and cladding products, particularly untreated copper and zincalume. Only inert materials are allowed.
- (b) Treatment for the catchment will be a variety of methods to create a treatment train approach. This could include detention and retention, rain gardens, swales, and stormwater ponds.
- (c) Maximisation of natural or daylighted streams.
- (d) Planting in the streams to add secondary stormwater treatment.

Consideration of additional treatments and the inclusion of water sensitive design parameters will be incorporated into the detailed design for future development of the land and be undertaken in accordance with GD01 and GD04.

(f) **Benefit and cost**

The benefits of the stormwater management method in the proposed plan are significant. A sophisticated stormwater management system is enabled. This is critical given the location in the headwaters of the Mahurangi River. SMAF is the primary control the Council relies on.

The approach does impose significant financial costs and site utilisation costs by requiring onsite detention and retention. However, this is warranted given the environmental benefits of a sophisticated stormwater management process.

The benefits of relying simply on the underlying plan provisions are:

- It does not require any particular provisions within the plan change.
- It is a well understood process.

The costs are:

- That the SMP already determines the key stormwater management features that should be within the precinct. It is significantly more efficient and cost-effective to identify these upfront to the benefit of all property owners.
- Because it is an integrated system crossing multiple title boundaries, if there are no precinct provisions, then there are potential environmental costs for failure to get an integrated treatment train system. That in turn puts additional financial cost on the developers who need to be fully self-sufficient in terms of stormwater management and cannot rely on a precinct-wide approach.

The benefit of a fully identified stormwater management process is that there is clear understanding upfront of the land development requirements.

The costs are:

- This requires two significant investments in stormwater engineering prior to understanding whether the provisions of the precinct and associated rezoning are successful.
- SMPs do evolve over time as new methods become available. The current provisions enable a higher degree of responsiveness. The introduction of, and then updating of, the NES:FW is a good example of why a degree of flexibility is beneficial. This is lost if the provisions in the precinct are too prescriptive.

(f) **Risk**

The risk of not importing the SMAF1 provisions is that water volumes during peak storm events could overwhelm the system. This in turn can lead to compromises in water quality through increased flows and greater issues with erosion and sediment control.

(g) **Reasons for proposal**

This proposal effectively imports and standard SMAF1 controls which are the proven method for managing stormwater in greenfields development. This is seen as the preferred approach for managing stormwater within the precinct.

Transport Provisions

(a) **Proposed amendment**

The Precinct Plan introduces four specific provisions. The first is to identify the WWLR as a limited access urban arterial. The second is to identify the locations for new intersections. The third is to identify collector roads. The fourth is to provide a road design and form function table.

(b) **Provisions most appropriate way to achieve the objective**

The development provided for by the plan change confirms the location and provision of the WWLR, which will form an integral part of the Warkworth arterial roading network and a link to any future southern interchange. Limited access restrictions and pedestrian connections are proposed along WWLR and SH1. The plan change also identifies the location of the collector roads within the precinct.

The primary source document for people seeking to develop their sites will be the AUP. It is unreasonable to expect future residents and developers to trawl through other documentation when clear provisions can be stated in the Precinct Plan referring to the limited access road nature. It is appropriate that this be made explicit within the Precinct Plan.

The WWLR must serve the adjacent residential neighbourhoods identified through the Future Urban zoning. Consequently, there needs to be identified intersections. Through the work leading up to this plan

change request, the landowners have had various individual discussions with Auckland Transport over the location of the primary SH1 intersection. The Precinct Plan identifies the supported location.

Identifying these within the Precinct Plan removes uncertainty as to where they will be and enables landowners to plan the development of their properties in the knowledge that certain forms of intersections can be constructed in identified locations.

(c) **Options considered**

There are essentially three options:

- (i) Show location of WWLR and intersections as proposed on the Precinct Plan.
- (ii) Show location of WWLR and collector roads as it is proposed in the Warkworth Structure Plan.
- (iii) Not show these provisions and rely on the underlying plan provisions to control the urban arterial nature, and the requirement to control access.

(d) **Efficiency and effectiveness**

The WWLR as shown on the conceptual masterplan (**Option (i)**) is located to the north of its indicative location on the Warkworth Structure Plan. With this Plan Change, the WWLR is proposed to form a crossroad intersection with SH1 and the collector road to the east of SH1. The feasibility of this alignment has been considered at a high level along with other options as part of the masterplan development.

A possible roading network is also indicative on the conceptual masterplan. The location and alignment of all indicative roads within the Waimanawa Valley and Waimanawa Hills areas have been designed to take account of topography and ecological features of the site as well as stormwater and geotechnical requirements and the alignment of the WWLR.

By contrast, the location of the WWLR as it is proposed in the Warkworth Structure Plan (**Option (ii)**) is some 300 metres south of the proposed WWLR in this plan change. It connects to SH1 in the vicinity of the northern Valerie Close intersection.

The southern boundary of the Warkworth FUZ is located on a bend in SH1 with limited forward visibility and within a northbound overtaking lane. It is expected that, to be effective in reducing speeds, the future urban 60km/h threshold of southern Warkworth could be no further south than the FUZ boundary, and it would require the shortening or removal of the northbound overtaking lane.

Option (ii) of the WWLR intersection with SH1 as proposed in the Structure Plan would be located some 550 metres to the north of the southern boundary of the Warkworth FUZ. This would give limited distance

for northbound traffic on SH1 to slow down and adjust their driving behaviour to suit an urban environment where they may encounter traffic slowing or stopped for the intersection.

By comparison, **Option (i)** of the new WWLR/SH1 intersection proposed by this plan change is some 850 metres to the north of the southern boundary of the Warkworth FUZ. This extended urbanised lead-up is expected to provide a more appropriate distance for northbound traffic on SH1 to adjust their driving behaviour to expect traffic slowing or stopped for the intersection.

Option (iii) of simply not showing the WWLR/SH1 alignment and intersection leaves significant uncertainty and risk for both Auckland Transport, the Council and landowners. It means that detailed design has to be developed for resource consent purposes without any certainty as to where this location is. The Precinct Plan is the correct forum to reach agreement as to the location of the intersection. Detailed design of the intersection itself can follow at resource consent stage but the location of access to Waimanawa Valley and Waimanawa Hills is appropriately identified through the Precinct Plan.

The conclusion of Reset, TPC, Maven, Osborne Hay (North), and Tattico is that the location of the WWLR intersection as proposed in this plan change is preferred to the location of the WWLR intersection as indicated on the Warkworth Structure Plan. This is from a transportation engineering, urban design and planning perspective. In addition, it is far more efficient and effective to stipulate within the precinct the limited access nature of the WWLR and the location of the intersections.

The alignment of the WWLR still achieves the transportation purpose of this road but the alignment better reflects the local topography and fits comfortably within the proposed zone layout to provide for a more efficient route.

