

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 72 (Private):

McKinney Road, Warkworth

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 12 May 2022.
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 72 (Private): McKinney Road, Warkworth

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
1	1.1	Roger Lewis Williams	ropeworth@gmail.com	Decline the plan change	Decline the plan change
2	2.1	KA - Waimanawa Partnership Ltd. c/- David Hay	david@osbornehay.co.nz	Accept the plan change	Accept the plan change
3	3.1	Aztek Projects Ltd c/- Shane Hartley	shanehartley@tnp.co.nz	Accept the plan change with amendments	Amend the plan change to incorporate the Medium Density Residential Standards
4	4.1	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Decline the plan change unless matters raised in the submission are addressed and resolved
4	4.2	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the plan change to incorporate the Medium Density Residential Standards and consider the transport effects of development enabled by this
4	4.3	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the precinct provisions to require frontage upgrades on McKinney Rd and John Andrew Dr in conjunction with subdivision and development (including walking and cycling facilities)
4	4.4	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the Plan Change to include provisions to address any upgrades to the SH1 / McKinney Road intersection necessary to support the development including appropriate staging triggers in the precinct provisions.
4	4.5	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the precinct provisions to provide for any additional mitigation required at the McKinney Rd / John Andrew Dr intersection.
4	4.6	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the precinct provisions to restrict vehicle crossings in association with subdivision and development from directly accessing McKinney Rd and John Andrew Dr including discretionary status provisions.
4	4.7	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the precinct provisions to ensure subdivision/development is integrated of with the delivery of transport infrastructure/services. These include: provision of collector, development of active mode connections, upgrading of McKinney Rd and John Andrew Dr, and interventions necessary to upgrade the SH1/McKinney Rd intersection. Provisions may include threshold or triggers, or assessment and consenting processes aligned to objectives and policies.
4	4.8	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend Policy 3 as follows: Subdivision, use and development shall provide for integrated roading, pedestrian and cycling infrastructure, including <u>safe and accessible</u> pedestrian and cycling links to The Grange commercial centre, to achieve full connectivity of all development as shown in the Warkworth X Precinct Plan.
4	4.9	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Retain the transport network identified in the Warkworth X Precinct Plan, subject to additions sought elsewhere in this submission.
4	4.10	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the Warkworth X Precinct Plan to identify the requirement for the upgrade of the McKinney Rd and John Andrew Dr road frontages, including provision of cycling facilities.
4	4.11	Auckland Transport c/- Sam McGough	sam.mcgough@at.govt.nz	Decline the plan change unless matters raised in the submission are addressed and resolved	Amend the the precinct provisions to require sightline assessments for proposed new road accesses shown on the Warkworth X Precinct Plan at the subdivision stage of development. This should be included in the assessment criteria.
5	5.1	Watercare Services Limited c/- Mark Iszard	Mark.Iszard@water.co.nz	Accept the plan change with amendments	Amend the plan change to appropriately manage water and wastewater related effects, particularly servicing requirements.
6	6.1	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Accept the rezoning from Future Urban to Mixed Housing Suburban zone, subject to the inclusion of the Medium Density Residential Standards.

Plan Change 72 (Private): McKinney Road, Warkworth

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
6	6.2	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend the precinct description as follows: Development is anticipated in accordance with the Residential – Mixed Housing Suburban zone provisions, at approximately 20 to 30 dwellings per hectare (gross) with between 150 and 200 dwellings likely overall.
6	6.3	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend the precinct description as follows: The zoning of the land within this precinct is Residential – Mixed Housing Suburban Zone.
6	6.4	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend objective (1) as follows: Development shall be coordinated with the upgrading of the Snells Beach Wastewater Treatment Plant and completion of the conveyance network from Warkworth to Snells Beach to avoid adverse effects on the environment.
6	6.5	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend objective (2) as follows: An integrated, low-speed transport and movement network is established with safe and convenient road, pedestrian and cycling connections between McKinney Road, John Andrew Drive and potentially The Grange.
6	6.6	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend policy (3) as follows: Subdivision, use and development shall provide for integrated roading, pedestrian and cycling infrastructure, including pedestrian and cycling links to The Grange commercial centre, to achieve full connectivity of all development as shown in the Warkworth X Precinct Plan.
6	6.7	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend Policy (4) as follows Require at least one vehicular Collector through road connecting from John Andrew Drive Titapu Road to McKinney Road, with an intersection to McKinney as indicated on the Warkworth X Precinct Plan.
6	6.8	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Insert a new policy as follows: Require at least one Local Road connecting John Andrew Drive to the Collector Road.
6	6.9	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend standard I.XXX.6.2(1) as follows The collector road, a local road, and pedestrian and cycling links identified in the Warkworth X Precinct Plan shall be provided at subdivision or land development stage, whichever occurs first, in perpetuity for both private and public access.
6	6.10	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend the purpose statement of standard I.XXX.6.3 as follows: Purpose: To protect and enhance water quality and ecology of the streams and natural wetlands shown in the Warkworth X Precinct Plan while preventing erosion by planting:
6	6.11	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend standard I.XXX.6.2(1) as follows: The riparian yards of the permanent and intermittent streams shown in the Warkworth X Precinct Plan (being the land comprised in Lot 1 DP558809 and Lot 2 DP 481942) must be planted at the time of subdivision or land development, whichever occurs first, from the stream bed to a minimum width of 10m measured from the top of the stream bank.
6	6.12	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend standard I.XXX.6.3(2) as follows: The buffer area of the natural wetlands shown in the Warkworth X Precinct Plan (being the land comprised in Lot 1 DP558809 and Lot 2 DP 481942) must be planted at the time of subdivision or land development, whichever occurs first, to a minimum width of 10m measured from the wetland's fullest extent.

Plan Change 72 (Private): McKinney Road, Warkworth

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
6	6.13	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend assessment criteria IXXX.8.12(1)(e) as follows: The extent to which the ecological values and water quality of existing watercourses and wetlands are maintained or <u>and</u> enhanced by the proposed subdivision or development.
6	6.14	MJ Thorogood and Julius Yang and Cheng-Kwang Yang	burnette@thepc.co.nz	Accept the plan change with amendments	Amend I.XXX.10 Warkworth X Precinct Plan as per submission to show a potential connection between the proposed connector road to McKinney Road, a potential connection between the proposed pedestrian/cycleway and Fairwater Road, and amend the through road to John Andrew Dr from Collector, to Local road.
7	7.1	Waka Kotahi c/- Sarah Ho	sarah.ho@nzta.govt.nz	Decline the plan change	Delay the plan change to align with the FULSS or decline the Plan Change unless the matters relating to walking, cycling, transport infrastructure and services are addressed and resolved to Waka Kotahi satisfaction.
7	7.2	Waka Kotahi c/- Sarah Ho	sarah.ho@nzta.govt.nz	Decline the plan change	Decline the plan change as it does not adequately address the medium density residential standards enabled by recent RMA amendments.
7	7.3	Waka Kotahi c/- Sarah Ho	sarah.ho@nzta.govt.nz	Decline the plan change	Amend the plan change to ensure any traffic effects can be appropriately managed at the SH1/McKinney Rd intersection (including effects from the additional capacity enabled by the MDRS)
7	7.4	Waka Kotahi c/- Sarah Ho	sarah.ho@nzta.govt.nz	Decline the plan change	Amend the plan change to include provisions addressing any upgrades to the SH1/McKinney Rd intersection. This can include appropriate stage triggers.
7	7.5	Waka Kotahi c/- Sarah Ho	sarah.ho@nzta.govt.nz	Decline the plan change	Amend the precinct provisions to ensure subdivision/development is integrated of with the delivery of transport infrastructure/services. These include: provision of collector, development of active mode connections, upgrading of McKinney Rd and John Andrew Dr, and interventions necessary to upgrade the SH1/McKinney Rd intersection. Provisions may include threshold or triggers, or assessment and consenting processes aligned to objectives and policies.
7	7.6	Waka Kotahi c/- Sarah Ho	sarah.ho@nzta.govt.nz	Decline the plan change	Amend the precinct provisions to integrate land use with the wider active transport, public transport and roading network as addressed in the Warkworth Structure Plan. This includes amending the Warkworth x Precinct Plan to demonstrate how the walking and cycling network also connects and integrates with the wider active transport network.

Submissions

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 72 - Roger Lewis Williams
Date: Monday, 7 March 2022 5:30:50 PM
Attachments: [Plan Change 72 Submission 6-3-22.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Roger Lewis Williams

Organisation name:

Agent's full name:

Email address: ropeworth@gmail.com

Contact phone number: 094259127

Postal address:
9/M502 Queen Street
Warkworth Oaks
Warkworth
Auckland 0910

Submission details

This is a submission to:

Plan change number: Plan Change 72

Plan change name: PC 72 (Private): McKinney Road, Warkworth

My submission relates to

Rule or rules:
Subdivision and Transport

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Lack of information regarding subdivision , Typical roading section, Car Parking, Intersection details McKinney and John Andrew Drive, upgrade of McKinney and John Andrew Drive . Intersection with SH1. and long term connection to Western Link Road

I or we seek the following decision by council: Decline the plan change

1.1

Submission date: 7 March 2022

Supporting documents
Plan Change 72 Submission 6-3-22.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Plan Change 72

KcKinney Road, Warkworth

SUBMISSION by Roger Williams, M502/9 Queen St Warkworth email ropeworth@gmail.com

In my opinion the application for the private plan change is poorly documented and not in the interests of the current and future residents of Warkworth.

The site will be developed for housing and has a northerly aspect with good views and a sunny disposition. It is worthy of a quality subdivision but the documentation suggests that it will be high density tenements with minimal amenities to maximise the financial yield.

Specific Comments are:-

1. The application gives no indication of the lot layout or the visual appearance of the development. Roading section would help show the quality of the development.
2. The pedestrian and cycling connectivity is poor. 30 min walk to the CBD starts with a narrow road with pavement only on one side of Fairwater Road. Signage on this road specifically indicates no cycling. The route then goes through the Grange shopping precinct with many cars and turning vehicles and through a metal pathway with a steep gradient to Haiti Drive. Haiti Drive has a footpath on one side only as does Whittaker Street to the CBD. It cannot be considered a good walkway or cycleway.
3. Vehicle connectivity is poor with one route going to John Andrew Drive which is currently unformed and untrafficable. The route from there is up and downhill to Percy Street where the road goes steeply down. At the RSA there is a difficult intersection which has poor priority control.
4. The alternative route from the subdivision is to go in the opposite direction to McKinney Road. McKinney Road is narrow and very weak construction. It is not wide enough for cyclists or pedestrians and users wear. Those that use it routinely wear Hi Viz Vests.
5. The intersections onto John Andrew Drive and McKinney Road involve steep gradients and cross gradients. The applicant has not demonstrated that these are practical to construct or is safe.
6. The intersection with the existing State Highway has poor visibility. It does not have kerbing or footpath. The left turn from the State Highway cannot be taken closely because of the depression see photo. This explains the 3 car accident referred to in the Transportation Report and the road does not have a left turn lane referred to in the SIDRA Analysis. The report suggests that Traffic Signals will be installed but with the proximity of the proposed Western Link Road this is unlikely to be acceptable. In my opinion McKinney Road should be formed as a Cul de Sac at the State Highway and the existing McKinney Road realigned to link with the proposed Western Link Road.
7. The proposed subdivision is highly car dependent only adding to the parking woes of the Warkworth Township. The proposal does not address off street and on street parking within the subdivision adequately.
8. Public amenity is not addressed except by a wetland designed for stormwater attenuation.

The Private Plan Change Application appears to be a blatant attempt to create a Carte Blanche for the applicant to maximise profit and minimize quality at the expense of the present and future Warkworth Community.