While indicative only, identifying transport connections on the conceptual masterplan helps parties understand the potential future development within the Plan Change area, providing certainty on land accessibility.

This gives very clear knowledge and certainty to all parties of the transport constraints including landowners, developers and future residents. It is clear and easy to find. Having reached agreement with Auckland Transport over the nature and operation of this road, it is logical to express this through the precinct provisions. The agreement referred to follows extensive consultation as part of the plan change process. The alignment particularly of the WWLR has been subject to detailed analysis in terms of transport, urban design, geotechnical and ecology. While Auckland Transport still wants to work through the details and undoubtedly will have detailed responses to this plan change request, there has been an acceptance that the applicants requested WWLR alignment is fully workable and is to be supported. There are qualifications from Auckland Transport around this particularly concerning the detailed setbacks from the streams and geotechnical requirements. However, these are matters that can be worked through in the plan change process and subsequent resource consents.

(e) **Effects**

The transport assessment by TPC is included within this application and focuses on:

- the WWLR;
- the ability for connections on to the WWLR in terms of the capacity of the road and trip generation from the development; and
- the local road network (including collector roads) within the neighbourhood and the improved connectivity to other modes such as public transport, walking and cycling.

The landowners acknowledge that the WWLR:

- will likely be a limited access urban arterial (the exact form and function of much of this road is still to be determined);
- may initially be built as a two-lane road on the southern side, although land procurement and bulk earthworks will be established for the final four-lane road;
- will require connecting landowners to agree the vesting of a four-lane road but design any connections on to the WWLR as either a two-lane road or four lane road; and
- will need to design for the access points, as identified on the Precinct Plan.

The key transport outcomes of the proposal are:

- Support towards the upgrading of the SH1 corridor to an urban arterial road along the frontage of the site;
- To support the WWLR including its alignment, as a vital link in the transport network for Warkworth South;
- Providing quality connected residential neighbourhoods to support the growth of Warkworth;
- Creating a network of walkways through the Plan Change Area with a series of roads and active mode routes; and
- Identifying key intersections to provide access to adjacent land for development.

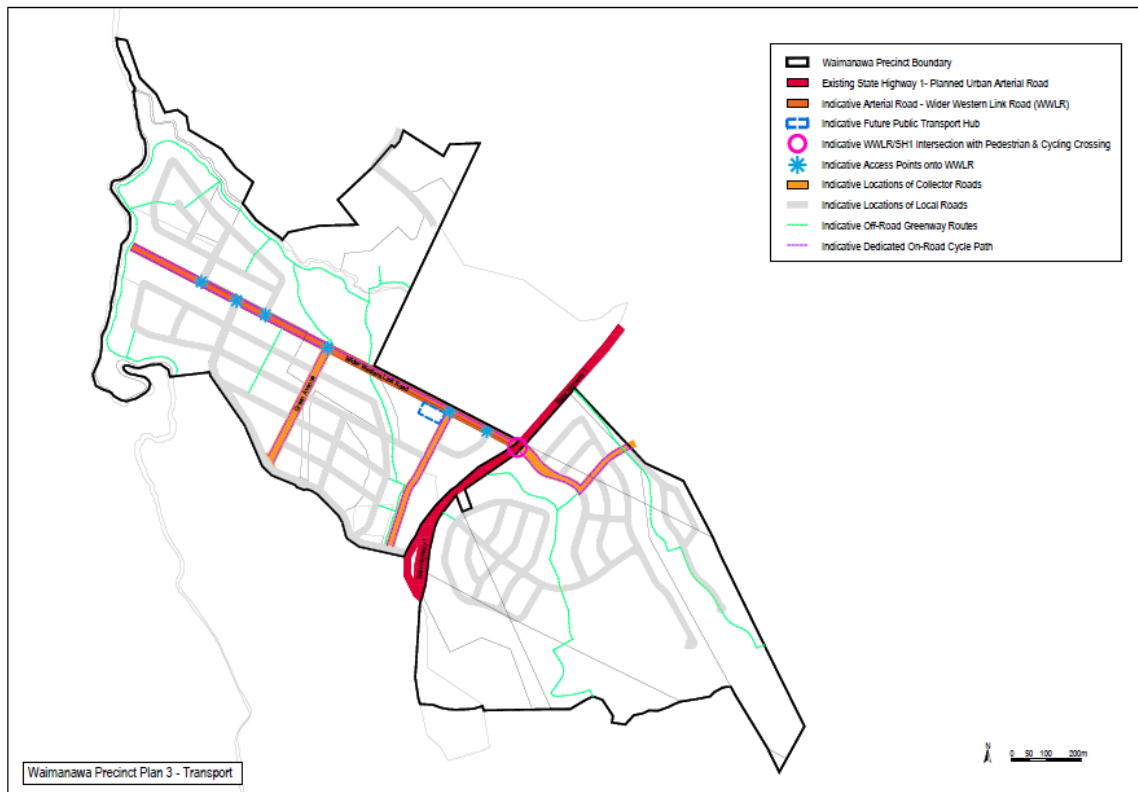
The proposed layout recognises the accessibility of the site to the future public transport network and employment areas.

The proposed WWLR provides a new north-south connection between Woodcocks Road in the north and SH1 in the south. It provides a strategic link through the south-western growth area and provides connectivity to and from the southern interchange if this is constructed in the future.

In response to this the Precinct Plan:

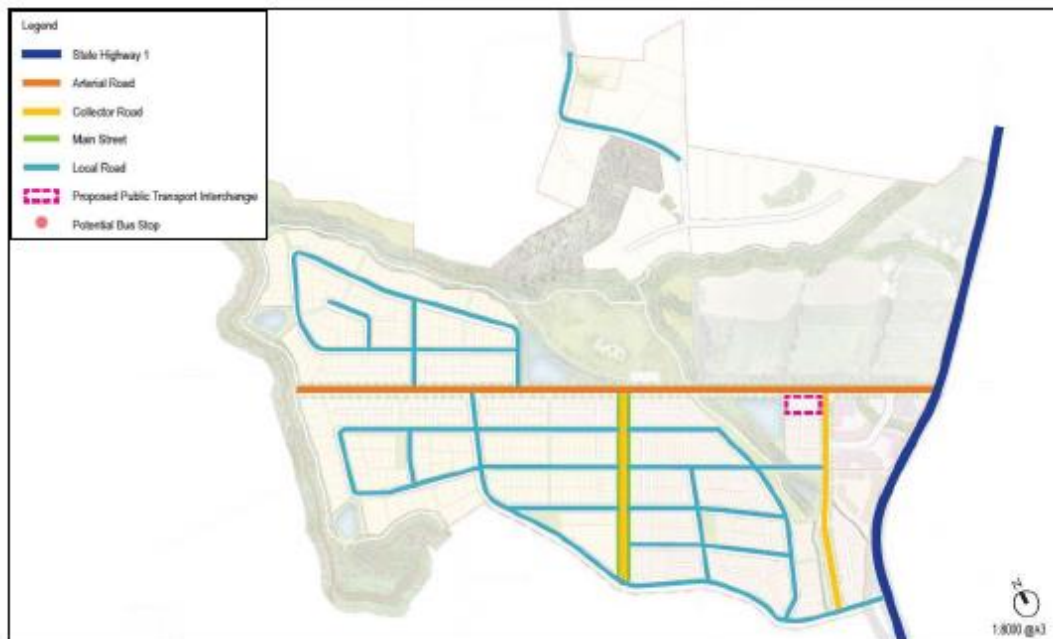
- Identifies the six intersection connections to the WWLR from the precinct (refer Diagram 20 below).
- Provides that all properties fronting the WWLR have access from local roads within the adjacent land or rear laneways, i.e. no property has vehicle access across the WWLR.