KcKinney /SH1 Lack of left turn lane, no footpath of kerbing and a substantial hole at the apex of the corner



Fairwater Road showing limited facilities for walking and cycling and the no cycling sign.



John Andrew Drive unformed and steep gradient at proposed intersection. Is this practical and who pays for it?



John Andrew Drive/ Mc Kinney Road intersection. Steep gradient and untrafficable.

Is this practical and who pays for it and upgrade of John Andrew Drive and McKinney Road?

**AZTEK PROJETS LIMITED
TRANSPORT ASSESSMENT
33, 37 AND 43 MCKINNEY ROAD PRIVATE PLAN CHANGE**

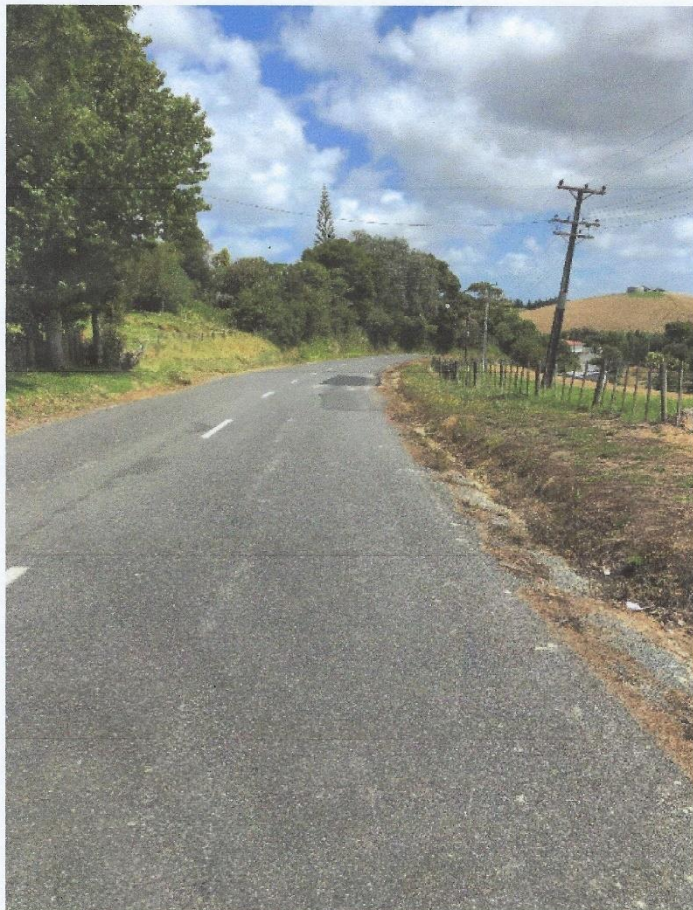


Figure 2-3: Existing McKinney Road configuration along site boundary

2.1.2.2 State Highway 1 (SH1)

SH1 is classified as an Arterial Road in the Unitary Plan and is the main north to south spine road of Warkworth.

At its intersection with McKinney Road, SH1 is a two-way road with paved shoulders and painted double yellow centre line (no passing/overtaking line) in the vicinity of the intersection with McKinney Road. The carriageway is around 10.5m wide as measured 150m south of the SH1 / McKinney Road intersection.

SH1 is subject to a 60km/h posted speed limit immediately north and south of McKinney Road. The speed limit changes to 100km/h around 60m south of the SH1 / McKinney Road intersection. There are also no existing dedicated walking and cycling facilities on SH1 south of Wechs Drive. Although there is clear evidence of an existing pedestrian desire line between Wechs Drive and McKinney Road.

ilo_3519_mckpc_210325



7

McKinney Road at intersection with New Road.

Is this practical and who pays for the upgrade of McKinney Road?

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

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

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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

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

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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

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

Address for service of Submitter _____

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable) _____

Scope of submission

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

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify) _____

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation 2.1
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

David Hay

_____ Date

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

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

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

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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

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

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



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

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

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Shane Hartley

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

Aztek Projects Ltd

Address for service of Submitter

PO Box 466 Orewa

Telephone:

211593240

Fax/Email:

tnp@tnp.co.nz / shanehartley@tnp.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 72

Plan Change/Variation Name

McKinney Road, Warkworth

The specific provisions that my submission relates to are:

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

Plan provision(s)

The Zone and Precinct provisions, including objectives and policies, as may be applicable to my submission

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 requires medium density residential standards (MDRS) to be incorporated into residential zones. It will, or may, be necessary and/or appropriate to include MDRS in either or both the proposed RMHSZ and precinct in the PPC, potentially with qualifications, as specified in the Act.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

The modification of the proposed plan change provisions by the inclusion of MDRS in either or both the proposed RMHSZ and precinct in the PC, with any appropriate qualifications, as specified in the Amendment Act.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

18 March 2022
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

24/03/2022

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Wayne Siu

Email: unitaryplan@aucklandcouncil.govt.nz

**SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 72: MCKINNEY ROAD,
WARKWORTH**

Please find attached Auckland Transport's submission on Proposed Private Plan Change 72
McKinney Road, Warkworth to the Auckland Unitary Plan (Operative in Part).

Should you have any queries in relation to this submission, please contact me on +64 944
74225 or at sam.mcgough@at.govt.nz.

Yours sincerely



Sam McGough
Planner, Land Use Policy and Planning North / West

cc:

Aztek Projects Limited

C/- Terra Nova Planning

Via email - shanehartley@tnp.co.nz

SUBMISSION BY AUCKLAND TRANSPORT ON PROPOSED PRIVATE PLAN CHANGE 72 – MCKINNEY ROAD, WARKWORTH

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 72 from Aztek Projects Limited to rezone land from Future Urban Zone to Residential – Mixed Housing Suburban and to introduce a new precinct within the Auckland Unitary Plan (Operative in Part)

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Aztek Projects Limited ('the applicant') has lodged a Private Plan Change ('PPC 72' or 'the Plan Change') to the Auckland Unitary Plan: Operative in Part ('AUP(OP)'). The Plan Change seeks to rezone 8.2 hectares of land north of McKinney Road in Warkworth, from Future Urban Zone to Residential – Mixed Housing Suburban. PPC 72 also seeks to introduce a new precinct to the AUP(OP).
- 1.2 According to the documents provided with the Plan Change application, the rezoning is expected to enable the development of 150-200 dwellings.
- 1.3 Auckland Transport is a Council-Controlled Organisation of Auckland Council ('the Council') and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ Auckland Transport is responsible for the planning and funding of most public transport; promoting alternative modes of transport (i.e. alternatives to the private motor vehicle); operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland region.
- 1.4 Auckland Transport is not the road controlling authority for State Highway 1 ('SH1') as this falls under the responsibilities of Waka Kotahi New Zealand Transport Agency ('Waka Kotahi')
- 1.5 Urban development on greenfield land not previously developed for urban purposes generates transport effects and the need for investment in transport infrastructure and services to support construction, land use activities and the communities that will live and work in these areas. Auckland Transport's submission seeks to ensure that the transport related matters raised by PPC 72 are appropriately considered and addressed as part of achieving a well-functioning urban environment.

¹ Local Government (Auckland Council) Act 2009, section 39.

1.6 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Sequencing growth and aligning with the provision of transport infrastructure and services

2.1 The Future Urban Land Supply Strategy 2017 ('FULSS') provides guidance on the sequencing and timing of future urban land identified in the Auckland Plan. This guidance was incorporated into the updated Auckland Plan in 2018. The FULSS sets out the anticipated timeframes for 'development ready' areas over a 30-year period. The FULSS helps to inform infrastructure asset planning and funding priorities, to support development capacity to ideally be provided in a coordinated and cost-efficient way via the release of 'development ready' land.

2.2 The FULSS primarily addresses the sequencing and timing of large future development areas. In the north, these future development areas include Warkworth, Wainui East, Silverdale and Dairy Flat. The Plan Change site is located in Warkworth South in the FULSS which is planned to be development ready between 2028 and 2032. Therefore, the Plan Change seeks to provide for out of sequence development.

2.3 Plan Changes which propose to allow urban development before the wider staging and delivery of planned transport infrastructure services has occurred need to be carefully considered. In this case, the proposed urban development is out of sequence and wider infrastructure improvements are not planned to be delivered until the area is planned to be development ready in the FULSS between 2028 and 2032, subject to funding. Auckland Transport needs to assess whether the Plan Change includes provisions to require applicants to mitigate the transport effects associated with the development and to provide the transport infrastructure needed to service the development. There is also a need to consider whether the development has any implications for the timing of the strategic transport infrastructure required in the future to service the northern growth areas identified in the FULSS, including that shown in the Council's Warkworth Structure Plan.

2.4 Adverse effects which arise when development occurs before required transport infrastructure and services are provided cannot be addressed without funding to support the planning, design, consenting and construction of the transport infrastructure and services. There is a need to assess and clearly define the responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes considering the role of applicants / developers and taking into account the financially constrained environment that the Council and Auckland Transport are operating within.

2.5 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in Objective 6 of the National Policy Statement on Urban Development 2020, quoted below (with emphasis in bold):

'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.'

3. Supporting Growth Context

- 3.1 Auckland Transport is also part of the Supporting Growth Programme (Te Tupu Ngātahi) ('SG') which is a collaboration between Auckland Transport and Waka Kotahi to plan and route protect the preferred strategic transport network in future growth areas such as Warkworth.
- 3.2 In reviewing this Plan Change, Auckland Transport has had regard to the Integrated Transport Assessment completed by SG ('SG ITA') in 2019 to complement the Warkworth Structure Plan. The Warkworth Structure Plan was prepared by the Council and went through a robust process, including four stages of consultation, before being adopted by the Council's Planning Committee on 4 June 2019. The structure plan sets out a pattern of land uses and the supporting infrastructure network for approximately 1000 hectares of Future Urban zoned land around Warkworth.
- 3.3 In addition to the strategic transport network identified for route protection, the SG ITA completed for the Warkworth Structure Plan identified a new and upgraded collector road network. It identifies two transport projects adjacent to the Plan Change site that are required to support the urbanisation of the area. These are:
- Upgrading the existing SH1 / McKinney Road intersection including a signalised T-intersection and reduction in speed limit to 50km/h.
 - Upgrade of McKinney Road (whole length) to an urban standard including road cycle improvements.

The SG ITA expects the timing of these infrastructure improvements to align with the FULSS. The SG ITA also identifies John Andrew Drive as forming part of the public transport network. Auckland Transport is particularly interested in how the Plan Change provides for these required infrastructure improvements and services, as this Plan Change will accelerate the timing of development with its corresponding transport network demands.

4. Cumulative effects

- 4.1 Cumulative adverse effects on the transport network can result from multiple developments that may individually have minor effects but which in combination can result in significant effects. This is a matter that must also be considered.

5. Specific parts of the Plan Change that this submission relates to

- 5.1 The specific parts of the Plan Change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport, and include:
- Lack of consideration of potentially higher yields that may be enabled by the Medium Density Residential Standards ('MDRS')
 - Deficiencies in the transport information provided to support the Plan Change
 - Deficiencies in the Precinct Plan provisions relating to transport matters
 - Lack of funding or alternative mechanisms identified to ensure that the transport infrastructure required to support the rezoning will be provided.

5.2 Auckland Transport opposes the Plan Change unless the applicant satisfactorily addresses the matters raised in **Attachment 1**.

5.3 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

6. Decisions sought by Auckland Transport

6.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.

6.2 In all cases where amendments to the Plan Change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

7. Appearance at the hearing:

7.1 Auckland Transport wishes to be heard in support of this submission at a hearing.

7.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Christina Robertson
Group Manager, Growth and Urban Planning Integration

Date: 24 March 2022

Contact person: Sam McGough
Planner, Land Use Policy and Planning North / West

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: +64 944 74225

Email: sam.mcgough@at.govt.nz

Attachment 1

Topic	Support / Oppose	Reason for submission	Decision requested	
Entire Plan Change	Oppose	While Auckland Transport supports housing in this location as proposed in the Council's Warkworth Structure Plan, further assessment and amendments are needed to the Plan Change to address concerns about the implications for the transport network. These matters need to be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure that the transport needs of the precinct can be met, and that future strategic transport infrastructure and collector road upgrades are provided for and enabled. This is to ensure the future community is part of a well-functioning urban environment.	Decline the Plan Change unless the matters set out in this submission are addressed and resolved to Auckland Transport's satisfaction.	4.1
Development yield and implications of the MDRS	Oppose	<p>The proposal does not consider the effects of the new Medium Density Residential Standards ('MDRS') enabled by recent RMA amendments. The Council is required to publicly notify the new rules and policies enabling medium density and intensification in the AUP(OP) by 20 August 2022. How the MDRS will apply in the Auckland context has not yet been confirmed.</p> <p>Auckland Transport is interested in the plan enabled capacity rather than what the applicant is proposing to do. The ITA considers a certain level of development, but it is likely that a higher yield may be enabled by the MDRS. The Plan Change does not consider the implications of the MDRS nor how it would impact on the transport assumptions in the ITA.</p>	Decline the Plan Change as it does not adequately address the medium density residential standards enabled by recent RMA amendments.	4.2

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>Auckland Transport is concerned about the rezoning proposed in this Plan Change going ahead before information on the MDRS and how it will apply to the Mixed Housing Suburban Zone. This could result in potential adverse effects on the safety and efficiency of the transport network.</p>	
Frontage upgrade	Oppose	<p>Supporting Growth ('SG') prepared an Integrated Transport Assessment ('SG ITA') in 2019 to support the Warkworth Structure Plan. The SG ITA identified the need for the whole length of McKinney Road to be upgraded to an urban standard, including cycle facilities, to support development. The SG ITA also identified that improvements would be needed to John Andrew Drive to facilitate the Warkworth Loop bus route.</p> <p>Further to this, Auckland Transport's Future Connect portal identifies the long-term vision for Auckland's future integrated transport system. The Future Connect map shows McKinney Road and John Andrew Drive as Connector routes on the Strategic Cycle Network.</p> <p>McKinney Road and John Andrew Drive are both currently built to a rural standard. The applicant (or subsequent developer) should be responsible for the upgrade of these roads to an urban standard, where they have a frontage to the Plan Change site. The frontage upgrades should include safe walking and cycling facilities to connect to the existing footpath located on the southern end of John Andrew Drive and, provide connectivity around the Plan Change site.</p>	<p>Include provisions in the Precinct Plan that require frontage upgrades on McKinney Road and John Andrew Drive in conjunction with subdivision and development. The frontage upgrades should include walking and cycling facilities.</p>

4.3

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>The precinct provisions need to clearly identify the works required to upgrade the McKinney Road and John Andrew Drive Road frontages to provide a safe walking and cycling connection around the perimeter of Plan Change site.</p>	
<p>State Highway 1 / McKinney Road Intersection</p>	<p>Oppose</p>	<p>The SG ITA for the Warkworth Structure Plan identified the need for the State Highway 1 (SH1) / McKinney Road intersection to be upgraded to a signalised intersection, noting that localised widening may be required and a reduction in speed limit from 60km/h to 50km/h. The upgrade of the intersection has been identified in the SG ITA as necessary for development coming online between 2028 and 2032. The SG ITA indicates the existing number of lanes will be retained at the SH1 / McKinney intersection, but some localised widening may be required.</p> <p>It is important to note SG are responsible for the planning and route protection for the strategic network and not the implementation of projects. There is no funding currently allocated to this intersection in the Regional Land Transport Plan (RLTP) and as this Plan Change is progressing ahead of sequence, additional information about funding and contributions from developers for early infrastructure is required. The development enabled by this Plan Change will contribute traffic and other transport demand to the wider strategic transport network identified as needed to support growth in Warkworth, and there should be opportunity for the developer to contribute to this financially.</p>	<p>Require more information from the applicant about the transport effects of the development on the SH1 / McKinney Road intersection based on the current layout and speed environment, to determine whether additional mitigation is required. The additional assessment should consider the effects of additional yield through more intensive development of the Mixed Housing Suburban zone and / or any application of the MDRS.</p> <p>Amend the Plan Change to include provisions to address any upgrades to the SH1 / McKinney Road intersection necessary to support the development. This could include appropriate staging triggers in the precinct provisions.</p>

4.4

Topic	Support / Oppose	Reason for submission	Decision requested
McKinney Road / John Andrew Drive intersection	Oppose in part	<p>The applicant’s ITA includes an analysis of traffic flows at the McKinney Road / John Andrew Drive intersection. While the analysis indicates that the flows can be accommodated with the development yield that the applicant has proposed, the requested zone and the MDRS are likely to enable a higher level of development than what the ITA assumes. It is therefore likely the plan-enabled capacity will generate higher traffic flows and additional effects on the network.</p> <p>Section 4.4 of the ITA analysis includes a 2% growth factor without any supporting evidence. Given this is an urbanising area, the applicant should explore if there are updated traffic counts available which reflect a higher level of growth in recent years.</p>	<p>Require more information from the applicant about the effects of the development on the wider transport network, particularly at the McKinney Road / John Andrew Drive intersection, to determine whether additional mitigation is required. The additional assessment should consider the effects of additional yield through more intensive development of the Mixed Housing Suburban zone and / or any application of the MDRS.</p> <p>Amend the precinct provisions to provide for any additional mitigation required at the McKinney Road / John Andrew Drive intersection.</p>
Limiting vehicle access across cycle facilities along external frontage	Oppose	<p>Direct vehicle access to McKinney Road and John Andrew Drive should be restricted or limited to protect the cycle facilities required as part of the frontage upgrades on these roads. As mentioned elsewhere in this submission, McKinney Road and John Andrew Drive are identified as Connector routes on Auckland Transport’s Strategic Cycle Network and walking and cycling facilities along these roads should be provided by adjacent developers in conjunction with urban development.</p> <p>Limiting vehicle access across these cycle networks is important to reduce potential conflict between road users and protect cycle safety. The precinct provisions should limit vehicle crossings across cycle facilities, including limiting</p>	<p>Amend the precinct provisions to restrict vehicle crossings in association with subdivision and development from directly accessing McKinney Road and John Andrew Drive. Such amendments could include discretionary status provisions.</p>

4.5

4.6

Topic	Support / Oppose	Reason for submission	Decision requested
		direct vehicle access from McKinney Road and John Andrew Drive.	
Mitigation measures – thresholds / triggers	Oppose	<p>To ensure that land use is integrated with transport, the Precinct Plan needs to identify how subdivision and development is co-ordinated with the delivery of transport infrastructure and services. The proposed precinct provisions are not robust enough to ensure all the infrastructure improvements needed to support the development will be delivered. This is particularly important for the active mode connection to Fairwater Road as the existing environment is steep and the land is in fragmented ownership. There is a risk this connection is not feasible.</p> <p>The precinct provisions need to clearly identify each of the on-road interventions required to support the proposal and when these will be implemented. Appropriate thresholds are needed to ensure development does not go ahead until the required infrastructure is in place.</p>	<p>Amend the Precinct Plan to include provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services required to provide for the transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects. These key infrastructure improvements include but are not limited to:</p> <ul style="list-style-type: none"> • Provision of the collector road as proposed in the Warkworth X Precinct Plan • Development of the active mode connections identified in the Warkworth X Precinct Plan • Upgrade of the McKinney Road and John Andrew Drive Road frontages to an urban standard • Any on-road interventions required for the upgrade of the SH1 / McKinney Road intersection <p>Provisions may include thresholds or triggers, or clear assessment and consenting processes, aligned to related objectives and policies.</p>
Policy 3	Support in part	Auckland Transport supports Policy 3 as it will promote good transport outcomes for subdivision and development. It requires the provision of transport elements identified in the Warkworth X Precinct Plan and promotes connectivity.	<p>Amend Policy 3 as follows.</p> <p>(3) Subdivision, use and development shall provide for integrated roading, pedestrian and cycling infrastructure,</p>

4.7

4.8

Topic	Support / Oppose	Reason for submission	Decision requested	
		The policy does not reference safety or accessibility, which are particularly important considerations for active mode infrastructure. The wording should be amended to specify safe and accessible pedestrian and cycling facilities to ensure the connection is feasible and protects the safety of all road users.	including <u>safe and accessible</u> pedestrian and cycling links to The Grange commercial centre, to achieve full connectivity of all development as shown in the Warkworth X Precinct Plan.	4.8
Warkworth X Precinct Plan	Support in part	<p>The Warkworth X Precinct Plan identifies a collector road and a pedestrian / cycleway which connects to Fairwater Road. Auckland Transport generally supports the proposed transport network as shown on the Precinct Plan.</p> <p>The Warkworth X Precinct Plan should also identify the upgrade of McKinney Road and John Andrew Drive road frontages to an urban standard, including cycling facilities.</p> <p>The active mode connection provides an important link to connect the development to the local centre located north on Fairwater Road. However, the existing environment at Fairwater Road appears reasonably steep and it is important that the active mode connection is feasible and enables universal access.</p>	<p>Retain the transport network identified in the Warkworth X Precinct Plan, subject to additions sought elsewhere in this submission.</p> <p>Amend the Warkworth X Precinct Plan to identify the requirement for the upgrade of the McKinney Road and John Andrew Drive road frontages, including provision of cycling facilities.</p>	4.9 4.10
Sightlines	Oppose	Section 2.2 of the Clause 23 request dated 30 July 2021 and provided as part of the Plan Change documentation requests a sightline assessment for any new road accesses. There are two, potentially three new road accesses identified in the Warkworth X Precinct Plan, these including access off McKinney Road, John Andrew Drive and Titapu Road. Auckland Transport is not satisfied with the	Require an appropriately detailed sightline assessment for any proposed new road accesses shown on the Warkworth X Precinct Plan, to ensure they are safe and feasible. The precinct provisions should reflect the need for a sightline assessment to be addressed at the subdivision stage of development. This should be included in the assessment criteria.	4.11

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>applicant's response that a detailed assessment will be considered at the subsequent subdivision stage.</p> <p>The Warkworth X Precinct Plan identifies the new road access off McKinney Road intersecting with the proposed collector road. If an intersection is shown in this location on the Precinct Plan, the sightlines need to be assessed in greater detail to ensure it is feasible and safe.</p>	

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Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council
SUBMISSION ON: Plan Change 72 (Private): McKinney Road, Warkworth
FROM: Watercare Services Limited
ADDRESS FOR SERVICE: Mark.Iszard@water.co.nz
DATE: 24 March 2022

Watercare could not gain an advantage in trade competition through this submission.

1. INTRODUCTION

1.1. Watercare's purpose and mission

Watercare Services Limited ("**Watercare**") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("**Council**").

Watercare provides integrated water and wastewater services to approximately 1.6 million people in Auckland. Watercare collects, treats and distributes drinking water from 11 dams, 26 bores and springs, and four river sources. A total of 330 million litres of water is treated each day at 15 water treatment plants and distributed via 89 reservoirs and 90 pump stations to 450,000 households, hospitals, schools, commercial and industrial properties.

Watercare’s water distribution network includes more than 9,000 km of pipes. The wastewater network collects, treats and disposes of wastewater at 18 treatment plants and includes 7,900 km of sewers.