- Ensures properties front the WWLR for urban design reasons so they provide passive surveillance of the walkways and cycleways on the WWLR.



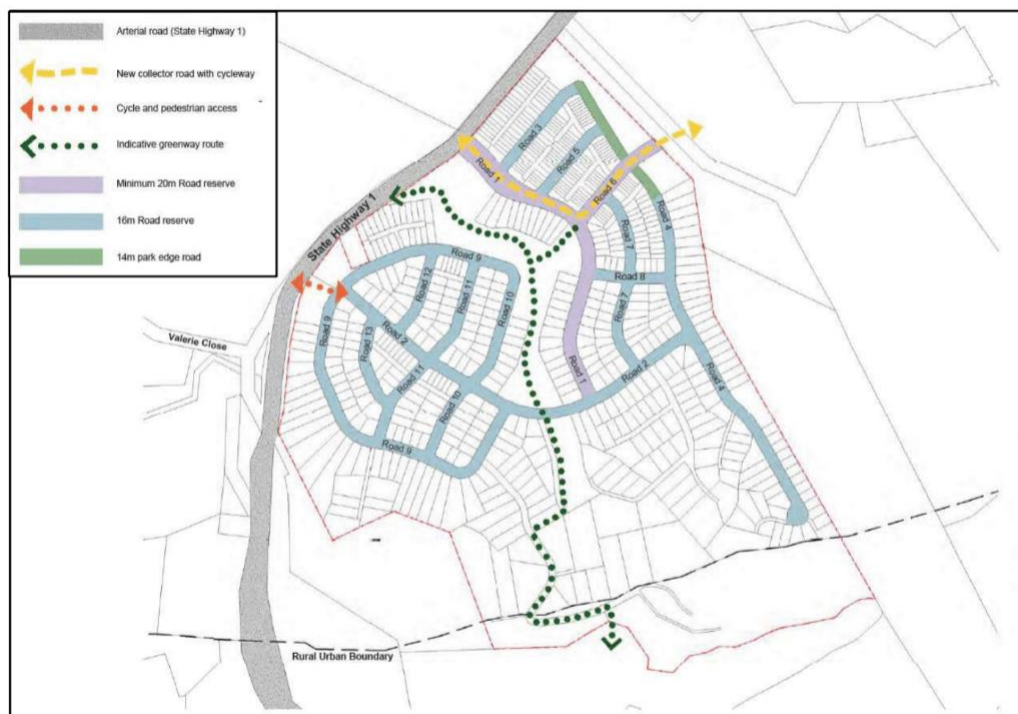
• **Figure 11 – Proposed Precinct Plan - Transport**

The Integrated Transport Assessment (Appendix 8) also comments on the local road network. Diagram 21 and 22 shows the roading hierarchy for Waimanawa Valley and Waimanawa Hills respectively. The masterplan for each area creates a core network of roads.



• **Figure 12 – Road Hierarchy Waimanawa Valley**

The most significant road within the Waimanawa Valley area is SH1, which currently forms the transport corridor through the Warkworth area connecting Auckland to northern New Zealand and Warkworth's arterial and collector roads. The WWLR is the primary road connection into the area, with core secondary roads forming two T-junctions with the southern side of the WWLR. A network of local roads connects to these primary/secondary roads both north and south of the WWLR.



• **Figure 13 – Road Hierarchy Waimanawa Hills**

The most significant road within the Waimanawa Hills area is Road 1 which is a secondary “Collector” type road with a primary function to transfer traffic from local roads onto arterial roads, in this case being SH1. There is opportunity for it to be extended from the northern boundary of the PCA once the adjacent Future Urban zoned land is developed. The balance of the masterplan involves a network of local roads that will provide access to most lots and deliver amenity and urban design outcomes.

The overall conclusion of the Integrated Transport Assessment is that:

- *“The potential residential development and local centre for the site is feasible from a transportation perspective and has been anticipated in the future planning for Warkworth in the Warkworth Structure Plan and other strategic plans;*
- *The 2028 peak hour trip generation of the proposal is estimated to be 1,235 motor vehicle movements, 137 walking movements, 8 cycle movements and 3 public transport movements;*
- *With appropriate traffic management on SH1, the estimated trips generated by the proposal can be accommodated on the adjacent transport network while maintaining acceptable levels of safety and performance;*
- *Developers may be required to vest some additional land and upgrade road frontages and supporting infrastructure to enable SH1, Mason Heights and Valerie Close to be upgraded to*

accommodate active modes and connect to the existing active mode network. This can be addressed through the relevant resource consent applications in accordance with the AUP rules for the respective zones proposed by the proposed plan change;

- *The site will have a high level of accessibility to public transportation, walking, and cycling and the effects of private car travel from the development area will likely be reduced; and*
- *Any development enabled by the proposed plan change is consistent with and encourages key regional and district transport policies.”*

(f) **Benefit and cost**

The benefits of including these transport provisions in the Precinct Plan are:

- There is certainty to landowners, developers and future residents as to the lack of access to the WWLR for individual homes/properties and the identified location and nature of intersections.
- Given there is agreement as to the location of intersections, it is appropriate that these be identified within the Precinct Plan.
- The precinct provisions are written in such a way as to create a degree of flexibility so in the detailed design the matters can be worked through between the applicant and Auckland Transport.

The costs of doing this are:

- In the unexpected circumstance where the Auckland Transport wishes to relocate the intersections or allow access on to the WWLR, then there would be additional regulatory constraint and process to follow. However, this is an extremely low probability.
- There is a significant cost to developers in laying out a local roading pattern that will service all sections and mean none get access to the WWLR. However, this cost is incurred effectively through the decision of Auckland Transport on the WWLR coupled with the planning controls relating to access on to arterial roads.