Watercare is required to manage its operations efficiently with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with the effective conduct of its undertakings and the maintenance of the long-term integrity of its assets. Watercare must also give effect to relevant aspects of the Council’s Long Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Future Urban Land Supply Strategy.¹

2. SUBMISSION

2.1. General

This is a submission on a change proposed by Aztek Projects Limited (“**Applicant**”) to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 24 February 2022 (“**Plan Change**”).

The Applicant proposes to rezone approximately 8.2 hectares of land north of McKinney Road (“**Plan Change Area**”), from Future Urban Zone to Residential – Mixed Housing Suburban and to introduce a new precinct within the Auckland Unitary Plan (Operative in Part). The Plan Change anticipates that approximately 150 to 200 dwellings will be built.

The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing arrangement to ensure that the effects on Watercare’s existing and planned water and wastewater network are appropriately considered and managed in accordance with the Resource Management Act 1991 (“**RMA**”).

In making its submission, Watercare has considered the relevant provisions of the Auckland Plan 2050, Te Tahua Taungahuru Te Mahere Taungahuru 2018 – 2028/The 10-year Budget Long-term Plan 2018 – 2028, the Auckland Future Urban Land Supply Strategy 2015 and 2017, the Water Supply and Wastewater Network Bylaw 2015, the Water and Wastewater Code of Practice for Land Development and Subdivision and the Watercare Asset

¹ Local Government (Auckland Council) Act 2009, s58.

Management Plan 2016 - 2036. It has also considered the relevant RMA documents including the Auckland Unitary Plan (Operative in Part) and the National Policy Statement on Urban Development 2020 which (among other matters) requires local authorities to ensure that at any one time there is sufficient housing and business development capacity which:

- (a) in the short term, is feasible, zoned and has adequate existing development infrastructure (including water and wastewater);
- (b) in the medium term, is feasible, zoned and either:
 - (i) serviced with development infrastructure; or
 - (ii) the funding for the development infrastructure required to service that development capacity must be identified in a long term plan required under s93 of the Local Government Act 2002; and
- (c) in the long term, is feasible, identified in relevant plans and strategies by the local authority for future urban use or urban intensification, and the development infrastructure required to service it is identified in the relevant authority's infrastructure strategy required under the Local Government Act 2002.²

2.2. Specific parts of the Plan Change

The specific parts of the Plan Change that this submission relates to are:

- (a) the proposed water and wastewater servicing arrangements; and
- (b) the effects of the Plan Change on Watercare's existing and planned water and wastewater network.

Watercare has reviewed the Plan Change and considers that the manner in which the Applicant intends to service the wastewater requirements of the Plan Change Area may not be technically feasible. Specifically, a tankering arrangement may not be a viable or reliable option to service the wastewater requirements for stage 1 of the Plan Change due to high demand for tankering across the Region, and existing commitments. The Plan Change will

² National Policy Statement on Urban Development 2020, subpart 1, 3.2 to 3.4.

consequently result in adverse effects on Watercare's existing and planned infrastructure if development stages precede bulk infrastructure provision.

2.3 Water and Wastewater Servicing for the Plan Change Area

2.3.1 Water supply servicing for the Plan Change Area

The application for the Plan Change states that there is public water supply infrastructure located within McKinney Road and Titapu Road, with connections requiring public network extensions at the time of subdivision.³

Watercare confirms that there is currently sufficient capacity in the water supply network to service the Plan Change Area. As previously advised to the Applicant, at the Applicant's cost:⁴

- (a) lots below the 60m contour can be fed through exiting gravity mains with design allowing for looping along McKinney Road to the West of John Andrew Drive. A 200mm ID line can be extended to loop the existing 225mm watermain crossing John Andrew Drive and 250mm gravity main in McKinney Road; and
- (b) lots above 60m contour can be connected to the existing boosted watermain by a 150mm boosted main extension, with the existing section of the current 50mm rider requiring upgrading to 150mm.

Capacity of the water supply network will need to be re-assessed at the resource consent stage as local watermain upgrades may be required to service development within the Plan Change Area.

The Applicant will be responsible for designing, constructing, and funding all local water supply network to service the development. This infrastructure must be designed in accordance with the Watercare Code of Practice.

Fire hydrants must be provided within the proposed internal water supply network to comply with the Fire Fighting Water Supply Code of Practice Services minimum distances. These are also to be paid for by the developer.

³ At page 14.

⁴ At Appendix 2b of the Application.

2.3.2 Wastewater

Under the Future Urban Land Supply Strategy, the Plan Change Area is not planned for development until 2028 to 2032. This later sequencing is to provide for the efficient staging of wastewater infrastructure.

There is currently no existing public wastewater infrastructure for the Plan Change Area. The Plan Change Area is intended to be serviced by the Snells Beach Wastewater Treatment Plant and a new conveyance network from Warkworth to Snells Beach scheduled for completion in 2025. This is slightly later than Watercare had initially indicated in its assessment. If granted, the precinct provisions for the Plan Change Area should be updated to reflect this timing.

The proposed precinct provisions provide for staging of the development with up to 30 dwellings ready for sale prior to the Snells Beach Waste Water Treatment Plant and network upgrades becoming operational. The balance of the development is proposed to be completed once the upgrades are complete and operational. It is anticipated that under this scenario no wastewater servicing would be available for these 30 dwellings for approximately 6 – 12 months.

To cover this interim period, Watercare and the Applicant have previously discussed a tankering arrangement to transport wastewater from a central storage point on the “master site”⁵ to the Rosedale Wastewater Treatment Plant.

Tankering is being utilised in other parts of the Auckland Region and there may no longer be sufficient capacity in the industry to add further tankering for the Plan Change Area as proposed (i.e. given other arrangements made in the intervening period). Therefore, based on current knowledge, Watercare does not consider that tankering should be relied on as a servicing solution in this case.

Additional upgrades to the existing low pressure sewer network off of John Andrew Drive may also be required for the development. Further dynamic modelling at the resource consent stage is required to confirm. Any such upgrades to the low pressure sewer will need to be funded by the Applicant.

⁵ The “master site” is referred to but not identified in the Application documents.

3. DECISION SOUGHT

Watercare seeks a decision that ensures that the water and wastewater servicing requirements of the Plan Change will be adequately met and the above matters are addressed such that water and wastewater related effects are appropriately managed.

5.1

4. HEARING

Watercare wishes to be heard in support of its submission.

24 March 2022

Mark Iszard
Head of Major Developments
Watercare Services Limited

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Form 5

Submission on a notified proposal for policy statement or plan, changes or variation

Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council

Submitter: MJ Thorogood and Julius Yang and Cheng-Kwang Yang

This is a submission on Proposed Plan Change 72 (Private) Warkworth – McKinney Road, Warkworth to the Auckland Unitary Plan (the **proposal**):

MJ Thorogood and J Yang could not gain an advantage in trade competition through this submission.

Land owned by MJ Thorogood and J Yang is included in the plan change and details on this are provided in the introduction to the submission.

The specific provisions of the proposal that the submission relates to are:

- The provisions of the Precinct. A copy of changes sought to the Precinct wording is **Attachment B**.
- Changes sought to the Precinct map are shown on **Attachment C**.

The submission supports the base zoning sought, subject to the submission from Aztek that seeks modification of the plan change provisions by the inclusion of the Medium Density Residential Standards (MDRS), but opposes the proposal in part for the reasons set out below:

6.1

- Greater certainty is required in terms of the road network shown on the Precinct Plan.
- The wording of the Precinct to provide appropriate flexibility in urban density and design outcomes consistent with the proposed zoning and related to infrastructure constraints.

Introduction:

43 McKinney Road (Lot 1 DP 550765) is owned by Mikel Jon Thorogood. That site has a land area of 1.608 hectares and is legally described as Lot 1 DP 550765. The land adjoins Titapu Road to the east and extends to the southern boundary of the Grange development. There is not a direct connection to Fairwater Road as a portion of reserve land separates the two land holdings. The 'reserve land is owned by Auckland Council and has a land area of approximately 28m². This portion of land is legally described as Lot 101 DP501509 – this is shown in Appendix 5 of the notified Plan Change.

The other party to this submission Julius Yang is representing his brother (Cheng-Kwang Yang) who owns Lot 1 DP 187649, which has an area of approximately 1.699 hectares and fronts John Andrew Drive and McKinney Road.

The two landholdings adjoin each as shown below:



These two landholdings form the eastern portion of the Plan Change land.

The proposed Precinct shows a Collector Road and a road and/or pedestrian / cycleway traversing both sites. A pedestrian / cycleway is shown in a north / south direction extending between the two roads and extending to Fairwater Road on 43 McKinney Road.

Background:

The Submitter’s have looked at development options for their landholdings and wish to ensure the proposed plan change is suitably enabling, provides a sufficient degree of certainty, and does not compromise development options that will enable a quality urban outcome to be obtained.

The Submitter’s have previously engaged with the Applicant prior to lodging of the Plan Change and shared proportionate costs on some technical reporting.

A summary of the consultation undertaken with neighbouring properties is set out in 9.6 of the Request.

Private Plan Change 72:

Zoning:

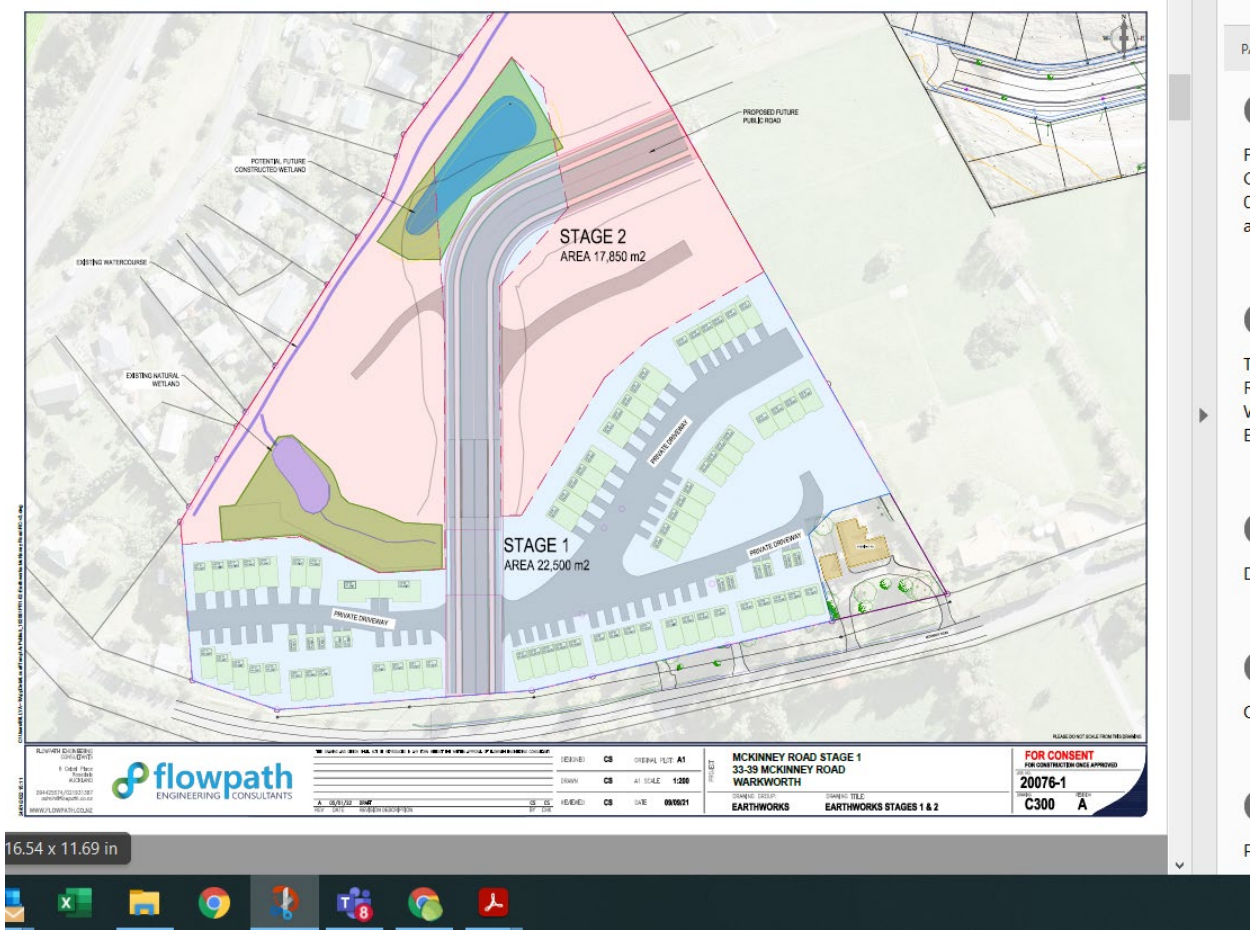
The Submitter’s support the proposed zoning of land from Future Urban to Residential – Mixed Housing Suburban. This zoning is appropriate in the context of the existing and the planned environment for Warkworth. This zoning better achieve outcomes sought by the National Policy Statement Urban Development 2020 (NPS: UD).

Roading / Access / Connectivity:

The Submitter's seek greater certainty on the location of the road connection to McKinney Road given the alignment of McKinney Road and the topography of the land in the vicinity of the proposed road. There are few locations suitable from a road safety and standards perspective that this road could be located. It is therefore imperative that the access point to McKinney Road is specifically defined. This will secure the location of the Collector Road shown in the Precinct Plan.

The provisions need to enable a degree of flexibility in relation to the location of any local road connecting through to John Andrew Drive. This is because detailed investigations for the optimal urban layout of the Submitter's land are not yet finalised.

We note the bulk earthworks resource consent lodged with Auckland Council depicts a development layout that does not show connectivity as proposed in the Precinct – specifically no local road connection to the Submitter's land is shown – see below:



The status of this road also needs to be clarified that it is a local road.

The Precinct Plan illustrates a pedestrian / cycleway connection to the Grange – Fairwater Road. This connection will come from 43 McKinney Road. The Submitters seek that this connection either be deleted or shown as a potential with an asterix or star. This is because there is currently no legal access over all of Fairwater Road. There is no legal access for pedestrians or cyclists over the portion of Fairwater Road between the residential and commercial area – Refer **Attachment A**. This shows that there is no public Right of Way. The land is Common Property subject to a Unit Title development and therefore public access over this area can only be provided if the owners of the land agree to create an easement in favour of Council, or the road is vested. The Precinct should make it clear that a connection

only be required to the Grange if legally and practically possible. The Transportation assessment and RFI response to Council 2.8 TRA8 state “Although John Andrew Drive and McKinney Road are included in the walking and cycling network, the main active mode access is provided from Fairwater Road, connecting up to the new Collector Roads, illustrated in Figure 2”. The main active mode access cannot be from or to Fairwater Road. This is not currently legally possible for a complete connection to be provided. Furthermore, as stated above the road connection through to John Andrew Drive should be clarified as a Local Road and not a Collector Road. There only needs to be one Collector Road and that is shown as the road connecting McKinney Road to Titapu Road.

Technical reporting indicates the need to signalise the McKinney Road / State Highway 1 intersection at some point in time. As far as we are aware the location of the existing intersection could change to align with an intersection point with the proposed Western Link Road (**WLR**), in a similar situation to the Matakana Link Road intersection with the proposed WLR (on the northern side of Warkworth. The WLR final intersection with State Highway 1 to the south of Warkworth is not yet finalised.

In any event the need to signalise this intersection is not related to development along McKinney Road. McKinney Road is well utilised as a collector road taking traffic off State Highway 1 in busy times so circulating that traffic through Warkworth township and back to the Hill Street intersection. This has been accepted by Auckland Transport in previous applications that successfully removed a consent notice condition requiring signalisation of the McKinney / State Highway 1 intersection prior to certain stages of development in the McKinney Valley. Therefore, the effects on this intersection are not related to development occurring on McKinney Road but to general growth in the wider Warkworth area and the increased use of the State Highway network, and delays on that network, causing people to utilise alternate routes.

Stormwater:

I also note that the Stormwater Management Plan (SMP) shows a local road connection from 43 McKinney to Fairwater Road, for reasons set out above this is not legally possible and would also be physically challenging to construct.

The SMP proposes that stormwater be managed in a variety of ways. A wetland is proposed to be constructed for attenuation and treatment. This wetland needs to be able to accommodate the stormwater from 43 McKinney Road. This land is mostly included in Catchment A, whilst the Yang property is in Catchment B – refer Figure 1 of Appendix 3 - Flowpath SMP Revision. Figure 11 further refines the catchments labelling them A1, A2 and B. Catchment B is intended to discharge to the existing McKinney Valley wetland and Catchment A2 is intended to discharge to the new constructed wetland shown on the Precinct Plan. The stormwater wetland to be constructed and provide for stormwater management in the Precinct should be labelled on the Precinct Plan with a descriptor relating to stormwater management. Provisions should be added to the Precinct to ensure comprehensive provisions for stormwater management are provided i.e. that the wetland is constructed to ensure it can adequately provide for the stormwater discharges from urban development of the land on 43 McKinney Road that is identified as being within Catchment A2. A mark up version of the Precinct is provided as **Attachment B**.

Other Matters:

The Submitter’s seek other changes to the Precinct to ensure it appropriately provides for the best urban outcomes possible. It is sought that the reference to numbers of dwellings in the Precinct be deleted. The underlying zoning will enable different housing typologies to be provided and this may

result in a different density of development than stated. In any event the Residential – Mixed Housing Suburban zone description states *“The zone enables intensification, while retaining a suburban built character. Development within the zone will generally be two storey detached and attached housing in a variety of types and sizes to provide housing choice”*. The existing zone provisions are considered appropriate, and the density should be removed. The implementation of the Medium Density Residential Standards later this year may also affect the underlying zoning of the Precinct and therefore references to a specific density should be removed, unless there is some resource management reasons that a further limitation needs to be provided in the Precinct.

MJ Thorogood and J and C Yang seek the following decision from the local authority:

- That PPC72 be approved in terms of the Residential – Mixed Housing Suburban (or appropriate MDRS) zoning sought;
- That the changes sought to the Precinct Provisions and Map are approved; or that the issues raised are properly addressed in alternative Precinct provisions - wording and maps.

MJ Thorogood and J Yang **wish** to be heard in support of their submission.

MJ Thorogood and J Yang will consider presenting a joint case with others that make a similar submission.

(person authorised to sign on behalf of submitter)

Date: 24th March 2022

Address for Service:

Burnette O’Connor (Agent)

Planner / Director

The Planning Collective

burnette@thepc.co.nz

+64 21 422346

Attachments:

- A - Fairwater Road legal documents
- B - Changes to sought Precinct wording
- C - Changes sought to Precinct map



Map Prepared



Contains data sourced from the LINZ Data Service licensed for reuse under CC BY 4.0.
 Survey and Title Data reflect the content of Landonline at 11/03/2022
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View Instrument Details



Instrument No 10346778.5
Status Registered
Date & Time Lodged 20 May 2016 11:15
Lodged By Thomas, Andrew Edward Gareth
Instrument Type Easement Instrument



Affected Computer Registers **Land District**
 699577 North Auckland

Annexure Schedule: Contains 4 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Mortgagee under Mortgage 9626986.4 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 10031010.1 has consented to this transaction and I hold that consent
- I certify that the Encumbrancee under Encumbrance 10065527.10 has consented to this transaction and I hold that consent
- I certify that the Encumbrancee under Encumbrance 10065527.11 has consented to this transaction and I hold that consent

Signature

Signed by Andrew Edward Gareth Thomas as Grantor Representative on 20/05/2016 11:08 AM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Andrew Edward Gareth Thomas as Grantee Representative on 20/05/2016 11:09 AM

*** End of Report ***

Easement instrument to grant easement or *profit à prendre*, or create land covenant
 (Sections 90A and 90F Land Transfer Act 1952)

2015/6246
 APPROVED
 Registrar-General of Land

Page **1** of pages

Grantor

Square & Main Street Limited

Grantee

Auckland Council

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A

Continue in additional Annexure Schedule, if required

Purpose (Nature and extent) of easement, <i>profit</i> or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Pedestrian right of way	R, S, E, V, M, N, O, AF, AG and Q on DP 488155	699577	In gross

Easements or profits à prendre rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby ~~[varied]~~ ~~[negated]~~ ~~[added to]~~ or ~~[substituted]~~ by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]-~~

~~[the provisions set out in Annexure Schedule _____]~~

Covenant provisions

Delete phrases in [] and insert Memorandum number as required; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]

[Annexure Schedule _____]

Form L

Annexure Schedule Page of Pages

Insert instrument type

Easement Instrument

1. Definitions and interpretation

- 1.1 **Easement Area** means those parts of the Servient Land marked "R", "S", "E", "V", "M", "N", "O", "AF", "AG" and "Q" on DP488155 or any of them;
- 1.2 **Easement Facilities** means all surfaced and unsurfaced roads, footpaths, kerbing, channelling, street lighting, signage, painted areas, landscaping, plants, physical features and crossings used for the operation of the private way together with anything else installed within the Easement Area to allow or facilitate access through the Easement Area or any other installation, facility or utility reasonably required by the Grantee pursuant to the Resource Consent for the purposes of the private way;
- 1.3 **Grantee and Other Authorised Persons** means the Auckland Council and includes the agents, employees, contractors, tenants, licensees and other invitees of the Grantee which includes members of the general public;
- 1.4 **Resource Consent** means the Resource Consent Application – Advice of Decision dated 26 September 2015 respect of application number SUB-64775;
- 1.5 **Servient Land** means the land in the certificates of title listed under the heading "Servient Tenement" within Schedule A on the first page of this easement instrument, and includes any lots issuing from the Servient Land as a result of subdivision.

2. Right of way

- 2.1 The Grantee and Other Authorised Persons (in common with the Grantor and other persons to whom the Grantor may grant similar rights) have the right at all times, by day and by night, to go, pass, and re-pass over and along the Easement Area on foot only along the areas delineated within the Easement Area for pedestrian use (**Pedestrian Right of Way**).
- 2.2 The Grantor:
- (a) will establish to the standard outlined in the Resource Consent the Easement Facilities for the right of way within the Easement Area;
 - (b) has the right to replace, repair and maintain the Easement Facilities to whatever standard the Grantor deems fit, provided however that as a minimum the Easement Facilities shall be replaced, repaired and maintained to the standard outlined in the Resource Consent.
- 2.3 The Grantee is not liable for any costs in respect of the establishment, replacement, repair or maintenance of Easement Facilities within the Easement Area.
- 2.4 Notwithstanding clause 2.3, in the event that the Grantee undertakes any works within the Easement Area, the Grantee will at the sole expense of the Grantee:
- (a) ensure as little damage or disturbance as possible is caused to the Servient Land and the Grantor;

- (b) immediately make good any damage done to the Servient Land by restoring the surface of the land as nearly as possible to its former condition; and
- (c) compensate the Grantor for any damage caused by the Grantee's works to the Grantor's Easement Facilities.