The benefits of the WWLR in the Structure Plan are:

- It is further removed from the stream.

The costs are:

- It splits the Waimanawa Valley in two by bisecting the community. The town centre would be on one side of the road and some residential with the rest of the residential on the other side.
- The contour of the Structure Plan route mean that there is significant cut and fill earthworks and retaining wall required. This adds physical construction cost but more importantly compounds the issues of dislocation of community.

- The WWLR will be a strategic arterial regardless. This means no access from private sites. The original route means that land both north and south would need to have rear laneway housing. This doubling of the number of laneways cuts to land efficiency and physical development costs.

The option of not identifying the WWLR has no public benefit.

The cost of not identifying the route are:

- There is significant uncertainty as to where the route will go.
- There is the inability to secure and protect the route in the future. This would mean significant compulsory acquisition costs at some future date which, after housing was built, would make the route extremely expensive and disruptive to the community. This to the detriment of the Council, public and landowners.
- A lack of specificity over the route means that there can be no appropriate design and masterplanning for the alignment, to the significant detriment of property owners and the public.

(g) Risk

There is minimal risk in identifying the primary intersection on SH1 to give access to the WWLR. There now seems to be a consensus between Auckland Transport and the applicant's advisers as to the preferred location for this intersection. Matters of detailed design may refine the specifics of this to a small extent, but that can appropriately be dealt with at resource consent stage.

The risk is that some unknown fundamental reason occurs as to why the location needs to shift. The Precinct Plan identifies this as an indicative location. There is the necessary flexibility to respond in the unlikely event this risk occurs.

(h) Reasons for proposal

These transport provisions are included to create certainty as to where the intersections will be located in the development of this area of Warkworth South and the nature of these intersections (particularly the available turning movements). Essentially this gives effect to the various discussions between the cooperating landowners and Auckland Transport. It reflects the evidence presented on the WWLR requirement.

The explicit identification of the WWLR as a limited access future urban arterial reflects the decision on the WWLR requirement. It makes this explicit within the Precinct Plan. It is appropriate that with site area specific controls, these particular transport measures should be contained within the precinct provisions.

Local Centre

(a) Proposed amendment

This proposal is to rezone a small block of land as a Business – Local Centre. This is envisaged to provide local retail and servicing functions to the Warkworth South community. It will also provide a level of service to passing traffic on the WWLR.

(b) **Provisions most appropriate way to achieve the objective**

Objective B2.2.1(3) states “*Sufficient development capacity and land supply is provided to accommodate residential, **commercial**, industrial growth, and social facilities to support growth.*” [emphasis added]

The Warkworth Structure Plan identified the desirability for a local centre in this general location to service this neighbourhood. It was positioned as a local centre so that it provides retail, food and beverage and local office support to the immediate community but is not of such a scale as to undermine or compete with the Warkworth Town Centre. This zoning delivers on that objective. Given the relatively small scale of the centre, it is appropriate to rely on the standard zoning provisions and associated objectives, policies and development controls of the local centre.

Part of this zoning also covers the location of the future public transport interchange.

(c) **Options considered**

There were three basic options.

- (i) Create a local centre but in the location shown on the Warkworth Structure Plan.
- (ii) Create a local centre in the position shown on this plan change request.
- (iii) Rely on the underlying provisions of the THAB zone which provides for dairies and food and beverage up to 100m² gross floor area.

(d) **Efficiency and effectiveness**

To service the community, the local centre needs to be viable. Therefore, it must be in a location where it can operate efficiently and effectively.

Option (i) of locating the centre where the Council originally envisaged, has some disadvantages in terms of access as outlined earlier. Under this scenario, the WWLR intersection would be located to the south of the Collector Road intersection. This arrangement hinders connectivity to the local centre and new public transport interchange for pedestrians, cyclists and vehicles coming from the eastern side of SH1. It also is inefficient having two intersections on SH1 within 225 metres of each other.

By contrast, **option (ii)** of aligning the proposed WWLR intersection with the Collector Road on the eastern side of SH1 is considered more advantageous from a traffic perspective. The location of the local centre proposed by the PPC at the cross junction of the WWLR intersection and the intersection of the Collector Road results in greater connectivity of the local centre. Integrating the two intersections avoids having to provide two separate intersections on SH1 within 225 metres of each other, improving efficiency of the network. The crossroad intersection will be designed so as to provide good direct access to and from the centre for both pedestrians and vehicles. The proposed location of the centre is more centrally located within the precinct area than its location in the Structure Plan, therefore better servicing the residential catchment. within 225 metres of each other.

The third alternative, **option (iii)** of relying on the THAB rules does not give certainty that this service will be provided. Relying on THAB zone means retail could be spread extensively through the neighbourhood – or not provided at all. By contrast a local centre relies on congregation of uses. While only a small scale local centre. The Warkworth South community will need shops, food and beverage greater than 100m² in size. A local centre is necessary. It also helps underpin local public transport priorities with the future public transport interchange co-located with the local centre.

(e) **Benefit and cost**

The benefits of this centre as proposed are:

- It provides a committed local centre with retail and food and beverage functions to service the community.
- The scale is such that it will not compete with the Warkworth Town Centre.
- The location is well placed in terms of traffic accessibility.
- Its location of the intersection gives good pedestrian connections.
- It is centrally located within the community.
- Provides for some employment opportunities within the Waimanawa community.
- Provides for a future public transport interchange.

The costs of this development are:

- There is a loss of housing. However, that is appropriate given the need to create an integrated community with a range of services including commercial services.

The benefit of creating this centre in the location shown on the Structure Plan are that it simply gives effect to the Structure Plan.

The costs are:

- The centre is on sloping ground making development more difficult.
- The centre is split from its catchment by the strategic arterial road of the WWLR.

- The centre is much more difficult to access for residents in Waimanawa Hills.

The benefits of relying on the THAB zoning are that:

- Where retail goes can be very flexible.

The cost of relying on the THAB zoning are:

- There is not enough critical mass to service the needs of the local community.
- It is far better to identify the location of the neighbourhood centre so that appropriate masterplanning can occur to facilitate this development.
- Local centres rely on an aggregation of retail and community facilities to service the neighbourhood. A THAB zoning does not deliver this.

(f) **Effects**

The relatively confined extent of zoning will ensure this location centre is supportive of the primacy of the town centre while still providing local services to the Waimanawa community.

The size of the centre and its zoning creates the appropriate balance between providing for services and yet ensuring that the scale is appropriate to Warkworth South.

The Warkworth Structure Plan identified the importance of this local centre to serve the community.

The effects of this proposal are therefore significantly beneficial. It provides a local centre of the scale proposed and acknowledged as being appropriate to service the community and yet not compete with the Warkworth Town Centre itself.