2.5 The rights and powers set out in paragraph 6 of the Fourth Schedule to the Land Transfer Regulations 2002 and the Fifth Schedule to the Property Law Act 2007 shall apply to the extent required for the purposes of providing the Grantee with the Pedestrian Right of Way only.

3. General

3.1 In respect of all of the said easements, the rights and powers as set out in paragraphs 10, 11, 12, 13 and 14 of the Fourth Schedule to the Land Transfer Regulations 2002 shall apply save that:

- (a) in respect of the right of way easement the Grantee's rights and powers granted pursuant to the Land Transfer Regulations 2002 shall apply to the extent required for the purposes of providing the Grantee with the Pedestrian Right of Way only; and
- (b) where there is a conflict between the provisions of the Fourth Schedule and/or the Fifth Schedule and the modifications in this easement instrument, the modifications must prevail.

View Instrument Details



Instrument No 10547020.11
Status Registered
Date & Time Lodged 09 November 2016 18:27
Lodged By Thomas, Andrew Edward Gareth
Instrument Type Easement Instrument



Affected Computer Registers **Land District**
 749667 North Auckland

Annexure Schedule: Contains 4 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument ✔
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ✔
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ✔
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ✔
- I certify that the Mortgagee under Mortgage 9626986.4 has consented to this transaction and I hold that consent ✔
- I certify that the Mortgagee under Mortgage 10031010.1 has consented to this transaction and I hold that consent ✔

Signature

Signed by Andrew Edward Gareth Thomas as Grantor Representative on 09/11/2016 06:25 PM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument ✔
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ✔
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ✔
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ✔

Signature

Signed by Andrew Edward Gareth Thomas as Grantee Representative on 09/11/2016 06:25 PM

***** End of Report *****

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

Square & Main Street Limited

Grantee

Auckland Council

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A
required

Continue in additional Annexure Schedule, if required

Purpose (Nature and extent) of easement; <i>profit</i> or covenant	Shown (plan reference) DP 501509	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Public pedestrian and cycle right of way	Areas BB, K and L	749667	In gross

Form B - continued

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby **replaced** by the provisions set out in Annexure Schedule.

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

[Memorandum number ~~_____~~ ~~N.A.~~ ~~_____~~, registered under section 155A of the Land Transfer Act 1952]

Annexure Schedule

Form L

Annexure Schedule

Page of Pages

Insert instrument type

Easement Instrument

*Continue in additional Annexure Schedule, if required***1. DEFINITIONS**

In this instrument unless the context indicates otherwise:

Easement Area means those parts of the Servient Land marked BB, K and L on Deposited Plan 501509; and

Servient Land is the land owned by the Grantor being the servient tenement described in Schedule A.

2. GRANT OF PEDESTRIAN RIGHT OF WAY AND CYCLE PATH

The Grantor grants to the Grantee, its employees, contractors, licensees and invitees, including the general public (in common with the Grantor, the Grantor's tenants and any other person authorised by the Grantor) as an easement in gross the right forever to pass and repass at all times over and along the Easement Area on foot, with bicycles (including permitted electric power-assisted bicycles), wheelchairs, prams and mobility scooters and with or without domestic animals and guide dogs, as a shared public cycleway and walkway, and where practically possible with emergency vehicles in an emergency.

3. CONTROL, MAINTENANCE AND REPAIR

3.1 Subject to clause 3.2, the Grantor will be responsible for the:

3.1.1 control and management of the Easement Area; and

3.1.2 maintenance and repair of the surface of the Easement Area.

3.2 The parties acknowledge that the Easement Area (or part thereof) may in the future vest or dedicate in Auckland Council as road or local purpose reserve (road). If this instrument is not extinguished upon any such vesting or dedication, the Grantee shall become responsible for the obligations set out in clause 3.1.

4. GRANTOR'S OBLIGATIONS

The Grantor may not:

4.1 place or allow any obstruction to the use and enjoyment of the Easement Area for the purposes set out in this instrument, whether by parked vehicle, rubbish or otherwise; or

4.2 do anything or allow anything to be done which interferes with or adversely affects the rights of the Grantee under this instrument.

5. NO POWER TO TERMINATE

5.1 There is no implied power in this instrument for the Grantor to terminate the easement rights due to the Grantee breaching any term

of this instrument or for any other reason, it being the intention of the parties that the easement rights will continue forever unless surrendered.

6. STATUTORY RIGHTS AND POWERS

The rights in this instrument are in substitution for those set out in the Fourth Schedule to the Land Transfer Regulations 2002, but otherwise this easement does not affect any statutory powers which the Grantee may have.

7. DISPUTES

If any dispute arises between the Grantor and Grantee about the interpretation of this instrument or the parties' rights and obligations under this instrument which cannot be resolved by negotiation, the parties must submit at the request of either party to the arbitration of an independent arbitrator. The arbitrator is to be appointed jointly by the parties, or if they cannot agree on one within 14 days, by the President for the time being of the New Zealand Law Society. The arbitration will be conducted under the Arbitration Act 1996 and its amendments or any statute which replaces it. The parties' execution of this instrument is to be treated as a submission to arbitration.

Attachment B

PRECINCT PLAN PROVISIONS McKinney Private Plan Change

I.XXX.1. Precinct Description

The Warkworth X Precinct is located in the south of Warkworth, north of McKinney Road and to the east of State Highway 1 and applies to approximately 7.6ha of land held in six titles.

Development is anticipated in accordance with the Residential – Mixed Housing Suburban zone provisions, at approximately 20 to 30 dwellings per hectare (gross) with between 150 and 200 dwellings likely overall. The transport network shall be integrated across all the sites, with key pedestrian, cycle and road links provided, and identified significant wetlands and watercourses protected.

6.2

Only partial development can occur until the land within the Precinct is able to be connected to the upgraded Warkworth-Snells Beach Wastewater Treatment Plant and development is phased to recognise this.

The zoning of the land within this precinct is Residential – Mixed Housing Suburban Zone.

6.3

I.XXX.2. Objectives

(1) Development shall be coordinated with the upgrading of the Snells Beach Wastewater Treatment Plant and completion of the conveyance network from Warkworth to Snells Beach to avoid adverse effects on the environment.

6.4

(2) An integrated, low-speed transport and movement network is established with safe and convenient road, pedestrian and cycling connections between McKinney Road, John Andrew Drive and potentially The Grange.

6.5

(3) Subdivision and development enhance the ecological values and water quality of the precinct.

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

I.XXX.3. Policies

(1) Require subdivision and development to be in accordance with the Warkworth X Precinct Plan.

(2) Require subdivision, use and development to align with the upgrading and provision of wastewater services, particularly the Snells Beach Wastewater Treatment Plant and a new conveyance network from Warkworth to Snells Beach.

(3) Subdivision, use and development shall provide for integrated roading, pedestrian and cycling infrastructure, including pedestrian and cycling links to The Grange commercial centre, to achieve full connectivity of all development as shown in the Warkworth X Precinct Plan.

6.6

~~(4)~~ Require at least one vehicular Collector through road connecting from John Andrew Drive/Titapu Road to McKinney Road, with an intersection to McKinney as indicated on the Warkworth X Precinct Plan.

6.7

~~(4)~~(5) Require at least one Local Road connecting John Andrew Drive to the Collector Road.

6.8

~~(5)~~(6) Require subdivision and development to protect and enhance water quality and ecology of the streams and natural wetlands identified in the Warkworth X Precinct Plan while also preventing erosion.

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

I.XXX.4. Activity Table

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

Table IXXX.4.1 Land use and subdivision activities in Warkworth X Precinct

Activity	Activity Status
(A1) Subdivision or development complying with Standard I.XXX.6.1. Wastewater infrastructure and staging, prior to the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach becoming operational	RD
(A2) Subdivision or development that does not comply with Standard I.XXX.6.1. Wastewater infrastructure and staging prior to the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach becoming operational	NC
(A3) Development that does not comply with Standard I.XXX.6.1 Wastewater infrastructure and staging once the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach is operational	P
(A4) Subdivision or development complying with: <ul style="list-style-type: none"> • Standard IXXX.6.2. Transport and connections • Standard IXXX.6.3. Streams and wetlands protection and enhancement 	RD
(A5) Subdivision or development that does not comply with <ul style="list-style-type: none"> • Standard IXXX.6.2. Transport and connections • Standard IXXX.6.3. Streams and wetlands protection and enhancement • Standard IXXX.6.4. New Buildings and additions – High Contaminant Yielding Materials 	D
A6 Development complying with Standard IXXX.6.4. New Buildings and additions – High Contaminant Yielding Materials	P

I.XXX.5. Notification

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

I.XXX.6. Standards

- (1) The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table IXXX.4.1 Activity table in this precinct.
- (2) Activities listed in Table IXXX.4.1 Activity table must comply with the specified standards in IXXX.6.1 – IXXX.6.4

I.XXX.6.1. Wastewater infrastructure upgrade and staging

Purpose: To ensure development is appropriately serviced by wastewater infrastructure

- (1) A maximum of 30 lots/dwellings may be constructed and occupied within the land comprised in Lot 1 DP558809 and Lot 2 DP 481942 within the precinct until the upgrades to the Snells Beach Wastewater Treatment Plant and a new conveyance network from Warkworth to Snells Beach are completed.

For the avoidance of doubt, this standard does not apply to any land in the Precinct upon the completion of the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach.

I.XXX.6.2. Transport and connections

Purpose: To establish a safe and efficient transport network

- (1) The collector road, a local road, and pedestrian and cycling links identified in the Warkworth X Precinct Plan shall be provided at subdivision or land development stage, whichever occurs first, in perpetuity for both private and public access.

6.9

I.XXX.6.3. Streams and wetlands protection and enhancement

Purpose: To protect and enhance water quality and ecology of the streams and natural wetlands shown in the Warkworth X Precinct Plan ~~while preventing erosion.~~ by planting:

6.10

- (1) The riparian yards of the permanent and intermittent streams shown in the Warkworth X Precinct Plan (being the land comprised in Lot 1 DP558809 and Lot 2 DP 481942) ~~must be planted~~ at the time of subdivision or land development, whichever occurs first, from the stream bed to a minimum width of 10m measured from the top of the stream bank.

6.11

- (2) The buffer area of the natural wetlands shown in the Warkworth X Precinct Plan (being the land comprised in Lot 1 DP558809 and Lot 2 DP 481942) ~~must be planted~~ at the time of subdivision or land development, whichever occurs first, to a minimum width of 10m measured from the wetland's fullest extent.

6.12

- (3) The planting required in Standards IXXX.6.3(3) and (4) above must:
 - a) Use eco-sourced native vegetation.
 - b) Be consistent with local biodiversity; and
 - c) Be planted at a density of 10,000 plants per hectare.
 - d) Planting must be undertaken in accordance with the Special Information Requirements in I.XXX.9.
 - e) Planting shall be legally protected and maintained in perpetuity.

I.XXX.6.4. New Buildings and additions – High Contaminant Yielding Materials

Purpose: To protect water quality in streams, and the Mahurangi Catchment, by limiting the release of contaminants from building materials.

- (1) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper and lead).

I.XXX.7. Assessment- controlled activities

There are no controlled activities in this precinct.