The effects of putting the centre in this location are also beneficial for the reasons outlined under the effective and efficiency section, i.e., the proposed location is far more advantageous from a traffic accessibility and connectivity standpoint, and there are beneficial effects and ease of pedestrian access to the centre which do not exist in the alternate location.

(g) **Risk**

There is a risk that the centre may not be viable and therefore not proceed.

The risk has been successfully managed. Getting the location correct where it can benefit and better service the community and passing traffic, increases the prospect of economic feasibility.

The second underpinning factor will be to ensure there is sufficient population within the catchment to service the centre. This precinct proposes a yield which would make this viable.

(h) **Reasons for proposal**

The local centre:

- Responds to the Warkworth Structure Plan's intention for there to be a local centre servicing this portion of Warkworth.
- Provides important services and support for the residential community.
- It is in a location which will maximise the prospect of economic feasibility.

Auckland-wide provisions relied on

(a) **Other potential provisions**

As part of the preparation for this plan change, a range of additional technical assessments were commissioned relating to:

- earthworks;
- geotechnical considerations;
- land contamination; and
- infrastructure.

A planning analysis was then undertaken to identify whether the effects and planning issues identified through the technical assessment are appropriately managed under the Auckland-wide provisions, or would require precinct specific provisions.

In the case of earthworks, geotechnical, land contamination and infrastructure, the conclusion reached is that the current Auckland-wide provisions fully address the relevant planning matters for the subject land.

Consequently no amendments are proposed for these particular matters. However, the precinct provisions import in full the Auckland-wide provisions. This means that the standard controls relating to:

- regional land disturbance;
- district land disturbance;
- subdivision;
- land contamination; and
- wastewater.

apply.

(b) **Provisions most appropriate way to achieve the objective**

The Council has carried out a detailed section 32 assessment as part of the AUP process. This has identified that the Auckland-wide provisions are the best method to achieve the objectives of the plan. There

are no precinct specific objectives or other planning factors which would lead to a different conclusion or warrant different provisions.

(c) **Options considered**

Theoretically, this proposal could have suggested bespoke provisions for the elements identified in (a) above, e.g. land disturbance, land contamination. The only reason to assess this would be for the purpose of completing this section 32 analysis. Rather this analysis relies on the Council's s32 analysis of these Auckland wide provisions.

It is clear that these additional options are unwarranted because the nature of the plan change provisions are characteristic of land throughout Auckland which the Auckland-wide provisions successfully manage.

(d) **Efficiency and effectiveness**

The Auckland-wide provisions have proved an efficient and effective method to control land development since 2015. Simple consistent application of provisions is the most efficient way to achieve the environmental outcomes.

To create bespoke provisions is highly inefficient. It introduces complexity and duplication into the plan. It does this for no material benefit.

(e) **Benefit and cost**

The benefits are:

- (iv) a consistent approach across the region;
- (v) a proven set of provisions which have been effective in managing the effects of development and delivering the desired environmental outcomes; and
- (vi) proven tested provisions.

The costs are minimal in that these provisions would apply regardless and would not be overruled by precinct provisions. As no additional provisions are warranted, there is no additional cost.

The existing section 32 material prepared by the Council for these Auckland-wide provisions equally applies here. This proposal relies on that Auckland-wide assessment.

There are no benefits either to the community to the environment in creating bespoke provisions where no such controls are warranted.

The costs are significant not only in duplication and complexity but in the cost of working these things through as part of this plan change provision and in the cost of landowners needing to deal with both bespoke provisions and Auckland-wide provisions.

(f) **Effects**

The technical reports forming part of this application have all assessed whether there are unique attributes in terms of the effects of earthworks, subdivision, land contamination, wastewater or general infrastructure that warrant special provisions. They have concluded that the Auckland-wide provisions are appropriate. Consequently, the effects can be all successfully managed under the Auckland-wide provisions. As stated, these provisions are well tested and have been applied to greenfields development extensively. They have proved appropriate to manage the effects.

(g) **Risk**

There are no or minimal risks with this approach given that the Auckland-wide provisions fully apply and have proved to be effective in delivering the environmental outcomes.

(h) **Reasons for proposal**

The existing provisions addressing land disturbance, land contamination, land stability and infrastructure related to subdivision will deliver the necessary planning and environmental outcomes. No additional provisions are required.

Notification

(a) **Proposed amendment**

The proposal includes a rule stating that the notification rules of the underlying zone apply in respect of applications for residential activities or for subdivision associated with an application for the construction and use of residential activities. Any other application for resource consent for an activity listed in Table IX.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Act.

(b) **Provisions most appropriate**

This plan change, by the time it is effective, will have been through extensive consultation process involving the Warkworth Structure Plan, and then this plan change. Aspects subject to residential activities will have been well defined and the effects and implications clearly identified and appropriate assessment criteria introduced.

Ensuring the planning process is efficient for this class of activity is the best way to meet the objectives of the plan.

(c) **Options considered**

There are essentially two options. The first is the approach proposed within the plan change. The second is to default to the standard notification provisions of the Act.

(d) **Efficiency and effectiveness**

The standard practice in the AUP for precinct provisions is that restricted discretionary activities are made without notification. The safeguard of the 'special circumstance' exception provides a method by which if there is something unique about the proposal or site, then the Council has the right to notify any application.

By the time this plan change provisions have been through the statutory process, the restricted discretionary activity elements will have been well tested in the context of the specific location of the precinct.

This process provides the most effective way to deal with notification matters.

The option of simply relying on the default provisions for restricted discretionary activities, where matters could be notified, limited notified or non-notified, fails to take account of the detailed precinct provision analysis that has been done as part of this plan change request.

(e) **Benefits**

The benefits of the approach requested in the plan change is:

- A more straightforward process where the parameters of the notification assessment are clearly understood by the community, applicants and Council officers.
- It means that issues that have been worked through as part of this plan change process are not then needed to be revisited at resource consent stage (unless there are special circumstances).

There is a theoretical cost to the community if something abnormal comes up which would warrant a wider scrutiny through notification of a proposal. However, that would almost inevitably trigger 'special circumstances' where the Council has the right to publicly notify.

The benefit of the status quo standard Act provisions are:

- It is a known process.

The costs are the duplication of effort as issues that are worked through and clearly resolved as part of the Precinct Plan provisions of this plan change are then repeated as part of the resource consent process.

(f) **Effects**

The effects of this proposal relate to process. Essentially identifying the appropriate controls through the plan change means that the effects are all subject to controls or appropriate assessment criteria. The effects are therefore all managed.

(g) **Risk**

There is minimal risk through this process. The 'special circumstances' provisions provides the safeguard for any abnormal circumstances or application.

(h) **Reasons for proposal**

This is the standard approach to dealing with notifications within precincts. It provides the most effective and efficient way to deal with the consenting process.

15. Consultation Outcomes

This section summarises the consultation undertaken on the proposed plan change up to mid-April 2023.

Mana Whenua

The Manuhiri Kaitiaki Charitable Trust (for Ngāti Manuhiri) was consulted at a very early stage in the preparation of the plan change both in terms of the possible name for this area (Waimanawa) and the proposed urban development of this area.

Subsequent to this, the Trust has prepared a CVA which has been addressed in Section Eight of this Report.

On the 30th of June 2022 an email introducing the Proposed Plan Change was sent to the following representatives of iwi identified by Auckland Council as having mana whenua status (in addition to Ngāti Manuhiri):

- kaitiaki@ngaitaitamaki.iwi.nz
- office@ngatimaru.iwi.nz
- Taiao@ngatipaoaiwi.co.nz
- NPTB@ngatipaoatrustboard.co.nz
- taiao@ngatiteata.iwi.nz
- raukura@ngatiwai.iwi.nz
- hrenata@ngaatiwhanaunga.maori.nz
- mbaker@ngaatiwhanaunga.maori.nz
- tetaritaiao@kaiparamoana.com
- tokitaiao@ngatiwhatuaorakei.com
- tiaki@tekawerau.iwi.nz
- runanga@ngatiwhatua.iwi.nz

The following responses were received:

- Te Kawerau a Maki deferred to Ngāti Manuhiri
- Ngā Maunga Whakahii o Kaipara Development Trust deferred to Ngāti Manuhiri

This email was resent on the 27th of September 2022. As at 7 October 2022 no other responses had been received.

Rodney Local Board

An initial presentation on the proposed Plan change was given to the Rodney Local Board on the 19th of May 2021. This presentation introduced the then applicant, the plan change area and the vision for Waimanawa. Various questions were raised in respect to pedestrian and cycle connections and a recommendation made that the Matakana Coast Trails Trust was consulted (and this was subsequently undertaken).

During the presentation, a concern was raised by a Board Member that the development of Warkworth South was not intended until after the construction of the southern interchange. This view is not supported in either the Warkworth South Structure Plan or the FULS and it is unclear how this perception may have arisen particularly given there has been no commitment to construct the southern interchange to date.

A related concern raised was that the plan change was prior to when the FULS sought to have this area development ready. This is correct but the FULS remains a non-statutory document and has a guidance purpose only. Furthermore, the FULS has not been updated in recent years to reflect the NPS-UD or development which has occurred to date. In addition, with the upgrading of the Warkworth wastewater network underway, the planned opening of the Puhoi to Warkworth Motorway in 2023 and the intended infrastructure funding package by the applicants there are now no infrastructure provision constraints for the development of Waimanawa.

It was intended to update the Local Board in October 2021 and then in early 2022. Despite written requests to the Local Board to undertake the presentation (including an update on the infrastructure funding request and proposed infrastructure for Warkworth South), the Board declined the requests. Further input into the masterplan process and the preparation of the plan change from the Local Board has therefore not been possible.

Auckland Council

Planning and Urban Design

An initial meeting to introduce the plan change proposal was held with the relevant Council officers on the 4th of November 2020. This meeting covered the possible plan change area, the plan change philosophy in terms of the design and how it reflects the Warkworth Structure Plan and studies to be undertaken. Council Officers identified that the provision of infrastructure and the timing of this would be the key issue and confirmed that Council would be opposing private plan changes where infrastructure funding fell on Council. Council Officers also were of the opinion that the funding of social infrastructure (ie libraries) would also need to be included and the developers would need to undertake all roading development.

Council Officers also expressed the view that the plan change would need to take account of the housing being provided under the then Plan Changes 25 and 40 and the timing for that housing development (which had not been confirmed at that time).

A second meeting was held with the relevant Council Officers on the 25th of May 2021 to updated Council on the plan change development including the vision document and the proposed zoning layout. Council officers reiterated that infrastructure funding remained the key issue for Council. Having considered the Vision document and its alignment with the Warkworth Structure Plan, Council Officers considered that the main focus on discussions would need to be on the provision of infrastructure and funding of it.

It was confirmed by the plan change team that costings for the infrastructure and lot yields were being confirmed and that work was progressing on methods to fund this infrastructure. Once this had progressed further, then further meetings would be held with Council to confirm the approach being taken.

Although Council was to look at the zoning in further detail, no significant issues were immediately obvious, but Council would not want the local centre constructed as the final stage of the development of Waimanawa.

It was agreed that there would be one further meeting before a formal pre-application process was entered into.

Subsequent to this a further meeting was held on the 28th of June 2022 where Council Officers agreed to the proposal that the draft plan change documentation be lodged with Council as a “soft lodgement” to provide an opportunity for Council Officers to review and provide feedback prior to the plan change being finalised and formally lodged. The soft lodgement was progressed with feedback received from the Planning, Urban Design, Transportation, Māori Heritage, Contaminated Lands, Economics and Parks and Community Facility staff of Council as well as Healthy Waters and Auckland Transport. Approximately 200 questions were raised with the majority having been addressed in the final Plan Change or this report. The key issues raised were:

- Request to remove Open Space Zonings;
- Stronger and more detailed transportation objectives and policies;
- Identification of qualifying matters; and
- Alignment of wording of objectives with recent Plan Changes.

Healthy Waters

Maven liaised directly with Health Waters in respect to the stormwater modelling and the proposed stormwater train. It is understood that Health Waters is in support conceptually with the proposal but will provide a formal and detailed response at the time that the plan change is lodged. Healthy Waters responded to the soft lodgement and sought a number of clarifications to the stormwater report and modelling, and these have been addressed in the final report.

Supporting Growth Alliance (AT/AC/NZTA)

The three organisations asked to be consulted together given their related interests in this area. An initial meeting was held on the 18th of May 2021. The key outcomes were:

- Confirmation that the plan change would incorporate and provide for the WWLR. The indicative route shown was considered appropriate for further investigation.
- Confirmation that SH1 would revert to the control of Auckland Transport upon the opening of the Puhoi-Warkworth Motorway and would be an urban arterial. The plan change would need to take account of that.
- Confirmation that the speed environment on the SH1 into the southern approach for Warkworth would need to be reviewed and changed over time. This may require some physical works on SH1 when it becomes an urban arterial and potentially as part of the development of Waimanawa.

A number of subsequent meetings were held between the parties and Supporting Growth were provided the updated Masterplan and the proposed route of the WWLR along with supporting information for feedback. At a meeting on the 14th of April 2022, Supporting Growth advised that they could not provide feedback on the proposed WWLR rather any feedback would have to come from Auckland Transport and Auckland Council.