I.XXX.8. Assessment- Restricted discretionary activities***I.XXX.8.1. Matters of discretion***

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

- (1) Subdivision and development
 - a) Infrastructure and servicing
 - b) The effects of development on wastewater infrastructure timing and capacities.
 - c) The effects of the location and design of the roads and pedestrian / cycle linkages for public access.
 - d) The provision and maintenance of riparian planting for streams and natural wetlands.
 - e) Management of effects of stormwater including water quality

I.XXX.8.12. Assessment Criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Subdivision and development:
 - a) The extent to which any subdivision or development is consistent with the Warkworth X Precinct Plan.
 - b) The extent to which any subdivision or development will achieve the objectives and policies of the Warkworth X Precinct.
 - c) Whether any subdivision or development can be served by reticulated wastewater treatment and disposal, or acceptable short term alternative methods in advance of reticulated treatment and disposal.
 - d) The extent to which the location and design of the roads and pedestrian / cycle linkages result in an integrated network between McKinney Road and John Andrew Drive and to The Grange that is adequate to meet the needs of the residents within the Precinct and the public generally.
 - e) The extent to which the ecological values and water quality of existing watercourses and wetlands are maintained ~~or~~ and enhanced by the proposed subdivision or development.
 - f) The extent to which subdivision and development implements stormwater management that:
 - i) Is in accordance with the approved Stormwater Management Plan and Policies E1.3 (1) - (14).
 - ii) Implements a treatment train approach to treat stormwater runoff from impervious surfaces so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.
 - iii) The design and efficacy of stormwater devices considers the likely effectiveness, ease of access, operation and integration with the surrounding environment.
 - g) For buildings that do not comply with Standard I.XXX.6.4 New Buildings and additions – High Contaminant Yielding Materials:

6.13

- i) Is in accordance with the approved Stormwater Management Plan and Policies E1.3 (1) - (10) and (12) - (14).
- ii) Implements a treatment train approach to treat runoff from impervious surfaces so that all contaminant generating surfaces are treated including cumulative effects of lower contaminant generating surfaces.

I.XXX.9. Special information requirements

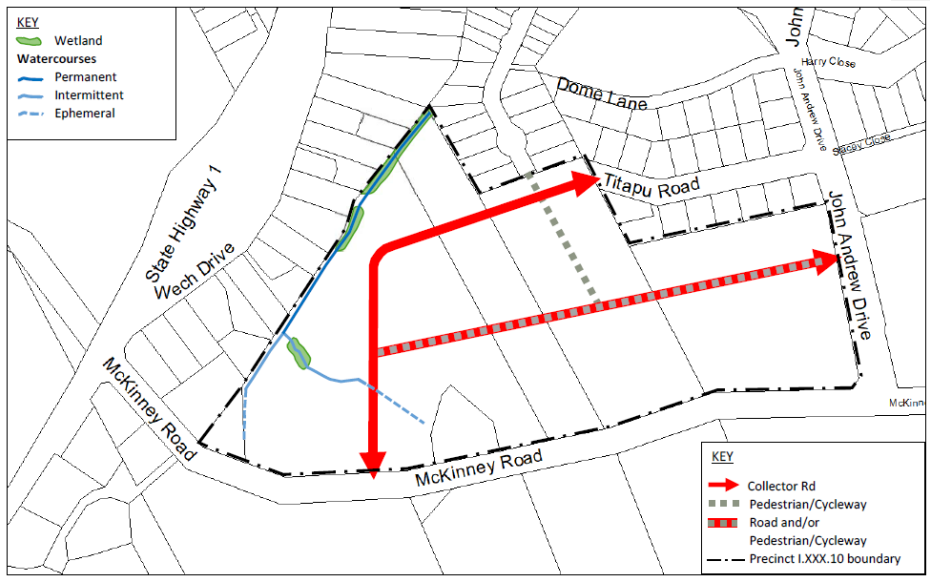
(1) Riparian Planting for streams and natural wetlands

An application for any subdivision or land development that requires the planting of a riparian yard or buffer area under Rule I.XXX.6.3 must be accompanied by the following information as a minimum:

- a) A planting plan prepared by a suitably qualified person
- b) The planting plan must:
 - i) Identify the location, species, planting bag size and density of the plants.
 - ii) Confirm detail on the eco-sourcing proposed for the planting.
 - iii) Confirm the maintenance of the planting for 5yrs, including weed and pest animal control
 - iv) Take into consideration the local biodiversity and ecosystem extent.

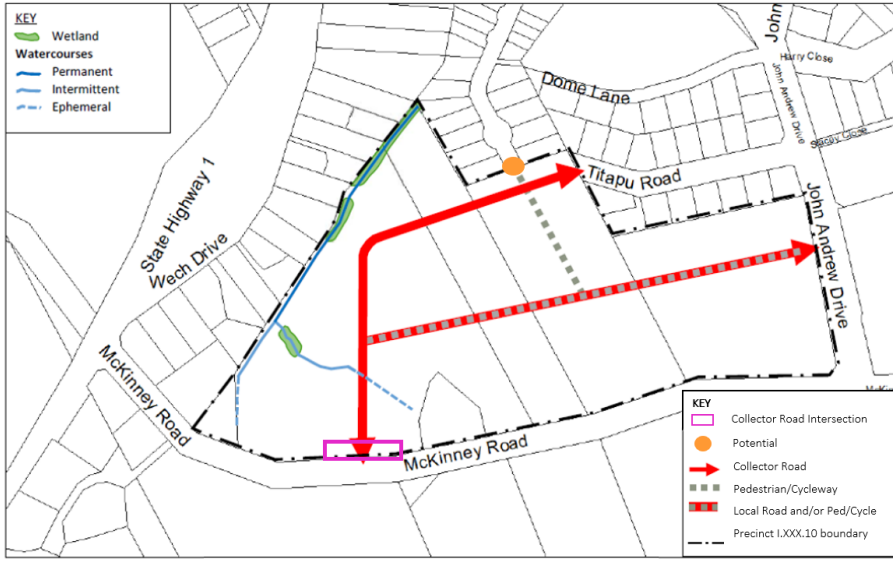
I.XXX.10 Warkworth X Precinct Plan

Commented [BO1]: Replace with Updated Version provided by Submitter



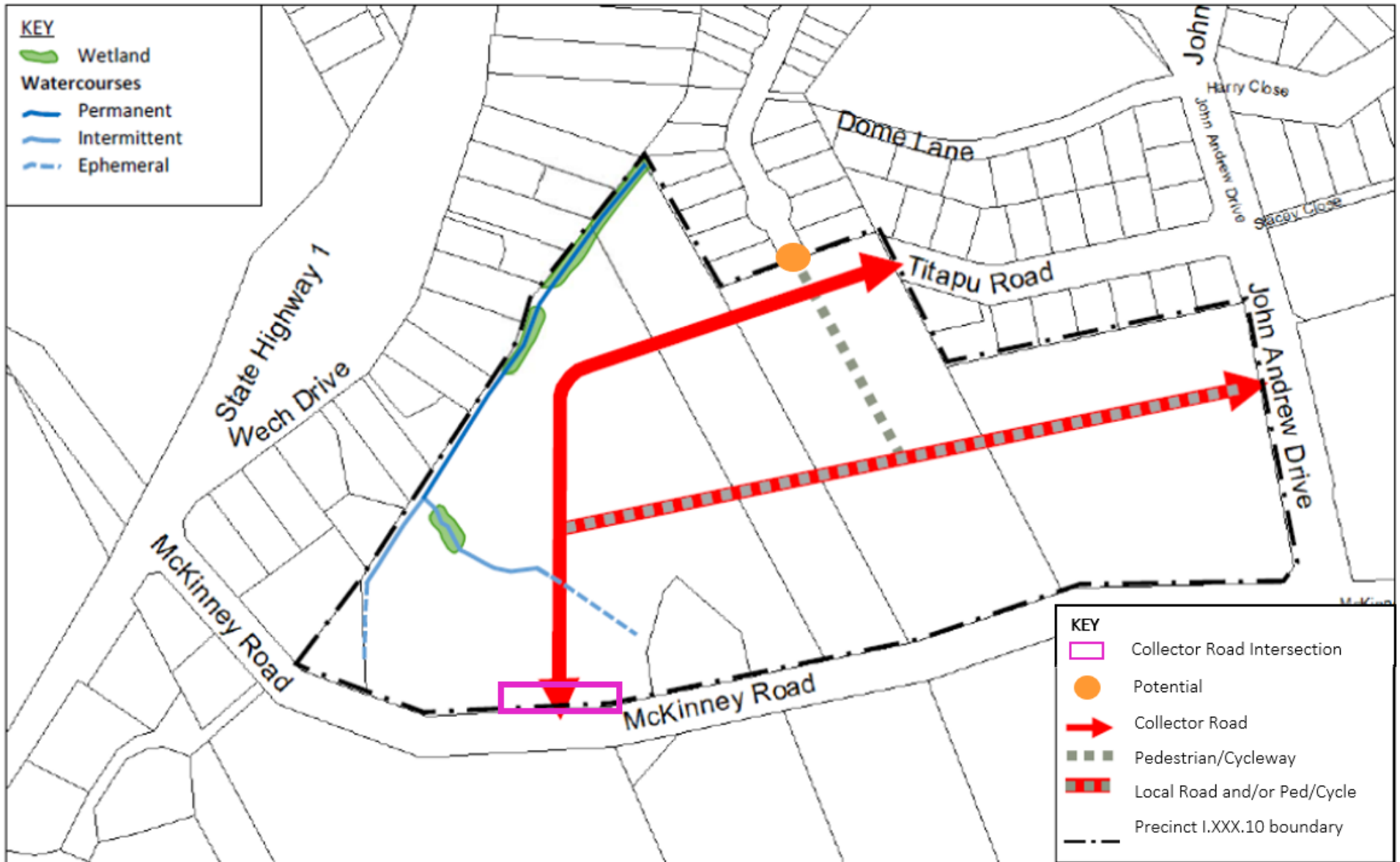
6.14

I.XXX.10 Warkworth X Precinct Plan - Amended



Attachment C

I.XXX.10 Warkworth X Precinct Plan - Amended



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

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

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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

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

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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

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

Address for service of Submitter _____

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable) _____

Scope of submission

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

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify) _____

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are: _____

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.



Form 5

Waka Kotahi NZ Transport Agency submission on PC72 (Private): McKinney Road, Warkworth under Clause 6 of Schedule 1 of the Resource Management Act 1991

24 March 2022

Attn: Planning Technician

Auckland Council

Private Bag 92300

Auckland 1142

via email: unitaryplan@aucklandcouncil.govt.nz

cc: Aztec Projects Ltd

c/o Terra Nova Planning shanehartley@tnp.co.nz

Name of submitter: Waka Kotahi New Zealand Transport Agency (Waka Kotahi)

Address for Service: Waka Kotahi New Zealand Transport Agency

Attention: Sarah Ho

Private Bag 106602

Auckland 1143

Email: sarah.ho@nzta.govt.nz

This is a submission on Private Plan Change 72 McKinney Road (**Plan Change**) to the Auckland Unitary Plan (Operative in Part).

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

Waka Kotahi role and responsibilities:

The Waka Kotahi is a Crown Entity established by s93 of the Land Transport Management Act 2003 (LTMA). Waka Kotahi statutory objective under the Land Transport Management Act 2003 (LTMA) is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest.

Waka Kotahi roles and responsibilities include:

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

The Plan Change relates to the intersection of State Highway 1 and McKinney Road and the transport network in general. Waka Kotahi interest in this proposed Plan Change stems from its role as:

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

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

Government Policy Statement on Land Transport

Waka Kotahi must carry out its functions in a way that delivers the transport outcomes set by the Government which are provided in the Government Policy Statement on Land Transport 2021/22-2030/31 (GPS). Waka Kotahi are not just interested in direct state highway effects – we need to look at development locations and timing on a regional strategic level to ensure we are meeting our statutory objectives.

Waka Kotahi must give effect to the strategic outcomes set by the Government through the GPS. This sets out four strategic priorities, which are relevant to this plan change:

Safety: Developing a transport system where no one is killed or seriously injured.

Better Travel Options: Providing people with better transport options to access social and economic opportunities.