Auckland Transport provided on the 14th of April 2022 a plan showing an indicative WWLR route and their preferred position for the public transport interchange. The route provided by Auckland Transport differed from the WWLR route released by Supporting Growth on the 29th of April 2022 for public consultation. Supporting Growth subsequently confirmed that the route released by them was the preferred route and not that provided earlier by Auckland Transport.

A site meeting was held with Supporting Growth staff on the 18th of May 2022 to discuss the proposed WWLR cross-section (including riparian planting width) where the road is proposed to run alongside the watercourse adjoining the Morrison Orchard boundary. Supporting Growth staff advised at that meeting that the riparian planting width would need to be determined by Council and the proposed cross-section reduction (from 24m to 22m) would need to be discussed directly with Auckland Transport.

Consultation was then undertaken directly with Auckland Transport in respect to the reduced carriageway width for part of the WWLR. On the 20th of July 2022, Auckland Transport confirmed that this reduction would not be supported by Auckland Transport at this stage.

A site meeting was held with a representative of Auckland Council (Parks and Community Facilities) to discuss the proposed minimum riparian yard width along the WWLR. It was confirmed that as an esplanade reserve was not required along this section of the watercourse a reduction in the riparian yard could potentially be supported given the restraints. Possible options of integrating walkway and cycling provisions within the riparian margin along this part of the WWLR was raised as a matter which could be further explored with Auckland Council and Auckland Transport at the detailed design stage. The riparian yard, if

not incorporated into the road reserve, could be vested in Auckland Council either as open space or as part of a stormwater reserve.

A meeting with SG was held on the 1st of December 2022. At that meeting it was confirmed that SG remains supportive of the WWLR alignment proposed and is currently in the process of preparing the notices of requirements to designate the area required for the WWLR/SH1 Intersection and the WWLR to the west of the precinct. The WWLR/SH1 notice of requirement would provide a degree of flexibility in terms of design options and the minimum set back from the watercourse further to the west.

In March 2023, the applicant was made aware by residents that Supporting Growth had sent out to certain landowners plans showing the future indicative designation location for the WWLR. These plans were requested from Supporting Growth and supplied. Supporting Growth confirmed that the route of the WWLR through the Plan Change area was indicative only and Supporting Growth were only focussed on the location of the route at the western side of the Plan Change area where it crosses the watercourse and at the WWLR/SH1 intersection.

The proposed area to be designated at the western side of the Plan Change area aligns with the proposed WWLR alignment at this location in the Plan Change. The proposed area to be designated for the WWLR/SH1 intersection does not extend north enough to cover the full area required for the WWLR/SH1 intersection in the Plan Change. Supporting Growth would not release the reports they have prepared to support the proposed designation area and advised that the reports would not be made public until such time that the Notices of Requirements for the Designation was notified. It is therefore not possible to assess at this stage why the Supporting Growth proposed designation area does not extend to the north to cover the full area required for the WWLR/SH1 intersection.

Watercare Services Ltd

Maven liaised directly with Watercare Services Ltd in respect to the proposed wastewater and potable water infrastructure. It is understood that Watercare Services Ltd does not oppose the proposal and formal feedback is expected at the time of the lodgement of the Plan Change.

Ministry of Education

Prior to the plan change process being initiated, the Ministry of Education had been liaising with Mr Endean for a number of years on a possible primary school site on his land holdings. Various meetings have been held with Ministry of Education representatives. The representatives have confirmed that the Ministry remains very interested in establishing a new school in Waimanawa, potentially adjacent to or opposite the proposed recreational park.

The Ministry does not currently have the funding to undertake the site identification study or land acquisition. This funding is expected to be confirmed once the need for the new primary school is confirmed. The possible need to provide for a future school is reflected in the proposed Waimanawa Precinct Objective 7 and supporting Policy 2. The Ministry of Education in July 2022 confirmed that they support the wording of this objective and supporting policy.

Matakana Coast Trail Trust

A meeting was held on site (27 May 2021) with the representatives of the Matakana Coast Trail Trust. Although the exact route of the future cycle trail from Thompsons Road to the vicinity of the Honey Centre has not yet been confirmed, it is proposed to provide a connection to the Avice Miller Reserve. This could potentially be achieved through a connection through the eastern side of Waimanawa. This can be determined at a later date once the detailed design of the eastern side of Waimanawa is underway and the Trust has further refined its plans for this area.

The Trust was supportive of the green network and the provision of cycle/pedestrian connections through Waimanawa.

One Mahurangi

A meeting with held with a One Mahurangi representative on the 25th of May 2021 to discuss the roading layout. One Mahurangi supported the provision of the WWLR but considered it should be constructed to a four-lane standard. Although the plan change provides for it being constructed to a two - lane collector road standard, there is requirement that the width of land to be vested for the road is to be adequate for a future four - lane arterial road.

The location of the WWLR and SH1 intersection was supported.

Subsequent to this, regular updates were provided to the Infrastructure and Roading Forum hosted by One Mahurangi.

Adjoining Residents

A pop-in afternoon was held for adjoining residents on the 31st of July 2021 at the former Ransom Vineyard. Various plan change team members were present to answer questions and information was provided including the vision, the draft masterplan, the draft zoning layout and key points from the various draft specialist studies.

This pop-in afternoon provided an opportunity for adjoining residents to learn about the vision and plan change process and to provide their initial views. Subsequent to that meeting there has been further correspondence/questions from a couple of residents which have been responded to.

Generally, most residents were aware and accepting that the area was to be urbanised. A couple of residents expressed their thoughts that it was being undertaken earlier than they had anticipated. There was support for the Vision for Waimanawa and the Master Plan, although there were various questions on future roading connections and relationship with adjoining properties when they are developed (including future infrastructure connections).

A second pop-in afternoon for adjoining residents was held at the former Ransom Vineyard on the 9th of April 2022. An update on the findings of the studies and the plan change process was provided at that session. There was continuing support for the plan change.

Through the process, two adjoining landowners sought the inclusion of their land within the plan change area and this has been undertaken.

Mahurangi Sports Collective

An initial discussion has been held with a representative of the Mahurangi Sports Collective. The Collective seeks to be consulted further when the design of the recreational park progresses.

Landowners within the Plan Change Area

The landowners within the plan change area have been liaised with through the process by meetings, three pop-in afternoons, and email updates. Landowners have generally provided access for various specialists who required access to certain properties.

Landowners were supportive of the Vision. Feedback was received on earlier draft masterplans and as a result of that feedback, the roading network was refined and were certain zone boundaries.

The majority of landowners are very supportive of the plan change and have been identified as cooperating landowners. The ownership of one property off Valerie Close is currently in the process of changing and for that reason this property owner has not been identified as a cooperating landowner at this stage. The three property owners with access off Mason Heights have been less involved. One landowner is based overseas and there has been limited correspondence from them. One property is on the market and the current owner has a different development and zoning expectation than what is being proposed. The third property owner has taken a very limited interest and this property has limited development potential.

The owner of 1684A SH has requested very recently that their property be included as their Future Urban zoned land is on the edge of the RUB and would not comfortably sit with any other future plan changes. As a result of that the only other remaining lot within the RUB in this area, 1684 SH, has also now been included in the plan change. Both sites are proposed to be zoned Residential – Large Lot due to limitations with site access and the topography of both sites.

Warkworth Area Liaison Group

The applicants were invited by the Warkworth Area Liaison Group to present the Plan Change proposal at their meeting on the 5th of April 2023. The presentation covered the vision for the plan change area, the masterplan and the zoning and precinct plans. A small number of questions were raised in respect to the roading forms to be used, the upgrading of the current SH1, the route of the WWLR to the west and provision for medical services. Overall, the plan change was warmly received.

Key Consultation Outcomes

The consultation with various parties raised a number of valid issues which have subsequently been addressed in the plan change process. These are:

- 1 The plan change largely reflects the Warkworth Structure Plan. The alignment of the WWLR still achieves the transportation purpose of this road but the alignment better reflects the local topography

and fits comfortably within the proposed zone layout. A number of landowners have indicated their strong support for the WWLR alignment compared to the earlier proposed alignment by Supporting Growth (which is no longer being pursued by Supporting Growth).

- 2 An infrastructure funding package is being developed. The required infrastructure for wastewater, potable water and stormwater will be provided for as part of the development of Waimanawa.
- 3 The WWLR will be constructed to a collector road standard as part of the development of Waimanawa. The width of land vested is to allow for the future upgrading of the road to an arterial standard.
- 4 SH1 will be transformed to an urban arterial standard as part of the development of Waimanawa and this will include a pedestrian/cycle connection to the existing Warkworth pedestrian network.
- 5 The objectives and policies support the provision of social infrastructure including education facilities.
- 6 Refinements to the key roading routes and zone boundaries have been undertaken through the process reflecting feedback received.

16. Conclusion

This proposed private plan change requests covers approximately 159 ha in the Warkworth South area. The plan change seeks to introduce two new precincts into the AUP. The precinct approach is consistent with the methodology that Council is continuing to adopt within the AUP for providing for area specific planning outcomes. The two proposed precincts are:

- The Waimanawa Precinct
- The Morrison Heritage Orchard Precinct.

The Waimanawa Precinct introduces a suite of open space and residential zones as well as a local centre zone and over time would allow for the development of approximately 1600 residential lots and apartment units.

The Morrison Heritage Orchard Precinct introduces a Rural – Mixed Rural zone and Residential – Large Lot zone over the existing Morrison Orchard to allow for its continued operation and expansion over time to allow for a limited number of uses so it becomes both a focus for Warkworth South and a local destination.

The plan change will generally give effect to the Warkworth Structure Plan as it relates to the Warkworth South area. The infrastructure package which is to be implemented will provide the key infrastructure required both for Waimanawa and also the future urban development of the remainder of the Warkworth South area.

In summary, the development provided for by the plan change would:

- (a) Provides for Morrison Orchard to continue to operate, expand and to develop a range of complementary activities so it becomes a focus for the future Warkworth South community and a local destination while recognising its historical past.
- (b) Provides for residential growth in Warkworth south, which reflects that Warkworth has been identified as a satellite town within Auckland and the Future Urban zoning currently applied to this area.
- (c) Create a range of residential zones consistent with the Structure Plan which in turn creates a diversity of housing choice.
- (d) Provides for a range of open spaces to provide for different recreational opportunities and the protection of existing vegetation including the extensive riparian margins along the upper reaches of the Mahurangi River.
- (e) Provide for water quality treatment for stormwater discharges into the upper reaches of the Mahurangi River.
- (f) Confirms the location and provision of the WWLR, which will form an integral part of the Warkworth arterial roading network and a link to any future southern interchange.

- (e) Provide for urban development in a manner which reflects the unique character of this valley and in particular by facing and respecting the upper reaches of the Mahurangi River.
- (f) Provide for a local centre in a location which will contribute to the southern entranceway to Warkworth, is easily accessible both to future Waimanawa residents but also to the future Warkworth South population and which will be close to any future public transport interchange for Warkworth South.

The section 32 analysis demonstrates that the objectives for both the Waimanawa and Morrison Heritage Orchard precincts are the most appropriate way to achieve the purpose of the Act. The supporting policies then rules and assessment criteria are then the most appropriate way to achieve these objectives.

The adoption of the plan change:

- (a) will assist the Council in achieving the purpose of the Act and the NPS-UD;
- (b) gives effect to the Auckland Regional Policy Statement and is consistent with the general provisions of the AUP;
- (c) accords with the purpose and principles of Part 2 of the Act;
- (d) is supported by necessary evaluations in accordance with sections 32 and 32AA Act; and
- (e) will help with the effective implementation of the AUP.

Appendix One: **Landholding Details**

Refer attached link.

Appendix Two: **Urban Design Report**

As the first stage of the development of the Waimanawa Masterplan and the plan change a draft Vision Document was prepared and then refined through the process to reflect feedback, outcomes of various specialist studies and an increasing knowledge of the area and outcome objectives.

This Vision Document does not form part of the plan change and is provided as background information.

An indicative Masterplan has been developed showing how the Waimanawa area could be developed. This Masterplan confirms the indicative location of the collector and arterial roads roads and a possible local roading network.

The purpose of the Masterplan is to demonstrate how development could proceed under the Waimanawa Precinct. However, it is recognised that during the detailed design process the lot layout and location of local roads may be refined. This Masterplan therefore does not form part of the plan change but is provided to give an indication as to how Waimanawa may be developed.

Appendix Three: **The Requested Plan Change**

Refer attached link.

Appendix Four: **Visual and Landscape Assessment**

Refer attached link.

Appendix Five: **Infrastructure Report**

Refer attached link.

Appendix Six: **Geotechnical Investigation Reports**

Refer attached link.

Appendix Seven: **Land Contamination Assessments**

Refer attached link.

Appendix Eight: **Integrated Transport Assessment**

Refer attached link.

Appendix Nine: **Ecological Baseline Assessment**

Refer attached link.

Appendix Ten: **Assessment of Economic Effects**

Refer attached link.

Appendix Eleven: **Archaeological Assessment**

Refer attached link.

Appendix Twelve: **Cultural Values Assessment**

Refer attached link.

Appendix Thirteen: **Draft Stormwater Management Plan**

Refer attached link.

Appendix Fourteen: **Arboricultural Assessment**

Refer attached link.

Appendix Fifteen: **Stormwater Modelling Report**

Refer attached link.

Appendix Sixteen: **Soil and Resource Report**

Refer Attached Link.

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