Climate Change: Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.

Improving Freight Connections: Improving freight connections for economic development.

To deliver on the outcomes set by the GPS, Waka Kotahi have developed several strategies. A summary below is provided of those strategies relevant to this proposed plan change.

Arataki

Waka Kotahi's ten-year view on strategic changes and actions needed to deliver the long-term outcomes for the land transport system. It includes a national view as well as a regional view. Arataki contains five step changes:

1. Transform urban mobility
2. Improve urban form
3. Significantly reduce harms
4. Tackle climate change
5. Support regional development.

Key insights include:

- Effectively integrating land-use and transport remains critical to ensure growth areas are serviced with active mode and public transport infrastructure and services, and to link housing to employment and essential services.
- Auckland's reliance on private vehicles creates a number of challenges. Without a significant shift to public transport and walking or cycling, vehicle travel will increase, leading to more congestion, poorer access to opportunities, more emissions, a less safe and healthy population, and overall, a poorer quality city for residents, businesses, and visitors.
- Auckland presents opportunities for new development to improve the standard of living and reduce reliance on private vehicles.
- Tackle climate change-Auckland high transport emissions also need to be reduced significantly to help tackle climate change.

Toitu Te Taiao

This is Waka Kotahi's sustainability action plan. This seeks to address the strategic challenge of reducing greenhouse gas emissions and improve public health. This strategy identifies an "Avoid Shift Improve" framework which includes:

- **Avoid:** reducing the need to travel and/or the time or distance travelled by car, while improving or maintaining accessibility,
- **Shift:** changing how we move, e.g., shifting from cars to lower-emission types of travel (e.g. public transport, cycling and walking),
- **Improve:** improving the emissions efficiency and the use of low-carbon fuels

Waka Kotahi seeks that further consideration is given to the "Avoid" and "Shift" components of the action plan.

It is also worthy to note that Auckland Council's Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Plan has a focus on clear greenhouse gas emission reduction targets for the Auckland Region, setting a goal of halving emissions by 2030 and reaching net zero emissions by 2050, in line with the overall target set out in the Climate Change Response (Zero Carbon) Amendment Act 2019.

Keeping Cities Moving

This focuses on increasing the wellbeing of New Zealand's urban areas through modal shift, which will be delivered through three areas of the land-use and transport system:

1. Achieving good quality, compact, mixed use development that will result in densities that can support rapid/frequent public transport as well as shorter trips between home and work/education/services
2. **Making shared and active modes more attractive including the quality and performance of public transport and infrastructure for walking and cycling**
3. Influencing travel demand and transport choices by providing incentives to discourage private vehicle use or making people aware of other options

Transport Outcomes Framework (MOT)

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

Inclusive Access: enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.

Economic prosperity: supporting economic activity via local, regional, and international connections, with efficient movement of people and products.

Healthy and safe people: protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.

Environmental sustainability: transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

Resilience and security: minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

The Waka Kotahi submission is:

1. Waka Kotahi is a Crown entity that takes an integrated approach to transport planning, investment and delivery. The statutory objectives of Waka Kotahi are to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest. Our vision is for a sustainable, multi-modal land transport system where public transport, active or shared modes are the first choice for most daily transport needs.
2. Waka Kotahi acknowledges that the Plan Change aligns with Auckland Council's Structure Plan zoning, however there is misalignment in terms of the timing for urbanisation of Warkworth South and subsequently investment in infrastructure including active mode facilities and PT infrastructure and services. The Future Urban Land Supply Strategy (FULSS) has Warkworth South planned to be development ready in the first half of Decade 2, between 2028 and 2032.
3. McKinney Road and John Andrew Drive were identified as "Collector roads (upgrade existing road including cycling provision)" within the Warkworth Structure Plan, with the expectation of footpaths on both sides of the road and separated cycle facilities. Te Tupu Ngātahi Supporting Growth Alliance (Te Tupu Ngātahi) undertook the integrated transport assessment (ITA) for the Council Structure Plan in 2019, based on the indicative business case work at the time.
4. Based on further work required to support future plan changes, the Structure Plan ITA document identified a number of upgrades required as part of Stage 2: Warkworth South. Relevant to this Plan Change area, and noted in the Stantec Transport Assessment provided with the Plan Change includes:
 - Upgrade SH1/ McKinney Road Signalised Intersection
 - Upgrade key collector road cycle improvements and upgrade to urban standard including McKinney Road (whole length).
5. While these upgrades were identified, how these are implemented is not clear through the Plan Change. Te Tupu Ngātahi are currently aiming to complete a detailed business case for the arterial road network, public transport network, and active mode network for Warkworth by the fourth quarter of 2022, followed by requirements for route protection to be lodged with Council in the second quarter of 2023. This further confirms that the Plan Change is out of sequence with the wider work being undertaken to confirm the future planned transport network.
6. The effect of the Plan Change occurring ahead of any confirmed or funded transport infrastructure therefore needs to be assessed, and the potential range of funding and delivery mechanisms. This includes considering the role of applicants/developers in helping to deliver this infrastructure, taking into account the financially constrained environment that Auckland Transport and Waka Kotahi operate within, particularly amongst other transport priorities.
7. Objective 6 of the National Policy Statement on Urban Development 2020 emphasises the need to coordinate urban development with infrastructure planning and funding decisions:

'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.'
8. At the present time it is therefore uncertain as to how the Plan Change seeks to provide for or connect with planned infrastructure and/or services that are not yet confirmed or funded, and how it delivers on supporting emission reduction and mode shift towards more attractive walking and cycling opportunities and public transport that facilitates behaviour change and legitimate transport choice.
9. In addition, the traffic effects of the Plan Change on State Highway 1 and McKinney Road intersection is unclear, and more information is needed to understand the impacts the Plan Change has, including the medium density residential standards, assumptions in the modelling, and any cumulative impacts.
10. The Waka Kotahi submission seeks relief to the Plan Change as outlined in Attachment 1.

Hearing

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

Signature of person authorised to sign on behalf of Submitter:



Sarah Ho

Principal Planner / Poutiaki Taiao Environmental Planning

Waka Kotahi NZ Transport Agency

EnvironmentalPlanning@nzta.govt.nz

Sarah.ho@nzta.govt.nz

Attachment 1: Relief Sought on Private Plan Change 72: McKinney Road

Topic	Support / Oppose	Reason for submission	Relief sought	
Entire Plan Change	Oppose	<p>While Waka Kotahi supports the zoning in line with Auckland Council's Warkworth Structure Plan, further assessment and amendments are needed to the Plan Change to address concerns about the implications for the transport network given it is out of sequence with the FULSS and the work being undertaken by Te Tupu Ngātahi.</p> <p>Currently the Plan Change is misaligned with the provisioning of active modes and public transport and wider transport network improvements, noting that the existing cycle network is poor and there are limited public transport services. As a result, the Plan Change is unable to deliver on emission reduction targets/climate change outcomes without this transport infrastructure committed or in place.</p>	Delay the plan change to align with the FULSS or decline the Plan Change unless the matters relating to walking, cycling, transport infrastructure and services are addressed and resolved to Waka Kotahi satisfaction.	7.1
	Oppose	<p>The proposal does not consider the effects of the new Medium Density Residential Standards ('MDRS') enabled by recent RMA amendments.</p> <p>This has implications on the transport assumptions for the Plan Change, and in particular the SH1/McKinney Road intersection.</p>	Decline the Plan Change as it does not adequately address the medium density residential standards enabled by recent RMA amendments.	7.2
SH1 / McKinney Road Intersection	Oppose	The ITA for the Warkworth Structure Plan recommended SH1 / McKinney Road intersection be upgraded to a signalised intersection, noting a reduction in speed limit from 60km/h to 50km/h. The upgrade of the intersection has been identified in the Structure Plan ITA as necessary for	Decline the Plan Change unless: - sufficient evidence is provided to satisfy Waka Kotahi that the traffic effects of the Plan change can be appropriately managed at the SH1/McKinney Rd intersection (including application of the MDRS); and	7.3

	<p>development coming online between 2028 and 2032, however this needs to be confirmed alongside the work Te Tupu Ngātahi are doing to route protect the strategic network.</p> <p>It is important to note Te Tupu Ngātahi are not responsible for the implementation of projects. There is no funding currently allocated to this intersection in the NLTP or RLTP and as this Plan Change is progressing ahead of sequence, additional information around funding and developer contributions for early infrastructure is required.</p> <p>The development enabled by this Plan Change will contribute traffic and other transport demand to the wider strategic transport network identified as needed to support growth in Warkworth, and there should be opportunity for the developer to contribute to this financially.</p> <p>The Plan Change has not adequately addressed traffic effects. It is unclear from the information provided whether the assumptions made in the Stantec Transport Assessment are appropriate and whether the development triggers the need for signalisation. The modelling assessment assumes that signalisation of the intersection is already in place as well as a 40% reduction in traffic movements on SH1 once Ara Tūhono opens.</p> <p>The transport assessment needs to consider the current layout and speed environment, the MDRS, any cumulative impacts from other consented development within the McKinney Rd vicinity and the wider future urban zone once Ara Tūhono opens, with better clarity on the assumptions made in the SIDRA model, particularly with the phasing of 2</p>	<p>-the Plan Change is amended to include provisions to address any upgrades to the SH1 / McKinney Road intersection necessary to support the development. This could include appropriate staging triggers in the precinct provisions.</p>
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7.4

		and 6 to help address Waka Kotahi concerns, and confirm that the traffic effects on SH1 can be safely managed.	
Mitigation measures – thresholds / triggers	Oppose	<p>To ensure that land use is integrated with transport, the Precinct Plan needs to identify how subdivision and development is co-ordinated with the delivery of transport infrastructure and services. The precinct provisions are not sufficiently robust to ensure all the infrastructure improvements needed to support the development will be delivered.</p> <p>This is particularly important for the active mode connection to Fairwater Road as the existing environment is steep and the land is in fragmented ownership. There is a risk this connection is not feasible.</p> <p>The precinct provisions need to clearly identify each of the on-road interventions required to support the proposal and when these will be implemented. Appropriate thresholds are needed to ensure development does not go ahead until the required infrastructure is in place.</p>	<p>Amend the Precinct Plan to include provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services required to provide for the transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects. These key infrastructure improvements include but are not limited to:</p> <ul style="list-style-type: none"> • Provision of the collector road as proposed in the Warkworth X Precinct Plan • Development of the active mode connections identified in the Warkworth X Precinct Plan • Upgrade of the McKinney Road and John Andrew Drive Road • Any on-road interventions required for the upgrade of the SH1 / McKinney Road intersection <p>Provisions may include thresholds or triggers, or clear assessment and consenting processes, aligned to related objectives and policies.</p>
Plan change provisions	Oppose	<p>While the Objective 2 and Policies 1, 3 and 4 go some way to address internal transport issues, these do not enable integration with the wider active transport network, public transport network and roading network.</p> <p>A policy hierarchy that supports the Warkworth Structure Plan should be considered for a well -connected town. For example to prioritise convenient, segregated, and safe walking and cycling routes connecting residential areas with</p>	<p>Amend provisions to integrate land use with the wider active transport, public transport and roading network as addressed in the Warkworth Structure Plan. This includes amending the Warkworth x Precinct Plan to demonstrate how the walking and cycling network also connects and integrates with the wider active transport network.</p>

7.5

7.6

		<p>Warkworth Town Centre and to regional walking/cycling routes.</p> <p>The Warkworth Structure Plan shows a roading layout however it is unclear how the Warkworth x precinct Plan connects with the strategic walking and cycling network, and how these are provided for within the collector roads, McKinney Road and John Andrew Drive.</p>	
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